

to 1952-53 inclusive, was about Rs. 54.34 crores. The figures of actual expenditure in the subsequent years are not yet available.

(c) 19 States are either self-sufficient or surplus in foodgrains; 9 other States, however, still need assistance.

Th. Lakshman Singh Charak: May I know the amount given to the Jammu and Kashmir Government in this period?

Shri Karmarkar: Speaking subject to correction, we are giving them Rs. 20 lakhs for two years. As I said, this is subject to correction.

Th. Lakshman Singh Charak: In answer to part (c) of the question, the hon. Minister said that some States are surplus and others are deficient. May I know to what extent they are surplus and to what extent they are deficient?

Shri Karmarkar: They are surplus to a little extent and among the deficit States, Bombay for instance, is deficit to a large extent and others to a small extent. Obviously, this is an unsatisfactory reply to the question, Sir.

Shri T. N. Singh: The hon. Minister has stated that the Grow More Food campaign has been merged into the development and other plans for community projects etc. May I know whether nothing is being done for Grow More Food work in areas other than the development blocks and community extension blocks?

Shri Karmarkar: I did not say development blocks and community extension areas. I mentioned that it is part of the Five Year Plan for the country as a whole. It is not kept separate as it was done before the Five Year Plan came into existence.

Diwan Raghavendra Rao: May I know if the Government have given any directive to the State Governments to use such grants in areas where there are no development blocks of the community projects?

Shri Karmarkar: So far as I can say offhand, there is no such restriction. These development projects are different and are based on their own merits. They are processed and sent to the Government of India and they are worked in areas for which the funds are intended.

Shri Dabhi: May I know the quantity of cereals produced during each of the years from 1949-50 up-to-date?

Mr. Speaker: Obviously, he wants notice, I believe.

Shri Karmarkar: Yes, Sir.

श्रमजीवी पत्रकार

*३५० श्री एम० एल० द्विवेदी : क्या श्रम मंत्री २९ अप्रैल, १९५४ को पूछे गये तारांकित प्रश्न संख्या २१४२ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि औद्योगिक विवाद अधिनियम के अन्तर्गत आने वाले 'श्रमजीवियों' की श्रेणी में श्रमजीवी पत्रकारों को सम्मिलित करने की व्यवस्था करने वाले विधेयक के पुरःस्थापन के सम्बन्ध में अभी तक क्या प्रगति हुई है ?

The Deputy Minister of Labour (Shri Abid Ali): The matter is still under the consideration of Government.

श्री एम० एल० द्विवेदी : मैं यह जानना चाहता हूँ कि कलकत्ता के जो नव भारत और दूसरे अखबार बन्द हो गये थे और उसमें कुछ पत्रकार संजीवी काम से अलग हो गये थे, जिनको सहायता देने का सरकार ने वायदा किया था, उनको इस सम्बन्ध में क्या सहायता दी गयी है ?

श्री आरिब अली : इस सवाल का उस सवाल से कोई सम्बन्ध नहीं है जो कि मेम्बर साहब ने पूछा है। अगर वह दूसरा सवाल पेश करेंगे तो मैं उसका जवाब दूंगा।

Shri Sadhan Gupta: May I know how long this matter will remain

under consideration and whether Government have any policy of speeding up consideration?

Shri Abid Ali: Yes; Government have a policy of speeding up consideration.

श्री एम० एल० द्विवेदी : मैं यह जानना चाहता था कि क्या प्रंस कमीशन की रिपोर्ट पर विचार करने के बाद ही इस सम्बन्ध में बिल बनाया जायगा, और यदि हां, तो इस पर विचार हो जाने की कब तक आशा की जाती है ?

श्री आर्चिष अली : खास तौर से तो वर्कमैन की इंफनीशन का सवाल है। जब हम दूसरा अमेंडिंग बिल लायेंगे तो उसमें वर्कमैन की इंफनीशन बदलने का ख्याल तो है ही।

TRAINING INSTITUTES AND CENTRES

*352. **Shri K. C. Sodhia:** Will the Minister of Labour be pleased to state:

(a) what was the total enrolment in the training institutes and centres functioning under the Ministry of Labour during 1953;

(b) what percentage, if any, of the trainees consisted of students from the general public;

(c) whether Government propose to throw open these institutions to the general public and convert them into Technical Schools; and

(d) if not, what are the difficulties in the way of Government?

The Deputy Minister for Labour (Shri Abid Ali): (a) 9,582.

(b) The trainees are all recruited from adult civilians among the general public.

(c) The Institutions are already open to the general public. Government do not propose to convert them into Technical Schools.

