

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.