

to manage the mine he reports the matter to the Chief Inspector who cancels the appointment and requires the owner or agent to appoint a competent person.

(b) Five, of whom three are in charge of other mines also.

(c) Eighteen fatal and 35 serious accidents occurred in 1952 while 8 fatal and 24 serious accidents have occurred during 1953 up to September 1953.

(d) 21 persons were killed and 54 seriously injured during the year 1952, while 8 persons have been killed and 33 seriously injured during 1953 up to September 1953.

(e) Mica mines in Part B States came under the Mines Act with effect from the 1st April 1951 only. Comparative statistics are, therefore, available only from 1951 onwards. These show that the accidents are on the decrease.

SHRI M. VALIULLA: Is it not a fact, Sir, that because of the want of qualified persons, accidents are occurring in these mica mines?

SHRI ABID ALI: No, Sir, we do not subscribe to that view.

SHRI V. K. DHAGE: What are the causes for these accidents, Sir?

SHRI ABID ALI: There have been various accidents due to various causes and if the hon. Member wishes to know the cause of a particular accident he can table a question.

SHRI S. N. MAZUMDAR: May, I know, Sir, how it is that in the Labour Year Book the number of accidents and the number of persons injured in the mines are not broken up as regards the different categories of mines? They are just shown for the coal mines only.

SHRI ABID ALI: I note the suggestion, Sir.

SOME HON. MEMBERS: What?

MR. CHAIRMAN: He notes the suggestion.

SHRI K. C. GEORGE: The hon. Minister has stated that the number of accidents is on the decrease. May I know the definite steps that have been taken by Government to prevent accidents? Or, is it only due to an accident that these accidents have decreased?

SHRI ABID ALI: Whenever accidents of a serious nature occur, our mines inspector and other inspectors go there and find out the reason, and preventive steps are taken.

SHRI K. C. GEORGE: What are the definite steps, if any, taken by Government to prevent these accidents?

SHRI ABID ALI: Sir, there are no uniform steps in the case of all accidents. According to the requirements of the situation, steps are taken.

#### FOOD AND AGRICULTURAL ORGANISATION CONFERENCE

\*29. SHRI M. VALIULLA: Will the Minister for FOOD AND AGRICULTURE be pleased to state:

fa) the date on which the next session of the Food and Agriculture Organisation Conference will commence; and

<b) what will be the agenda for that session?

THE DEPUTY MINISTER FOR FOOD AND AGRICULTURE (SHRI M. V. KRISHNAPPA): (a) 23rd November 1953.

(b) A copy of the Agenda is laid on the Table of the House. [See Appendix VI, Annexure No. 5.]

SHRI M. VALIULLA: When was the last Conference held and at what place?

SHRI M. V. KRISHNAPPA: The Conference is being held once in two years. So the last Conference was at some time two years ago.

SHRI M. VALIULLA: Where was it held?

SHRI M. V. KRISHNAPPA: It was held in America.

SHRI M. VALIULLA: Perhaps the next Conference could be held in Dehra Dun in India?

SHRI M. V. KRISHNAPPA: It was proposed that the next Conference will have to be held in Rome and it is being held today.

SHRI M. VALIULLA: Has India sent a delegation to that Conference?

SHRI M. V. KRISHNAPPA: Yes, we have sent a delegation.

SHRI M. VALIULLA: At whose cost?

SHRI M. V. KRISHNAPPA: Partly at the cost of the F.A.O. and partly at our cost.

PROF. G. RANGA: Is it not a fact that the National Liaison Committee is expected to be convened and to meet before this Conference takes place at Rome so that they would be able to consider the agenda before that Conference and give necessary advice to the Government of India's delegation and yet it was not convened?

SHRI M. V. KRISHNAPPA: I do not know, Sir; I want notice for that.

#### RAILWAY INSPECTORATE

\*30. SHRI M. VALIULLA: Will the Minister for COMMUNICATIONS be pleased to state the number of enquiries conducted by the Railway Inspectorate in the year 1952-53 and the finding of the Inspectorate in each case?

THE DEPUTY MINISTER FOR COMMUNICATIONS (SHRI RAJ BAHADUR): Fifteen enquiries were conducted by the Inspectorate during the period in question. Details of these accidents and the findings in each case

are contained in the Report of the Chief Government Inspector of Railways on the working of the Railway Inspectorate for the year ending 31st March, 1953, copies of which have been made available to the Library of the House.

SHRI M. VALIULLA: What is the strength of this Inspectorate?

SHRI RAJ BAHADUR: One Chief Government Inspector and four Government Inspectors; 1 at Bombay, 2 at Calcutta and 1 at Bangalore.

SHRI M. VALIULLA: What are the duties of these inspectors?

SHRI RAJ BAHADUR: The duties of the inspectors have been given out in the annual reports and they have been defined in the Railway Act also but for the benefit of the member I may say that they have got to start enquiries in all accidents which involve loss of life or injury of a serious character to human beings as also any other accident which involves loss of property of the value of approximately Rs. 20,000 or above.

SHRI M. VALIULLA: Why is it that the Inspectorate is not under the Railway Ministry but under the Communications Ministry?

SHRI RAJ BAHADUR: It is well-known history.

#### OFFICE ACCOMMODATION OF THE RAILWAY POLICE INSPECTOR AT VICTORIA TERMINUS

\*31. SHRI D. NARAYAN: Will the Minister for RAILWAYS be pleased to state:

(a) whether it is a fact that the Inspector of Railway Police is allotted a cabin for his office on platform number 1 of the Victoria Terminus Station of the Central Railway;

(b) if so, how members of the public requiring to see him *can meet* him without platform tickets; and