

As far as post graduate qualifications are concerned they have recently also attempted to regulate post graduate education in all medical subjects.

(b) No separate amount has ever been specially sanctioned by Government for the inspection of post graduate medical examinations.

(c) A statement containing the information that is readily available, is placed on the Table of the House. [See Appendix VIII, annexure No. 18.]

#### LAND RECLAMATION IN TRIPURA

\*1784. **Shri Dasaratha Deb:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether land reclamation in Sûksagar Jala in Tripura has commenced; and

(b) if not, the reasons for the delay?

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

(a) Not yet, Sir.

(b) The project has to be properly surveyed. The engineering staff required for the survey has not yet been appointed due to non-availability of suitable experienced persons. These appointments are expected to be made shortly when the survey will be taken up.

#### रेलगाड़ी का पटरी से उतर जाना

\*१७९८. श्री रघुनाथ सिंह: क्या रेलवे-मंत्री यह बताने की कृपा करेंगे:

(क) क्या यह सच है कि २४ मार्च, १९५४ को पूर्वोत्तर रेलवे के सलेमपुर और लार रोड स्टेशनों के बीच एक मालगाड़ी पटरी से उतर गई थी जिसके फलस्वरूप १२ डब्बे उलट गये थे और ३०० फीट लम्बी पटरी तथा १ अक्वेट उखड़ गई थी;

(ख) यदि हाँ, तो इससे कितनी हानि हुई; तथा

(ग) दुर्घटना का कारण क्या था ?

**The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan):** (a) At about 20-35 hours on 24th March, 1954, 11 wagons on No. 992 Goods train derailed while running between Lar Road and Salimpur stations and one of them partly capsized. About 300 feet of track was damaged.

(b) The approximate cost of damage to Railway property was Rs. 2,300.

(c) The accident was caused by the breakage of the right leading journal of one of the wagons which derailed.

#### RENTS FOR RAILWAY QUARTERS

**370. Shri Ramananda Das:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that different rates of assessed rent have been made in different Railways and also in different divisions of the same Railway for the same type of Railway quarters constructed as per "Mitra Type" plan; and

(b) if so, the reasons therefor?

**The Deputy Minister of Railways and Transport (Shri Alagesan):** (a) Rent chargeable for Mitra Type quarters has varied and on some railways differences exist even as between the different units which have been formed into a single railway on regrouping. A statement is attached showing the present position. In no case, however, is the rent in excess of 10 per cent. of the employee's emoluments. [See Appendix VIII, annexure No. 19.]

(b) The reasons for the variations are that, under the extent rules, rent is calculated on the basis of pooling of the Capital costs of all the quarters of the same class on the same railway. On regrouping, two or more railways have been brought into a single system and the process of pooling on the revised basis is still in progress. The

variation in rent, therefore, represents a temporary, passing phase.

#### GOVERNMENT EMPLOYEES UNION

**371. Shri Ramananda Das:** Will the Minister of Labour be pleased to state what are the rules regarding recognition of affiliations of unions of Government employees with federations including unions of private employees?

**The Minister of Labour (Shri V. V. Giri):** There are no rules, statutory or otherwise, issued by the Central Government.

#### SUGAR-CANE PESTS

**372. Shri V. P. Nayar:** Will the Minister of Food and Agriculture be pleased to state:

(a) the quantity of Sugar-cane which is rendered useless every year by pests and plant diseases; and

(b) the steps taken by Government to prevent this waste?

**The Deputy Minister of Food and Agriculture (Shri M. V. Krishnappa):** (a) 10 to 15 per cent. approximately, depending upon the extent and seriousness of the incidence of disease and pests which occur in varying proportion.

(b) Under the 3 year Sugar-cane Development extension schemes being implemented under the aegis of the Indian Central Sugar-cane Committee, provision has been made for cane protection services in the sugar-cane development areas of important sugar-cane growing States, for undertaking timely and adequate action to prevent the sugar-cane crop from being damaged by sugar-cane insects, pests and diseases. The cane protection services also keep constant supervision over seed material from the seed nursery stage to the bulk crop by large scale dusting, stripping and spraying with effective fungicides and insecticides and removal of egg-masses in order to ensure the supply of health disease-free cane material.

#### INDIAN CENTRAL SUGAR-CANE COMMITTEE

**373. Shri V. P. Nayar:** Will the Minister of Food and Agriculture be pleased to refer to para. 3, page 32 of the Indian Central Sugarcane Committee Report for the year 1952-53 and state:

(a) the reasons why non-peninsular India still continues to have the lowest level of yield of 12-14 tons of sugar-cane per acre and why the cost of production in peninsular India is remaining higher; and

(b) what efforts have been made to popularise the newly evolved high-yielding varieties in non-peninsular India and to lower the cost in peninsular India?

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

(a) The yields of cane in non-peninsular India continue to remain low due to inadequate provision of irrigation water and manures and fertilizers as well as due to small holdings, improper cultivation and bad rotations. Where necessary wherewithals are provided, much higher yields are being obtained. In peninsular India, the dose of nitrogen applied in the form of manures and fertilizers ranges from 300 to 400 lbs. per acre against 80-120 lbs. nitrogen needed by soils in North India. A large number of irrigations are, therefore, necessary in order to make proper use of the fertilizer and both these causes contribute to higher cost of cultivation per acre. The tropical conditions obtaining in peninsular India also need a large number of irrigations.

(b) There is a constant flow of newly evolved, high yielding varieties from the breeding and research stations to the fields of the cane growers, where they are finally selected for their adaptability under various sets of soil and climatic conditions through zonal trials.

Attempts are being made to increase the acre-yields of cane in peninsular India by supplying necessary quantities of irrigation water. The usual canal supplies are inadequate to meet the