

Shri N. Sreekantan Nair: When sulphate of ammonia from all the other factories is pooled together, may I know why the sulphate of ammonia from the F.A.C.T. alone is not pooled in the price set-up?

Dr. P. S. Deshmukh: They had a temptation of getting higher prices before they came into the pool. When they found that they could not sell and the prices all over India went down, they came into the pool on 1st June 1953. They are now in the pool.

Shri Velayudhan: The hon. Minister said that because of the cost of production, the price of F.A.C.T. sulphate of ammonia was higher. May I know whether it is not a fact that labour cost is less in that area than in Sindri and other places?

Dr. P. S. Deshmukh: I have not been able to look into the labour costs. Originally they demanded Rs. 390 per ton as against Rs. 285 which we pay to Sindri. In fact, because this is a factory in which the Madras Government and the Travancore-Cochin Government have invested a lot of money, we wanted to protect the interests of these Governments. This is a very heavily subsidised factory.

Shri Velayudhan: What has it to do with the cost of production?

Mr. Speaker: Next question.

Shri Velayudhan: My question has not been answered.

Mr. Speaker: He must take it as it is.

RAILWAY TIME TABLES

*2258. **Shri Anirudha Sinha:** (a) Will the Minister of Railways be pleased to state the amount received from sale of Time Tables of the different Railway Zones in 1953?

(b) What was the amount of income derived from commercial or other advertisements in the Time Tables of different Zones?

The Parliamentary Secretary to the Minister of Railways and Transport

(**Shri Shah Nawaz Khan:**) (a) and (b). A statement giving the required information is laid on the Table of the House. [See Appendix IX, annexure No. 40.]

श्री अनिरुद्ध सिंह : क्या मैं जान सकता हूँ कि रेलवे प्रशासन के अतिरिक्त कोई प्राइवेट एजेंसी भी क्या रेलवे टाइम टेबुल प्रकाशित करती है ? यदि हां, तो उन्हें कुछ रायल्टी भी देनी पड़ती है ?

Shri Shah Nawaz Khan: I am not aware of any.

Shri T. K. Chaudhuri: May I know...

Mr. Speaker: Order, order. Let him not proceed unless I call him. **Shri Aniruddha Sinha.**

श्री अनिरुद्ध सिंह : गत वर्ष रेलवे टाइम टेबिल को छपाने में कितना खर्च हुआ और किन किन भावार्थों में टाइम टेबिल प्रकाशित किये गये ?

श्री शाहनवाज खां : कुल कितना खर्च हुआ उसके आदादोगुमार मेरे पास नहीं है वह हर एक रेलवे के अलाहिदा अलाहिदा होते हैं। तमाम टाइम टेबिल अंग्रेजी और हिन्दी में छापे जाते हैं सिवाय सदर्न रेलवे के जहाँ हिन्दी में नहीं छापे गये थे : रीजनल लॅंग्वेज म भी छपने हैं। लेकिन अब रेलवे बोर्ड की तरफ से आर्डर इश्यू किया गया है कि सदर्न रेलवे में भी हिन्दी में छापे जायें और जो आल इंडिया टाइम टेबिल अंग्रेजी में छपता था वह भी पहली अक्टूबर से हिन्दी में छपेगा।

Shri T. K. Chaudhuri: May I know if the hon. Parliamentary Secretary is aware of the *Indian Bradshaw* published by Newmans of Calcutta and if Newmans have any standing permission from the Railway Board or the railway authorities for publishing the time-tables?

The Deputy Minister of Railways and Transport (Shri Alagesan): Perhaps the hon. Member wants to know whether the railways as such provide any financial help.

Shri T. K. Chaudhuri: Not financial help. These private agencies bring out time-tables. I want to know whether they have any standing permission to do so.

Shri Alagesan: They are sold in the railway bookstalls also, and they are permitted to be sold.

PAYMENT OF RAILWAY FREIGHT BY
CHEQUES

*2259. **Shri Deogam:** Will the Minister of Railways be pleased to state:

(a) whether it is customary with the Eastern Railway to accept payment of Railway freight from consignees by cheque instead of cash;

(b) the limit up to which cheques are accepted from the parties; and

(c) the procedure under which it is done?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) Firms of good standing whose average monthly freight transactions at a particular station are between Rs. 500 and Rs. 3,000 are allowed the privilege of paying freight by cheques.

(b) Cheques upto the maximum limit covered by the security deposit, are accepted.

(c) Firms are required to deposit with the Government as security a sum equivalent to the amount of not less than a month's freight transactions with the Railway. The security deposit may be made in cash, Government Promissory Notes or Bank's Guarantee. The deposit should be made for each booking or receiving point where firms desire to pay the freight by cheque.

UNITED STATES AGRICULTURAL TRADE
MISSION

*2260. **Shri Raghuramaiah:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether a United States Agricultural Trade Mission is visiting India;

(b) whether the visit is at the invitation of Government; and

(c) what is the object of their visit?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) Yes. A United States Agricultural Trade Mission visited India in April, 1954.

(b) No.

(c) The object of the visit was to study agricultural situation in India and establish the foundation for an exchange of goods between India and U.S.A. on a mutually acceptable basis.

Shri Raghuramaiah: May I know what are the agricultural surplus commodities in the United States which they want to sell here and whether the mission has shown any interest in our commodities, and if so, which?

Dr. P. S. Deshmukh: As has been explained in the reply already read out, it was a matter of mutual exchange of information. The articles which the United States of America is probably keen to give us are wheat, butter, cotton seed oil and dried milk.

Shri Raghuramaiah: The second portion of my question has not been answered.

Mr. Speaker: What articles do they want from us?

Dr. P. S. Deshmukh: We propose mica, shellac, jute goods and tobacco.

Shri Raghuramaiah: May I know whether any deal has, in fact, been effected in respect of any one of these commodities?