

STATEMENT

Production of Jute in 1951-52

State	Lakh bales
Assam	8.4
Bihar	9.6
Orissa	3.9
U.P.	1.0
West Bengal	23.3
Tripura	0.6
TOTAL	46.8

PRODUCTION OF FOODGRAINS

*958. **Shri S. N. Das:** (a) Will the Minister of Food and Agriculture be pleased to state whether the final estimate of productions of foodgrains during 1951-52 has been completed?

(b) If so, what have been the productions of different varieties of food in different states?

(c) Have targets fixed for these states been reached?

The Minister of Food and Agriculture (Shri Kidwai): (a) No.

(b) and (c). Do not arise.

LAND DEVELOPMENT BOARD

*959. **Shri S. N. Das:** (a) Will the Minister of Food and Agriculture be pleased to state whether the Land Development Board established by the Central Government has begun functioning?

(b) If so, what are the areas to which its activities have been extended?

(c) What will be the non-recurring expenditure involved in this Scheme?

The Minister of Food and Agriculture (Shri Kidwai): (a) Yes, Sir.

(b) As a first step, it has been decided to take up a pilot project for starting a one thousand acre farm in Vindhya Pradesh.

(c) The details of the Scheme are now being worked out.

STATISTICS OF OVERCROWDING

*960. **Dr. P. S. Deshmukh:** (a) Will the Minister of Railways be pleased to state whether there are any statistics of overcrowding kept anywhere so as to determine whether it is in the increase or decrease?

(b) Is there any other criteria to ascertain the situation in this respect?

(c) If so, what is it and what was the situation in 1951 as compared with the position in the years 1949 and 1950?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) Yes, statistics are maintained to indicate the occupation ratio of seats provided, which is expressed by the percentage ratio of passenger miles to seat miles per day.

(b) and (c). Yes, another method is also followed. This is to take the census of passengers by particular trains from time to time by actual count.

On the basis of the figures of occupation ratio maintained, on the Broad Gauge sections there was a little less overcrowding in 1951 than in 1949 and 1950, on the Metre Gauge sections, however, the position during 1951 as compared with 1949 and 1950 appears to be more or less the same.

SPECIAL OFFICER

*961. **Shri Barman:** (a) Will the Minister of Home Affairs be pleased to state when the special officer under Article 338 had been appointed?

(b) Has the officer submitted any report?

(c) What procedure does the officer follow in the matter of investigation?

The Minister of Home Affairs and States (Dr. Katju): (a) 18th November, 1950.

(b) Attention is invited to the reply given to Shri Murthy's Starred Question No. 543 on 5th June 1952.

(c) He undertakes extensive tours and remains in constant touch with the State Governments.

AMOUNTS ALLOTTED TO STATES

*962. **Shri Barman:** (a) Will the Minister of Home Affairs be pleased to state what are the amounts actually allotted to States in the year 1951-52 and 1952-53 under Article 275 of the Constitution?

(b) What amounts had been spent in respective States for the purpose of promoting welfare of the Scheduled Tribes?

(c) What are the main welfare objectives to which the above sums were spent?

The Minister of Home Affairs and States (Dr. Katju): (a) A statement showing amounts allotted to States during the year 1951-52 is laid on the Table of the House. [See Appendix V, annexure No. 27.]

The budget provision during the current year is Rs. 180 lakhs. The distribution of this sum among the different States is under examination.

(b) The information is not yet available. It will be laid on the Table of the House in due course.

(c) (1) Agricultural development including minor irrigation.

(2) Educational Advancement (including hostels and scholarships).

(3) Public Health, including anti-malarial Operations.

(4) Village Roads.

(5) Development of Cottage industries.

BUILDING FOR HEADQUARTERS OF NORTHERN AND NORTH EASTERN ZONES

***963. Shri A. C. Guha:** Will the Minister of Railways be pleased to state:

(a) If any new buildings are to be constructed for the headquarters of the Northern and North Eastern Railway zones at Delhi and Gorakhpur; and

(b) if so, what is the estimated cost thereof?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) The Government have no idea of constructing a new building for the Headquarters Offices of the North-Eastern Railway at Gorakhpur. As regards the offices of Northern Railway at Delhi, Baroda House has been acquired from the Bombay Government.

(b) The cost of Baroda House has not been settled as yet.

IMPORT OF RICE FROM BURMA

***964. Shri B. R. Bhagat:** Will the Minister of Food and Agriculture be pleased to state:

(a) the quantity of rice allocated to India by the Burmese Government in the current year;

(b) the amount to be sold through private channels in the current year; and

(c) whether there is a difference in the price of rice sold through Government agency and that of the rice sold through Private channels?

The Minister of Food and Agriculture (Shri Kidwai): (a) 3,50,000 long tons.

(b) 1,20,000 long tons.

(c) Yes, Sir.

AJMER LOCOMOTIVE WORKSHOP

***965. Pandit M. B. Bhargava:** (a) Will the Minister of Railways be pleased to state whether it is a fact that the Ajmer Locoshop was manufacturing finished locomotives—both metre and broad gauge locomotives and if, so, when was the last locomotive manufactured there?

(b) How did the locomotives manufactured at loco workshops, Ajmer compare in quality and value with the locomotives imported from foreign countries?

(c) Since when the locomotive manufacturing industry was closed in Ajmer locoshops and for what reasons?

(d) Have Government any intention to revive the said industry there and if not, why?

(e) Were there any other locomotive workshops which manufactured locomotives, prior to the construction of the Chittaranjan Locomotive Workshops?

(f) If so, which are those factories and what was the annual output from there?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) Yes, the last locomotive was turned out from Ajmer Locomotive Shops in December 1950.

(b) The locomotives manufactured in Ajmer Workshops compared favourably in quality and value with those imported.

(c) The manufacture of locomotives was discontinued in Ajmer workshops from December 1950 as the full capacity of the workshops was required for repairs and because of the construction of Chittaranjan Locomotive and the Tata Locomotive Engineering Workshops.