

आ गया, खास तौर से भेजा नहीं गया था, और अगर वह न आता, तो यह जहाज़ डूब जाता?

श्री शाहनवाज़ खां: इसका कोई खतरा नहीं था।

*379. [Transferred to the list of questions for 15th December, 1956 as Unstarred Question No. 216B.]

राज्य व्यापार निगम तथा गैर-निर्यात कोटाधारियों में माल के डिब्बों का बंटवारा

*३८० श्री नवाब सिंह चौहान: क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) १९५५-५६ में दक्षिण-पूर्वी रेलवे के बारबिल बड़ा जमदा स्टेशन से कलकत्ता पोर्ट तक राज्य-व्यापार-निगम तथा गैर-निर्यात कोटाधारियों को अलग-अलग कितने माल डिब्बों दिये गये; और

(ख) यह माल डिब्बे किस आधार पर बांटे जाते हैं?

•[ALLOTMENT OF WAGONS TO THE STATE TRADING CORPORATION AND NON-EXPORT QUOTA HOLDERS]

*380. SHRI NAWAB SINGH CHAUHAN: Will the Minister for RAILWAYS be pleased to state:

(a) the number of wagons allotted to the State Trading Corporation and the non-export quota holders separately from Barbil Barajamda station on the South-Eastern Railway to the port of Calcutta in the year 1955-56; and

(b) the basis on which the wagons were so allotted?

रेलवे तथा परिवहन उपमंत्री (श्री शाहनवाज़ खां): (क) अगस्त से लेकर नवंबर, १९५६ तक स्टेट ट्रेडिंग कारपोरेशन (State Trading Corporation) को बारबिल बड़ा जमदा क्षेत्र से कलकत्ता बंदरगाह को कच्चा लोहा भेजने के लिये १८५८ माल-डिब्बे दिये गये। जिन लोगों के पास बाहर कच्चा लोहा भेजने का कोटा नहीं था, उन्हें डिब्बे नहीं दिये गये।

†English translation.

(ख) कच्चे लोहे का कोटा मुख्य आयात-निर्यात नियंत्रक (Chief Controller of Exports and Imports) द्वारा दिया जाता है और इसी कोटे के अनुसार बाहर कच्चा लोहा भेजने के लिये माल डिब्बों का इंतजाम किया जाता है। जितने माल-डिब्बे लदान के लिये मिलते हैं, उन्हें कोटे के अनुपात से कोटा-धारियों को दिया जाता है। जिन लोगों के पास बाहर माल भेजने का कोटा नहीं होता, वे माल-डिब्बे पाने के हकदार नहीं होते।

SHRI M. VALIULLA: Could we have the answer in English also?

श्री नवाब सिंह चौहान: क्या कारण है कि सिर्फ बाहर भेजने वालों को ये डिब्बे दिये जाते हैं और जो अपना माल कलकत्ता भेजते हैं और जिस की देश में खपत होती है, उनको ये डिब्बे नहीं दिये जाते हैं?

MR. CHAIRMAN: Before you give the answer to this supplementary question, kindly read out the main answer in English also. Mr. Valiulla asked for it.

SHRI SHAH NAWAZ KHAN: (a) During the period from August to November, 1956, 1858 wagons were allotted to the State Trading Corporation for ore traffic from Barbil-Barajamda area to Calcutta port. No wagons were allotted to non-export quota-holders.

(b) The movement of ores for export is governed by quotas issued by the Chief Controller of Imports and Exports. Wagons available for loading are allotted to quota-holders *pro rata* to the quotas allotted to them.

Non-export quota-holders do not have any quotas for exports and therefore are not eligible for wagon allotment.

श्री नवाब सिंह चौहान: मेरा प्रश्न यह था कि क्या वजह है कि आप नान-कोटा-होल्डर्स को वॉग्स नहीं देते हैं और उनको देते हैं?

श्री शाहनवाज़ खां: यह जो पालिसी है, वह मिनिस्ट्री आफ कामर्स ने तय की है। हम उन्हीं की हिदायत के मुताबिक चलते हैं।

SHRI MAHESWAR NAIK: May I know, Sir whether any quota is allotted to the mine owners and whether any wagons are given to mine owners, as against the State Trading Corporation? And what is the percentage which is allotted to the mine owners?

SHRI SHAH NAWAZ KHAN: I shall require notice for that.

SHRI M. VALIULLA: Was there any other agency which had quota apart from the State Trading Corporation?

SHRI SHAH NAWAZ KHAN: Yes, the mine owners.

SHRI M. GOVINDA REDDY: May I know, Sir, whether, during this period August to November, 1956, there were no applications for wagons or whether it is the policy not to allot to non-quota-holders?

SHRI SHAH NAWAZ KHAN: There were quite a number of applications, but allotments have been made only to quota-holders.

SHRI M. GOVINDA REDDY: Can I have the number of applications?

SHRI SHAH NAWAZ KHAN: I shall require notice.

SHRI MAHESWAR NAIK: The hon. Deputy Minister said that he had certain applications for wagons. May I know whether mine owners at all applied for such quota of wagons?

SHRI SHAH NAWAZ KHAN: A large number of people applied for them, but the wagons were allotted only to those persons who had export permits.

MANUFACTURE OF FRUIT PRODUCTS UNDER UNHYGIENIC CONDITIONS AND WITHOUT VALID LICENCES

•381. SHRIMATI SAVITRY DEVI NIGAM: Will the Minister for FOOD AND AGRICULTURE be pleased to state the number of cases in which action

was taken by the Agricultural Marketing Adviser to the Government of India against those firms which were manufacturing fruit products in unhygienic conditions and without being in possession of valid licences during the years 1954-55 and 1955-56?

THE MINISTER FOR AGRICULTURE (DR. P. S. DESHMUKH): A statement is placed on the Table of the Sabha. [See Appendix XV, Annexure No. 98.]

SHRIMATI SAVITRY DEVI NIGAM: May I know if the Government has got published the names of such concerns, so that the people may not use already distributed fruits?

DR. P. S. DESHMUKH: I do not know what my hon. friend wants. I do not think we have taken any steps to publicise the names of those persons, but I will look into it.

SHRIMATI SAVITRY DEVI NIGAM: May I know what action the Government has taken to stop the sale of those fruit products which were already distributed to the various retail shops?

DR. P. S. DESHMUKH: We take care that the fruit is properly manufactured by repeated visits to the firms and so on. In case before detection something has been distributed, I cannot say exactly what steps have been taken.

SHRIMATI SAVITRY DEVI NIGAM: May I know if the Government is aware that in spite of the action taken by the Agricultural Marketing Adviser to the Government, such bogus concerns are still producing tinned and canned fruits here in Delhi?

DR. P. S. DESHMUKH: We are trying to enforce the licensing system which we have evolved and it is our intention to see that no bogus concerns spring up for manufacture.

SHRIMATI SAVITRY DEVI NIGAM: In this statement it has been