

Shri B. S. Murthy: May I know whether those concerned anticipated the downpour of rain and whether there has been any negligence?

Mr. Speaker: Order, order. His question was with reference to negligence. He is now putting it a little differently.

Dr. Ram Subhag Singh: Was it not possible for the Government to get these 60 tons of wheat distributed among the people on the day it was drenched by water?

Shri Kidwai: After the heavy downpour, the godown was immediately inspected, and it was found that all of them was not damaged. The water came from below and damaged some wheat. The wheat so damaged was immediately taken out.

Shrimati Jayashri: May I know Sir whether this damaged wheat was in a fit condition for human consumption.

Shri Kidwai: That portion which was fit for human consumption was taken out, and after being dried, was distributed. Sixty tons have been found to be unfit for any use.

Pandit Thakur Das Bhargava: What is the amount of grain stored in Bombay?

Shri Kidwai: I will require notice for it.

WRITTEN ANSWERS TO QUESTIONS

यात्रियों को सुविधायें

*१४७३. सेठ गोविन्द दास : (क) : क्या रेल मंत्री यह बतलाने की कृपा करेंगे कि १९५१-५२ वर्ष में सारी रेलों पर यात्रियों को सुविधायें प्रदान करने में कितनी राशि व्यय की गयी ?

(ख) सुविधाओं की मुख्य मदें क्या हैं ?

(ग) क्या प्लेटफार्मों और यात्रियों के प्लेटफार्मों के ऊपर छदकों (शेड) की व्यवस्था भी सुविधाओं में गिनी जाती है ?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) The expenditure during 1951-52, booked so far, is Rs. 2,35,28,000.

(b) Details of the principal items of amenities provided during 1951-52 are given in the Pamphlet 'Towards Better Conditions of Travel' circulated to the Members of the House with Budget Papers.

(c) Provision of sheds over passenger platforms is treated as a passenger amenity but provision of new passenger platform in an existing station is not classified as such. Extension, raising, widening and surfacing of existing passenger platforms, however, come under the category of passenger amenity works.

मध्यम श्रेणी और तीसरी श्रेणी के डिब्बे

*१४७४. सेठ गोविन्द दास : (क) क्या रेल मंत्री मध्यम श्रेणी और तीसरी श्रेणी के डिब्बों में अब तक लगाये गये पंखों की संख्या बतलाने की कृपा करेंगे ?

(ख) मध्यम और तीसरी श्रेणी के कितने डिब्बों में अभी पंखे लगने बाकी हैं ?

(ग) क्या कोई ऐसा कार्यक्रम निश्चित किया गया है, जिस में यह लक्ष्य रखा गया हो कि इतने समय के भीतर तीसरी श्रेणी के सभी डिब्बों में पंखे लगा दिये जायेंगे, और यदि रखा गया है तो कितना ?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) About 4,600 in Inter and about 12,400 in III.

(b) About 300 Inter Class coaches and about 2000 Third Class coaches of those selected for fitting. It is not proposed to fit up coaches due scrapping shortly.

(c) The coaches are fitted up as they come in for overhaul. In view of the shortage, they are not withdrawn from use only for this purpose. New coaches incorporate all the features of the improved standard adopted—viz., 12 fans, a coach, better lighting and better sanitary and other facilities.

पर्यटक (टूरिस्ट)

*१४७७. सेठ गोविन्द दास : (क) क्या यातायात मंत्री यह बतलाने की कृपा करेंगे कि १९५१ में और इस वर्ष में अब तक विदेशों से भारत में आये पर्यटकों की संख्या क्या है ?

(ख) इस स्रोत से अजित डालरों की राशि क्या है ?

(ग) पर्यटकों को क्या सुविधाएँ दी जाती हैं और देश के विभिन्न भागों में स्थित पर्यटक कार्यालयों के ऊपर कितना व्यय होता है ?

(घ) क्या पर्यटकों को ले जाने के लिये भारत में सरकार के पास विशेष बसें हैं ?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) 1951 about 20,000 tourists. First four months of 1952...7,235 tourists.

(b) Attention is invited to the reply to starred question No. 144 given on 20th February 1952.

(c) The facilities provided by the Government include tourist information offices, tourist literature and guide services. For the overseas visitors frontier formalities have been simplified and a Tourist Introduction Card which is issued to them ensures special assistance in respect of quick customs clearance, railway reservation and accommodation in dak bungalows.

The expenditure incurred on the Regional Tourist Offices in 1950-51 and 1951-52 is Rs. 1,04,985 and Rs. 1,25,200 respectively.

(d) No.

RANAGHAT-LALGOLAGHAT RAILWAY LINE

*1482. **Shri T. K. Chaudhuri:** Will the Minister of Railways be pleased to state:

(a) whether Government have any scheme for extending the Ranaghat-Lalgolaghat Branch line of the Sealdah Division of the Eastern Railways beyond Lalgola upto Jangipore in the district of Murshidabad, West Bengal connecting Jangipore directly by rail with Calcutta;

(b) when the said scheme is likely to be taken in hand; and

(c) whether Government have received any representation on the subject from the local people of Jangipore?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) No such scheme is under consideration.

(b) Does not arise.

(c) No.

PAPER MILLS

*1485. **Shri Jhunjhunwala:** (a) Will the Minister of Railways be pleased to state whether Government are aware, or their attention has been

drawn to the accumulation of stocks and reduction in the output of some of the paper mills engaged in the manufacture of special varieties of papers and boards due to the non-availability of wagons for the movement of such papers and boards?

(b) What steps have been taken or proposed to be taken by the Railways to make available to the mills concerned their minimum requirements of wagons, so that production can at least go on unhampered?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) Yes. Representations in this regard have recently been received from Messrs. Rohtas Industries Ltd., Dalmanagar, and also on their behalf from the Indian Chamber of Commerce and the Indian Paper Mills Association, Calcutta.

(b) Being the finished products of the paper factory, their paper and boards constitute 'preferential traffic' under item 9(v) of the Railway Board's General Order No. 7, dated 16th June 1952 which covers finished products of certain industries including the Paper and Straw Board factories. The requirements given by Messrs. Rohtas Industries Ltd. are for *via* Waltair to the South and *via* Balharshah to Secunderabad (for Mushirabad out agency) the movements for which are subject to limited capacities, shared by the various types of essential traffic. The feasibility of accommodating their traffic to a greater measure than at present is under consideration.

PRODUCTION OF COTTON IN MADHYA PRADESH

*1488. **Shri K. G. Deshmukh:** Will the Minister of Food and Agriculture be pleased to state:

(a) how many acres of land were under cotton cultivation in Madhya Pradesh in 1951-52 season;

(b) the quantity of cotton that was produced in the same year; and

(c) the varieties of long staple cotton that are produced in Madhya Pradesh?

The Minister of Food and Agriculture (Shri Kidwai): (a) 1951-52, Final Estimates of Cotton are not yet available. According to the fourth estimate, the area under cotton in Madhya Pradesh in 1951-52 was 3,021 thousand acres.

(b) The quantity produced according to the Fourth Estimate is 691 thousand bales of 392 lbs. each of cotton lint.