

For instance, *sarpagandhi* is called *Rudolfia Serpentina*. I want to know whether the original Indian names in Sanskrit, Tamil or Telugu will be kept.

Shri Karmarkar: Without detriment to efficiency, I should like all the foreign names to be translated into Indian languages, so that our people may be familiar with them.

Shri C. R. Pattabhi Raman: I am referring to Indian names. I have given the example of *sarpagandhi* which is called *Rudolfia Serpentina*.

Shri Karmarkar: If my hon. friend makes it a point never to refer to *serpentina* even in Parliament, I am quite sure that *sarpagandhi* will be more popular and *serpentina* will be less popular.

Shri Chandra Shankar: May I know whether the ayurveda students of Indian universities get admission in foreign universities?

Shri Karmarkar: There is a reciprocal arrangement by which certain Indian degrees are recognised by some institutions in foreign countries and their degrees are recognised by us. There is reciprocity.

Shri Sampath: May I know whether the other indigenous systems like *unani* and *sidha* will also be taken up?

Shri Raj Bahadur: We are just trying to make a beginning.

Shri Ajit Singh Sarhadi: May I know whether the views of the Indian Medical Council were taken and whether they have agreed to the feasibility of the introduction of this scheme?

Shri Karmarkar: It is not necessary for us to take an opinion in every matter. We have offered these professorships to the colleges and we want to subsidise them fully. In the case of those of them who want to take these professorships, we will also include this in their course.

Shri Ajit Singh Sarhadi: I want to know whether the views of experts have been taken about the feasibility of introducing ayurveda courses in medical colleges which deal with allopathy?

Shri Karmarkar: I think we look upon ourselves as fully expert in this matter.

Wagons for Transport of Salt

*46. **Shri Harish Chandra Mathur:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that large quantities of salt from Sambhar could not be lifted because of short supply of wagons in 1959 and in 1960;

(b) what was the demand and supply of wagons and consequent loss to the company and railways because of short supply; and

(c) whether salt company's future demand has been ascertained and adequate arrangements made?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) No. It is not a fact that large quantities of salt from Sambhar could not be lifted in 1959 and 1960 because of short supply of wagons. There was, however, some short supply of wagons during certain months of 1959 and 1960 which was subsequently made up.

(b) 16,516 wagons in the year 1959 and 14,270 wagons in the year 1960 were loaded at Sambhar sources leaving an outstanding demand of 52 indents and 23 indents respectively at the end of December '59 and December '60. There was no loss to the Railways on this account. Government are not aware of the loss to the Salt Company.

(c) The demand of the Salt Company for the year 1961 has been furnished by the Salt Commissioner, Jaipur, as 52.5 wagons per day at 30 working days. Arrangements are being made to meet the demands to the maximum extent possible.

Shri Harish Chandra Mathur: Are Government aware that even in their first authentic report which they have placed on the Table of the House it is mentioned that this salt company has suffered a great loss because of want of supply of wagons? Do I take it that that report which came from this Government Company is not correct?

Shri Shahnawaz Khan: I have stated the position as it exists at present. There was an outstanding of 52 wagons at the end of 1959 and an outstanding of only 23 wagons at the end of 1960. This is not a very large figure and I am sure the hon. Member would not accuse the railways of letting down the salt industry.

Shri T. B. Vittal Rao: According to the figures given out, the Salt Controller wanted at the rate of 52.5 wagons per day, which is much more than the 52 wagons short for the whole year. It is something like 1500. May I know when we will be in a position to transport the traffic currently and how long this chronic shortage of wagons will go on?

Shri Shahnawaz Khan: Although the quota is rather high, the Salt Commissioner and his organisation make day to day indents, which are met with by the Railways. By and large, we are meeting all their demands.

Shri Harish Chandra Mathur: We were told that we are surplus in wagons and we are now in a position to export wagons. May I know whether the same position continues and, if so, whether there is any other bottleneck other than the shortage of wagons for lifting salt?

Shri Shahnawaz Khan: I would like to inform the hon. Member that there are two categories of salt. One is classified as zonal salt, which is moved under a higher category, category (C). The other is non-zonal salt which is moved under category (E), which is a lower category. If there is any difficulty, it is on account of this.

