

which out of the three products mentioned—Mysore, Kerala and Lever Brothers—is most exported?

SHRI D. P. KARMARKAR: I can give the figures of their installed capacity of production: Government Soap Factory, Mysore—750 tons installed capacity; Kerala Soap Factory, 750 tons; and Lever Brothers, Bombay and Calcutta together,—49,130 tons. Presumably, Lever Brothers" must be the largest exporters. But that is only a presumption.

SHRI K. C. GEORGE: Is the Government aware that the Kerala factory has almost closed down for want of facilities to export their product?

SHRI D. P. KARMARKAR: Our information is otherwise. The hon. Member said "almost closed down". It has not closed down.

SHRI C. G. K. REDDY: Will the hon. Minister give us the information as soon as possible, if he can, as to what percentage of this export of soap was from foreign firms operating in India, like Lever Brothers?

SHRI D. P. KARMARKAR: It would be difficult to collect that information, because we normally issue destination licences and we do not keep a record of different types of soap manufactured by different factories. The labour involved in it would be much larger than justified, because as my hon. friend obviously knows, we shall have to have information regarding the particular types of soap exported by each exporter, and he is never definite about what he is going to export.

SHRI C. G. K. REDDY: Does not the hon. Minister think that the information asked for would be useful?

SHRI D. P. KARMARKAR: I do not think, with very great respect, that it would serve any useful purpose.

MR. CHAIRMAN: It is a matter of opinion.

# **CLOSURE OF GENERAL MOTORS ASSEMBLY PLANT**

\*282. DR. J. P. SRIVASTAVA: Will the Minister for COMMERCE AND INDUSTRY be pleased to state:

(a) whether the General Motors Assembly Plant in Bombay is going to be closed down; if so, why;

(b) what will be the effect of such closing down on the supply of cars in India; and

(c) what steps Government propose to take to find alternative employment for the large number of skilled workmen and other trained staff who would be thrown out of employment?

THE MINISTER FOR COMMERCE (SHRI D. P. KARMARKAR): (a) No, Sir, so far as the Government are aware.

(b) No licences have been issued to General Motors for the import of cars since July 1952, such issues of licences being restricted to concerns who have a manufacturing programme. Government do not consider that the supply position of cars would materially deteriorate by reason of the non-issue of licences to General Motors. The whole question will, however, be reviewed after the receipt of the report from the Tariff Commission on the Automobile Industry.

(c) Does not arise.

Under (b), I should add that we are expecting the report by the end of March.

SHRI C. G. K. REDDY: Is the hon. Minister sure that he is answering (b)? (b) asks what the effect will be of such closing down on the supply of cars in India; it does not ask about the licence to General Motors.

MR. CHAIRMAN: There is no closing down. Therefore, the question does not arise.

SHRI C. G. K. REDDY: He is saying something about licences.

SHRI T. V. KAMALASWAMY: Is it a fact that while they have not given a licence to General Motors, they are giving a licence to the Rootes group—a new company—to open their assembly plant?

SHRI D. P. KARMARKAR: I am positive we have not issued any such licence to any company whatever.

**EFFECT OF PASSPORT SYSTEM ON TRADE IN TRIPURA**

\*283. MUNSHI ARMAN ALI: Will the Minister for COMMERCE AND INDUSTRY be pleased to state:

(a) whether with the introduction of the passport system between India and Pakistan the trade and commercial activities have been on the decline in Tripura;

(b) whether the export of forest produce from Tripura has been affected by the introduction of such system;

(c) whether it is a fact that tea gardens in the State have closed down as tea cannot be moved through trains to Pakistan; and

(d) what steps Government propose to take in the matter?

THE MINISTER FOR COMMERCE (SHRI D. P. KARMARKAR): (a) and (b). As there are import control restrictions on goods going to Pakistan it is not easy to assess the effect of the passport system on the decline of trade and commerce of Tripura.

(c) No, Sir.

(d) Does not arise.

Sir, in regard to (a) and (b), I might add that the Pakistan Government have not yet put those articles, which used to go to Tripura, on the Open General Licence, as it used to be before.

MR. CHAIRMAN: Questions are over. Secretary will now read the Messages.

**WRITTEN ANSWERS TO QUESTIONS**

**REVISION OF PAY AND ALLOWANCES**

OF INDIAN STAFF ABROAD \*271. SHRI SARDAR SINGH: Will the PRIME MINISTER be pleased to refer to the answer given to my starred question No. 222 asked on the 15th December 1952 and state what progress has been made in connection with the revision of rate of allowances of our representatives and staff abroad?

THE DEPUTY MINISTER FOR EXTERNAL AFFAIRS (SHRI A. K. CHANDA) : The matter is still under consideration of Government.

**BOARD OF CONSULTANTS OF D.V.G.**

\*272. SHRI B. GUPTA: Will the Minister for IRRIGATION AND POWER be pleased to state:

(a) (i) the total emoluments including allowances drawn by the members of the Board of Consultants of the Damodar Valley Corporation during the years 1951 and 1952; and (ii) the total amount spent under the above head since the appointment of the Board; and

(b) the name and nationality of each member of the Board?

THE DEPUTY MINISTER FOR PLANNING AND IRRIGATION AND POWER (SHRI J. S. L. HATHI) : (a) (i) Rs. 62,681 during 1951-52 and Rs. 44,726 during 1952-53.

(ii) Rs. 2,11,779.

(b) (1) Mr. L. F. Harza—American, up to July 1952.

(2) Mr. S. O. Harper—American.

(3) Shri A. R. Venkatachari—Indian.

(4) Shri Kanwar Sain—Indian.

(5) Mr. A. M. Komora, an American, who is the Chief Engineer of the Damodar Valley Corporation is also an *ex-officio* member of the Board of Consultants.

**ANNUAL EXPENDITURE ON INDIAN HIGH COMMISSION IN LONDON**

\*274. SHRI B. GUPTA: Will the