

meaning as the demand has to be increased in the interest of enhanced production and better cattle-feed. As the demand expands, plans for increasing production of fertiliser within the country will be taken up.

PILFERING AT MOKAMAH STATION

942. Shri Jhulan Sinha: Will the Minister of Railways be pleased to state:

(a) the number of cases of pilfering of goods from the godown and consignments at Mokamah junction during the years 1951 and 1952;

(b) the number of claims filed for compensation for pilfering at Mokamah and payments made so far;

(c) whether it is a fact that there has been loss of Railway property due to theft and damage to the Mokamah Railway Bridge materials stacked there; and

(d) if so, the extent thereof and the steps, if any, taken or proposed to be taken in this connection?

The Deputy Minister of Railways and Transport (Shri Alagesan): The information is being collected and will be placed on the Table of the House as soon as available.

TRANSPORT OF GOODS FROM CALCUTTA TO IMPHAL

943. Shri L. J. Singh: (a) Will the Minister of Railways be pleased to refer to the supplementaries raised on starred question No. 491 asked on the 4th March, 1953 regarding the usual time taken for transport of goods from Calcutta to the station nearest to Imphal and state the usual time taken for goods traffic from Calcutta to the station nearest to Imphal?

(b) what is the usual time taken for goods to reach Imphal from the Manipur Road station?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Average time taken for transport of goods from Calcutta to the station nearest to Imphal (Manipur Road) is as follows:—

Full Wagon loads—11.5 days.

Smalls i.e. traffic not constituting full wagon load—33 days.

and therefore cleared in Vans which have to be handled at a number of stations en route.

(b) Average time taken for goods to reach Imphal from Manipur Road

station (By Road operators) is two days.

मुगलसराय रेलवे यार्ड में चोरियां

९४४. श्री रघुनाथ सिंह : क्या रेल

मंत्री यह बतलाने की कृपा करेंगे कि :

(क) सन् १९५१-५२ तथा १९५२-५३

में मुगलसराय रेलवे यार्ड में कितनी चोरियां हुईं ;

(ख) कितने मामलों को पकड़ा गया ; और

(ग) कितने मामलों में अभियुक्तों को छोड़ दिया गया और कितने मामलों में सजा हुई ?

The Deputy Minister of Railways and Transport (Shri Alagesan): The information is being collected and will be placed on the Table of the House as soon as available.

IMPORT OF WHEAT

945. Shri Amjad Ali: Will the Minister of Food and Agriculture be pleased to state the quantity of wheat imported into India from (i) U.S.A., (ii) Canada, (iii) Australia, (iv) Argentina, and (v) U.S.S.R during the years 1950-51 and 1951-52?

The Deputy Minister of Food and Agriculture (Shri M. V. Krishnappa): Following quantities of wheat were imported from the countries in question during 1950-51 and 1951-52.

(Quantity in '000 tons)

Country	1950-51	1951-52
U.S.A.	152.2	2702.8
Canada	175.5	238.5
Australia	649.6	153.5
Argentine	606.8	370.5
Russia	..	99.0
TOTAL	1584.1	3564.3

CENTRAL JUTE COMMITTEE

946. Shri Amjad Ali: Will the Minister of Food and Agriculture be pleased to refer to starred question No. 1020 regarding the Central Jute Committee asked on the 26th March, 1953 and state:

(a) the duration for which a Central Jute Committee functions under the rules;

(b) when the formation of the next Committee is due; and

(c) whether the sitting members of the Central Jute Committee from Assam were recommended by the State of Assam?

The Deputy Minister of Food and Agriculture (Shri M. V. Krishnappa):

(a) The duration of the Indian Central Jute Committee is not limited to a fixed period of time by any provision in the Resolution under which it was constituted. It is a Registered Society and can exist for an indefinite period. However, the term of its members is three years from the date they are nominated to the Committee, except for those who are members by virtue of their official appointments, who continue until they vacate their appointments.

(b) There is no question of forming a new Committee, since vacancies are filled up as and when they arise.

(c) Yes.

साखान्ना वाहक

१४७. श्री रघुनाथ सिंह: क्या साखान्ना मंत्री यह बतलाने की कृपा करेंगे कि :

(क) भारत द्वारा स्वामित्व-प्राप्त साखान्ना वाहकों की संख्या ;

(ख) भारत को कितने की आवश्यकता है ; और

(ग) पंच वर्षीय योजना के अन्तर्गत कितने निर्मित करने का आयोजन है ?

The Deputy Minister of Railways and Transport (Shri Alagesan):

(a) All Indian cargo ships (of which there are 89 in all at present) could be used as grain carriers with suitable fittings to prevent shifting of grain. But as most of them are employed in the coastal or other conference trades, none of them is specifically or continuously employed as grain carriers. They are utilised for the transport of grains whenever they are available and are required for that purpose.

(b) It is proposed to import about 2.9 million tons of foodgrains during 1953 which would mean about 360 ship loads.

(c) No specific provision has been made in the Five Year Plan for building grain carriers as such. Under the Plan it is contemplated to effect an over-all increase in the Indian owned tonnage by about 37 ships of over 2 lakhs gross tons. All these ships will be suitable for use as grain carriers in the coastal, adjacent or overseas trades as the case may be, but they are primarily intended for increasing the participation of Indian companies in the various liner trades.