

private scheme between the All India Water-ways Research Station at Organisations of New Zealand.

NAVIGABLE CHANNEL BETWEEN SEA AND DIAMOND HARBOUR

*1717. **Dr. Ram Subhag Singh:** Will the Minister of Transport be pleased to state whether it is a fact that the Calcutta Port Commissioners have accepted Sir Claude Inglis's advice that a navigable channel can be provided between the sea and Diamond Harbour?

The Parliamentary Secretary to the Prime Minister (Shri Satish Chandra): The opinion of Sir Claude Inglis was that a channel could probably be stabilised in the lower part of the estuary (below Diamond Harbour) and that the River between the mouth of the Damodar and Calcutta could also be brought under control by training works. He recommended the construction of three models of the River for study purposes to come to a final decision. The Port Commissioners have accepted this recommendation and experiments are already in progress on the models which have been constructed at Central Water and Power Commission Research Station, Poona.

Dr. Ram Subhag Singh: May I know how long it will take to complete the construction of the models, which has been referred to?

Shri Satish Chandra: Two models have already been constructed. The third model is not to be constructed. The distance to be covered by the third one has been covered by the two models by extending them slightly. The experiments are in progress and are likely to be completed by the end of 1953.

Dr. Ram Subhag Singh: May I know what is the cost involved in the construction of these models, and also in digging the canal?

Shri Satish Chandra: A sum of Rs. 9.81.000 was sanctioned for the construction of these models. The work is in progress. There is no question of constructing the shipping canal, because the purpose of these models is to explore the possibilities of improving the river itself. If that succeeds, the idea of constructing a canal between Calcutta and Diamond Harbour will be dropped altogether.

Shri Meghnad Saha: May I know in what capacity was Sir Claude Inglis requested to give his opinion?

Shri Satish Chandra: Sir Claude Inglis was the Director of the Inland Water-ways Research Station at Poona. He has retired since then. He was asked to express his opinion, then, in 1946.

Shri Meghnad Saha: May I know whether any model experiments have been carried out, and whether Government can accept his recommendations, however great he may be, unless any model experiments are carried out?

Shri Satish Chandra: Sir Claude Inglis recommended exactly on these lines that the model experiments should be carried out. They are in progress. No decision has been taken so far.

INDIAN-OWNED SHIPS

*1718. **Shri Damodara Menon:** Will the Minister of Transport be pleased to state:

(a) the number of seamen employed in Indian-owned ships; and

(b) how many of them are Indian nationals?

The Parliamentary Secretary to the Prime Minister (Shri Satish Chandra): (a) About 7,000 seamen are engaged every year on Indian-owned ships.

(b) About 3,000.

Shri Damodara Menon: May I know how many of these seamen are nationals of Pakistan?

Shri Satish Chandra: 1,315 on foreign-going ships, and 532 on home-trade ships.

Shri Damodara Menon: May I know whether the Government are taking any steps to see that Indian-owned vessels employ only Indian nationals as seamen?

Shri Satish Chandra: Some steps have already been taken to encourage maritime profession and recruitment of Indian seamen. Two training ships *Bhadra* and *Mekhala* which are stationed at Calcutta and Visakhapatnam respectively provide training to ratings, so that foreigners could be gradually replaced.

Shri Damodara Menon: May I know from what centres seamen are recruited in India?

Shri Satish Chandra: Mostly from the coastal provinces, including Kerala.

Shri M. S. Gurupadaswamy: May I know whether there are any Indian seamen in Pakistan-owned ships?

Shri Satish Chandra: I could not say anything about the ships owned by Pakistan.

Shri Achuthan: May I know when we can expect the complete Indianisation in this respect?

Shri Safish Chandra: I do not exactly know. It is proposed to increase these facilities by setting up shore establishments attached to the above ships, so that the intake of trainees will be more than at present. In addition to that, the naval ratings who have been discharged after the war are also employed as far as possible in the Indian-owned shipping companies.

MESSRS. A. H. WHEELER & Co.

*1719. **Shri Vidyalkar:** Will the Minister of Railways be pleased to state:

(a) whether it has been brought to the notice of Government that the firm of Messrs. A. H. Wheeler & Co. often charges exorbitant prices for the books they sell in their stalls; and

(b) if so, what action Government propose to take in the matter?

The Parliamentary Secretary to the Prime Minister (Shri Satish Chandra): (a) No.

(b) Does not arise. If specific instances are brought to notice, however, suitable action will be taken.

Shri Velayudhan: May I know whether the Government have imposed any restriction on the literature that has to be sold by these book-stalls?

Shri Satish Chandra: That is a matter for the local railway administrations. Generally speaking, good and decent books which are in demand by the travelling public are sold at these stalls.

POSTAL EMPLOYEES (CONVICTIONS)

*1720. **Shri N. P. Sinha:** Will the Minister of Communications be pleased to state:

(a) how many prosecutions in each State were made against postal employees for misappropriation or defalcation of public money in the years 1950-51 and 1951-52; and

(b) how many of those cases ended in conviction?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Altogether 619 and 759 prosecutions were launched against post office officials in the whole of India during 1950-51 and 1951-52 respectively; a statement showing the figures for each State is placed on the Table. [See Appendix VIII, annexure No. 22.]

(b) The total number of cases ending in conviction was 127 in 1950-51 and 106 in 1951-52; a statement showing the figure for each State is placed on the Table. [See Appendix VIII, annexure No. 23.]

Shri N. P. Sinha: May I know the total amount involved in all these cases?

Shri Raj Bahadur: I am afraid, that cannot be given off-hand.

Shri Raghavaiah: Is it a fact that as many as 64 lakhs of letters and other articles were destroyed by the APMG at Amritsar D.L.O. Office?

Shri Raj Bahadur: The main question relates to cases of corruption and defalcation. The hon. Member's question is entirely different, as it relates to destruction of letters in the D.L.O. Office.

Shri Raghavaiah: What punishment was given to him for the action he has done?

Shri Raj Bahadur: The question does not arise.

Mr. Speaker: The main question is restricted to misappropriation and defalcation of public money and not to other offences in the Postal Department.

Shri Raghavaiah: My question was that as many as 64 lakhs of letters, including Money Orders were destroyed.....

Mr. Speaker: Then, it is included in the misappropriation.

Shri Raj Bahadur: Then I require notice, Sir.

Pandit D. N. Tiwary: Was any action taken on those who escaped punishment on technical grounds?

Shri Raj Bahadur: When one is acquitted, it is not possible to take any action.

Mr. Speaker: The hon. Member's question is this. A person may be acquitted for want of evidence or on some such technical ground, but substantially one has the moral conviction