(iv) Distribution of clothes, medicines etc.

(v) Repair of Bunds.

(vi) Supply of fodder at concessional rates.

(vii) Remission of land revenue.

(d) The overall position of the *Kharif* crop of 1952 is satisfactory. The South-west monsoon was normal except in the southern States of Hyderabad, Madras, Mysore, Travancore-Cochin and parts of Bombay. But there has been more than normal rainfall in these areas since the end of September, as a result of which crops which were withering have revived to some extent. The extent of this saving is, however, yet to be assessed.

### TECHNICAL AND VOCATIONAL TRAINING SCHEME

**13. Shri M. S. Gurupadaswamy:** (a) Will the Minister of **Labour** be pleased to state how many training centres have been started by Government under the Technical and Vocational Training Scheme?

(b) What are the names of places where these Centres have been opened?

(c) How many persons have so far been trained?

(d) How many of them have been employed in factories?

**The Minister of Labour** (Shri V. V. **Giri):** (a) 62.

(b) A list of training centres with their locations is placed on the Table of the House. [*See* Appendix I, annexure No. 16].

(c) 41,612.

(d) Information as to how many of the trainees have been employed in factories is not available, as there is no machinery at present to follow up the careers of individual ex-trainees.

### TELLICHERRY RAILWAY STATION

**14. Shri N. P. Damodaran:** (a) Will the Minister of **Railways** be pleased to state what amount was sanctioned for the re-modelling of the Tellicherry Railway Station on the Southern Railway?

(b) How much of the sanctioned amount has so far been spent?

(c) What are the salient features of the re-modelling scheme?

(d) Does the Scheme include the construction of an over-bridge?

(e) What is the present stage of the work?

(f) Was the re-modelling work of the station suspended at any time and if so, why?

(g) If it was suspended at any time, has the work been recommenced and when is it expected to be completed?

(h) Is it a fact that during the process of re-modelling, a portion of the station building had sunk a few inches in the ground?

(i) If it is a fact, what action has been taken to rectify the defects?

**The Deputy Minister of Railways and Transport** (Shri Alagesan): The information is being collected and will be placed on the Table of the House in due course.

### SUGAR INDUSTRY (PROTECTION)

**15. Shri Jhulan Sinha:** (a) Will the Minister of **Food and Agriculture** be pleased to state for how long the protection to Sugar Industry has been in force and what has been the rate of protective (import) duty during this period?

(b) What progress has been made by the industry during these years and how does the present price of sugar in India compare with the prices ruling in other sugar-producing countries?

(c) How long is the existing protection proposed to continue?

**The Minister of Food and Agriculture** (Shri Kidwai): (a) The Sugar Industry enjoyed the benefit of protection for a period of 18 years from April, 1932 to March, 1950 when it was withdrawn. The rate of total protective duty during this period, varied from Rs. 9/1/- to Rs. 12/9/7 per cwt. as shown in the statement laid on the Table of the House. [*See* Appendix I, annexure No. 17].

(b) As a result of protection the production of sugar has increased from an average of 1.2 lakh tons in 1929-31 to about 15 lakh tons in 1951-52. The country has become self-sufficient and has a small surplus for export. The price of Indian sugar, however, is still higher than the prices prevailing in other surplus countries of the world.

(c) The protection was withdrawn in 1950. The question of its extension, does not, therefore, arise.

### COAL INDUSTRY (WAGONS)

**16. Shri S. C. Samanta:** (a) Will the Minister of **Railways** be pleased to state what was the demand of wagons by the coal industry to transport coal to different parts of India as well as to the port of Calcutta for export