

implementing this scheme very early, because there would be a total breakdown of railway communications and water supply?

HAFIZ MOHAMMAD IBRAHIM: Sir, Government are fully alive to the needs of West Bengal in regard to this scheme, and I can assure my friends in this House that whatever is necessary for them will be done in due course.

श्री पा० ना० राजभोज : क्या यह बात सच है कि जब प्राइम मिनिस्टर साहब कलकत्ता गये थे तो इस बारे में कोई निदर्शन हुआ था और क्या प्राइम मिनिस्टर साहब से कुछ निवेदन किया गया था। उसका क्या जवाब दिया गया है, कृपा करके क्या आप बतला सकते हैं ?

HAFIZ MOHAMMAD IBRAHIM: We have no information about that, Sir.

SHRI BHUPESH GUPTA: Sir, I want to ask one question.

MR. CHAIRMAN: No more question. Dr. Gour.

SHRI BHUPESH GUPTA: Then, Sir, I give notice now and here that this question be discussed, because I think, Sir, the Central Government is deliberately doing this thing.

MR. CHAIRMAN: Next question. Dr. Gour.

CHAIRMANSHIP OF THE INDIAN AIRLINES CORPORATION

*132. **DR. R. B. GOUR:** Will the Minister of TRANSPORT AND COMMUNICATIONS be pleased to state:

(a) whether it is a fact that Government propose to offer the Chairmanship of the Indian Airlines Corporation to a non-official; and

(b) if so, whether any offer has been made to any person?

THE DEPUTY MINISTER OF CIVIL AVIATION (SHRI AHMED MOHIUDDIN): (a) and (b). Yes, Sir.

DR. R. B. GOUR: May I know, Sir, the qualifications of the person who is sought to be appointed as the Chairman of the Indian Airlines Corporation?

SHRI S. K. PATIL: Sir, there is no question of qualifications for a person who is to be the Chairman, but since he is going to preside over an aviation company, he should know something about aviation and he should otherwise be a respectable person.

SHRI V. PRASAD RAO: What are the reasons for changing the present person?

SHRI S. K. PATIL: He is an official, and now he has gone to the other department. The Estimates Committee has recommended that as far as possible, a non-official should be appointed as Chairman.

PANDIT S. S. N. TANKHA: Is it not a fact, Sir, that an offer has been made to Mr. J. R. D. Tata to accept the chairmanship of this body?

SHRI S. K. PATIL: It is a fact. I do not call it an offer. But Mr. J. R. D. Tata has been requested to accept the chairmanship.

PANDIT S. S. N. TANKHA: Has he accepted the offer?

SHRI S. K. PATIL: It is under negotiation, Sir. But mostly we are hoping that he will accept it.

PAKISTAN PLANE CRASH AT PALAM

*133. **SHRIMATI SAVITRY DEVI NIGAM:** Will the Minister of TRANSPORT AND COMMUNICATIONS be pleased to state:

(a) the number of Indians who died in the Pakistan plane crash at Palam in the month of May, 1958; and

(b) whether any enquiry was held to find out the causes of the air crash?

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

(a) Eight, including one unidentified person, presumed to be an Indian.

(b) Yes, Sir.

SHRIMATI SAVITRY DEVI NIGAM:

Is it a fact, Sir, that the Chief Pilot Officer was suffering from high fever for three days before the occurrence of this accident, and the plane had been detained for two days because of this reason at Palam?

SHRI AHMED MOHIUDDIN: As far as the second part of the question with regard to detention of the plane is concerned, I think it is not correct. The plane left about the time it was scheduled to leave. As regards the first part of the question, causes of the accident had been referred to a committee which submitted its report to the Government. It is now under examination by the Government. At this stage it is not possible to disclose the contents of the report.

SHRIMATI SAVITRY DEVI NIGAM:

May I know, Sir, how far it is correct that at the time of the departure of this plane this Pilot Officer was having temperature of 104 degrees and he took some injections just before the departure of this plane?

SHRI AHMED MOHIUDDIN: That is also part of the investigation.

SHRI V. K. DHAGE: May I know, Sir, why the Government is not prepared to say as to what the report is? The Government may be examining the report and it can let us know as to what it thinks about the report afterwards, but let us know now what the report contains actually.

SHRI AHMED MOHIUDDIN: I may mention, Sir, that when any plane of a foreign country is involved, the

convention is that investigation is held in the country where the accident took place with the accredited representatives of the country where the plane was registered, and after the Government has considered the report, it is sent to that country, and in consultation with them some date is fixed for release of the report.

WRECKAGE OF A DUTCH SHIP NEAR JAKKU PORT

*134. SHRI V. K. DHAGE: Will the Minister of TRANSPORT AND COMMUNICATIONS be pleased to state:

(a) whether it is a fact that a Dutch ship carrying explosives wrecked near Jakku Port on or about the 24th June, 1958; and

(b) if the answer to part (a) above be in the affirmative, whether any inquiries were made in this respect and if so, what has been the result thereof?

THE MINISTER OF STATE IN THE MINISTRY OF TRANSPORT AND COMMUNICATIONS (SHRI RAJ BAHADUR): (a) Yes, on the 21st June, 1958.

(b) An enquiry under the Indian Merchant Shipping Act was held by the Port Officer, Kutch-Mandvi. This was followed up by a Departmental enquiry by the Mercantile Marine Department, Bombay. These enquiries did not, however, reveal the exact cause of the shipwreck.

SHRI V. K. DHAGE: Sir, there was some explosive material in the ship, and we are still told that they could not discover what the cause of the accident was.

SHRI RAJ BAHADUR: The cause of the shipwreck, I repeat, we have not been able to ascertain. There is no doubt that it did carry a cargo of ammunition. But it went aground at 2 A.M. early in the morning, or at midnight, whatever you call it, and the explosion occurred at 7 O'clock.