

**Shri Jhunjhunwala:** What is the per capita consumption which the Government has taken in view according to the Planning Commission, for arriving at that figure?

**Shri Kidwai:** Fourteen ounces per head per day.

**Shri Jhunjhunwala:** How does it compare with the pre-war consumption of the people in India?

**Shri Kidwai:** I am not in a position to say that just now.

**Shri Chattopadhyaya:** The hon. Minister stated "if the targets set by the Planning Commission are reached", May I know from him how big that "if" is?

**Mr. Speaker:** Shrimati Kale.

**Shrimati A. Kale:** May I know whether it is a fact that Government had made a declaration that they will obtain self-sufficiency of food in 1952?

**Shri Kidwai:** I think that is a matter of past history. In that year we have had to import more grain than we imported in the previous years.

**Shrimati A. Kale:** Are we not supposed to follow the promises given by past people?

**Mr. Speaker:** Order, order.

#### CALCUTTA PORT

\*45. **Shri S. C. Samanta:** Will the Minister of Transport be pleased to state:

(a) the tonnage of goods exported and imported through the Port of Calcutta in the years 1945-46 and 1951-52;

(b) the main goods handled in those two years; and

(c) the net income of the Port in those two years?

**The Minister of Railways and Transport (Shri L. B. Shastri):** (a) to (c). A statement giving the required information is laid on the Table of the House. [See Appendix I, annexure No. 14.]

**Shri S. C. Samanta:** What is the cause of the decrease both in imports and exports in both these years?

**Shri L. B. Shastri:** The reduction is mainly due to two causes, cessation of hostilities and larger imports of food-grains in 1951-52.

**Shri S. C. Samanta:** May I know whether this decrease is going on gradually or it is fluctuating?

**Shri L. B. Shastri:** In other commodities it has increased and in these two it has decreased.

**Shri G. P. Sinha:** What is the percentage of capital goods imported and mainly from which country?

**Shri L. B. Shastri:** If you look into the statement, you will be able to calculate the percentage.

**Shri S. C. Samanta:** From the statement, I find that there is a deficit towards the end of 1951-52. May I know whether the estimated revenue deficit will be met by increasing the basic river dues on the shipping of gunnies, food grains, ores, etc.?

**Shri L. B. Shastri:** We propose to increase the dues on coal from 4 pies to 6 pies per maund, and we will be able to meet the deficit.

**Shri S. C. Samanta:** May I know how many complaints have been received from the shipping companies and trade interests about the shipping difficulty experienced in the river Hooghly, within the Port limits by the reason of which this deficit is incurred?

**Shri L. B. Shastri:** I am sorry, I have no knowledge.

#### IMPORT OF WHEAT AND RICE FROM CHINA AND RUSSIA

\*46. **Shri S. C. Samanta:** Will the Minister of Food and Agriculture be pleased to state:

(a) the quantity of rice and wheat offered by China and Russia in the years 1950-51 and 1951-52;

(b) the quantity bought and imported during the same period; and

(c) the price of rice we had to pay in comparison with the price of rice paid to other countries during those two years (separately) for rice?

**The Minister of Food and Agriculture (Shri Kidwai):** (a) During the years 1950-51 and 1951-52 China offered 50,000 tons and 16,500 tons of rice respectively. During 1950-51 Russia made no offers. In 1951-52 Russia offered 1 lakh metric tons of wheat.

(b) The entire quantities offered were accepted and imported.

(c) The 1950-51 contract with China for rice was against barter of jute goods; while the 1951-52 contract was against cash payment. It would not be in public interest to disclose the prices paid for rice to China or to other countries. Since the qualities of rice

differ from country to country, it would not be proper to compare the price of rice of one country with the price of rice of other countries.

**Shri S. C. Samanta:** May I know whether the attention of the hon. Minister has been drawn to the statement made by the Food Minister of Madras about China's refusal to export rice?

**Shri Kidwai:** Yes. There was some such statement made but the facts are as I have given in my reply.

**Shri S. C. Samanta:** Has any statement been issued by the Government to contradict the statement?

**Shri Kidwai:** Yes, a statement was issued contradicting that.

**Shri H. N. Mukerjee:** Will the hon. Minister please state if it is a fact that a large proportion of the wheat supplied by the Soviet Union was declined by the Food Ministry last year on the ground of the alleged lack of godowns?

**Shri Kidwai:** 100,000 tons were offered and they were accepted.

**Shri H. N. Mukerjee:** Is it not a fact that the original offer was for half a million tons of wheat out of which only 100,000 arrived because the Government of India told the Soviet Trade Representative that they had no godowns to stock the wheat?

**Shri Kidwai:** All that we required we had obtained. Therefore, there was no necessity of importing any more.

**Shri Nambiar:** May I know why an inferior instead of a high quality of rice is selected for import from China and thereby a bad reputation is given to the Chinese rice?

**Shri Kidwai:** The hon. Member is aware that there is already a complaint in this country and it was evidenced in the supplementaries today that the prices of imported grains are very high. Therefore we tried to get at a price at which we can sell or even by restoring the subsidy bring it to the capacity of the average consumer.

#### AIR-LINE COMPANIES (SUBSIDY)

\*47. **Shri S. C. Samanta:** Will the Minister of Communications be pleased to state:

(a) whether the revised quantum of subsidy to various Indian Air-lines have been decided by the Government of India;

(b) if so, the details of the subsidy; and

(c) the subsidy given to various Indian Air-lines in the years 1950-51 and 1951-52 (Air-line-wise)?

**The Minister of Communications (Shri Jagjivan Ram):** (a) The method of calculating subsidy has been decided. The amount to be paid is not prefixed; it will depend upon the financial results of each company's operation.

(b) The hon. Member's attention is invited to the reply given to part (c) of Dr. M. M. Dass's starred question No. 269 on the 28th February 1952 in the last Parliament. Since then, as a result of a representation from the Air Transport Association of India on behalf of the air lines, it has been decided that the new scheme should be effective from the 1st January 1952 instead of the 1st October 1951 and that for the period 1st October to the 31st December 1951, subsidy at the flat rate of 8 annas per gallon of petrol consumed should continue to be given to operators of scheduled air services. It has also been decided that under the new scheme the ceiling of eight annas per gallon of petrol consumed should be calculated on the basis of the total subsidy payable to all the operators taken together and not the subsidy admissible to each individual operator. In other words, if the loss suffered by some operators is less than at eight annas per gallon, the balance would be rateably distributed to the other whose loss exceeded that at eight annas per gallon.

(c) I lay a statement on the Table of the House. [See Appendix I, annexure No. 15.]

**Shri S. C. Samanta:** May I know why the non-scheduled companies have been debarred from the facility of this subsidy?

**Shri Jagjivan Ram:** Because they are expected to earn.

**Shri S. C. Samanta:** In how many cases have financial assistance been given in the form of supplying petrol?

**Shri Jagjivan Ram:** That is included in the list. The statement is laid on the Table of the House.

**Shri S. C. Samanta:** What other considerations are taken into account in accepting the needs of individual companies?

**Shri Jagjivan Ram:** No other consideration is taken into account.