

SHRI JASPAT ROY KAPOOR: I thoroughly understood the significance of this question. My point is why this question of slum clearance was not referred to the Slum Clearance Advisory Committee during the past one year or so. Has it been functioning at all and if not, why not?

SHRI D. P. KARMARKAR: That Committee considers broad questions. This is a particular question of which, as I said, the Delhi Municipal Corporation is seized. It is their headache and they are trying to solve their headache but the people concerned are not co-operating.

DR. W. S. BARLINGAY: What is the point in the hon. Minister saying that all these men living above the Mori Gate drain are sweepers? What is the point in saying that they are sweepers?

SHRI D. P. KARMARKAR: The point is they are sweepers and therefore the Municipal Committee is trying to provide alternative accommodation for them, but they have utterly refused to shift from that area.

SHRI V. K. DHAGE: The hon. Minister said that out of 264 families an offer was made to 170 or so and that they refused to go. What about the rest? Has the offer been made to them?

SHRI D. P. KARMARKAR: About the rest we are trying to house them in a colony at Jhilmila Tahirpur; that point is under consideration.

SHRIMATI T. NALLAMUTHU RAMAMURTI: If the tenants refused to go, is it not the duty of the Health Department to advise them to move on health considerations? What is the Health Department for?

SHRI D. P. KARMARKAR: The Health Department is for promoting health. The whole problem is like this. There are a number of slums in the city; not this only but a number

of them. These people have squatted there and we are trying to rationalise their dwellings and in the process of doing that we cannot give them accommodation exactly in the locality they choose. We are trying to give them the least inconvenience but sometimes we have to shift them to a little distance which they naturally find inconvenient and there is this difficulty.

SHRI AMOLAKH CHAND: May I know since when this attempt is going on and since when the Health Ministry is failing in it?

SHRI D. P. KARMARKAR: The Health Ministry is answering questions here but it is the Delhi Municipal Corporation that is at work and we shall try to help them to the best of our ability.

REPLACEMENT OF NEW WL CLASS ENGINES BY OLD 'K' CLASS ENGINES BETWEEN SHORANUR AND MANGALORE

*9. **SHRI N. C. SEKCHAR:** Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that some of the new WL class engines running for the last two years between Shoranur and Mangalore on the Southern Railway have recently been replaced by the old worn-out "K" class engines; if so,

(b) what are the reasons for this replacement; and

(c) whether the trains on the West Coast have been running late regularly as a result of the replacement?

THE DEPUTY MINISTER OF RAILWAYS (SHRI SHAH NAWAZ KHAN): (a) and (b). No, but two of the WL class engines having had to be withdrawn for boiler repairs, 'K' class engines were put in temporarily to maintain the service till the more powerful XB class engines could be brought into position.

(c) No, except on a few days until 10th March 1958. The punctuality has improved with the use of XB class locomotives from 10th March, 1958.

SHRI N. C. SEKHAR: Is it not a fact that one of the WL class engines is completely rendered unserviceable and only one engine is left for repair?

SHRI SHAH NAWAZ KHAN: Certain defects were noticed in the boiler of the locomotive and we are taking steps to repair it as early as possible.

SHRI N. C. SEKHAR: May I know when that engine was purchased as to become so old as to render itself unserviceable? The 'K' class engines put in service now are overaged; they are 50 years odd old, yet they are in service whereas the WL class engines which are supposed to be new ones having been purchased recently have become unserviceable.

SHRI SHAH NAWAZ KHAN: The locomotive is not unserviceable by any means. The boilers of locomotives have to be attended to from time to time, generally after two years' service, after they have run over a lakh of miles. And it is only the boiler that is being attended to.

SHRI N. C. SEKHAR: My question is when were these new engines purchased since the fifty-year old engines are still in service?

SHRI SHAH NAWAZ KHAN: If the fifty-year old locomotive can still run, we will make it run. The new locos were put on the line in 1955.

FALL OF PRICES OF THE SECOND-HAND SHIPS IN OVERSEAS MARKET

*10. **SHRI N. C. SEKHAR:** Will the Minister of TRANSPORT AND COMMUNICATIONS be pleased to state:

(a) whether the prices of the second-hand ships have recently gone down in the overseas market; and

(b) if so, whether any efforts have been made to take advantage of the low prices for securing more tonnage for the country?

THE MINISTER OF STATE IN THE MINISTRY OF TRANSPORT AND COMMUNICATIONS (SHRI RAJ BAHADUR): (a) Yes.

(b) Yes, to the extent possible, within the limitations of the foreign exchange resources of the country, we have been able to help three Indian Shipping Companies in the private sector to acquire four vessels.

SHRI N. C. SEKHAR: Is it a fact that a number of British Liner Companies have been offering Liberty type tonnage for sale and that negotiations for purchasing about 12 vessels are in progress?

SHRI RAJ BAHADUR: I cannot say exactly about the British offer but Liberty type vessels are in the market but our shipping companies are not quite enthusiastic about them now.

SHRI V. PRASAD RAO: May I know if it is a fact that these Liberty ships are worn out and they are very inefficient compared with the new types that are in the market?

SHRI RAJ BAHADUR: I am told that they are more expensive for operational purposes.

SHRI MAHESWAR NAIK: May I know whether the Government think it advisable to go in for second-hand ships merely because they are cheap?

SHRI RAJ BAHADUR: We would like to have seaworthy ships which can last with us for some time and serve us.

SHRI N. C. SEKHAR: May I know the price of a Liberty ship sold to Indian owners by American merchants?