

of India are purchasing only grade 2 of better quality and under this procedure secure a sizeable portion of grade 1 and the balance grade 2 wheat. So, my friend's presumption that it is bad wheat that is being taken by us is not correct.

SHRI A. D. MANI: Is it the finding of the inspector who went into the matter that the quality of wheat was coarse and that the people who complained about it were unreasonable?

SHRI A. M. THOMAS: In this particular wheat there was weevilling, the percentage count varying between four and six. That was not much, that was quite normal. We have cleaned that wheat and then only we have given that.

SHRI BHUPESH GUPTA: We sell our sugar at half the Indian price and get supplies of wheat which are unfit for human consumption.

MR. DEPUTY CHAIRMAN: He said that it was fit for human consumption.

SHRI BHUPESH GUPTA: Certain supplies are there which have been found to be unfit for human consumption.

MR. DEPUTY CHAIRMAN: The supply was good, but the people did not like it.

SHRI BHUPESH GUPTA: If people did not like it, it is not to be kept in a show-case. When the Government realised that the people did not like it, which was supposed to be fit for human consumption, when the people did not like to consume it, may I know whether any investigation was held by the Government to find out the reason, and whether the Government found out from the United States authorities exactly when the certificate of fitness was issued? Was it when the materials were in their stock or was it when they were actually shipped for India?

SHRI A. M. THOMAS: I have already submitted that it was good

wheat fit for human consumption, and that all precautions are taken before shipments are made both by the U.S. Government and by ourselves. When I said with regard to the liking of the people, what I meant was only this. People in India have got a liking or preference for white soft wheat because it is better for preparing chappaties which we generally consume. But as far as the wheat products from the flour mills are concerned, there is no question of preference as such. Now we are supplying both the qualities of wheat in a certain proportion so that people may have wheat products of their choice.

NON-PAYMENT OF WAGES TO WORKERS ON THE RAJKOT-KOTASAN SECTION

*190. **SHRI A. D. MANI (ON BEHALF OF SHRI DAHYABHAI V. PATEL):** Will the Minister of RAILWAYS be pleased to state whether it is a fact that about 500 railway employees on the Rajkot-Kotasan Section of the Western Railway have not been paid their salaries and wages for over three months?

THE DEPUTY MINISTER OF RAILWAYS (SHRI S. V. RAMASWAMY): No, Sir.

SATYAGRAHA BY RAILWAY PASSENGERS

*196. **SHRI A. D. MANI (ON BEHALF OF SHRI DAHYABHAI V. PATEL):** Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a satyagraha campaign is carried on by railway passengers between Halvad-Surendranagar and Rajkot-Mehsana Railway Stations and if so, what are the reasons therefor; and

(b) whether any inquiry has been made into the causes of such a campaign?

THE DEPUTY MINISTER OF RAILWAYS (SHRI S. V. RAMASWAMY):
(a) There was a satyagraha campaign

for the introduction of a through coach between Halvad and Mehsana to be hauled by 35 Up|36 Down Kirti Express between Surendranagar and Mehsana.

(b) Yes, Sir. But the proposal has not been found feasible as 35 Up|36 Down Kirti Expresses are running with the maximum permissible load on the section concerned.

SHRI A. D. MANI: Would Government consider the advisability of having a separate coach for this purpose in view of demand of the passengers in this area?

SHRI S. V. RAMASWAMY: The load is 17 bogies in the Surendranagar-Viramgaon section which is the maximum load which these trains can haul. It is therefore not feasible to put an additional coach on this train in this section, but other facilities have been provided like a through coach between Mehsana and Surendranagar by another train with some connecting train also. Of course we would always consider and reconsider the matter.

SHRI M. P. BHARGAVA: What is the form of satyagraha, how many people are participating in it, and what steps are being taken by the Government to see that the satyagraha is ended at an early date.

SHRI JAGJIVAN RAM: The satyagraha was not by railway passengers but it was by the people round about there. The demand was for an additional coach. How to deal with this satyagraha is the responsibility of the State Government, and the State Government is doing the job.

SHRI M. P. BHARGAVA: One part of my question has not been answered, and that is, how many persons have taken part in that satyagraha so far.

SHRI JAGJIVAN RAM: That is for the State Government to deal with.

