

between India and Pakistan which expired in June 1952 has been renewed or not?

(b) If renewed, what quantity of coal will Pakistan get per month from India and of which quality?

(c) What is the price per ton which India gets from Pakistan for each kind of Coal?

**The Minister of Production (Shri K. C. Reddy):** (a) There was no separate agreement between India and Pakistan regarding supply of coal. Coal was included as an item in the Indo-Pakistan Trade Agreement of February 1951, which was due to expire on 30-6-1952 but was subsequently extended upto 7-8-1952. The current Indo-Pakistan Trade Agreement which came into force on 8-8-1952 does not include coal. Government have, however, decided to continue to export case of coke.

(b) The Government have decided to supply 90,000 tons per month upto December 1952. The position will be reviewed periodically. Against the quota of 90,000 tons Pakistan's demand is for 87,500 tons. The grade-quality of the coal broadly is:

Selected A	...	14,000 tons
Selected B	...	37,000 "
Grade I	...	26,000 "
Grade II	...	6,500 "
Grade IIIA	...	2,000 "
Soft Coke	...	2,000 "
		87,500 "

(c) The price is the controlled pit-head price plus Rs. 12/10/- per ton in the case of coal and Rs. 18/15/- in the case of coke.

#### PACIFIC ALLIANCE COUNCIL

\*149. **Shri H. N. Mukerjee:** Will the Prime Minister be pleased to state whether Government have received any invitation to or are otherwise in communication with the Pacific Alliance Council constituted recently by the Foreign Ministers of the U. S. A., Australia and New Zealand in pursuance of their Mutual Defence Pact of 1951?

**The Prime Minister (Shri Jawaharlal Nehru):** No, Sir.

#### FIFTH REPORT OF THE ESTIMATES COMMITTEE

\*150. **Shri Dabhi:** Will the Minister of Irrigation and Power be pleased to State:

(a) which recommendations of the Estimates Committee contained in its Fifth Report on the Central Water and Power Commission and Multi-Purpose River Valley Schemes have been accepted by Government and which have not been accepted; and

(b) which of the accepted recommendations have been implemented up to this time?

**The Deputy Minister of Irrigation and Power (Shri Hathi):** (a) and (b). A statement on the subject will be placed on the Table of the House during the course of this Session.

#### INFLUX OF MUSLIMS FROM EAST PAKISTAN

\*151. **Shri Bell Ram Das:** (a) Will the Prime Minister be pleased to state whether it is a fact that there has been a large influx of Muslims from East Pakistan to Assam and West Bengal?

(b) How has this influx affected the economy of the States?

(c) What steps have been taken to stop this?

**The Deputy Minister of External Affairs (Shri Anil K. Chanda):** (a) to (c). There has been no large influx of Muslims from East Pakistan into Assam or West Bengal. There is thus no question of the economy of the two States being affected by this.

#### SLUMP IN COIR INDUSTRY

\*152. **Kumari Annie Macarene:** (a) Will the Minister of Commerce and Industry be pleased to state what steps have been taken to remedy the slump in the coir industry?

(b) What are the causes for the present slump?

**The Minister of Commerce (Shri Karmarkar):** (a) and (b). I propose to answer part (b) of the question first.

The main causes for the present slump are:—

(i) Licence restriction and cut in imports in some of the important countries to which coir products are exported,

(ii) Slightly below standard quality of coir products prepared for export, and

(iii) Instability of prices—complaints from foreign countries have been reported in regard to the shooting up of prices, as soon as substantial orders are placed with Indian manufacturers.

The following steps have been taken to alleviate the existing slump in the coir industry:-

(i) Our Commercial Representatives stationed in the more important coir importing countries have been apprised of the situation and asked to endeavour to remove obstacles in the way of imports from India.

(ii) The internal market has also been stimulated by request to State Governments and departments of the Central Government for increased purchase of coir products.

(iii) The Railway Board has been approached for making available transport facilities.

(iv) A Coir Conference has been called on the 14th November, 1952, to review the present position in regard to production and demand and to suggest further measures for improving quality, standardization and marketing of coir and coir products. This Conference would also consider the setting up of a Coir Control Board.

(v) To relieve immediate unemployment, steps are being taken to start civil works in the Travancore-Cochin area. Estimates are under preparation.

Some relief to the existing unemployment among coir workers will also be achieved by two Community Projects which are proposed to be established in the Travancore-Cochin area.

(vi) The Central Government has decided to give grants for the setting up of co-operative societies in Travancore-Cochin to give all-round assistance to the Coir Industry. Negotiations in this respect are under way with the State Government.

#### BUDGET FOR COMMUNITY PROJECT IN BIHAR

\*153. **Shri Soren:** Will the Minister of Planning be pleased to state whether the Bihar Government have prepared the estimated project budget for the expenditure involved under Heads "Non-recurring" and "Recurring" for the duration of the Community Project?

**The Minister of Planning and Irrigation and Power (Shri Nanda):** This is under preparation by the Bihar Government.

#### FIRMS MANUFACTURING MOTOR CARS

\*154. **Shri Krishna Chandra:** Will the Minister of Commerce and Industry be pleased to state:

(a) the names of firms manufacturing motor cars and their parts in India with the capital invested by each one of them and the money-worth of total manufacture made by each during the calendar year 1951;

(b) whether the Government of India have given any patronage to this industry through purchases effected by them;

(c) whether Government have issued any instructions to their various departments and State Governments to patronise the industry through purchase of a portion of their requirements in motor cars and trucks;

(d) the amount of purchases made by the Government of India and various State Governments during 1951-52;

(e) whether the Government of India have stopped or restricted the import of motor cars, trucks, etc., from foreign countries in order to help the nascent industry;

(f) what other help and assistance the Government of India have rendered to this industry; and

(g) whether it is a fact that the firm manufacturing Hindustan Motor has stopped further manufacture owing to dearth of sale?

#### The Minister of Commerce and Industry (Shri T. T. Krishnamachari):

(a) Complete cars are not yet manufactured in India. A statement is laid on the Table of the House containing the names of firms with a manufacturing programme along with the capital invested by them. [See Appendix I, annexure No. 34].

(b) The bulk requirements of motor vehicles for the Defence Services are obtained from Indian firms.

(c) Instructions have been issued to the Ministries of the Government of India that cars and trucks made in India should be patronised. State Governments have also been requested to do so. In addition State Governments have been asked to purchase only automobiles which are likely to be manufactured in India in respect of their requirements for State Transport Services.

(d) Information is being collected and will be furnished to the House as soon as possible.

(e) Imports are restricted and regulated each half year according to the supply and demand position.

(f) The attention of the hon. Member is invited to the answer to parts (b) and (c) of Starred Question No. 45 on 5-11-1952.

(g) No, Sir.