

(d) The presumption that all wagons from Kandala would be taken to Abu Road, and then taken back to Palanpur for despatch to destinations is not correct. The present intention is for all wagons for Palanpur and south of Palanpur to be detached and dealt with at Palanpur.

RAILWAY HIGH SCHOOL, KHARAGPUR

541. **Shri S. C. Samanta:** (a) Will the Minister of Railways be pleased to state how many students are taught through the medium of Urdu in the Railway Indian High School at Kharagpur (Eastern Railway)?

(b) How many of them are Muham-madans?

(c) How many of them belong to the families of Railway employees?

(d) What is the number of classes in which Urdu is taught at present and what were their corresponding numbers from 1948 to 1952 (year-wise)?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) 114.

(b) 32.

(c) 14.

(d)	1948	} Classes I to X
	1949	
	1950	
	1951	
	1952	Classes VI to X.
	1953	Classes VII to X.

चीनी

५४२. श्री बाबसाह गृह्य : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे :

(क) अप्रैल १९५२ से अक्तूबर, १९५३ तक कितने मूल्य की चीनी आयात की गई है; तथा

(ख) क्या सरकार ने चीनी के आयात-निर्यात से होने वाली कोई हानि अपने ऊपर लेने की जिम्मेदारी ली है ?

The Minister of Food and Agriculture (Shri Kidwai): (a) The ex-docks cost (including import duty and all port trust and clearing charges) of 58,932 tons sugar imported into India upto the end of October, 1953 worked out to Rs. 4.18 crores, or Rs. 26 per maund. The average ex-docks cost of the entire quantity of 2.52 lakh tons sugar purchased for import in 1953 is, however, only Rs. 25 per maund.

(b) The imported sugar is being sold at Rs. 30 per maund ex-docks at Bombay, Bhavnagar, Cochin and Madras and at Rs. 29/4/- per maund at Calcutta. As such there is no question of sustaining any loss in the sale of imported sugar; on the other hand the transaction will result in a profit of Rs. 3.40 crores.

With regard to exports of sugar, in view of a record production of 15 lakh tons in 1951-52 and relatively low off-take, it was anticipated that there would be a huge carry-over of more than 5 lakh tons at the end of the season. Although the prices in the internal market had fallen below the controlled rates they were relatively high compared to the prices at which sugar was available from other surplus countries even after making allowance for refund of excise duty and also cane cess, in case of exports from U.P. factories. It was, therefore, decided to release sugar for export at a reduced price-reduction not exceeding Rs. 2 per maund to enable Indian shippers to compete in foreign markets. The total quantity of sugar exported under this scheme, during the year 1952-53, was 6.316 tons on which the amount of compensation to be paid works out to Rs. 3.5 lakhs.

PALM GUR

543. **Shri Bheekha Bhai:** Will the Minister of Food and Agriculture be pleased to refer to the reply given to unstarred question No. 156 asked on the 25th November, 1953 and state the quantity of palm gur produced in India, State-wise, in 1952?