

पटल पर रक्त दिया गया है। [देखिये परिशिष्ट ३, अनुसूची संख्या १०६]

(ग) पूछी हुई सूचना उपलब्ध नहीं है। गन्ने की दी जाने वाली कीमत उन मिलों में जिनको गन्ने की कीमत चीनी की ८ मई के पश्चात् प्राप्त के साथ सम्बन्धित करने की अनुमति मिली हुई है, साथ में नत्बी किये गये विवरण के अनुसार नियमित करनी पड़ी है।

L. M. F. Doctors in Tripura

924. **Shri Bangshi Thakur:** Will the Minister of Health be pleased to state the number of L.M.F. doctors engaged in Government Service in the Administration of Tripura at present?

The Minister of Health (Shri Karmarkar): Sixty L. M. F. doctors are at present engaged in Government Service under the Tripura Administration.

Indian Arecanut Committee

925. **Shri Warrior:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether there is any proposal to shift the headquarters of the Indian Arecanut Committee from Kozhikode to Mysore; and

(b) if so, the reasons thereof?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) No. However, a Sub-Committee has been set up by the Indian Central Arecanut Committee to go into the question of the location of the permanent headquarters of the Committee at a suitable centre either in Kerala or Mysore State keeping in view the facilities that would be made available by the State Governments for the efficient working of the Committee. The report of the Sub-Committee is awaited.

(b) Does not arise.

EXPENDITURE-TAX BILL

REPORT OF SELECT COMMITTEE PRESENTED

The Minister of Law (Shri A. K. Sen): I beg to present the Report of the Select Committee on the Expenditure-tax Bill, 1957.

WEALTH-TAX BILL AND EXPENDITURE-TAX BILL

EVIDENCE TENDERED BEFORE SELECT COMMITTEES LAID ON THE TABLE

The Minister of Law (Shri A. K. Sen): I beg to lay on the Table a copy of the evidence tendered before the Select Committees on the Wealth-tax Bill, 1957 and the Expenditure-tax Bill, 1957.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

AIRCRAASH IN GING VILLAGE IN LAMAKIN AREA

Shri Hem Barua: Under Rule 197, I beg to call the attention of the Minister of Transport and Communications to the following matter of urgent public importance and I request that he may make a statement thereon:

"The air-crash on the 19th August, 1957 in Ging village in Lamakin area resulting in the death of eight persons."

The Minister of State in the Ministry of Transport and Communications (Shri Humayun Kabir): I have a statement which I will place on the Table of the House and, if you will permit me, I shall give only a summary verbally

I deeply regret to state that Dakota aircraft VT-ARH operated by the Indamer Company Limited, a non-scheduled operator, crashed while engaged in food dropping operations in the NEFA area on the 20th August 1957. All the eight occupants of the ill-fated plane were killed and the aircraft completely gutted.

[Shri Humayun Kabir]

The aircraft had made earlier two flight sorties on the morning and it was during the course of the third sorty that this unfortunate accident took place. The place is some three or four miles from the dropping centre of Lemeking. A helicopter was sent the next day and, with great difficulty, on the 22nd, it reached the spot.

The Chief Inspector of Accidents was sent to that area and he tried to reach the crash site but the Captain of the helicopter did not agree to go because, he said, it was very dangerous. An attempt has been made to fly over the area but that also has not been found possible on account of bad weather. The Chief Inspector is there and he will try to reach the area as soon as it is possible as we are informed that at present the only way of getting there is by foot and it may take as much as fifteen days to reach the crash spot. However, we are undertaking enquiries if any helicopter can be used to bring the Chief Inspector as near the site of accident as possible.

Shri Hem Barua: Out of the eight persons that were killed, may I know how many were crews and how many were passengers?

Shri Humayun Kabir: There were three members of the flying crew and five members of the carrying crew—unloading crew. There were no passengers.

STATEMENT

I deeply regret to state that Dakota aircraft VT-ARH operated by the Indamer Company Limited, a non-scheduled operator, crashed while engaged in food dropping operations in the N.E.F.A. area on the 20th August 1957. All the eight occupants of the ill-fated plane were killed and the aircraft completely gutted.