Shri Harish Chandra Mathur: I have not been able to follow the answer. Whether there is any difficulty in lifting category (E) salt and category (C) salt or not, we are told there is a surplus of wagons. It is a statement laid on the Table of the House. Now the hon. Minister says that they are able to lift the salt. Then the Ministry of Commerce and Industry is in the wrong because they have made a clear charge against the Railway Ministry and said they have suffered a heavy loss because of the non-supply of wagons. Now I am asking a general question whether all kinds of salt can be lifted or not and whether there is any bottleneck. What is the position regarding category (E), which means a lower category. Why is that salt not lifted?

Shri Shahnawaz Khan: It is quite obvious that category (C) will move before category (E). Although we may be surplus in wagons at certain times of the year, during the busy season, particularly during the sugarcane crushing season every surplus wagon is utilized for transporting sugarcane to the mills. When the busy season is over we try to make up for the lapse that might have occurred during the busy periods.

Mr. Speaker: Then what is the surplus wagon? The hon. Member wants to know what the surplus is? It is a surplus only whenever it is not in demand. When wagons are not in demand they are always in surplus. It is surprising. If there is a surplus it means there is no deficiency at any time. If there is a heavy demand by sugar to that extent there is no surplus and there is a deficit for salt. He wants to know whether there is that deficit.

Shri Shahnawaz Khan: We are trying our very best to build more and more wagons. But the country is also developing very fast.

Mr. Speaker: Then there is no surplus.

Shri Harish Chandra Mathur: Now that this matter has been discussed between the Salt Commissioner and the Managing Director may I take it that there will be no difficulty regarding the lifting of salt completely to the satisfaction of the company, because it affects labour very much? May I have this assurance now from the hon. Minister?

Mr. Speaker: The hon. Member will have to wait to speak on the railway budget? Why should he have an assurance from the Deputy Minister?

Shri Harish Chandra Mathur: I thought he knew the position and would say something.

Mr. Speaker: He should ask the other Minister.

श्री बजरज सिंह : श्रीमन्, अभी रेलवे मंत्री महोदय ने ऐसा बताया कि वैंगन्स की ज्यादाती होती है और उस में गन्ने की बात उन्होंने कही । मैं कहना चाहूंगा कि गन्ने के ज्यादा वैंगन्स नहीं मिलते हैं । अगर नमक के बारे में मामला है तो क्या और चीजों को ढोने के लिए वैंगन्स काफी तादाद में मौजूद हैं ? विशेष तौर से कोयले का जो अकाल पड़ा है उस के बारे में गवर्नमेंट क्या कर रही है ? कोयला नहीं मिल रहा है उस के बारे में क्या किया जा रहा है ?

Mr. Speaker: That is another matter.

श्री शाहनवाज खाँ : उस के लिए कोशिश है कि ज्यादा से ज्यादा वैंगन्स दिये जायें ।

Mr. Speaker: There have been a number of questions regarding the shortage of coal and I have admitted a "No Day Yet Named Motion", which may come later on. But, in the meanwhile, I have asked the hon. Minister to make a statement on a Calling Attention notice. He will do so tomorrow or the day after.

Shri Braj Raj Singh: Day after tomorrow will be too late. There are reports in the press about riots in UP, specially in Kanpur, and the District

Magistrate has stated that the law and order position is very acute there.

Mr. Speaker: I have ask the hon. Minister to make a statement tomorrow.

Gradation of Foodgrains

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*48. { **Shri Vidya Charan Shukla:**
Shri Pangarkar:

Will the Minister of **Food and Agriculture** be pleased to refer to the reply given to Unstarred Question No. 519 on the 10th August, 1960 and state:

(a) whether the proposals relating to uniform scheme of gradation of foodgrains have since been circulated to the State Governments and other organisations concerned with the subject; and

(b) if so, what are the salient features of the proposals?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) Standards for grading paddy, rice and wheat have been worked out and these will soon be circulated to the State Governments and other organisations for their opinion.

(b) A statement is placed on the Table of the House. [See Appendix I, annexure No. 9].

Shri Vidya Charan Shukla: Coming to part 3 of the statement relating to rice, may I know whether it will cover all the varieties of rice that are generally offered in the market for purchase by the cultivators? For example, I find Kanki, which is broken rice, has not been indicated here. Under what classification will it be included?

Shri A. M. Thomas: It will not come within the classifications that have now been suggested. It will be Kanki rice, that is, absolutely broken.

Shri Vidya Charan Shukla: May I know whether there were complaints regarding the classification of rice in