SHRI B. K. P. SINHA: May I know if Government are in a position to assure the House that they will not yield to such *duragrahas*?

SHRI JAGJIVAN RAM: That will be the attitude of the Railway Ministry.

SHRI BHUPESH GUPTA: Since satyagraha is a measure of public opinion in the country and the people of the locality, may I know why the Government did not find out from the State Government as to how many people were participating in the satyagraha and what support they were receiving in order to understand the volume of public opinion behind the matter which relates to the Railway Ministry?

SHRI JAGJIVAN RAM: I do not think it is worth while ascertaining such things if the satyagraha or demonstrations are launched for getting a halt or for an additional train or for the cancellation of a halt.

SHRI A. D. MANI: Arising from what the Minister just now said, I would like to ask him whether the railway officials submitted a report to him about the number of persons who took part in the satyagraha or were arrested. He said just now that this is a matter for the State Government. I think it is a very unusual answer to give, because the Railway Ministry too must have had its sources of information from its district officers as to what is the number of those who took part in the satyagraha.

SHRI JAGJIVAN RAM: There is nothing unusual in it. It is the usual and normal reply which an hon. Member would expect.

SHRI BHUPESH GUPTA: I agree it is the usual reply.

SHRI JAGJIVAN RAM: Because, whenever there is a satyagraha or demonstration, I presume the hon. Member is aware that it becomes the responsibility of the State Government, and details thereof should be obtained from them.

MR. DEPUTY CHAIRMAN: Questions are over.

SHORT NOTICE QUESTION AND ANSWER

MR. DEPUTY CHAIRMAN: There is a Short Notice Question, No. 1 in the names of Dr. R. B. Gour and Shri Lalji Pendse. Both of them are not here. The answer will be laid on the Table.

NEW BOMBAY-BARODA AIR ROUTE

1. { DR. R. B. GOUR:
SHRI LALJI PENDSE:

Will the Minister of TRANSPORT AND COMMUNICATIONS be pleased to state:

(a) whether it is a fact that a new Bombay-Baroda air route has been conceded to a private company and if so, to which company; and

(b) the reasons for which this route was denied to the Indian Airlines Corporation?

THE DEPUTY MINISTER OF CIVIL AVIATION (SHRI AHMED MOHIUDDIN):

(a) No, Sir.

(b) Does not arise.

WRITTEN ANSWERS TO QUESTIONS

CARE SCHEME FOR PROVIDING IMPROVED AGRICULTURAL IMPLEMENTS TO FARMERS IN INDIA

*174. SHRI NIRANJAN SINGH: Will the Minister of FOOD AND AGRICULTURE be pleased to state:

(a) whether the CARE Scheme for providing improved agricultural implements under the Package Programme for intensified agricultural production has come into operation; and

(b) if so, when and where and what is the number of improved agricultural implements provided?

THE MINISTER OF AGRICULTURE (DR. P. S. DESHMUKH): (a) and (b) A statement is placed on the Table of the Sabha.

STATEMENT

(a) and (b) Yes, the scheme for providing improved agricultural implements under the Package Programme for intensified agricultural production was introduced in September, 1961 in Dhanipur, Bhojpur and Panethi villages of Aligarh District in Uttar Pradesh. The number of cultivators who will benefit from the implementation of the scheme in these three villages is 25, 65 and 30 respectively. A total of 579 agricultural implements of 13 different types would be supplied to the cultivators under this project, besides a tool kit for individual cultivators.

TUNDLA-FARUKHABAD TRAIN ACCIDENT

- *175. { DR. A. SUBBA RAO:
SHRI A. C. GILBERT:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the driver of the Tundla-Farukhabad passenger train had complained to the railway authorities about the defects in the railway track only three days before the recent mishap; and

(b) if so, whether any action was taken on his complaint and if not, the reasons therefor?

THE DEPUTY MINISTER OF RAILWAYS (SHRI SHAH NAWAZ KHAN):

(a) No, Sir.

(b) Does not arise.

SETTING UP OF MILK DAIRIES WITH PASTEURISATION PLANTS AT BHOPAL

*176. SHRI P. N. RAJABHOJ: Will the Minister of FOOD AND AGRICULTURE be pleased to state:

(a) whether the Government of Madhya Pradesh have approached the Government of India with a proposal for setting up three milk dairies with pasteurisation plants at Bhopal; and