2. The Dakota first took off from Mohanbari on the morning of the 20th instant at 06.09 hours I.S.T. for Augoneto to drop supplies. After the drop,

the aircraft landed at Jorhat aerodrome at 07.54 hours I.S.T. It was reloaded and carried out another supply dropping mission in Towang Dropping Zone. It returned to Jorhat at 11.45 hours I.S.T. It was then loaded for a supply dropping flight to Lemeking. The aircraft had, as on the two previous sorties Captain H. S. Sadarangani as Pilot, Shri M. M. Chandy as Co-Pilot and Shri N. P. Thakur as Radio Officer. In addition, it had five ejection crew on board, namely Sarvashri Chait Singh, Ganesh, Devi, Devanand and Keshar. Its all-up weight inclusive of 205 imperial gallons of petrol was 26,845 lbs. at the time of take off for Lemeking from Jorhat at 12.19 hours I.S.T. The aircraft was due to return to Mohanbari after the food dropping flight.

3. The Mohanbari Air Traffic Control received a departure message from the aircraft at 12.26 hrs. I.S.T. At 12:35 hrs. I.S.T. the aircraft again contacted Mohanbari and gave its expected time of arrival at Mohanbari as within two hours. There was no further contact with the aircraft.

4. At 16.25 hrs. I.S.T. a message was received by the Mohanbari Air Traffic Control from the N.E.F.A. authorities that the aircraft had crashed about four miles west of Lemeking at 13.20 hrs. I.S.T.

5. Rescue operations were started by Messrs. Indamer Coy. on the 21st August. A Dakota aircraft took off from Calcutta carrying a Helicopter and landed at Daporijo, the nearest airstrip where Dakotas can land, at 12.00 hrs. I.S.T. on the 21st August. The Helicopter was assembled and flown to the site of the accident on the morning of the 22nd August to bring the dead bodies. Only the body of Captain Sadarangani could be identified and brought to Mohanbari.

6. The Chief Inspector of Accidents who has been deputed to inspect the accident reached Mohanbari on the 22nd August. He has not yet been able to reach the site of the accident

as even a flight by Helicopter is considered risky. Nor has he been able as yet to fly over the crash site on account of adverse weather. An inspection on the spot will be carried out as early as possible but this may take some time on account of difficult terrain and uncertain weather.

7. Information collected by the Chief Inspector of accidents indicates that the aircraft crashed in a steep nose-down attitude facing South East at a point estimated to be 3 to 4 miles from the Lemeking dropping zone. It is reported that no supply drop was made on that day. The Chief Inspector has also been informed that the estimated elevation of the site of the accident is about 2000 ft. on the steep side of a ravine with high mountains about fifteen to sixteen thousand feet on either side. The spot is about 54 miles as the crow flies from Daporijo and according to available information is inaccessible except by foot.

FINANCE (NO. 2) BILL

Mr. Speaker: The House will now take up the Finance (No 2) Bill, 1957. As the House is aware, twelve hours have been allotted for the various stages of the Bill. I should like to take the sense of the House as to how these twelve hours may be distributed among the various stages of the Bill.

Shri Bimal Ghose (Barrackpore): I would suggest 8½ hours for the consideration stage, three hours for the second reading and half-an-hour for the third reading.

Mr. Speaker: Is that enough?

Shri Ranga (Tenali): For third reading half-an-hour is not enough.

Mr. Speaker: Then we will have eight hours for general discussion, three hours for clause-by-clause consideration and one hour for the third reading of the Bill.

Pandit Thakur Das Bhargava (Hissar): Three hours may not be sufficient for clause by clause consideration. There are quite a number

of amendments. I think the clause by clause consideration should have least six or seven hours. We may require at least four hours for amendments.

Mr. Speaker: There are many clauses to this Bill and there are a lot of amendments. So, it is no good saying afterwards: we did not anticipate that it will take so much time; now the time has to be increased. Now the hon. Members who have moved amendments may like to speak on them. Therefore, the reasonable thing would be to have six hours for general discussion, five hours for clause-by-clause consideration and one hour for third reading.

Shri Raghunath Singh (Varanasi): That is all right.

Mr. Speaker: So we will have four hours for clause-by-clause consideration and one hour for third reading. Hon. Members make the clause-by-clause consideration also general discussion. Therefore, there is no difficulty. The time-limit for speeches will, as usual, be 15 minutes for members and 20 to 30 minutes, if necessary, for the leaders of groups. Now the hon. Minister.

Shri T. K. Chaudhuri (Berhampore): On a point of order. This Bill, we are informed, has obtained the consent of the President for its consideration. But the hon. Minister proposes to make certain amendments as well. I seek your guidance....

Mr. Speaker: Amendment for increasing or decreasing the rates?

Shri T. K. Chaudhuri: For both. How do you propose to treat these amendments? Are they to be treated as part of the Bill or as ordinary amendments? Anyway, consent of the President is called for under article 117.

Mr. Speaker: Certainly. As hon. Members are aware, whenever in a taxation measure there is a proposal to reduce the incidence of taxation, no recommendation of the President is