

grown in the districts of Garo Hills and Mikir Hills in the State of Assam:

(b) whether it is a fact that there is a great demand for long staple cotton which fetches better price; and

(c) whether any steps have been taken to introduce long staple cotton in the aforesaid districts?

The Parliamentary Secretary to the Prime Minister (Shri Satish Chandra):

(a) Almost all the cotton grown in Garo Hills is of the short staple variety and the production varies from 8,000 to 12,000 bales annually. The cotton grown in Mikir Hills is a mixture of short and medium staple varieties and the annual production ranges from 250 to 1,000 bales. The production of cotton in these Hills is a very small proportion, of the overall cotton production in India, which is of the order of 36 lakh bales.

(b) Yes.

(c) Since February 1947 the Indian Central Cotton Committee is financing a scheme for the improvement of hill cotton in Assam. Trials made under this scheme to grow long and medium stapled varieties from 1947-48 onwards have however so far proved unsuccessful.

Shri Beli Ram Das: Is it a fact, Sir, that for want of transport facilities these cotton growers in the districts of Garo Hills and Mikir Hills are not getting proper prices for their cotton?

Shri Satish Chandra: Most of the cotton grown in Garo Hills is used for mixing with wool locally. It is not transported to long-distances, and the production is in very small quantity.

Jonab Amjad Ali: May I correct the hon. Member.....

Shri Debeshwar Sharma: What are the steps taken to encourage the growth of medium and long staple cotton?

Shri Satish Chandra: Sir, certain varieties were tried in this area and the experiments indicated that with the exception of one or two varieties the climatic conditions of Assam did not suit most of the medium and long staple varieties of cotton.

Shri R. K. Chaudhury: Is the hon. Minister aware that a large quantity of cotton is exported from Garo Hills through the agency of Ralli Bros. and that they have their own offices both in Mikir as well as in Garo?

Mr. Speaker: He is giving information about a certain state of things and suggesting that Ralli Bros. are mainly responsible for this state of things.

Shri Sarmah: The hon. Parliamentary Secretary told us that short staple cotton is grown in Garo Hills and medium staple is also grown in Mikir Hills. Then we have the answer that a certain organisation was experimenting to encourage medium and long staple cotton in Garo Hills and Mikir Hills. but that the experiment is failing. May I know, Sir, what steps have been taken and how the experiment is failing, whether by theoretical experiment or whether by actual growing it was found that the climate was unsuitable.

Mr. Speaker: Let us not go into all those details.

Shri Satish Chandra: The Indian Central Cotton Committee is financing the Government of Assam who are carrying on these experiments probably under their department of Agriculture.

Shri Sarmah: Has any experiment been.....

Mr. Speaker: Order. order. Next question.

DELHI-LUCKNOW RAILWAY TRAIN

*2315. **Shri Krishna Chandra:** Will the Minister of Railways be pleased to state:

(a) whether Government have received any representation from Members of the State Legislature belonging to Mathura District requesting that the new train from Delhi to Lucknow should pass through Mathura and Agra to give facilities to them for their journey to Lucknow; and

(b) whether Government have taken any action and if so, what?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) Yes. One was received.

(b) It has not been found feasible to accept the suggestion.

श्री कृष्ण चंद्र: क्या मैं यह जान सकता हूँ कि किन कारणों से यह मुनासिब नहीं समझा गया कि इस दरखास्त को मंजूर किया जाय ?

श्री एल. बी. शास्त्री : यह गाड़ी खास तौर पर इसलिये निकाली गई थी कि कोई तेज गाड़ी लखनऊ और दिल्ली के बीच में चले । अगर माननीय सदस्य की राय मंजूर की जाय तो जिस मंशा से यह गाड़ी

चलाई गई थी वही खत्म हो जायगा यानी बाया मथुरा जाने में और देर लगेगी और गाड़ी दिल्ली ज्यादा देर में पहुंचेगी।

श्री एस. एन. दास : जो उत्तर बिहार के यात्री इस ट्रेन से सफर करेंगे उन की सुविधा को ध्यान में रखते हुए इस गाड़ी के पहुंच ने के बाद क्या लखनऊ से बिहार के लिए कोई तेज गाड़ी खोल ने का इरादा है ?

श्री एल. बी. शास्त्री : क्या बिहार से लखनऊ तक आवेंगे उन के ख्याल से ?

श्री एस. एन. दास : जो उत्तर बिहार को जायेंगे उन के ख्याल से।

श्री एल. बी. शास्त्री : मेरे ख्याल में पहले से ही ऐसी गाड़ियां हैं जिन से यह यात्री सुविधापूर्वक आ और जा सकते हैं।

Mr. Speaker: I think these questions should be raised in the Advisory Committee. These are all many details.

श्री फ़िरोज गांधी : यह गाड़ी दिल्ली बहुत देर में पहुंचती है। क्या इसके जल्दी पहुंचने का इन्तिज़ाम हो सकता है ?

श्री एल. बी. शास्त्री : जी हां, आदेश दे दिया गया है और अगले टाइम टेबिल में गालबन आप यह पायेंगे कि यह एक घंटा जल्दी पहुंचेगी।

BOMBAY STATE ROAD TRANSPORT CORPORATION

*2316. **Shri Kajrolkar:** Will the Minister of Transport be pleased to state:

(a) the capital agreed to be provided for the Bombay State Road Transport Corporation by the Central and the State Government respectively and the amounts actually contributed by the two Governments up to 31st March, 1952;

(b) what are the yearly financial results of the Corporation from 1949 till 31st March, 1952;

(c) what are the financial results of Delhi, and other recent State Transport undertakings constituted under the Central Act during the corresponding periods; and

(d) how many representatives of the Central Government there are on the Bombay State Road Transport Corporation?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) to (d). A statement giving the required information is laid on the Table of the House. [See Appendix XI, annexure No. 2]

Shri Kajrolkar: Do the Government propose to set up a Central Board of Transport to coordinate the States' transport undertakings?

Shri L. B. Shastri: Well, we have called a conference and we might consider this proposal in that conference. The conference will be attended by the State Ministers and the Transport Commissioners of the various States.

Shri Kajrolkar: Can the hon. Minister tell us what are the principles followed in the payment of compensation to the bus-owners who were formerly running the services?

Shri L. B. Shastri: The rates of compensation payable are laid down in rule 102-B of the Bombay Motor Vehicles Rules, 1940. Besides that, the Corporation has purchased the vehicles of the bus operators wherever possible.

Shri Kajrolkar: Can the hon. Minister give us the comparative fares before and after the taking over by the State?

Shri L. B. Shastri: I should like to have notice.

Shri K. K. Basu: Do the Government propose to improve the financial results of the Delhi Transport by improving the service?

Shri L. B. Shastri: Yes, we had recently instituted an inquiry. The Committee put in very hard work and they submitted their report within ten days. The report is now under examination.

Short Notice Question and Answer

FLOODS IN ASSAM

Jonab Amjad Ali: Will the Minister of Irrigation and Power be pleased to refer to the statement made by the Minister of Home Affairs on the 22nd July, 1952, on the floods in Assam and make a further statement on the subject in the light of any further information which Government may have received from Assam?