

contributed by the State and how much by the Centre or will all the expenditure be borne by the State Government only?

DR. P. S. DESHMUKH: The Central Tractor Organisation works as an independent unit. It recovers everything. If there is any agreement so far as subsidy is concerned, that is a separate matter.

SHRI M. GOVINDA REDDY: Is it not true that there were differences in rates between the rates which were claimed by the States and the rates which were claimed by the Central Tractor Organisation?

SHRI A. P. JAIN: In fact the cost of tractorisation is much higher than what the peasant is made to pay. The major portion of the difference is borne by the Central Government and a part by the State. At present, if I remember correctly, the farmer is made to pay Rs. 35 an acre, and the State Government bears a contribution or a subsidy of Rs. 5. The cost of tractorisation might be anywhere between Rs. 50 to Rs. 60 per acre. So the balance of the contribution is made by the Central Government.

श्री राम सहाय : क्या मिनिस्टर महोदय यह बतलाने की कृपा करेंगे कि शुरू शुरू में जब भिलसा में ट्रैक्टर चले थे तब उनको २६ रुपया प्रति एकड़ देने का वायदा किया गया था ?

SHRI A. P. JAIN: That is a very old story when the Tractor Organisation did not take the present form. Initially the Tractor Organisation bought some American tractors from the Disposals which were expected to work at a very low cost and I believe the period to which the hon. Member is referring is the period of those initial stages.

SHRI H. C. DASAPPA: May I know whether there has not been a demand from the other States for this help from C. T. O.?

SHRI A. P. JAIN: To what help the hon. Member refers I am unable to understand.

SHRI H. C. DASAPPA: For the aid of tractors to cultivate the lands or to reclaim the lands.

SHRI A. P. JAIN: The Tractor Organisation is open to all States equally and any State which wants any tractorisation to be done can get it done on equal terms from the C. T. O.?

SHRI H. C. DASAPPA: May I know whether there were any other States which demanded this service from the C. T. O.?

SHRI A. P. JAIN: So far we have not refused the service of the C.T.O. to any State which has demanded it.

श्री राम सहाय : क्या मिनिस्टर महोदय यह बतलाने की कृपा करेंगे कि क्या यह वाक्या है कि ट्रैक्टरों के एक्स्ट्रा पार्ट्स ज्यादा तादाद में और जरूरत से ज्यादा खरीदे गये और इसकी वजह से कास्ट ज्यादा आ रही है ?

श्री अजित प्रसाद जैन : फिलहाल मैं इस बात को मानने को तैयार नहीं हूँ। वाक्या यह है कि जिस वक्त अमेरिकन डिसपोजल का सामान लिया गया था, उस समय बहुत बड़ी तादाद के अन्दर ये पार्ट्स थे। वे बहुत बड़ी कीमत के भी थे और सब इकट्ठा सामान लिया गया था। लेकिन इससे कोई नतीजा नहीं निकाला जा सकता है कि जानबूझकर कोई ज्यादा सामान खरीदा गया हो। और अगर सी० टी० ओ० के लिए ज्यादा सामान खरीदा गया, तो इसका जनरलाइजेशन नहीं किया जा सकता है।

SHRI H. C. DASAPPA: May I know whether they have got the Branch Headquarters of the C.T.O. in the different States or for the different regions at least?

SHRI A. P. JAIN: Wherever the C.T.O. starts working, it starts a regional organisation.

EXPRESS GOODS TRAINS

*36. SHRI M. VALIULLA: Will the Minister for RAILWAYS be pleased to state:

(a) the number of express goods trains that are running at present in each Railway Zone; and

(b) what is the time taken by these trains to run a distance of one hundred miles?

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI SHAH NAWAZ KHAN): (a) and (b). A statement is laid on the Table of the Sabha. [See Appendix XV, Annexure No. 16.]

SHRI M. VALIULLA : May I know whether these goods trains are losing speed year by year or is there any increase in speed ?

SHRI SHAH NAWAZ KHAN: They are gaining speed every year.

SHRI M. VALIULLA: May I now whether it was not the case that about 6 or 7 months back they were losing and is it a fact that they have now increased the speed?

SHRI SHAH NAWAZ KHAN: We started off with three trains about two years ago. Today the number of these trains has increased to 67 and they are all very well patronized. That goes to prove that they are successful in satisfying the public.

SHRI M. VALIULLA: What is the time saved now per thousand miles by the express goods trains and by the ordinary goods trains? Is there any increase?

SHRI SHAH NAWAZ KHAN: If the hon. Member would like to know the time per thousand miles, I cannot give it, but I can give the time taken for 100 miles. For the Central Railways on an average it takes 9·7 hours per 100 miles.

SHRI M. VALIULLA: That is express. I want about ordinary trains.

SHRI SHAH NAWAZ KHAN: That I am unable to give. That depends on so many factors.

ENQUIRY INTO THE GRIEVANCES OF THE INDIAN SEAMEN OF THE SHIP 'MASKELIYA'

*37. SHRI S. N. MAZUMDAR: Will the Minister for TRANSPORT be pleased to refer to the reply given in the Rajya Sabha to my Starred Question No. 528 on the 5th September, 1956 and state:

(a) whether the enquiry into the grievances of Indian seamen employed on the ship 'Maskeliya' has been completed;

(b) if so, what are the findings of that enquiry; and

(c) what action has been taken or is proposed to be taken by Government in this connection?

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI SHAH NAWAZ KHAN): (a) Yes.

(b) and (c). The report of the Shipping Master, Calcutta who held the enquiry revealed that the Second Engineer of the ship was guilty of harsh treatment towards the crew. The matter was accordingly taken up with the local agents of the shipowners who have since removed him from the ship and repatriated him to the U.K.

SHRI S. N. MAZUMDAR: Is it not a fact that the seamen who complained about the behaviour of the officer concerned were punished? If so, may I know whether that punishment has been withdrawn and they have been compensated for any injustice done to them?

SHRI SHAH NAWAZ KHAN: Some of them were given imprisonment for 14 days in England. But that cannot be withdrawn. They have already undergone that punishment.

SHRI S. N. MAZUMDAR : My question is whether the offence for which they were imprisoned has been substantiated or the report of the enquiry finds that that offence itself was fabricated by the officer concerned.

SHRI SHAH NAWAZ KHAN: From the finding of the shipping Master the officer who conducted the enquiry, it transpired that some of the charges which were levelled by the Indian seamen against the officer of the ship, the Second Engineer Mr. Black, were proved and as a result, he was removed from the ship.

SHRI S. N. MAZUMDAR : My question related . . .