

each category who have been provided with family quarters; and

(c) the steps Government propose to take to provide family quarters to the low grade employees of the Corporation?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI FAKHRUDDIN ALI AHMED): (a) to (c) The information is being collected and it will be laid on the Table of the House.

NON-PAYMENT OF REBATE MONEY BY ANDHRA GOVERNMENT TO WEAVERS' COOPERATIVES

**256. SYED NAUSHER ALI:
SHRI NIREN GHOSH:**

Will the Minister of **COMMERCE** be pleased to state:

(a) whether Government are aware of the fact that the Government of Andhra Pradesh owes not less than Rs. 75 lakhs towards rebate to the Weavers' Cooperatives in the State and has also stopped giving rebate to the consumers on sale of handloom cloth by Weavers' Cooperatives in the State from 1st June, 1967;

(b) if so, what are the reasons therefor; and

(c) whether Government of India propose to take or have already taken any steps to reimburse immediately the rebate amount due to the weavers' cooperatives and to continue the rebate scheme in the State to encourage the sale of handloom cloth in the co-operative sector?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) Yes, Sir.

(b) Financial difficulties experienced by the Andhra Pradesh Government.

(c) The reimbursement is to be made by the Government of Andhra Pradesh. As financial assistance by

Centre follows a uniform pattern in respect of all States concerned the matter is being taken up with the Government of Andhra Pradesh.

**PREMIUM COLLECTED BY I.C.M.F.,
BOMBAY ON IMPORTED COTTON**

**257. SYED NAUSHER ALI:
SHRI NIREN GHOSH:
SHRI ARAVINDAKSHAN
KAIMAL:**

Will the Minister of **COMMERCE** be pleased to state:

(a) the total amount of premium collected on imported cotton during the year 1966-67 by the Indian Cotton Mills Federation, Bombay under the authority of the Ministry of Commerce;

(b) the details of expenditure as to how the said premium was utilised by the Indian Cotton Mills Federation, Bombay; and

(c) whether there is any proposal under Government's consideration to allow rebate on yarn produced out of imported cotton, purchased and used by handlooms?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH): (a) Accounts relating to these contributions are maintained by the Indian Cotton Mills' Federation, Bombay, on calendar year basis. The total amount of contribution collected during 1966 was Rs. 4,89,28,813.

(b) The entire amount has been utilised by them for the promotion of the export of cotton textiles and other cotton manufactures.

(c) No, Sir.

RAILWAY ACCIDENTS

258. SHRI K. CHANDRASEKHARAN: Will the Minister of **RAILWAYS** be pleased to state:

(a) the details of Railway accidents which occurred between 1st June and 10th July, 1967;

(b) the loss of human life and property on account of the accidents;

(c) the estimated loss of Railway property and Railway income due to the accidents;

(d) whether Enquiry Commissions were appointed for enquiry into the accidents, and if so, what were the results thereof; and

(e) what steps are being taken to prevent similar accidents on the Railways?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) During the period 1-8-1967 to 10-7-1967, 120 train accidents took place on the Indian Government Railways. Of these 7 were collisions, 97 derailments, 14 cases of trains running into road traffic at level crossings and 2 fires in trains.

(b) and (c) In these accidents 3 persons were killed and the cost of damage to railway property was estimated at approximately Rs. 5,07,390. The loss in respect of railway income on account of these accidents cannot be assessed precisely.

(d) No Commission of Enquiry was instituted into any of these accidents. However, all of these accidents were enquired into either by the Railway Officers or the Commission of Railway Safety. The causes of these accidents are given below:

Cause	No. of accidents
1. Failure of Railway staff .	44
2. Failure of other than Railway staff	13
3. Failure of equipment—	
(i) Mechanical	11
(ii) Track	1
4. Sabotage tampering with track	2
5. Accidental	6
6. No. of cases in which cause could not be established .	2
7. No. of cases not yet finalised	41
TOTAL .	120

(e) As failure of railway staff is the largest single factor responsible for causing accidents, a four-pronged safety drive, educative, psychological, punitive and technological has been launched to arouse the safety consciousness of the staff.

Modern technological devices are also being provided progressively to help the staff keep the railway equipment in good trim.

All the available media of propaganda campaign, such as radio broadcasts, exhibition of cinema slides, issue of folders/pamphlets/cards, advertisements in newspapers etc. have been pressed into service with a view to educating the road users about the hazards of accidents at level crossings and exhorting them to be vigilant while passing through the level crossings.

MEMORANDUM FOR STABILISATION OF CASHEW INDUSTRY

259. SHRI KESAVAN (THAZHAVA): Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that the India Cashew Exporters' Association, Quilon, Kerala State, submitted a Memorandum on the 26th May, 1967 to the Government of India containing proposals for the stabilisation of Cashew Industry;

(b) if so, what are the details thereof; and

(c) what is the reaction of the Government of India thereon?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH): (a) Yes, Sir.

(b) The Memorandum contains the following proposals:—

- (1) To constitute a body to process the entire imported rawnuts for distribution to registered factories at parity prices in proportion to the number of workers employed in each factory;