

Shri Bogawat: Will the Government enquire about the difficulties in getting telephones in Bombay? There are underhand dealings in telephones. Unless large amounts are paid, telephones are not given. If the amounts are paid, telephones are immediately given. Several applications are lying for.....

Mr. Speaker: Order, order. I think he raises a different question altogether.

The Minister of Communications (Shri Jagjivan Ram): I am afraid I have to reply to this question.

Mr. Speaker: He may give a reply. But he was complaining about black-marketing in telephones. This question is a different one.

Shri Gidwani: I wanted to put a question. Did not the present system prevent blackmarketing and corruption?

Shri Jagjivan Ram: Telephones are provided or allotted on the advice of the Telephone Advisory Committee. It is not done only by the officers, but the Advisory Committee on which public men, Members of Parliament, Members of the local legislature, business interests and in Bombay even the refugee interests are represented. So all these telephones are allotted only on the advice of the Telephone Advisory Committee.....

Shri Gidwani: I will correct it.

Mr. Speaker: Order, order. Let him finish. That is not the way of conducting the proceedings.

Shri Jagjivan Ram: Only in very exceptional cases, Government has retained the power to provide telephones, where urgent necessity is felt under some exceptional category. Those few telephones are sanctioned either by the Director General of Posts and Telegraphs or by the Government itself. So there is no scope for any corruption or black-marketing, when the Telephone Advisory Committee is allotting the telephones.

Shri Bogawat: I want to put another question.

Transport of Jute

*655. **Shri L. N. Mishra:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that supply of wagons for transport of raw jute from North Bihar to Calcutta has been inadequate this year;

(b) if so, the reasons for the same;

(c) whether any efforts are being made to improve the present position;

(d) if so, to what extent; and

(e) whether it is a fact that the scarcity of wagons has adversely affected price of Jute in North Bihar?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shah Nawaz Khan): (a) and (b). Due to particularly adverse river conditions from July to November this year at Maniharghat, Bhagalpur and Mokamehghat via which routes jute chiefly moves from North Bihar to Calcutta, coupled with the congestion in Cossipore Road Jute Sheds as well as contiguous stations on the Calcutta Port Commissioner's Railways caused by slow removal of jute bales by the merchants, the despatches unavoidably suffered a set-back. The movement to Calcutta area from all stations on the North Eastern Railway, however, during the period 1st August to 10th November '55 was comparatively more than that during the corresponding period of last year because of alternative routes being available from stations other than those in North Bihar.

(c) and (d). It All feasible steps were taken to overcome the difficulties incidental to the vagaries of the Ganga river and the normal movement of traffic via these three routes has since been restored.

(e) The Railway Administration are not aware of this.

Shri L. N. Mishra: May I know the number of wagons allotted this year, and how does it compare with the numbers in the last two years?

Shri Shah Nawaz Khan: The daily quota of wagons fixed for factories from Bihar is 147 MG per day.

Shri L. N. Mishra: How does it compare with the last year's figure?

Shri Shah Nawaz Khan: I am sorry I do not have those figures.

Shri L. N. Mishra: Are Government aware that a large number of wagons do go everyday carrying materials for the Kosi project in the jute growing area and return empty? If so, have Government considered the possibility of utilising these empty wagons on their return journey for transporting jute?

The Deputy Minister of Railways and Transport (Shri Alagesan): We are not aware of that. This will certainly be taken into consideration.

Shri L. N. Mishra: May I know how the wagons are allotted to the different States so far as jute is concerned?

Shri Shahnawaz Khan: They were allotted according to the requirements of factories.

Shri L. N. Mishra: Factories or growers?

Shri Shahnawaz Khan: According to the requirements of factories.

Shri B. K. Das: What was the maximum accumulation of jute at these points during that time of difficult transport mentioned by the hon. Minister?

Shri Shahnawaz Khan: I do not have the exact figures.

Central Rice Godowns (Orissa)

*656. **Shri Sanganna:** Will the Minister of Food and Agriculture be pleased to refer to the reply given to Unstarred Question No. 1329 on the 30th September, 1955 and state the present position in regard to the construction programme of Central Rice Godowns in Orissa?

The Deputy Minister of Food and Agriculture (Shri M. V. Krishnappa): The present position in regard to the construction of godowns in Orissa is as follows:—

(a) Plans and estimates of expenditure for construction of godowns at Khurda Road and Khariar Road with a capacity of 18 thousand tons at each place have been finalised and possession of sites taken for starting the work; and

(b) final plans and estimates of expenditure for construction of godowns at Koraput, Chandbali and Berhampore with a capacity of 20 thousand tons at each centre are expected to be ready shortly.

Shri Sanganna: May I know whether these godowns are constructed by the Government of India themselves or in collaboration with the Government of Orissa?

Shri M. V. Krishnappa: Directly through the CPWD we construct our godowns.

Shri Sanganna: May I know whether this construction is under the scheme to stabilise the price of foodgrains when there is a tendency for it to fall?

Shri M. V. Krishnappa: It is under the scheme for the construction of godown space for the national reserve. Ultimately it helps to stabilise prices.

Shri Sanganna: In view of the fact that large paddy yielding areas have been damaged in the recent floods in Orissa, may I know what steps have been taken by Government to make this scheme successful?

Shri M. V. Krishnappa: This scheme has nothing to do with floods or drought. So far as this programme is concerned, neither floods nor drought can affect it. We intend to build 1,30,000 tons of godown space in Orissa. We have started the work and we intend to finish it within a year or two.

Shri Thimmaiah: May I know the total number of godowns under the Food Ministry, and how many of them are constructed at the cost of Government and how many buildings are rented ones?

Mr. Speaker: I am afraid it is too wide a question.

Shri B. S. Murthy: In view of the fact that rice is easily destroyed after a few months in the godown whereas paddy is not, may I know whether Government have taken into consideration the need for providing godowns more for paddy than for rice?

Shri M. V. Krishnappa: This point has been taken into consideration when we started the programme. We are trying to build, as far as possible, godowns for paddy as well as rice.

Electric Coaches

*657. **Dr. Ram Subhag Singh:** Will the Minister of Railways be pleased to state:

(a) whether there is any proposal to get electric coaches manufactured at the Hindustan Aircraft Factory at Bangalore; and

(b) if so, at what stage is it?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) and (b). H.A.L. is at present considering this question.

Shri T. B. Vittal Rao: May I know whether the installed capacity of H.A.L. has been fully utilised; if not, the reasons therefor?

The Deputy Minister of Railways and Transport (Shri Alagesan): It is fully utilised. They are manufacturing at the rate of 15 coaches at present per month.

Shri T. B. Vittal Rao: From what date are they manufacturing 15 coaches per month, because the figure given for the whole year does not work out to 15 coaches per month.

Shri Shahnawaz Khan: At the rate of 15 coaches per month, it comes to 180 coaches per year. During the year 1954-55, they manufactured 163 coaches, and up