

other countries, and whether as a result of these flights our external air services are put into difficulties as regards finding, what shall we say, passengers?

Shri Jagjivan Ram: That is exactly the reason, Sir, why we took up the question with the Government of United States. Negotiations went on and when we could not come to any agreement we were forced to give notice for the termination of the existing agreement.

Dr. Lanka Sundaram: Can the hon. Minister give an assessment of the probable losses in earnings as a result of these flights from foreign airlines bringing tourists to this country and carrying passengers from this country abroad?

Shri Jagjivan Ram: It is very difficult to assess the losses but the fact that a very large number of frequencies and a very large number of available seats which are much in excess of third and fourth freedom traffic are being carried by foreign airlines in this country was the reason why we took up the question with the Government of United States.

Dr. Lanka Sundaram: With reference to question number 227, may I know whether it is a fact that up to the moment since nationalisation, as much as Rs. 1,50,00,000 have been lost in running both internal and external air services? If this is a fact, may I know whether the hon. Minister, when he places the statement on the Table as promised, would give the break up of both internal and external air services', trading results?

Shri Jagjivan Ram: I cannot give the exact figures of losses at present, but I may tell the House that there has been some profit in the International Corporation and loss in the Internal Corporation. The accounts will be submitted separately for the Indian Airlines Corporation and the Air India International.

Dr. Lanka Sundaram: In view of the admitted losses every month—figures may be given to us later—may I know the steps contemplated by Government

to ensure that both internal and external air services would be run on a commercial basis?

Shri Jagjivan Ram: Both the Corporations are being run on commercial basis. There are some obvious reasons for loss in the case of the Indian Airlines Corporation. As yet we are carrying on the employees of the then existing companies on the same terms and conditions of service as existed in those companies prior to nationalisation. We have started the process of integration and when the services are fully integrated there will be obvious saving of overhead charges. The then existing air companies were getting subsidy from the Government and now that subsidy is not available to the Corporation.

TICKETLESS TRAVEL

*187. **Shri D. C. Sharma:** Will the Minister of Railways be pleased to state:

(a) the number of special drives carried out to prevent ticketless travel on the Northern Railway in 1953;

(b) the amount realised in this connection; and

(c) the number of persons sent to jail?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) 4,874.

(b) Rs. 6,86,145/-.

(c) 8,263.

Shri D. C. Sharma: May I know how the number of ticketless travellers in 1953 compares with the number in 1952? Is it on the increase or on the decrease?

Shri Shahnawaz Khan: There is a very slight increase in 1953.

Shri D. C. Sharma: May I know whether this increase is due to some special causes or due to natural causes?

Shri Shahnawaz Khan: I do not quite understand what the hon. Member means by 'natural causes'.

Shri D. C. Sharma: What I mean is...

Mr. Speaker: Order, order. His point seems to be as to whether there was more effective drive in 1953 as a result of which there was increase in the detection of ticketless travellers?

The Minister of Railways and Transport (Shri L. B. Shastri): The fact that there has been an increase in the number of ticketless travellers detected means that there has been a better drive.

Shri D. C. Sharma: May I know the range of punishment for those persons who are detected travelling without ticket?

Shri Shahnawaz Khan: It is difficult to say anything specifically because the punishments vary in every individual case.

Diwan Raghavendra Rao: May I know whether the Government have taken into consideration the experience gained by Shri Vasisht who has just returned from a tour of the U.S.S.R. and reported that keeping attendance in each and every compartment is an efficacious measure of preventing ticketless travel?

Shri L. B. Shastri: He has returned only on the 20th and has not submitted his report so far.

Pandit Munishwar Datt Upadhyay: May I know to what extent there is collusion of the railway employees in this ticketless travelling?

Shri Shahnawaz Khan: We have not yet ascertained that fact.

GRANTS FROM THE CENTRAL ROAD FUND

*188. **Dr. Ram Subhag Singh:** Will the Minister of Transport be pleased to state the total amount of money so far given as grants to various States from the Central Road Fund during the year 1954-55?

The Deputy Minister of Railways and Transport (Shri Alagesan): The total amount of money so far given as grants to various States from the Central

Road Fund during the current financial year is Rs. 129.52 lakhs. This is made up of

Allotments made out of the State Governments' allocations Rs. 48.27 lakhs.

Grants sanctioned from the Central Road Fund (Ordinary) Reserve Rs. 36.25 lakhs.

Grants sanctioned from the Central Road Fund (Special) Reserve Rs. 45.00 lakhs.

Dr. Ram Subhag Singh: May I know the basis on which these grants are given to the different States and whether the traffic pressure on a particular road is also taken into account by the Government of India while advancing these loans or grants?

Shri Alagesan: The allocations are made to the various States on the basis of petrol consumption.

Shri N. M. Lingam: May I know if it is a fact that Government propose to levy a surcharge on petrol to augment the Central Road Fund?

Shri Alagesan: No, Sir. We are already levying a duty of two and half annas per gallon. Of this 20 per cent. is set apart for Central Road Fund (Ordinary) Reserve; the rest, namely, 80 per cent. is distributed among the various States. They are not distributed but they are kept in their accounts in the Central Road Fund as per the consumption of petrol.

केन्द्रीय ट्रैक्टर संगठन

*१८९. श्री एम० एल० द्विवेदी : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) केन्द्रीय ट्रैक्टर संगठन के फार्मों की तुलना में निजी फार्मों में कितनी कृषि योग्य भूमि पर खेती प्रारम्भ की गई;

(ख) निजी रूप से ट्रैक्टरों द्वारा भूमि को खेती योग्य बनाने पर और केन्द्रीय ट्रैक्टर संगठन द्वारा भूमि को कृषि