

these colonies to make some improvements there?

SHRI J. K. BHONSLE: Yes.

SHRI N. C. SEKHAR: Is it based on the recommendations made by this 'Committee'?

SHRI J. K. BHONSLE: No, it is in the normal process.

SHRI P. C. BHANJ DEO: May I know, whether the cost of the amenities will be borne by the residents?

SHRI J. K. BHONSLE: No, if all these recommendations are accepted then the cost will be borne by the Government.

SHRI B. C. GHOSE: Is there any understanding or assurance given by the authorities that the amenities in these colonies would be on the same level as in the neighbouring towns?

SHRI J. K. BHONSLE: That is the recommendation.

SHRI B. C. GHOSE: Recommendation of this Committee?

SHRI J. K. BHONSLE: Yes.

SHRI N. C. SEKHAR: Is it a fact that the Committee has recommended to Government that in case the development work is not completed before the given date then the Delhi Municipality should take up this work on behalf of the Ministry of Rehabilitation?

SHRI J. K. BHONSLE: That is true. Where the work is not completed the C.P.W.D., would complete it at a later date.

SHRI S. MAHANTY: May I know why this High Power Committee was appointed to recommend amenities for the refugees in and around Delhi alone? Why *not* for those refugees also, who

are in other parts, in the far-off corners of India, and who are in a much more miserable condition?

SHRI J. K. BHONSLE: Of course that matter will have to be taken up by the respective State Governments.

SHRI S. MAHANTY: Why was this matter not taken up by the Delhi State Government as well?

(No reply.)

**COM, DESPATCHES FROM BENGAL AND  
'BIHAR COAL-FIELDS**

\*411. SHRI B. C. GHOSE: Will the Minister for PRODUCTION be pleased to state:

(a) what have been the coal despatches from the coalfields in Bengal and Bihar during:

(i) the first quarter, and

(ii) the second quarter, of 1953 and 1954; and

(b) the reasons for variations, if any, in the coal despatches in the corresponding quarters of 1953 and 1954?

THE MINISTER FOR PRODUCTION (SHRI K. C. REDDY): (a) A statement giving the required information is laid on the Table of the Rajya Sabha.

(b) The despatches during the first quarter of 1954 showed a short-fall as compared to the despatches during the corresponding quarter of 1953, due to limited transport availability for coal movement, consequent on diversion of traffic for Kumbh Mela and also due to fall in exports.

The despatches during the second quarter of 1954 showed a slight improvement as compared to the despatches during the second quarter of 1953 as the transport position during the second quarter of 1954 was slightly better and the exports also showed some improvement.

## STATEMENT

*Despatches of coal from Bengal/  
Bihar fields during the first and  
second quarters of 1953 and 1954*

	1953	1954
	(Tons)	(Tons)
First quarter	6,111,498	5,657,154
Second quarter	6,067,286	6,167,779

SHRI B. C. GHOSE: May I know what is the position of these despatches compared to the raisings in the two years?

SHRI K. C. REDDY: You want the figures of despatches?

SHRI B. C. GHOSE: Despatches compared to raisings.

SHRI K. C. REDDY: The figures that I have given relate to despatches. I do not know what further information the hon. Member wants.

SHRI B. C. GHOSE: The despatches have their importance only in relation to raisings in the coalfields. If the hon. Minister has got the figures of raisings, I should like to know how they compare.

SHRI K. C. REDDY: Compare with what?

SHRI B. C. GHOSE: With the raisings.

SHRI K. C. REDDY: I can give figures for the whole years. In 1952 the production was 29,624,675 tons and in 1953 it was 29,238,070 tons. In the first seven months of 1954 it is 16,802,483 tons.

SHRI B. C. GHOSE: It appears that the raisings are going down. Will the hon. Minister kindly tell us the reasons for that?

SHRI K. C. REDDY: The raisings are not very appreciably going down. If the colliery owners find that they have pit-head stocks beyond which they cannot stock further, they volun-

tarily restrict production. Secondly, when they see exports are falling, certain grades of coal are not produced in the quantities they were being produced before. Certainly all these causes are in the minds of the colliery owners and they voluntarily restrict production. That explains the slight fall in production.

SHRI B. C. GHOSE: In view of the hon. Minister's statement that exports in the second quarter show some improvement over the first, may I have the figures if he has got them here?

SHRI K. C. REDDY: I have not got the figures of exports for the first quarter of 1954 and the second quarter of 1954. I can give over-all figures. If the hon. Member is interested to know them. In 1952 exports were of the order of 3 million tons while in 1953 the exports were of the order of about 2 million tons; that is to say, between 1952 and 1953 there was a short-fall by about 33 per cent. During the first six months of 1954 exports have been of the order of 9,52,760 tons; that is to say, approximately it is running at the same level as in 1953.

SHRI B. C. GHOSE: Has the Export Promotion Committee made any recommendation?

SHRI K. C. REDDY: The report of the Committee is expected; any day it may be in our hands.

SHRI RATANLAL KISHORILAL MALVIYA: Is it a fact that despite this little improvement in the wagon position, large stocks of coal are lying at the site of the collieries and actually mines are closing down partially or wholly for the time being due to the fact that they cannot clear the stocks?

SHRI K. C. REDDY: That is a general statement, rather wide of the mark. We should not make too categorical a statement with regard to these matters. I can only say

this that pit-head stocks are in recent months showing a declining trend and for the information of the hon. Member I may say that in the month of August the largest transport has been registered 3,558 wagons a record figure so far. Transport facilities are gradually showing a better trend and it is hoped that with further efforts on the part of the Railway Ministry this improvement would be maintained.

SHRI RATANLAL KISHORILAL MALVIYA: May I know when the situation is likely to become normal so far as these stocks are concerned? How long will it take to clear these stocks?

SHRI K. C. REDDY: I cannot say when the stocks will be cleared. It is a continuing process. It must be remembered that production is also increasing when compared to 1950, 1951 and 1952 and consumption has also increased. Transport also from an over-all point of view, is increasing. We have to assess the stock position at any point of time keeping all these factors in mind.

SHRI B. C. GHOSE: Is the hon. Minister aware that although a larger number of wagons is being placed at the disposal of the coalfields, yet on account of *via* restrictions and restrictions at Moghulsarai, full advantage cannot be taken of this better position in regard to wagons?

SHRI K. C. REDDY: I am ready to admit that there is something in what the hon. Member is saying. I concede the position that there are not only these limitations but destination points, routes available and so on and so forth. A number of factors do come in the way of full utilisation of the over-all number of wagons placed at the disposal of the Coal Commissioner's Organisation but the point that the hon. Member has mentioned is well in the mind of Railway Ministry and the Production Ministry.

#### CONSTRUCTION OF A NEW MARKET OPPOSITE THE RED FORT

\*412. SHRI P. SUNDARAYYA: Will the Minister for REHABILITATION be pleased to state:

(a) whether Government had invited tenders for the construction of a pucca market on the site of the existing Lajpat Rai Market, opposite the Red Fort, Delhi;

(b) if so, the date on which the tenders were invited and the name of the firm whose tender was accepted; and

(c) the reason why the construction work has been delayed?

THE DEPUTY MINISTER FOR REHABILITATION (SHRI J. K. BHONSLE): (a), (b) and (c). Tenders for the construction of only 96 shops were invited on the 14th April 1954. None of them was accepted as in the meantime the lay-out plan for the market was altered with a view to providing a larger number of shops.

SHRI P. SUNDARAYYA: What is the number of shops that exist in the Lajpat Rai Market?

SHRI J. K. BHONSLE: 1,500 roughly in occupation.

SHRI P. SUNDARAYYA: Why was it that tenders were called for the construction of only 96 shops and not for 1,500?

SHRI J. K. BHONSLE: It was then decided to build a three-storeyed market at the present site of the Lajpat Rai Market but then it was discovered that the Delhi Municipality was not in favour of a three-storeyed building and we have now taken up a plot at a place called the Pleasure Garden Market where we are going to construct a market for 500 shops.

SHRI P. SUNDARAYYA: Where is that place in Delhi?

SHRI J. K. BHONSLE: Just opposite the Red Fort.

SHRI P. SUNDARAYYA: May I know why the Delhi Municipality objected to have this building at the present site of the Lajpat Rai Market?