

**श्री स० का० पाटिल :** वह तो अभी एक्सपेरिमेंट के स्टेज में है और इसलिये मालूम नहीं है कि उस का क्या होगा। उस के स्टेटिस्टिक्स भी इकट्ठा नहीं हुआ है। अभी तक १०,००० एकड़ तक वह चीज नहीं चली है। उस का इस्तेमाल करना है और आहिस्ता-आहिस्ता वह चीज हमारे पास आयेगी।

**Shri Bhawgat Jha Azad:** May I know whether this chemical had been taken up ungrudgingly by the farmers in the sugarcane areas?

**Shri S. K. Patil:** I think it is very popular. There is nothing grudging about it. In fact, we cannot cope with it.

**Shri Heda:** May I know the areas where the experiment has been made and whether in the areas in the south also which are having already better yields, this has been experimented?

**Shri S. K. Patil:** I do not think it is necessary in the south where the normal yield is somewhere about 50 tons or even more than that. There it is not necessary. It would be perhaps necessary in the northern region, particularly in the Punjab, Bihar and the U.P. Therefore, these experiments are being tried only in a very very small scale. I have said that our estimate is, after some time it will be 10,000 acres which is hardly even 1 per cent of the acreage under sugarcane.

**श्री बड़े :** क्या गवर्नमेंट के पास कोई ऐसी रिपोर्ट आई है कि इस कैमिकल के इस्तेमाल करने से शुगरकेन में सुक्रोज की परसेंटज कम हो गई है ?

**श्री स० का० पाटिल :** वह तो मेरे पास नहीं आया है। सम्भव है कि वह बढ़ेगा, कम नहीं होगा।

**Shri S. M. Banerjee:** May I know what other incentives are being given to the farmers apart from the using of this chemical? May I know whether

any money incentives will be given to them, to improve the quality of the sugarcane?

**Shri S. K. Patil:** No other incentive is necessary. We have got too much of sugar, and the time has come when the incentives must be stopped.

**Shri J. P. Jyotishi:** May I know for how many years this chemical has been used by the cultivators, and how they have taken to it?

**Mr. Speaker:** That question has already been answered.

**Shri J. P. Jyotishi:** May I know the quantity consumed by them so far?

**Shri S. K. Patil:** This is just beginning, and it has been in use for a year or two only, and we have not yet gone to the target which we want to reach; I have stated already that we want to go to 10,000 acres. Therefore, there is not much of an experiment now; it is just beginning.

**Mr. Speaker:** Next question.

**श्री ज० ब० सिंह :** अध्यक्ष महोदय, मुझे प्रश्न पूछने का मौका नहीं दिया गया है।

**अध्यक्ष महोदय :** माननीय सदस्य को कई दफा मौका मिलेगा, इसलिए वह मायूस न हों।

**Shri J. B. Singh:** I have not got any opportunity.

**Mr. Speaker:** Not a very long time has elapsed since we started.

#### I.A.C.

**\*382. Shri Harish Chandra Mathur:** Will the Minister of Transport and Communications be pleased to state:

(a) which of the routes operated by Indian Airlines Corporation are being run at a loss; and

(b) what is the loss entailed on each of these routes during each of the last three years?

**The Deputy Minister in the Ministry of Transport and Communica-**

tions (Shri Mohiuddin): (a) and (b). I lay a statement on the table of the House. [See Appendix 1, annexure No. 62].

**Shri Harish Chandra Mathur:** May I know whether Government are taking any steps to see that these losses are wiped out?

**Shri Mohiuddin:** Every effort is being made to increase the efficiency of the operations and to reduce the costs and to minimise the wastage. But, on the other hand, there is always a demand for increase in wages. The last item will show that a big factor responsible for the increase in losses is due to the increased salaries and wages. The other important factor which will reduce the losses is the substitution of the Dakota by some other more suitable and more economic aircraft.

**Shri Harish Chandra Mathur:** May I know how these losses are shared? May I know whether all these losses are borne by the corporation or some portion of the losses is also shared by the State Governments, and if so, which of the State Governments are sharing?

**Shri Mohiuddin:** The State Governments contribute a small amount towards some services by special arrangement with the IAC. If they want a special service to be run to a particular place, they come to an agreement with the IAC for running the service and meet the deficit or a part of the deficit.

**Shri Harish Chandra Mathur:** What is that arrangement?

**Shri Mohiuddin:** The total amount of such subsidy from the States is about Rs. 9 lakhs. I may just give an illustration. As regards the Delhi-Chandigarh-Kulu service, the Punjab Government wanted a service to Kulu, and that Kulu service is run with the aid of the subsidy of the State Government. The Delhi-Phuibaugh-Lucknow service is subsidised to a certain extent by the U.P. Government. Similarly, the Rajasthan Government are subsidising the Delhi-Jaipur-Udaipur-Ahmedabad-Bikaner service.

**Shri Jaipal Singh:** May I know whether Government have thought of reducing the losses by the unification of the two services, the domestic and the international, in view of the fact that more and more jet aircrafts are bound to come to the domestic services also?

