

The above reply to part (b) may kindly be substituted by the following:

"(b) The *per capita* availability and intake in valories in respect of these items for India is as under:

Food Item	Daily <i>per capita</i> availability (in grams)	Food value (in calories)
1. Meat*	5.5 (1957-58)	6.0
2. Fish	6.3 (1958)	4.0
3. Egg	0.6 (1956)	1.0

\*F.A.O. Production Year-Book—1959."

12.06 hrs.

#### MOTION FOR ADJOURNMENT

##### OVERFLOWING OF NAJAFGARH LAKE

**Mr. Speaker:** Shri Bal Raj Madhok has tabled an adjournment motion which reads:

"The serious situation created by the overflowing of Najafgarh Lake and drains Nos. 6 and 8 as a result of which scores of villages in West Delhi have been marooned and number of refugee colonies on Najafgarh Road are also immediately threatened."

Last year there was a lot of trouble over Rohtak. The whole thing was in a state of flood. What is the situation here?

**The Minister of Irrigation and Power (Hafiz Mohammad Ibrahim):** The present situation is that the Ministry of Works, Housing and Supply are in charge of that work. The silt which is there is going to be removed by them. That has blocked the way of the flow of water from Rohtak side. That is so. But this work has already been going on. I have myself been to that area twice, from Rohtak right up to Najafgarh. I had with me the Secretary and the Chief Engineer of the Works, Housing and

Supply Ministry. They are doing this work already.

**Mr. Speaker:** They must quicken the pace.

**Shri Balraj Madhok (New Delhi):** It is not due to rains only, but also due to the negligence of the department. For example, in Shakur Basti there is water about 1 to 2 feet for the last ten days. It is simply because the natural flow of water has been stopped at the Ring Road in which no culvert has been provided. Similarly, the question of Drain No. 8 was before the House and the people a long time ago. Nothing was done and the drain was kept incomplete. Therefore the negligence of the authorities in this matter is the real cause. It is threatening about 5 lakh people living in this area.

**Hafiz Mohammad Ibrahim:** This is not true that the question of Drain No. 8 was since long with us. But as far as the Najafgarh *jheel* is concerned, this work was with the Works, Housing and Supply Ministry. There was some difficulty in the way on account of which that could not be taken up earlier. Now it is already on.

**Mr. Speaker:** First things first. The hon. Minister will try to advise the other hon. Minister to expedite the matter. In view of the statement of the hon. Minister I do not give my consent to the adjournment motion.

12.08 hrs.

#### CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

##### ACCIDENT TO DAKOTA AIRCRAFT AT CALCUTTA AIRPORT

**Shrimati Ila Palchoudhuri (Nabadwip):** Sir, 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 accident to Dakota aircraft at Calcutta Airport on the 26th August, 1961.

**The Minister of Transport and Communications (Dr. P. Subbarayan):** Dakota Aircraft VT-AXA, belonging to the Indian Airlines Corporation, while operating a freighter service from Calcutta to Gauhati, met with an accident while taking off from Calcutta Airport on 26th August, 1961 at 0813 hours (IST). The aircraft carried no passengers. The crew of three received serious injuries. They are making good progress in hospital.

2. The aircraft was loaded with 6,600 lbs. of freight and the all-up weight of aircraft at take-off was 26,869 lbs., which was within the maximum permissible limit.

3. It appears that soon after becoming airborne, the aircraft first swung to the right. When the aircraft attained a height of about 10—15 feet, the port (left) wing then dropped, struck the runway and the aircraft crashed.

4. As a result of the impact, both the engines were wrenched from the aircraft and fire started, both in the aircraft and in the engines. The Airport Crash-Fire Service quickly responded and extinguished the fire. The Co-pilot came out from the cockpit emergency exit and the Captain and the Radio Officer were rescued by way of the main entrance door.

5. The aircraft was extensively damaged as a result of impact. Both the engines and propellers were sheared off and cockpit section below floor has been completely telescoped. Damage due to fire was negligible.

6. The wreckage of the aircraft created an obstruction on the runway and all flights to Dum Dum were suspended. Incoming domestic services were diverted to land at Barrackpore Aerodrome and four aircraft engaged in International flights were diverted to other airports. The wreckage was removed from the runway at 1235 hours (IST). The surface of the runway which was slightly damaged was repaired and the runway was re-opened at 1420 hours (IST), i.e., about 6

hours after the occurrence of the accident.

7. The accident is being investigated by the Chief Inspector of Accidents, Civil Aviation Department. The doctors have prohibited any examination of the Captain by the Chief Inspector of Accidents until the latter is in a fit condition to make a statement, which the doctors estimate will be in about 2 weeks' time.

**Shrimati Ila Palchoudhuri:** May I ask one clarification on this statement? Is it a fact that it was considered that the maintenance of this aircraft was not up to standard as it might have been? Has the Minister any information about this?

**Dr. P. Subbarayan:** I am afraid the hon. Lady is entirely misinformed.

**Mr. Speaker:** He can say Lady Member. Whenever they refer to Ladies, they will say Lady Members.

12-10 hrs.

#### PAPERS LAID ON THE TABLE

#### ORDERS UNDER THE ESSENTIAL COMMODITIES ACT

**The Deputy Minister of Food and Agriculture (Shri A. M. Thomas):** I beg to lay on the Table a copy each of the following Orders under subsection (6) of section 3 of the Essential Commodities Act, 1955:—

- (i) The Rice (Madhya Pradesh) Price Control (Second Amendment) Order, 1961 published in Notification No. G.S.R. 1062 dated the 25th August, 1961. [Placed in Library, See No. LT-3197|61].
- (ii) The Rice (Punjab) Second Price Control (Tenth Amendment) Order, 1961 published in Notification No. G.S.R. 1063 dated the 25th August, 1961. [Placed in Library, See No. LT-3198|61].
- (iii) The Sugar (Movement Control) (Fourth Amendment)