

SHRI S. K. PATIL; Sir, I think there is some confusion between the Commission and the Committee. What the hon. Member had asked and the reply given was about the Agricultural Commission which is sometimes occasionally called Committee. Now, for many many years it has not been done. That is one thing. But if it is the Agricultural Committee to which, I think, I always make references on the floor of the House, that is a different matter. That Committee is not to be in one form only, but it is meant to be in two sections. One is completely official and another includes non-officials also.

MR. CHAIRMAN: Look here. The question relates to a high-power committee. Why should the answer not be limited to the high-power committee? Why do you get off to the Agricultural Commission?

SHRI S. K. PATH.: Sir, both are high-powered. I do not know what is meant by high-powered.

MR. CHAIRMAN: The question is about the committee.

SHRI S. K. PATIL; But sometimes it has now become a fashion to call a committee also as a commission.

SHRI BHUPESH GUPTA; I do not know by what name they call it. Take it as a high-powered or a low-powered committee, if you like. May I know, Sir, what will be the functions of that committee and whether in the work of that committee people who have got some knowledge connected with agriculture or organisations of agriculturists would be associated?

SHRI S. K. PATIL; The function of the Committee will be the whole range of agricultural production including prices, namely, the pattern of crops, the acreage of crops—anything that goes in agriculture. It has got to be constantly kept under observation and reviewed in order that there

should not be any overlapping, and' also with an eye to increase the production. That will be the purpose of it. For that, they should be people with complete knowledge of agriculture; otherwise it would be a useless committee.

♦706 and *707. [*The questioner (Shri M. P. Bhargava) was absent. For answers, vide cols. 3843-44 infra.*].

MANUFACTURE OF AIRCRAFT

♦708. SHRIMATI SEETA YUDHVIB: With the Minister of TRANSPORT AND COMMUNICATIONS be pleased to refer to the answer given to Unstarred Question No. 39 in the Rajya Sabha on the 11th February, 1960 and state:

(a) whether Government have since decided to set up an aircraft manufacturing plant at Hyderabad in collaboration with the Lockheed Corporation of the United States of America; and

(b) if so, what are the details of the proposal?

THE DEPUTY MINISTER OF CIVIL AVIATION (SHRI AHMED MOHIUDDIN): (a) and (b) The proposal received from the Lockheed Corporation of the United States of America is still under consideration.

DR. RAGHUBIR SINH; May we know, Sir, how long it is going to be under consideration? It is already six months.

SHRI AHMED MOHIUDDIN: It is rather a difficult question to answer. It will have to be examined very carefully in detail.

SHRI BHUPESH GUPTA: Now, Sir, it is still under consideration. May I know, Sir, the nature of the proposal, and whether the Government proposes to have it in the public sector according to the policy?

SHRI AHMED MOHIUDDIN; At the present moment it is proposed to have it in the public sector.

SHRI N. M. LINGAM: Is the type of j aircraft which the Government proposes to manufacture going to be different from the Avro 708 which is intended to be used for civil aviation?

SHRI AHMED MOHIUDDIN: The Lockheed proposal is, broadly speaking, practically the same as that of the Avro except for some technical details regarding the payload capacity and the size and other matters. But they are both meant to replace the Dakotas.

SHRI BHUPESH GUPTA: The hon. Minister said, "At the present moment it is proposed to be in the public sector". I do not know why he said "at the moment". Will he kindly explain whether the Government is contemplating any change of policy to the effect, viz., that all such industries must necessarily be in the public sector?

DR. P. SUBBARAYAN: When a decision is taken on the establishment of a factory, it will be in the public sector.

SHRI N. M. LINGAM: My point is that the Defence Ministry is producing Avro 708 which is also intended to be used for internal transport. That being the case, why is the Government contemplating the setting up of an industry to manufacture planes in collaboration with Lockheeds?

DR. P. SUBBARAYAN: The Avro 708 may not be up to the standards that the Civil Aviation Department wants.

KIDNAPPING OF A NEWLY BORN BABY FROM THE LADY HARDINGE HOSPITAL

*709. SHRI JUGAL KISHORE: Will the Minister of HEALTH be pleased to state:

(a) whether it is a fact that a new born baby was kidnapped from the Lady Hardinge Hospital, New Delhi, on the 6th July, 1960;

(b) if so, what are the details of the incident and whether the baby has since been recovered;

(c) whether it is a fact that such incidents occasionally occur in the Hospitals in Delhi; and

(d) if so, what steps Government are taking to prevent such incidents?

THE MINISTER OF HEALTH (SHRI D. P. KARMARKAR): (a) Yes.

(b) A statement showing the details of the incident is laid on the Table of the Sabha.

(c) No such incident has occurred in the Hospitals in Delhi except one last year in the Girdhari Lal Hospital.

(d) Arrangements are being made to avoid recurrence of such incidents in future.

STATEMENT

Details regarding the case of an infant lifted and taken away from the Lady Hardinge Hospital, New Delhi.

A female patient by name Lakshmi, wife of Shri Raja Ram, Vegetable seller, resident of Sunderlal-ka-katra, Pahari Dhiraj was admitted to the Lady Hardinge Hospital at about 12 noon on the 5th July, 1960. The patient was about 15 years old and in her first pregnancy.

She was kept, after admission, in the Labour Room of the Hospital and at 10.15 P.M. on the 5th July, 1960 a healthy male child weighing 6 lbs. 4 ozs. was born to her. The delivery was conducted by Dr. M. Chandra, House Surgeon on duty in the Labour Room. After delivery, at about 12.15 A.M. on the 6th July, 1960, Shrimati Lakshmi was transferred to Maternity Ward II. Maternity Ward II, situated on the ground floor of the Hospital, has in addition to the main ward, two verandahs—one at the side of the ward with ten beds, and one at the rear with 5 beds, and these additional beds cater to the overflow of patients from the main ward. On the morning of the 6th July, 1960, the beds in