

PAPERS LAID ON THE TABLE

ALL INDIA INSTITUTE OF MEDICAL
SCIENCES RULES

The Minister of Health (Shri Karmarkar): Sir, I beg to lay on the Table, under sub-section (3) of section 28 of the All India Institute of Medical Sciences Act, 1956, a copy of the All India Institute of Medical Sciences Rules, 1958, published in Notification No. G.S.R. 135 dated the 15th March, 1958. [Placed in Library. See No. LT-619/58.]

ANNUAL REPORT OF THE HINDUSTAN
SHIPYARD PRIVATE LIMITED

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): Sir, I beg to lay on the Table, under sub-section (1) of section 639 of the Companies Act, 1956 a copy of the Annual Report of the Hindustan Shipyard Private Limited along with the Audited Accounts for the year 1956-57 [Placed in Library. See No. LT-620/58.]

CORRECTION OF ANSWER TO
SUPPLEMENTARY QUESTION

The Deputy Minister of Railways (Shri Shah Nawaz Khan): Sir, I regret that there was an inaccuracy in my reply to a supplementary question by Shrimati Renu Chakravartty on 14th March, 1958, arising out of Starred Question No. 970 on the subject of corruption in Howrah Goods Account Office. I gave the information that one officer has been removed from service and one suspended. The correct position is that four employees have been placed under suspension.

ACCIDENT TO DAKOTA AIRCRAFT
ON 24TH MARCH, 1958

The Minister of State in the Ministry of Transport and Communications (Shri Humayun Kabir): Sir, I made a statement on 25th March, 1958 regarding the accident in which a Dakota aircraft operated by a private firm, I.A.C. Associates, was involved

on the previous day and promised to place before the House additional information when it was received.

The search for the missing Dakota was continued on the 25th March. At 13:35 I.S.T. on the 25th March 1958, aircraft VT-CVC located the wreckage of the aircraft at a point about 15 miles South/South East of Kathmandu (27°32 North 35°25 East). This point lies approximately 10 miles off the track and this explains the difficulty and delay experienced in locating the wreckage particularly bearing in mind the information given by the aircraft during the last radio contact. There are high mountains lying across the route. At the point where the crash has been located, the height of the mountains is approximately 9,000 ft. which is more than 1,500 ft. higher than the mountains on the direct route between Simra and Kathmandu. While it is premature to state the cause of the accident, the commonest cause of *en route* accidents is collision with high terrain when forward visibility is limited by clouds and rain.

The names of the passengers on board are given below—

1. Shri R. Mani.
2. Shri R. Prasad.
3. Shri K. Bhai.
4. Shri N. S. Goswami
5. Shri G. Das.
6. Shri P. Sagar.
7. Shri S. Lal.
8. Shri W. D. Prakash
9. Shri R. Das.
10. Shri S. M. Sarogi.
11. Shrimati S. Devi.
12. Master Basant.
13. Shri K. Lal.
14. Shri J. Lal.
15. Shri B. Bhai.
16. Shri S. N. Misra.
17. Shri B. Bahadur.

[Shri Humayun Kabir]

Shri Y. R. Malhotra, Chief Inspector of Accidents of the Civil Aviation Department has already left for the site of the accident.

I deeply regret to add that from a message received from Kathmandu at about 4 P.M. on 26th March, 1958, it appears the ground search party has intimated that there are no survivors.

Shri Biren Roy (Calcutta-South West): Can anyone ask questions, Sir?

Mr. Speaker: No; not now.

Shri Joachim Alva (Kannara): Here so many people had crashed. Government had a proposal to automatically insure passengers by an extra payment. May I know how far that scheme has proceeded and whether passengers can be insured by extra payment?

Mr. Speaker: Hon. Members will elicit all this information by separate questions. After a statement, I do not want to make a departure by permitting questions.

Shri Biren Roy: Cannot anyone even ask why this aircraft went 15 miles off the route on a 20 minutes to flight?

Mr. Speaker: These are all separate questions. When an hon. Minister makes a statement, hon. Members will kindly look into the statement and put supplementaries not now, but by way of separate questions.

DEMANDS FOR GRANTS—Contd.

MINISTRY OF TRANSPORT AND COMMUNICATIONS—Contd.

Mr. Speaker: The House will now resume further discussion on the Demands for Grants relating to the Ministry of Transport and Communications. Out of 9 hours allotted for these Demands, 5 hours and 44 minutes now remain.

Shri Resham Lal Jangde may continue his speech.

श्री जांगड़े (बिलासपुर) : अध्यक्ष महोदय, कल मैं रेलवे मंत्रालय और परिवहन मंत्रालय के पृथक कर दिये जाने के सम्बन्ध में कह रहा था। मुझे आशा है कि शासन . . .

Mr. Speaker: Now, it is 12.15 or 12.20. There are 5 hours and 44 minutes left. The hon. Minister will reply tomorrow.

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): Yes, Sir, because I shall speak last. Therefore, I will speak tomorrow.

Mr. Speaker: Does any other hon. Minister want to speak?

Shri Lal Bahadur Shastri: Yes; both Shri Humayun Kabir and Shri Raj Bahadur will intervene. Shri Kabir will speak before lunch hour and Shri Raj Bahadur can reply at the end.

Mr. Speaker: 'At the end' does not mean tomorrow?

Shri Lal Bahadur Shastri: No, Sir; today in the evening.

श्री जांगड़े : अध्यक्ष महोदय, कल मैं कह रहा था कि रेलवे मंत्रालय में परिवहन मंत्रालय को पृथक कर दिया गया इस में हमारी ग्रामीण जनता को विशेष लाभ होगा और शासन का ध्यान ग्रामीण जनता को और विशेष रूप में आकर्षित होगा। सन् १९४३ में नागपुर योजना के अनुसार ३ लाख, ३१ हजार मील लम्बी सड़कों बनाने की योजना थी और हमें आशा है कि सन् १९६१ तक ३ लाख, ३१ हजार मील लम्बी सड़कों के निर्माण का जो हमारा निर्णय है वहाँ तक हम पहुँच जायेंगे। पर हमें इस बात का दुःख है कि राष्ट्रीय राजपथ, नेशनल हाईवेज अभी तक हम केवल १३ हजार मील तक ही ले सके हैं और २० हजार मील जो कि नागपुर योजना में शामिल था वहाँ तक हम नहीं पहुँच सके हैं।