**Shri Mohiuddin:** That question is always under review. But, as I have stated, this loss is on domestic services, mainly due to the cost of operation of the Dakotas. As I stated previously, I expect that if more economic aircraft were introduced, the traffic will also increase, and the cost will go down considerably.

**Shri N. S. Nair:** May I know what stands in the way of the Government introducing better varieties of aircraft, especially in view of the fact that the Dakotas are outmoded and outdated?

**Shri Mohiuddin:** We are trying to substitute the Dakotas with better and modern aircraft. For example, five Fokkers were purchased year before last, and another order for five more Fokkers has been placed, and they are expected to be delivered towards the beginning of 1963.

**Shri Jaganatha Rao:** Is there any proposal to revive the Calcutta-Bhubaneswar Visakhapatnam-Hyderabad service?

**The Minister of Transport and Communications (Shri Jagjivan Ram):** The Calcutta-Bhubaneswar service is running now. So far as the other side is concerned, they are connected with Hyderabad and Madras where there is much more traffic than from the Calcutta side.

**Shri Jaganatha Rao:** What about running the service every alternate day?

**Shri Jagjivan Ram:** The matter is being examined in consultation with the Orissa Government whether to run it every alternate day.

**Shri Fatehsinhrao Gaekwad:** May I know what is Government's policy

in regard to routes that are running at a loss?

**Shri Mohiuddin:** The difficulty arises that when a service is discontinued, there is demand for it. Of course, Government also keep in view the fact that important points which have been connected for long should continue to be so and the service should not be discontinued, as far as possible. As far as reducing the loss is concerned, I have already stated what we are trying to do.

**Shri Hem Barua:** The Minister has made a reference to increase in traffic. Since there has been an increase in passenger traffic of 20 per cent annually, may I know why the IAC has failed to make any profit? Do Government propose to hold a thorough probe into the working of IAC?

**Mr. Speaker:** The hon. Minister has given the reasons why losses are there.

**Shri Mohiuddin** I will just clarify the point which has been misunderstood by the hon. Member. The loss incurred by IAC in 1957-58 was Rs. 103 lakhs and in 1958-59, Rs. 91 lakhs. The profit earned in 1959-60 was Rs. 7,81,000, in 1960-61 Rs. 4,69,000 and in 1961-62 it is expected that there will be a similar small profit.

### फसल का बीमा

३८३. श्री विभूति मिश्र : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) फसलों का बीमा कराने के लिये जो प्रबन्ध किया जाने वाला था उस योजना पर कहां तक काम हुआ है ;

(ख) यह योजना कब से चालू हो जायेगी ; और

(ग) योजना की पूरी रूप रखा क्या होगी ?

खाद्य तथा कृषि मंत्री (श्री स० का० पाटिल) : (क) से (ग) : पंजाब सरकार का राज्य में फसल बीमे के लिए एक पाइलट

योजना चालू करने का विचार है। वह इस योजना का ब्यौरा तैयार कर रही है और अन्तिम योजना भारत सरकार के पास अभी तक प्राप्त नहीं हुई है। इस अवस्था में यह कहना सम्भव नहीं है कि वह योजना कब से लागू होगी।

I shall read it in English also.

(a) to (c). The Punjab Government intend to introduce a pilot scheme for crop insurance in that State. Details of the scheme are being worked out by them and the final scheme has not so far been received by the Government of India. It is not possible to say at this stage when the scheme would be introduced.

श्री विभूति मिश्र : मैं यह जानना चाहता हूँ कि केन्द्रीय सरकार विभिन्न सूबों में क्राप इन्श्योरेंस के लिए खुद कोई कार्रवाई कर रही है या विभिन्न सूबों को कोई मदद दे रही है ताकि वहां क्राप इन्श्योरेंस हो ?

श्री स० का० पाटिल : हां, जरूर थोड़ी बहुत मदद दे रही है। सन् १९४७ में उस ने एक स्पेशल आफिसर नियुक्त किया इस की जांच करने के लिये, और अभी सरकार ने एफ० ए० ग्री० में भी उस की सर्विसेज मांगी हैं और उस का उपयोग किया जाता है। लेकिन असल में यह काम राज्य सरकार का है कि वह तय करे कि इस को लागू करना है या नहीं। गवर्नमेंट आफ इंडिया इस में इतनी मदद दे रही है कि एडमिनिस्ट्रेटिव एक्सपेंस वगैरह जो आयेगा वह उसका आधा हिस्सा देगी।

श्री विभूति मिश्र : मैं जानना चाहता हूँ कि केन्द्रीय सरकार ने पहले गल्ले के सामान का इन्श्योरेंस करने की हिदायत दी है या कौश क्राप का इन्श्योरेंस करने की हिदायत दी है।

श्री स० का० पाटिल : पहले तो क्राप इन्श्योरेंस की योजना है। गल्ले की चीज तो दूसरी है। पंजाब में दो ग्रेन हैं, इफ आई मिस्टेक नाट, गेहूं और उस के साथ चना और