

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

give financial assistance to the Tata Iron and Steel Company for assisting the company's six year plan of development?

The Minister of Planning and Irrigation and Power (Shri Nanda): The matter is still under consideration of Government.

Dr. Ram Subhag Singh: May I know the chief features of the plan submitted by the Tatas?

Shri Nanda: Where is the scheme submitted by the Tatas to the Government?

Dr. Ram Subhag Singh: May I know

Mr. Speaker: He may go to the next question—the matter is under consideration.

Dr. Ram Subhag Singh: But I want to know whether the Government is still interested in actively pursuing the project of setting up two additional nationalised factories.

Shri Nanda: That is also under consideration.

COLLERY WORKERS' DISPUTE

*1194. **Dr. Ram Subhag Singh:** (a) Will the Minister of Labour be pleased to state whether the dispute between the management of Collieries and their labourers regarding full pay and allowances for holidays on the 15th August, 1950, 26th January, 1951, 15th August, 1951 and 26th January, 1952 has been settled?

(b) If not what steps do Government propose to take in regard to settling that dispute?

The Minister of Labour (Shri V. V. Giri): (a) and (b). The dispute has been referred to the Industrial Tribunal, Dhanbad for adjudication on the 8th May 1952.

Dr. Ram Subhag Singh: May I know the number of collieries and of workmen involved in this dispute?

Shri V. V. Giri: Notice, Sir.

Shri B. S. Murthy: May I know whether pending the enquiry any intermediate steps are being taken to do justice to the workers who have complained?

Mr. Speaker: Order, order. The question is not clear. What he means is something by way of relief or something by way of granting higher pay etc.?

Shri B. S. Murthy: By way of relief.

Shri V. V. Giri: It is a dispute that has been referred to the Tribunal and the Tribunal must decide the matter. Pending that what is it that we are expected to do?

Mr. Speaker: Yes, the matter is left to the Tribunal now.

हिराकुड बांध परियोजना

*११९५ श्री जांबड़े: क्या सिंचाई तथा विद्युत मंत्री यह बतलाने की कृपा करेंगे कि:

(क) क्या सरकार को इस बात का पता है कि हिराकुड बांध परियोजना के अधीन विविध निर्माणों के सम्बन्ध में निर्माण के निजी ठेकों की भी अनुमति दी गई है;

(ख) क्या सरकार को ऐसी कोई शिकायत मिली है कि ये निजी ठेकेदार श्रमिकों को तीन-चार महीनों तक मजूरी नहीं देते या उनको कभी भी मजूरी नहीं देते या उन के जाली हस्ताक्षर बना कर पैसा ऐंठते हैं;

(ग) क्या यह सच नहीं है कि एक टोकरा मिट्टी ले जाने या बांध की मिट्टी खोदने आदि के लिये सरकार ने दस पैसे की न्यूनतम मजूरी निश्चित कर दी है पर ये निजी ठेकेदार श्रमिकों को १-१/२ पैसे या उस से भी कम चुकाते रहे हैं; और

(घ) यदि उपर्युक्त भाग (ग) का उत्तर स्वीकारात्मक हो, तो क्या सरकार ने इस विषय में कोई जांच करवाई है ?

The Minister of Planning and Irrigation and Power (Shri Nanda): (a) The Member presumably wants to know whether works on the Hirakud Dam