

LOK SABHA
Friday, 24th February, 1956

The Lok Sabha met at Eleven of the Clock.

[MR. DEPUTY-SPEAKER *in the Chair*]

QUESTIONS AND ANSWERS

(See Part I)

12 NOON.

PAPER LAID ON THE TABLE
AMENDMENT IN COFFEE RULES

The Minister of Commerce (Shri Karmarkar): I beg to lay on the Table, under sub-section (3) of section 48 of the Coffee Act, 1942, a copy of the notification No. S.R.O. 15, dated the 7th January 1956, making certain amendment in the Coffee Rules, 1955. [*Placed in the Library. See No. S-58|56*]

MESSAGE FROM RAJYA SABHA

Secretary: Sir, I have to report the following message received from the Secretary of Rajya Sabha:

"In accordance with the provisions of rule 97 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to enclose a copy of the Indian Lac Cess (Amendment) Bill, 1956, which has been passed by the Rajya Sabha at its sitting held on the 17th February, 1956."

INDIAN LAC CESS (AMENDMENT) BILL

Secretary: Sir, I lay the Indian Lac Cess (Amendment) Bill, 1956, as passed by Rajya Sabha, on the Table of the House.

1—9 Lok Sabha.

REPORT OF STATES REORGANISATION COMMISSION

PETITIONS

Secretary: Sir, under rule 179 of the Rules of Procedure and Conduct of Business in the Lok Sabha, I have to report that two petitions as per statement laid on the Table have been received relating to the Report of the States Reorganisation Commission.

STATEMENT

PETITIONS RELATING TO THE REPORT OF THE STATES REORGANISATION COMMISSION

No. of Signatories	District or Town	State	No. of Petition
1	Secunderabad	Hyderabad	53
1	Bangalore	Mysore	54

CONTROL OF SHIPPING (CONTINUANCE) BILL

The Deputy Minister of Railways and Transport (Shri Alagesan): I beg to move:

"That the Bill to continue the Control of Shipping Act, 1947, for a further period, be taken into consideration."

This is a small and non-controversial measure. As hon. Members are aware, the Control of Shipping Act was enacted during the budget session of 1947 to provide for the continuance of powers to license Indian shipping and to secure priority control over coastal shipping which were originally conferred by the Defence of India Rules and which were subsequently continued in force till 31st March, 1947, the Emergency Powers (Continuance) Ordinance. The Act also revived powers conferred by the Defence of India Rules to fix freights and fares in the coastal trade which had been allowed to lapse. The Act was expressed as remaining in force only for a period of one year but Government were empowered by section 1 to extend it by