

separate staff has been appointed for the administration of the Bonus Scheme.

(b) The cost of maintaining the staff in the year 1951-52 was Rs. 2,27,578/-.

(c) Efforts are made to persuade defaulting employers to pay up the amounts due under the Schemes. A criminal complaint is filed against the employer when persuasion fails.

As the employee's contribution is recovery from his wages, the question of action against employees "for not contributing to the Scheme" does not arise.

(d) After persuasion had failed, 184 criminal complaints were filed against employers in the Bihar Coalfields in the year 1951-52.

RATIONING

211. **Shri B. K. Das:** Will the Minister of Food and Agriculture be pleased to state:

(a) the number of population under statutory rationing State-wise at present;

(b) the monthly rationing commitments of rice and wheat in these States;

(c) the scale of ration per week in different States;

(d) the population under modified type of rationing in different States; and

(e) the allotments of foodgrains made so far by the Central Government to different States to meet their commitments for statutory rationing and for other types of rationing separately?

The Minister of Food and Agriculture (Shri Kidwai): (a), (b) and (d). A statement is laid on the Table of the House. [For (a), (b), (d) and (e), See Appendix III, annexure No. 47].

(c) The scale of ration in statutorily rationed areas is uniform in all the States and is 5 lbs. 4 ozs. per adult per week at present. Children get half the ration for adults and heavy manual labourers are given an additional supplementary ration of 4 oz. per adult per day.

(e) The allotments made to different States are shown in the statement laid on the Table of the House but allotments are not made separately to meet the commitments for statutorily rationed areas and for other areas.

RAIL BRIDGE NEAR MAHE

212. **Shri Nambiar:** (a) Will the Minister of Railways be pleased to state whether any representation has been made for the opening of a level-crossing at Peringadi, near Mahe and if so, what action have Government taken on the question?

(b) Has any representation been received from the public regarding the converting of the rail bridge near Mahe into a rail-cum-road bridge and if so, what action has been taken in this regard?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes. A representation from the President, Olaivilam Panchayat Board, North Malabar, was received requesting for the provision of the level crossing in question, but, so far, the initial and maintenance costs for providing and working the level crossing have not been accepted either by the applicant or by the Collector of Malabar who has inspected the site.

(b) The reply is in the negative.

SUGAR-CANE PRICES

213. **Shri L. N. Mishra:** (a) Will the Minister of Food and Agriculture be pleased to state how the prices, fixed for sugar-cane for the year 1952-53, compare to the prices of the last three years?

(b) Are the prices, fixed for sugar-cane, on a uniform basis for the whole of India?

The Minister of Food and Agriculture (Shri Kidwai): (a) The minimum price of sugarcane fixed for 1952-53 is lower than the maximum prices fixed during the last three years.

(b) Yes.

REINSTATEMENT OF RAILWAY EMPLOYEES

214. **Shri Nambiar:** Will the Minister of Railways be pleased to state:

(a) whether the various Railway administrations have taken back the Railwaymen who first opted for Pakistan and then returned to India;

(b) if so, whether Government propose to place on the Table of the House a statement showing the number of men so opted but reinstated and of those who returned to India but not taken back on the Indian Railways; and

(c) what steps are being taken to reinstate the remaining returned optees Railway-wise?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) to (c). Complete information in regard to the number of railway employees who opted for Pakistan either provisionally or finally and then returned to India is not available, as all the employees who so returned have not reported to Railway Administrations. Out of those who opted for Pakistan and came over to India, about 5,500 railway employees have applied for re-entertainment in service. Of these about 4,900 have been already taken back in service. The cases of others are either under consideration or have been considered and they have been found unsuitable for entertainment in Government service. Railway employees who opted for Pakistan finally or who failed to revise their provisional option for Pakistan within the due date have no claims for re-employment.

SINDRI MANURE

215. Shri Chinaria: Will the Minister of Food and Agriculture be pleased to state:

(a) how much of the Sindri manure was utilised in the production of foodgrains and what quantity was used for other than foodgrains crops during the period commencing from the start of the factory upto August, 1952;

(b) how much of commercial manures were imported from abroad during that period and what quantity of it was used in the production of foodgrains crops and how much for crops other than foodgrains; and

(c) what agencies were employed in the distribution of these manures?

The Minister of Food and Agriculture (Shri Kidwai): (a) Separate figures for fertilisers utilised for food and non-food crops are not maintained by States. The total quantity of Sindri Fertilisers used from 31st October 1951 to 31st August 1952 is reported to be about 27,000 tons so far.

(b) 1,84,500 tons of sulphate of ammonia. Out of this, according to the information obtained from the State Governments (excepting Madras, Bombay, Bihar, Mysore, Rajasthan and Madhya Bharat) a quantity of about 54,658 tons was used in the production of food and other crops.

(c) The Government of India make allocations to the State Governments from the Pool which consists of imported as well as indigenous material. The distribution within the State is arranged by the State Governments

either through Government Agencies such as Departmental godowns, Government seed and manure Depots of the Agriculture Department or through Co-operative Societies and private parties on commission basis. A note furnishing the information regarding the distribution arrangements for fertilisers in the various States, is placed on the Table of the House. [See Appendix III, annexure No. 48].

RAILWAY ACCIDENTS

216. Shri Jasani: (a) Will the Minister of Railways be pleased to state how many railway accidents have taken place during the six months ending with 30th October, 1952 and at what places?

(b) What are the reasons of these accidents and what was the amount of loss that occurred?

(c) What steps have so far been taken by Government to compensate the loss of those who suffered?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Seven serious accidents, i.e. accidents to trains carrying passengers attended with loss of human life or grievous hurt or damage to Railway property to the value of approximately Rs. 20,600/- or over in each case. The different locations at which these accidents took place are:—

Railway	Section or Station
Northern:	(i) Between Palana and Bikaner.
	(ii) Between Indargarh and Lakheri.
	(iii) At Raja Ka Sahaspur.
North Eastern:	(i) Between Kidihdapur and Indara Junction.
	(ii) At Bareilly.
Central:	(i) At Kalyan.
	(ii) Between Himayatnagar and Sahasrakunda.

(b) The causes, in general terms, of these accidents are as follows:—

Cause.	Number of accidents.
(i) Failure of Railway Staff.	3
(ii) Failure of Mechanical equipment.	2
(iii) Track having been tampered with by some person or persons unknown.	1
(iv) Fire due to lightning striking overhead Electric Traction wires.	1