

- (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

(separately) in the years 1950 and 1951?

(b) What arrangements have been made to meet the shortage?

(c) How many wagons are expected to be manufactured in India in 1952 and how many will be imported in the same year and from which place?

(d) How much percentage of the shortage of wagons will be met thereby?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Demand for wagons are placed by the consumers and not by the Coal Industry.

The following are the figures:—

	Year 1950	Year 1951
Demand of Wagons for	(Wagons)	(Wagons)
(i) Coal required in the Union	15,17,556	15,46,545
(ii) Export (Calcutta port)	81,074	81,922
(iii) Pakistan	Nil	62,080

(b) With due regard to the over-all demands, endeavours continue to be made to allot out of the available wagons the maximum feasible number of wagons for coal loading from time to time. Consistent with the ways and means position, orders are placed both in India and abroad for a large number of new wagons. Commencing from 1951-52 programme, new wagons both B. G. and M. G. are being ordered at an average rate of 9500 a year. If the delivery schedules are adhered to by the manufacturers, this will allow for an increase in the over-all wagon holding by about 3000 wagons each year, the balance going towards replacement of the overaged wagons which can no longer be kept in service as fit and safe to run.

(c) 4730 wagons of all types manufactured in India were received upto 30-9-52 and 1748 more are expected to be received upto 31-12-1952. 5707 wagons imported from Australia, Belgium, Holland, France, Germany and Italy were received in India up to 30-9-52 and 1764 more are expected to be received up to 31-12-1952.

(d) The increase in wagon availability will be suitably shared by the different kinds of traffic, including coal, in keeping with the competing demands and their comparative importance and urgency from time to time.

JUTE INDUSTRY

17. Shri Tushar Chatterjea: (a) Will the Minister of Labour be pleased to state what is the total number of workers employed in Jute Industry?

(b) What is the total number of Jute workers who are regarded as permanent employees?

(c) What is the total number of Jute workers who have not yet acquired permanency right?

(d) What is the total number of Jute workers registered as 'Badiwalla' or Relieving hand?

The Minister of Labour (Shri V. V. Giri): (a) The number of workers employed, on an average per day during 1950 was 3,03,364.

(b) to (d). Information is being collected and will be placed on the Table of the House in due course.

TELEGRAPH LINE FROM FORBESGANJ TO BIRPUR

18. Shri L. N. Mishra: Will the Minister of Communications be pleased to state:

(a) whether there is any proposal before Government for constructing a Telegraph line from Forbesganj to Birpur via Narpatganj and Balua Bazar; and

(b) if so, at what stage the proposal is at present?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Yes.

(b) As the area was flooded, it has not been possible to make any progress in the examination of the proposal. The matter is in hand now and it is expected that the project would be included in the next year's budget allotment.

PRICES OF FOODGRAINS IN DECONTROLLED AREAS

19. Shri N. Sreekantam Nair: Will the Minister of Food and Agriculture be pleased to state:

(a) the prices of foodgrains prevailing during the month of August, 1952 in the various decontrolled areas and States in the Indian Union;

(b) the respective prices in the fair price shops; and

(c) the percentage of increase, if any?

The Minister of Food and Agriculture (Shri Kidwai): (a) to (c). A statement giving the available information is placed on the Table of the House. [See Appendix I, annexure No. 18].