

coaches than what they are doing 'now, provided the Railway Ministry is willing to assist them?

SHRI O. V. ALAGESAN: As I said, they have been manufacturing only 120 coaches and in consultation with us they have raised the target to 180 now.

SHRI H. C. DASAPPA: May I know, Sir, whether it is not a fact that the Hindustan Aircraft Limited would be willing to manufacture many more coaches than that they are doing now, provided the Railway Ministry is willing to assist them?

SHRI O. V. ALAGESAN: As I said, they have been manufacturing only 120 coaches and in consultation with us they have raised the target to 180 now.

DR. SHRIMATI SEETA PAR-MAN AND: As the Indian-made coaches look rather flimsy and inferior in finish, may I know how they compare in durability with the coaches that are imported?

SHRI O. V. ALAGESAN: As far as coaches go, we do not import any coaches. So, evidently the coaches that the hon. lady Member thinks are durable, are Indian-made.

SHRI P. S. RAJAGOPAL NAIDU. When will the Railway Ministry put an end to the import of coaches from foreign countries?

MR. CHAIRMAN: When will you stop import of foreign coaches? That is the question.

SHRI O. V. ALAGESAN: We are not, as I said, importing coaches from foreign countries. We are importing only wagons. Does the hon. Member mean wagons?

SHRI P. S. RAJAGOPAL NAIDU: Yes, Sir.

SHRI O. V. ALAGESAN: As the capacity goes up, which has already, I believe, considerably gone up, I was told by the Committee which is

going into this question, that they will be able to easily locate the capacity for anything between 25,000 and 30,000 wagons to be manufactured in our own country and when that capacity is reached, absolutely there will not be any need for us to import wagons from elsewhere.

SHRI H. P. SAKSENA: How do the Government account for the cost of indigenous manufacture of wagons and coaches being the same as that of imported articles?

SHRI O. V. ALAGESAN: As I said, there is some difference. The indigenous price, I think, is a little less than the foreign cost.

SHRI H. P. SAKSENA: When the same question was asked a minute before by my friend, Moulana Faruki, the reply was 'almost identical.' So, I put the question: What is the factor that accounts for the cost of indigenous manufacture and that of imported articles being the same?

SHRI O. V. ALAGESAN: As I said, almost equal. Perhaps, my hon. friend thought that our prices are more than the prices of foreign imported wagons. It is not so.

*220. [For answer, vide cols. 1549-50 infra.]

कोलार की सोने की खानों में बेकार
हुये श्रमिक

२२१. श्री नवाब सिंह चौहान : क्या
श्रम मंत्री यह बताने की कृपा करेंगे कि
हाल के महीनों में, मैसूर में कोलार-स्थित
कुछ सोने की खानों के बन्द हो जाने से
कितने श्रमिक बेकार हो गये ?

†[WORKERS THROWN OUT OF EMPLOY-
MENT AT KOLAR GOLD MINES]

*221. SHRI NAWAB SINGH
CHAUHAN: Will the Minister for
LABOUR be pleased to state the num-
ber of workers who were thrown out

†English translation.

of employment as a result of the closing down of some gold mines at Kolar in Mysore during the recent months?]

उप-श्रम मंत्री (श्री आबिद अली) :
हाल के महीनों में कोई भी सोने की खान बन्द नहीं हुई।

7 [THE DEPUTY MINISTER FOR LABOUR (SHRI ABID ALI) : No gold mine was closed down during the recent months.]

श्री नवाब सिंह चौहान : क्या पिछले वर्ष में कोई खान बन्द हुई थी ? अगर बन्द हुई थी तो उससे कितने मजदूर बेकार हुए और उन मजदूरों का क्या हो रहा है ? क्या उनको काम पर लगाने की कोई व्यवस्था की जा रही है ?

श्री आबिद अली : पिछले वर्ष में भी नहीं, लेकिन १९५३ में एक खान बन्द हुई थी और एक १९५४ में। खान के बहुत से मजदूरों को वहीं काम पर लगा दिया गया था और कुछ दूसरे कामों पर लग गये।

श्री नवाब सिंह चौहान : क्या सरकार को मालूम है कि कम से कम कितने मजदूर काम पर लग चुके हैं और कितने मजदूर बाकी हैं ?

श्री आबिद अली : जो बाकी हैं उनकी संख्या तो मेरे पास नहीं है और मैं अभी पिछले दिनों वहां गया भी था, किसी ने इस बारे में कोई शिकायत नहीं की।

FREIGHT AND PASSENGER EARNINGS IN COASTAL TRADE

*222. MOULANA M. FARUQI: Will the Minister for TRANSPORT be pleased to state:

(a) the total freight and passenger earnings of the Indian Shipping Companies in coastal trade during the year 1954-55; and

(English translation.

(b) whether the freight rates and passenger fares were maintained at the same level during 1954-55 as in 1953-54?

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. ALAGESAN): (a) The total freight and passenger earnings of the Indian Shipping Companies in the coastal and the adjacent trades during 1954-55 were about 11.07 crores. No separate figures for the coastal trade are readily-available.

(b) Yes.

मौलाना ایم - فاروقی : کیا آنہیں

مینسٹر یہ بتائیں گے کہ پیسینجر سے اور
ریٹ سے کتنی کتنی علیحدہ علیحدہ
آمدنی ہوئی ؟

†[مौلانا ایم۔ فاروقی : کیا آنہیں-
بیل مینسٹر یہ بتائیں گے کہ پیسینجر
سے اور فیت سے کتنی کتنی علیحدہ
آمدنی ہوئی ؟]

SHRI O. V. ALAGESAN: The freight earnings were Rs. 9.90 crores and the passenger earnings were Rs. 1.16 crores.

مौلانا ایم - فاروقی : یہ کمپنیز جو

کرایہ مقرر کرتی ہیں وہ کیا کورنٹ
کے مشورہ سے مقرر کرتی ہیں یا
کورنٹ کوئی کنٹرول ان پر رکھتی ہے
کہ اس سے زیادہ اور اس سے کم کرایہ
وہ نہ لیں ؟

†[مौलانا ایم۔ فاروقی : یہ کمپنیز
جو کرایا مقرر کرتی ہیں وہ کیا گورن-
منٹ کے مشورہ سے مقرر کرتی ہیں یا گورن-
منٹ کوئی کنٹرول ان پر رکھتی ہے کہ اس سے
زیادہ اور اس سے کم کرایا وہ نہ لیں ؟]

SHRI O. V. ALAGESAN: As far as the freight and passenger fares of the

†Hindi transliteration.