

air for first-class mails, which means letters, letter-cards, post-cards, money-orders and acknowledgments are all being conveyed to these 45 stations and to other stations connected to these. Now we propose to start three more services, two of daily frequency and one of twice weekly frequency, between Delhi-Agra-Gwalior-Bhopal-Indore-Aurangabad-Bombay, and extension of the Madras-Bangalore-Coimbatore-Cochin-Trivandrum service to Madura and Tiruchirapally. This will be done shortly and then six new towns will come in the orbit of this air conveyance of mails.

SHRI H. C. MATHUR: May I know, Sir, whether Government have any long range plan drawn up in this connection?

SHRI RAJ BAHADUR: Sir, that depends upon the increase in the air services.

SHRI H. C. MATHUR: But have they any plans or not?

SHRI RAJ BAHADUR: That is what I say, the plan for conveyance of mail by air depends on the plan for augmentation of air services to more and more towns. We cannot divorce the one from the other.

DR. RAGHUBIR SINH: Is it correct that till lately the night air mail plane did not carry all the mails on that very day?

SHRI RAJ BAHADUR: Mails received up to 8-30 P.M. from the points where the night air service started were carried.

DR. RAGHUBIR SINH: Is it not correct that sometimes the total weight of the mails to be carried became much more than what could possibly be carried in that plane and something had to be left behind, causing some delay?

SHRI RAJ BAHADUR: I am not aware of any such happening.

SHRI H. C. MATHUR: May I know, Sir, whether all the towns and places covered by air services are also getting the benefit of air mail service?

SHRI RAJ BAHADUR: All the towns connected by air services are getting the benefit of air mail service, except one, namely, Pathankot.

SHRI H. C. MATHUR: Is the hon. Minister aware that the air mail service to most of these places is sporadic and erratic?

SHRI RAJ BAHADUR: That is not so, even then I would be very grateful to the hon. Member if he would bring any such instances to our notice, for I cannot claim that everything is absolutely perfect.

SHRI H. C. MATHUR: Just one question more, Sir. May I know if the seats of Government of all the States are connected by air service?

SHRI RAJ BAHADUR: As is known to the hon. Member, they are not connected; many capital towns are not connected.

PROF. G. RANGA: Is there any proposal before Government to connect any place in the Andhra State by air besides Vizag which alone is at present connected by air mail service?

SHRI RAJ BAHADUR: As is well-known to the hon. Member, we propose to have an aerodrome at Kurnool and as soon as one aerodrome is there we will try to connect it by air.

PROF. G. RANGA: What about Gangavaram, Sir?

MR. CHAIRMAN: Next question.

IMPORT OF SUGAR

*108. SHRI M. VALIULLA: Will the Minister for FOOD AND AGRICULTURE be pleased to state:

(a) what is the quantity of sugar imported in the year 1954-55 and at what cost; and

(b) whether Government propose to import any sugar in the year 1955-56; if so, how much?

THE MINISTER FOR AGRICULTURE (DR. P. S. DESHMUKH): (a) 708.01 thousand tons of refined sugar has been imported upto the end of January 1955 at a total cost of Rs. 52.29 crores including import duty and incidental changes.

(b) Yes; the quantity to be imported will depend on indigenous production which will be known only after April/May, 1955.

SHRI M. VALIULLA: Now that Government is giving licences to so many factories to start, when do Government expect self-sufficiency in this respect?

DR. P. S. DESHMUKH: It should not take more than two more years, Sir.

SHRI BHUPESH GUPTA: After the Finance Minister's assault on the family budget of the common man, may I know to what extent the price of imported sugar per seer is likely to go up?

DR. P. S. DESHMUKH: I could not reply at this stage, Sir.

SHRI A. P. JAIN: We have added rupee one per maund to the issue price.

WATER FOR PASSENGERS IN TRAINS

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

(a) what is the allowance of water per passenger in third, inter, second and air-conditioned classes; and

(b) whether there is any proposal before Government to increase the capacity of tanks provided in coaches for third class passengers; if so, what is the nature of the proposal?

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. ALAGESAN): (a) A statement is placed on the Table of Rajya Sabha.

(b) No, Sir.

STATEMENT

Water allowance per passenger in old and new coaches is as under:—

	Old stock 1939 Standard Gallons	Present Standard Stock Gallons
Third Class	2.5	3
Inter Class	3.1	4
Second Class	8.3	10
First Class	12.5	12.5
Air-Conditioned	17	17

Water allowance per passenger in new coaches after reclassification that will come into effect from 1st April 1955.

	Gallons
Third Class	3
Second Class	4
First Class	10
Air Conditioned	17

SHRI M. VALIULLA: Sir, I find that according to this statement, the 3rd class passenger is given 3 gallons of water, the second class passenger 10 gallons and the air-conditioned class passenger gets 17 gallons. May I know if any proposal is under the consideration of Government to increase this quantity of 3 gallons to a higher figure in the case of the 3rd class passenger?

SHRI O. V. ALAGESAN: Sir, it depends upon the number of passengers and the capacity of the overhead tank. It is not possible to increase at present the capacity of the tank.

SHRI BHUPESH GUPTA: May I know, if the water allocation is the same for the air-conditioned class passenger and the 3rd class passenger, measuring *per capita*?

SHRI O. V. ALAGESAN: As soon as the tanks are empty, they are filled up suitably at various stations. So there should be no difficulty about water.