

Shri A. P. Jain: It is true that the price of sugarcane is announced one year in advance of the sale of the crop. But Government has always the power if the circumstances demand to vary that price. In this particular case, the U.P. Government after enquiry came to the conclusion that during the past two or three years the recovery of sugar from the sugarcane purchased from these centres was low and if the price of Rs. 1-7-0 was enforced, the mills might not start working. We were anxious that the interests of the growers should be safeguarded and we also wanted to avoid any possibility of mills not working. Therefore, we thought that we should accept the recommendation of the U.P. Government.

Shri Bishwa Nath Roy: May I know the factories concerned which purchase sugarcane from those areas where the change of policy has been implemented?

Shri A. P. Jain: One of the sugar factories of Gekul Nagar has been shifted from the Tarai area and efforts were made to set up a co-operative factory and to bring in some private party to set up factory in Tarai, but they failed. In fact, these areas have been troubled spots and the recovery of sugar has been low in these areas.

Shri C. D. Pande: May I know if Government is aware that there are seven other mills now in the Uttar Pradesh which have got lesser recovery than the average and whether Government propose to reduce the price there also?

Shri A. P. Jain: There is no such proposal; no such information has been sent to us by the U. P. Government.

Shri Shivnanjappa: In view of the fact that the Indian sugar mills have made good profit during the years 1954 and 1955, may I know what steps have been taken by the Government to secure better prices for the cane growers?

Shri A. P. Jain: The hon. Member may be aware that there is a formula for sharing the excess profits. If any excess profits are due to the growers, the mills will have to pay them.

Shri Bogawat: The prices have gone down and the growers who want to sell sugarcane to the mills are required to sell at very low prices. Will the Government take care to see that sugarcane is purchased at a fixed price?

Shri A. P. Jain: We have fixed the minimum price and no factory will be allowed to buy below the price fixed

Shri Jhunjhunwala: Was that formula applied only for the year 1953-54 or will it apply to the subsequent years also? What is that formula?

Shri A. P. Jain: So far as the formula is concerned, it has been laid on the Table of the House more than once. It is an arithmetical formula and it is not possible me to repeat it. But that formula was applicable last year. It is now being reviewed because there were some complaints from the mills that certain allowance had not been made and the cane grower was also feeling that he has not been paid his due share. The formula is under review and the same formula or the revised formula will be applicable this year and also in future years.

Dr. Ram Subhag Singh: May I know whether this question of recovery was taken into consideration at the time of determining the sugarcane prices and whether the recovery for these particular areas of U.P. has gone down this year as compared to last year and also whether any test has been made actually on behalf of the Central Government to find out whether it has gone down?

Shri A. P. Jain: The price of sugarcane is based on an average recovery of 9.6 per cent. In the case of Doiwala in the year 1951-52 the recovery was 8.47 per cent; in 1952-53 it was 8.51; in 1953-54 it was 9.08 and in 1954-55 it was 8.01. So far as this year is concerned, it will be known only after sometime. We shall send specialists from the technological Institute to visit the mills from time to time and find out what the actual recovery is.

Mr. Speaker: The House will now proceed with the next item of business.

Pandit D. N. Tiwary rose—

Mr. Speaker: I was watching from the beginning, but the hon. Member did not catch my eye.

WRITTEN ANSWERS TO QUESTIONS:

Amenities to T. T. Es.

*890. **Shri V. P. Nayar:** Will the Minister of Railways be pleased to state:

(a) whether in the Ex. M.S.M. Section of Indian Railways, there are any facilities for the Travelling Ticket Examiners to rest, when they have finished duty; and

(b) whether it is a fact that even in important stations like Bitragunta the Travelling Ticket Examiners have to sleep on the platform for want of rest rooms and box rooms?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shah Nawaz Khan): (a) A statement giving the necessary information is laid on the Table of the House. [See Appendix V, Annexure No. 48].

(b) At Bitragunta the Travelling Ticket Examiners take rest in the Train Clerk's Office. The provision of a Rest Room is under consideration.

Holidays for the P. & T. Staff

***892. Dr. Satyawadi:** Will the Minister of Communications be pleased to state:

(a) whether any compensation in the shape of allowance or otherwise is given to the operative staff of the Posts and Telegraphs Departments in lieu of the curtailed holiday facilities; and

(b) if so, the details thereof?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Only postmen and packers are allowed a monetary allowance.

(b) Re. 1/- only for duty on a Postal holiday.

Sugar (Control) Order, 1955

***895. Shri Jhulan Sinha:** Will the Minister of Food and Agriculture be pleased to state whether any steps have been taken so far in pursuance of the Sugar (Control) Order, 1955 and the Sugarcane (Control) Order, 1955 both issued under Essential Commodities Act 1955?

The Deputy Minister of Food and Agriculture (Shri M. V. Krishnappa): The Sugar (Control) Order, 1955 and the Sugarcane (Control) Order, 1955, are more or less a re-production of the corresponding provisions in the Sugar and Gur Control Order, 1950, and as such no special steps were called for in pursuance of the new Orders.

Telco

***898. Shri K. P. Sinha:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the Tatas Engineering and Locomotive Company Ltd., has proposed to increase the capacity of their locomotive division to 100 complete locomotives per year by January, 1958;

(b) whether Government have considered their proposal;

(c) if so, the decision taken in the matter; and

(d) whether the locomotives manufactured by the company are cent per cent indigenous?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shah Nawaz Khan): (a) Yes.

(b) and (c) Yes, it has been agreed that the delivery of the order for 100 YG locomotives will commence in May, 1958 and completed in March 1959.

(d) No. Locomotives under manufacture from 1-7-54 have 75% indigenously manufacture components. Telcos acceptance of the increased order for 100 'YG' locomotives in 1958-59 is on the understanding that the supplies beyond the first 50 will be on the basis of not less than 50% indigenous production which should be raised to not less than 60% if possible.

Mangalapuzha Bridge

***906. Shri Matthen:** Will the Minister of Transport be pleased to state:

(a) the progress made in the construction of the Mangalapuzha bridge in Travancore-Cochin State;

(b) the causes of delay in starting the work;

(c) whether it is a fact that the final site of the bridge was chosen by the Central Government against the recommendations of the State Chief Engineer;

(d) how the cost per R. Ft. of the proposed Mangalapuzha bridge compares with the usual cost per R. Ft. of a bowstring-girder-type bridge of the National Highways standard specifications; and

(e) when this bridge is expected to be completed?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shah Nawaz Khan): (a) Tenders for the construction of the bridge have been invited.

(b) Surveys and investigations of more than one site had to be made which took time.

(c) No.

(d) The cost of a bridge depends not only upon the type of the girders but also upon a number of other factors such as depth of foundations, nature of substrata, length of each span, etc. Thus, there can be no fixed cost per foot run of a bowstring girder bridge. The design approved for this bridge is itself of the bowstring type and its estimated cost works out to Rs. 2,163 per R. ft. which is considered reasonable for the site conditions.

(e) Within three years of commencement of the work.