(d) Training of the kind contemplated can be given satisfactorily only in the Training Institutes and Centres and not in Technical Schools.

Shri K. C. Sodhia: What was the total number of centres during 1953-54?

Shri Abid Ali: About 56.

Shri K. C. Sodhia: What was the total cost incurred thereon?

Shri Abid Ali: About Rs. 60 lakhs.

दिल्ली के स्थानीय निकाय

*३५३. **श्री नवल प्रभाकर :** क्या [स्वास्थ्य मंत्री यह बताने की कृपा करेंगी कि :

(क) क्या यह सच है कि नई दिल्ली की नगरपालिका और इम्प्रूवमेंट ट्रस्ट के शासन सम्बन्धी समस्त अधिकार केन्द्रीय सरकार ने दिल्ली राज्य सरकार से ले लिये हैं और यह कि भविष्य में इन स्थानीय निकायों पर दिल्ली राज्य सरकार का कोई प्रशासनिक अधिकार नहीं रहेगा; और

(ख) यदि हां, तो इसके क्या कारण हैं ?

The Minister of Health (Rajkumari Amrit Kaur): (a) No.

(b) Does not arise.

DARBHANGA DAKOTA ACCIDENT

*355. **Shri Bhagwat Jha Azad:** Will the Minister of Communications be pleased to state:

(a) whether the report of the Inquiry held into the Darbhanga Aviation Dakota crash on the south fringe of Dum Dum Airport on the 30th April, 1954 has been submitted; and

(b) if so, the causes of the crash?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) I lay on the Table, a copy of the Report of the Court of Enquiry on the accident to Dharbanga Aviation Dakota on the 30th April 1954 near Dum Dum airport [Placed in the Library. See No. S-275/54.]

(b) According to the Court, the probable cause of the accident was:—

- (a) Delay in feathering after failure of the port engine (due to inexperience of the pilot in emergency procedures), which resulted in loss of height,
- (b) the subsequent attempt to establish a climb with a nose high attitude (to get over the obstructions) below the recommended single-engine rate of climb speed, with both gear and flaps up, and
- (c) the progressive loss of air speed which finally resulted in a stall on a cocoanut tree.

Shri Bhagwat Jha Azad: From the book made available to us I find that the Court has made the observation that it is a very sad plight and horrible conditions are prevailing in the non-scheduled airlines. What are the factors that have prevailed upon the Government not to nationalise these non-scheduled airlines as well?

Shri Raj Bahadur: Which of the observations is the hon. Member referring to?

Shri Bhagwat Jha Azad: I refer to page 13, paragraph 18 of the report in which the court observes that cockpit check-lists, emergency lists, nothing was available on the plane, that the traffic personnel manager had no knowledge of loading and unloading and such other things.

Shri Raj Bahadur: It is a sort of general observation in which the court has only said that they should be readily made available, and should be properly used, and that proper use should be ensured.

Shri Bhagwat Jha Azad rose—

Mr. Speaker: Order, order. The point of enquiry seems to be whether any improvement in those conditions has taken place since nationalisation. That seems to be the point of enquiry.

Shri Raj Bahadur: As a matter of fact, the Court has divided its Report

into various sections. The most relevant Sections are the findings, the recommendations and the observations. This is not one of the findings that these papers were not available. So, the question of improvement does not arise.

The Minister of Communications (Shri Jagjivan Ram): May I add that we are exercising a stricter control over the non-scheduled operators as regards the maintenance of their aircraft and other conditions of licence?

Shri Bhagwat Jha Azad: Though the answer is not clear to me, yet may I know whether the recommendations made by this Court have yet been implemented, and what are the conditions that have been imposed over these non-scheduled airlines to prevent such accidents causing the death of persons?

Shri Jagjivan Ram: New conditions are not to be imposed. The conditions of the issue of licence for non-scheduled operations take care of all these things—that they will have to maintain a reasonable arrangement of engineering workshops, they will have to observe all conditions regarding the load they are carrying, and they will have to engage expert staff qualified and licensed by the Director-General, Civil Aviation.

Shri Bhagwat Jha Azad: Is it not a fact that these non-scheduled air services are, after nationalisation, threatening to reterench their employees and some good officers who are experts in these things have been retrenched? What is the position of the Government in this regard?

Shri Raj Bahadur: So far as non-scheduled operators are concerned, they employ their staff in accordance with their requirements. Even so whenever any employees of such companies have approached us, we have always tried our level best to help them and have always tried to see that the non-scheduled operators also run successfully.

Shri Bhagwat Jha Azad: That is not my question.