

Shri Nanadas: May I know the charges, for different types of reclamation, per acre?

Shri Kidwai: I have not been able to follow with what the hon. Member has compared these charges.

Shri Nanadas: I wanted to know the charges per acre, for reclamation of *kans*-infested lands, for jungle clearance, and for reclamation of fallow lands.

Shri Kidwai: The charges are different for different varieties. Two years ago, the average charge was Rs. 52 per acre or per hour of work. But as the cost of working showed that there was some loss, it was later raised to Rs. 62 or Rs. 63—I do not exactly remember it. Then, we tried to get it reduced. Last year's working was an improvement over the previous year's working. Therefore, last year's working charges came to about Rs. 51 per acre or per hour. This year, we hope that our working will further improve, and the charges will be a little lower than Rs. 50, and will be somewhere about Rs. 48 or so. In anticipation, we have fixed the charges at Rs. 45. That means that we may have to pay a little subsidy, if the charges are a little above Rs. 45.

Shri Nanadas: May I know whether any private landholders are willing to have direct contract with the Central Tractor Organisation?

Shri Kidwai: We always work through the State Governments. We do not go to the cultivator direct.

Shri Syed Ahmed: May I know whether it is the intention of Government to apply the new charges retrospectively?

Shri Kidwai: No.

SERPASIL DRUG

*710. **Sardar Hukam Singh:** Will the Minister of Health be pleased to state:

(a) whether American doctors have claimed dramatic results by the use

of a drug called 'Serpasil' derived from an Indian herb in the treatment of mental patients; and

(b) whether the use of this herb is known to Indian Scientists also?

The Minister of Health (Rajkumari Amrit Kaur): (a) Government are not in possession of information to that effect. But a report saying that some American doctors are using the drug with good results has appeared in the Press.

(b) Yes.

Sardar Hukam Singh: May I know whether, after the appearance of this report in the press, any attempt has been made to find out what herb it is, and where it is found?

Rajkumari Amrit Kaur: The herb is well-known to us. It has been for many years included in the Indian pharmacopoeia, and it is widely used in India.

Sardar Hukam Singh: For what purposes is it used in India?

Rajkumari Amrit Kaur: It is used for cases of hypertension.

AIR CRASHES

*711. **Pandit D. N. Tiwary:** Will the Minister of Communications be pleased to state:

(a) how many plane accidents took place from the 1st January to the 31st July, 1954;

(b) whether Government have received the enquiry reports in respect of all the air crashes and air accidents that occurred during that period;

(c) whether the scrutiny of reports reveals any common defect responsible for these air crashes;

(d) the number of cases of deaths, and serious injuries, and the amount of losses sustained by Government and the public as a result of these crashes; and

(e) the steps taken to remove the causes of the crashes?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) 12.

(b) Investigation reports on 8 accidents have been received, while 4 are still under investigation.

(c) Out of the eight accidents investigated, five were accidents to aircraft of Flying Clubs on training flights, one to a Flying Club aircraft on a Joy ride flight, one to a glider of the Poona Gliding Centre, while the eighth was to a commercial aircraft on a non-scheduled flight. Most of these accidents were due to inability of the pilot to cope with the emergency with which he was faced.

(d) I lay on the Table of the Lok Sabha a statement giving the required information. [See Appendix IV, annexure No. 47]

(e) Most of the accidents investigated so far, as stated in reply to part (c), were accidents to Flying Club aircraft operated by persons who were under training. Government have, however, taken steps for thorough and periodical checks to be carried out so as to ensure that a high standard of competency of pilots is maintained, specially under emergency and adverse weather conditions. Reports on such checks are taken into account at the time of renewal of pilots 'B' licences.

Pandit D. N. Tiwary: How many of these accidents were due to engine trouble?

Shri Raj Bahadur: So far, I think, out of these, one was caused by engine trouble.

Pandit D. N. Tiwary: May I know what compensation has been paid so far, and how many claims are pending?

Shri Raj Bahadur: So far as these accidents which have been investigated into are concerned, I said that most of them were of flying club planes. In regard to accidents, as is well-known, the internal airlines are not subject to payment of compensation, unless they come within the law of torts.

Shri G. P. Sinha: May I know whether there has been any increase or decrease in air accidents in 1954, as compared with 1953?

Shri Raj Bahadur: I think by the grace of God, there has been a decrease.

Shri Karni Singhji: As most of the accidents are reported to be due to pilot error, are the Government satisfied that the medical checks on pilots are satisfactory?

Shri Raj Bahadur: The hon. Member will see from the statement I have already made that the accidents have occurred to the trainees who were under training. As a matter of fact, nobody can completely control accidents during training.

RAILWAY CORRUPTION INQUIRY COMMITTEE

*712. **Th. Lakshman Singh Charak:** Will the Minister of Railways be pleased to state when the Railway Corruption Inquiry Committee is expected to finish its deliberations and submit the report to Government?

The Deputy Minister of Railways and Transport (Shri Alagesan): Government are informed that the Railway Corruption Enquiry Committee hopes to complete its work by the next budget session.

Th. Lakshman Singh Charak: May I know the places visited by the Railway Corruption Inquiry Committee and the work so far completed?

Shri Alagesan: The Committee has already held about 50 meetings so far and have visited the Southern, Western and Central Railways and part of the Northern Railway.

Th. Lakshman Singh Charak: What is the reason for the delay in completing its work and submitting the report before the next budget session?

Shri Alagesan: They are still to complete their work. They are collecting valuable information and holding inquiries.