

more than 3 years although in some cases this period was allowed to be exceeded by a few months so that the end of the term of the managing agents might coincide with the end of the financial year of the company. In many of the cases shown against items (1) and (2) above while the Company Law Board was of the opinion that reappointment of the managing agents was not justified, it allowed extension for a short period to enable the companies to complete the legal and financial arrangements necessary for switching over to an alternative form of management.

Licences for Powerlooms

3428. Shri S. R. Damani: Will the Minister of Commerce be pleased to state:

(a) the number of licences issued for powerlooms during 1966-67; and

(b) how it compares with 1965-66?

The Deputy Minister in the Ministry of Commerce (Shri Shah Qureshi): (a) 24,627 permits were issued in 1966-67.

(b) Installation of powerlooms was not allowed during 1966-66.

हैवी इंजीनियरिंग कारपोरेशन, रांची द्वारा
जाविवातियों का पुनर्वास

3429. श्री सिद्धेश्वर प्रसाद :
श्री कर्तिक शीराखी :
श्री प्र० कु० बोध :

क्या औद्योगिक विकास तथा समवाय-कार्य
मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि 1 तथा 2 मई, 1967 को जाविवातियों ने रांची के हैवी इंजीनियरिंग कारपोरेशन के कार्यालय के सामने जोरदार प्रदर्शन किया था;

(ख) यदि हां, तो उसके कारण क्या थे;
श्री

(ग) जिन जाविवातियों की भूमि कारखाने के सिधे व्यक्ति की गई थी, उनका पुनर्वास न करने के क्या कारण हैं ?

औद्योगिक विकास तथा समवाय-कार्य
मंत्री (श्री ककरवीर मन्नी महन्त) :

(क) कुछ व्यक्तियों ने जिनमें जाविवाती भी काफी संख्या में सम्मिलित थे और वे वातक हथियारों के लेंस थे, 1 मई, 1967 को रांची स्थित हैवी इंजीनियरिंग कारपोरेशन के सामने प्रदर्शन किया था। 2 मई, 1967 को कोई भी प्रदर्शन नहीं हुआ था।

(ख) ऐसा समझा जाता है कि प्रदर्शन हटिया के विस्थापित/प्रभावित व्यक्तियों के हैवी इंजीनियरिंग कारपोरेशन में भर्ती के प्रयास से किया गया था।

(ग) अब तक हटिया के 1536 विस्थापित व्यक्तियों को कम्पनी में भर्ती किया जा चुका है। विचार यह है कि उपयुक्त स्थान खाली होते ही उन पर जितने भी अधिक विस्थापित व्यक्तियों को रखना सम्भव हो सके काम में लगाया जाये। इस समय इतने स्थान खाली नहीं हैं कि विस्थापित प्रथम प्रभावित व्यक्तियों को काम में लगाया जा सके। जब भी स्थान रिक्त होंगे उन पर विस्थापित व्यक्तियों को नौकरी में लगाने पर विचार किया जायेगा।

Mechanical Artisans of Loco Sheds, Danapur Division

3430. Shri Deven Sen:
Shri Madhu Limaye:

Will the Minister of Railways be pleased to state:

(a) whether the mechanical artisans of Loco Sheds, Danapur Division (M.R.) have made any representation to the Railways about heavy work load, fastening of responsibility on them unjustly, lack of promotion opportunities inside and outside the Department, non-application of the provisions of the Factory Act to Loco Sheds, un-employment as a result of the electrification and dieselisation programmes;

(b) if so, whether any Committee or court of inquiry has been set up to look into the grievances;

(c) if not, whether they are being looked into departmentally; and

(d) the results of the inquiry or the departmental action referred to above?

The Minister of Railways (Shri C. M. Fozmacha): (a) to (d). No. However, a copy of the proceedings of a meeting of certain Mechanical Artisan staff of Loco Sheds of Danapur Division held at Jhajha on 22-4-1967 has been received and the same is under examination.

Introduction of Crack Pattern of Goods Trains on Certain Sections of Eastern Railway.

3431. Shri Deven Sen:
Shri Madhu Limaye:

Will the Minister of Railways be pleased to state:

(a) whether the present Divisional Superintendent, Asansol (E.R.) while working as D.O.S., Danapur, introduced several schemes in regard to the new goods links as an economy measure;

(b) whether these schemes involved outlay of lakhs of rupees;

(c) whether these schemes have failed;

(d) if so, the loss sustained as a result thereof;

(e) whether the same Officer has introduced the new Madhopur Garhara Goods links; and

(f) if so, whether Government propose to examine these schemes as well as reconsider the new Madhopur-Garhara Goods Links?

The Minister of Railways (Shri C. M. Fozmacha): (a) Yes. He introduced what has come to be recognised as the crack pattern of goods trains running.

(b) No. The only expenditure was installation of a turn-table at Mughalsara which was transferred from

another point and no additional investment was involved.

(c) No.

(d) Does not arise.

(e) Yes, on the same pattern as on Danapur Division to achieve better utilisation of diesel locomotives and crew.

(f) Does not arise.

Industrial Development in States

3432. Shri Manibhai J. Patel:
Shri Nitiraj Singh Chaudhary:
Shri G. C. Dixit:
Shri Ram Singh Ayarwal:
Shri Lakhan Lal Gupta:

Will the Minister of Industrial Development and Company Affairs be pleased to lay a statement on the Table indicating the various concessions in respect of power rates, land rent and financial support which various State Governments, have announced and which are enforced to attract private industrialists to set up industries in their respective States; and

(b) whether Government consider that such grant of concession is desirable keeping in view the need for balance regional industrial development in the country?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): (a) and (b). A statement giving the information in respect of all States except Mysore and Jammu & Kashmir is placed on the Table of the House. [Placed in Library. See No. LT-772(67). Information about these two States will be furnished in due course.

Booking of Wheat from Railway Stations in Delhi

3433. Shri Yashpal Singh:
Shri S. C. Samanta:
Shri A. K. Khanna:
Shri S. N. Mittal:
Shri Tridib Kumar Chaudhary:
Shri Ghanshi Ranjan: