

SHRI M. V. KRISHNAPPA: It is not. It is not considered by the Health Ministry to be injurious to health. Whereas in the ordinary arecanut there is plenty of fat and a little of silica, in this nut there is a little fat and more of silica.

SHRI T. R. DEOGIRIKAR: Are Government aware that a committee was appointed to enquire into these bastard sagopalm nuts and the report of that committee was that these nuts contain harmful materials?

SHRI M. V. KRISHNAPPA: No, I am not aware of this. All that we know is that we have consulted the Health Ministry and their opinion is that it is not injurious to health.

SHRI T. R. DEOGIRIKAR: May I know whether this nut is covered by the Food Adulteration Act?

SHRI M. V. KRISHNAPPA: That is one of the points now under consideration. The Central Government want to bring it under this Act and so they have requested the State Governments to include it among articles of food.

SHRI T. R. DEOGIRIKAR: Are Government considering the question of destroying the nuts and the trees?

SHRI M. V. KRISHNAPPA: Why should they be destroyed? They are useful.

MR. CHAIRMAN: If they are harmful, he asks.

SHRI M. V. KRISHNAPPA: They are useful for some other purposes. They are not injurious to health.

DR. P. C. MITRA: What is this bastard nut?

SHRI M. V. KRISHNAPPA: It is also a kind of arecanut.

DR. P. C. MITRA: I know it is a nut, but what kind of a nut is it?

SHRI M. V. KRISHNAPPA: It looks like arecanut and so people try to adulterate arecanut with it and sell it to the villagers.

PRODUCTION OF COTTON AND JUTE

*433. SHRI T. R. DEOGIRIKAR: Will the Minister for FOOD AND AGRICULTURE be pleased to state the estimated production of cotton and jute in the year 1953-54?

THE DEPUTY MINISTER FOR FOOD AND AGRICULTURE (SHRI M. V. KRISHNAPPA): The official estimates of cotton and jute production for 1953-54 have not yet become available.

GOODS TRAFFIC BETWEEN NORTH AND SOUTH BENGAL AND ASSAM

♦434. SHRI S. P. RAY: Will the Minister for RAILWAYS be pleased to state the total volume of incoming and outgoing goods traffic in the year 1952-53 between the port and industrial areas of Calcutta and Howrah on the one hand, and the West Bengal districts of Jalpaiguri, Darjeeling and Cooch--Behar and the State of Assam on the other:—

(i) by railway route *via* Katihar,

(ii) by river steamers *via* Pakistan; and

(iii) by railway-cum-steamer services *via* Pakistan?

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. ALAGESAN):

(i) 242 lakh maunds both ways, (ii) Information not available.

(iii) 84 lakh maunds both ways.

SHRI S. P. RAY: May I know if Pakistan collects customs duties on any part of the goods freight for inter-State transport of the Indian Union passing through Pakistan waters? If so, what is the amount of duty so collected in 1952-53?

SHRI O. V. ALAGESAN: They do not collect any.

SHRI S. P. RAY: May I know if it is not a fact that the deficit of the former Assam Railway was over Rs. 2J crores and the whole of that amount may be wiped out by diverting the traffic through Indian Union territory?

SHRI O. V. ALAGESAN: I could not follow the question, Sir. Will the hon. Member kindly repeat it?

SHRI S. P. RAY: Is it not a fact that the deficit of the former Assam Railway, now under the Indian Railways, was over Rs. 2J crores a year and the whole of that amount might be wiped off by diverting the traffic through Indian territory without going through Pakistan?

SHRI O. V. ALAGESAN: Sir, the ex-Assam Railway has been integrated with the North East Railway Zone. I do not have any information as to the previous deficit. But we are carrying goods both by the all-rail route and also by the rail-ctim-steamer routes.

SHRI S. P. RAY: May I know if the Government of India contemplate improving the railway transport system and the system of Ganga crossing, to save the huge annual drain of Indian currency for freight charges on *ec*-count of inter-State traffic through Pakistan?

SHRI O. V. ALAGESAN: Yes, Sir. Increasing the capacity on the link route has been taken up.

DEEP SEA FISHING ON THE WEST COAST

*435. SHRI E. K. IMBICHIBAVA: Will the Minister for FOOD AND AGRICULTURE be pleased to state:

(a) whether the expenditure on deep sea fishing on the West Coast of India is being incurred by Government;

(b) if not, whether the capital invested in the same is wholly Indian;

(c) if the answer to part (b) above be in the negative, what is the extent of foreign capital invested therein;

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(d) whether the fishermen on that coast will be benefited by this project, if so, to what extent; and

(e) if the answer to part (d) above be in the negative, what alternate schemes Government propose to start for their benefit?

THE DEPUTY MINISTER FOR FOOD AND AGRICULTURE (SHRI M. V. KRISHNAPPA) :

(a) Partly at Government expense and partly by private parties.

(b) No.

(c) Not known.

(d) They are not directly benefited except that some selected candidates mostly from the fishermen community are given training in the methods of deep sea fishing on board the fishing vessels of the Government, and that the data about the fishing grounds explored by the vessels can be utilised by them at a later stage.

(e) The Central Government have included measures to benefit the coastal fishermen of the West Coast under the Grow More Food Scheme, T.C.A. and the Norwegian Aid Programme.

SHRI K. S. HEGDE: Am I right in inferring that there is a new scheme under which the T.C.A. and the Government of India are trying to have deep sea fishing on the West Coast?

SHRI M. V. KRISHNAPPA: We have a deep sea fishing programme for which a sum of nearly Rs. 4J crores is provided to be utilised within the plan period. We intend to start deep sea fishing on the coastal sides of India, especially on the West Coast and we are importing bull trawling vessels for the purpose.

SHRI K. S. HEGDE: What is the contribution of the T.C.A. and what is the contribution of the Government of India?

SHRI M. V. KRISHNAPPA: For giving the exact figures, I would require notice, Sir.