

in 1951-52 were of the order of Rs. 5,88,47,000.

Shri S. C. Samanta: Is it not a fact that three European firms in U.P. are the main exporters of carpets and druggets?

Shri Karmarkar: I should like to have notice.

RUBBER

*1190. **Shri P. T. Chacko:** Will the Minister of Commerce and Industry be pleased to state:

(a) the amount of raw rubber imported in 1951-52;

(b) the average price per hundred pound of the imported rubber; and

(c) the price per hundred pound fixed for rubber produced in India?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): (a) 4,776 tons.

(b) Rs. 304-13-0 per 100 lbs. of Group I rubber.

(c) Rs. 128 per 100 lbs. of Group I rubber.

Mr. Speaker: (On finding Mr. Chacko occupying a different seat). I may again just mention that the hon. Members should not change their places so often as that. He stands the risk of my not being able to see him at different places at different times. He may stick to one place. He may make his choice and then never change his seat again. He may stick to that place now.

Shri P. T. Chacko: May I know why controls on rubber prices are not lifted in India so as to give the benefit of higher prices to the growers?

Shri Karmarkar: The obvious object is of keeping the prices reasonable for industry and the consumers.

Shri P. T. Chacko: May I know whether manufactured rubber goods are exported from India?

Shri Karmarkar: I should like to have notice.

Shri P. T. Chacko: May I know whether the prices of manufactured rubber goods are controlled?

Shri Karmarkar: I should like to have notice for that also. But subject to correction I understand that the prices are controlled.

Shri P. T. Chacko: May I know the names of those firms which get rubber at controlled prices in India for manu-

facturing articles and selling them at un-controlled prices?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): Sir, about 80 per cent. of the output of rubber in this country is consumed by three firms, Messrs. Dunlop Rubber Company, the Firestone Tyre Co. and Bata Shoe Company. The other 20 per cent. goes to minor producers of goods not coming within this category of manufacturers.

Shri P. T. Chacko: May I know whether Government are aware that a good percentage of the rubber produced in India is produced by small growers?

Shri Karmarkar: Small and big.

Shri P. T. Chacko: May I know, Sir, whether the Government have taken any steps to see that the producer gets at least a portion of the profits obtained by exporting our rubber goods to other countries?

Mr. Speaker: Order, order. Apart from the fact that the hon. member is now entering into an argument over this question, I may inform him that a large number of questions were put during the period of the provisional Parliament on this subject of rubber production and the costs. He may refer to the old proceedings instead of repeating the questions here.

Shri A. M. Thomas: May I know whether the Government knows that because of the introduction of minimum wages in this plantation industry the cost of production has risen?

Shri Karmarkar: All these factors were recently taken into consideration by the Indian Tariff Commission. The question is about to be examined by the Tariff Commission again in July. All these factors are taken into consideration when fixing the minimum price which is now Rs. 128 per 100 pounds.

Shri Damodara Menon: The hon. Minister just mentioned the names of the three companies which are manufacturing tyres. In view of the fact that these companies are getting raw rubber at a comparatively cheaper rate may I know whether there is any justification for maintaining the same price for rubber tyres in India as in other countries?

Shri T. T. Krishnamachari: The only aspect of the matter that I would like to mention is that our prices are now almost reaching world parity. The present world price of rubber is about 2 sh. per pound and calculated in terms of rupees it comes very near to our

price. There may be a difference of about Rs. 7 or Rs. 8. So the question of any special price for Indian rubber does not arise because once we get near to the world parity, the question must obviously fade away.

Shri Velayudhan: May I know, Sir, whether this price in India which is the control price is the lowest for raw rubber anywhere in the world?

Shri T. T. Krishnamachari: It might have been, Sir. Because there was a time when rubber produced in Malaya was quoted at 4 sh. 8½d. That was about 2 years ago. Today the price of world rubber is about 2 sh. per pound and as I said the present position is something which is satisfactory and not as my hon. friend envisages.

SHIP-BUILDING

*1191. **Pandit Munishwar Datt Upadhyay:** (a) Will the Minister of Production be pleased to state what provision Government had made for encouraging ship-building in India during the years 1951 and 1950?

(b) How many ships have we built since August 1947 and what amount of capital has been invested in ship-building?

The Minister of Production (Shri K. C. Reddy): (a) Presumably the hon. Member is referring to the financial years 1949-50 and 1950-51. If so, Rs. 30 lakhs in 1949-50 and Rs. 120 lakhs in 1950-51.

(b) Eight ships of 8,000 dead weight tons each, and one small vessel, have been built. Up to the end of March 1952 about Rs. 23.81 lakhs have been invested in the shipbuilding industry.

Pandit Munishwar Datt Upadhyay: Is it a fact that India offered a subsidy of Rs. 73.5 lakhs to Scindias for construction of ships?

Shri K. C. Reddy: I do not know what the exact import of the hon. Member's question is. The figures regarding the amount that has been spent in 1949-50 and 1950-51 towards encouraging the ship-building industry have already been given. In other words the cost of building each ship is about Rs. 63 lakhs. About 17 lakhs of rupees have been given as a subsidy for each ship built.

Pandit Munishwar Datt Upadhyay: Was any European firm consulted in respect of the establishment of shipyards and the ship-building industry?

Shri K. C. Reddy: The whole yard has been constructed, Sir, and originally

advice was received from Sir Alexander Gibbs and partners. If that is the information that the hon. Member wanted to have, it is there. And whether a French firm was consulted in the matter, is what the hon. Member has in view, we have entered into an agreement recently with a French firm in order to help us for developing the shipyard.

Pandit Munishwar Datt Upadhyay: Are we now in a position to manufacture all parts in ship-building?

Shri K. C. Reddy: Yes, presumably, Sir. But I would require notice for that.

Shri M. S. Gurupadaswamy: To strengthen our defence position, is there any proposal to build men-of-war in the near future?

Shri K. C. Reddy: No, not at present.

Shri Raghavaiah: May I know the number of cargo ships that have been built?

Shri K. C. Reddy: So far 9 ships have been built.

HINDUSTAN SHIPYARD

*1192. **Pandit Munishwar Datt Upadhyay:** Will the Minister of Production be pleased to state what help we are receiving from France for the Visakhapatnam shipyard?

The Minister of Production (Shri K. C. Reddy): I would refer the hon. Member to the reply given by me to part (c) of starred question No. 586 on the 9th June 1952.

Pandit Munishwar Datt Upadhyay: May I know how many ship-building yards are there in India which construct ocean going ships and ships for coastal purposes?

Shri K. C. Reddy: Visakhapatnam is the only shipyard for building ocean going ships. There are a few other shipping yards which are engaged in the task of building small ships.

Shri Velayudhan: May I know, Sir, whether the Government had undertaken assessment of the shipyard at Visakhapatnam for which the French firm was brought here in 1949?

Shri K. C. Reddy: Yes, Sir. Provisionally.

FINANCIAL ASSISTANCE TO TATA IRON AND STEEL FACTORY

*1193. **Dr. Ram Subhag Singh:** Will the Minister of Planning be pleased to state whether Government propose to