

on which the discharged seamen were employed.

(b) Yes.

(c) There has been discrimination to the extent that there has been a premature discharge of Indian seamen followed by recruitment of non-Indians.

श्री रामेश्वर टांटिया : क्या मैं जान सकता हूँ कि गवर्नमेंट ने उन के बारे में क्या किया है ?

श्री राज बहादुर : उन्होंने शिकायत की है कि इनके साथ जो मुहायदा था उसको कूल ध्वज वक्त तोड़ा गया है। उससे जो इनका नकसान हुआ है उसके बारे में मास्टर आफ शिपिंग देखभाल कर रहे हैं।

श्री रामेश्वर टांटिया : क्या इस फर्म को ऐसा कुछ लिखा गया है कि आयन्दा यह ऐसा नहीं करेगी क्योंकि यह हिन्दुस्तान में रजिस्टर्ड प्राइवेट लिमिटेड फर्म है ?

श्री राज बहादुर : यह यहाँ की फर्म नहीं है, यह तो एक ग्रीक फर्म है और बाकया यह है कि उनको अस्तित्वार है कि कहां से अपने सीमिन एम्प्लाय करें और कहां से न करें। इस फर्म ने पिछले चार पांच साल से घायद सन् १९५४ से ही यहाँ से सीमिन एम्प्लाय करना शुरू किया है।

Shri Bimal Ghose: Have they found out the reasons for which the seamen were discharged, and satisfied themselves that they are sufficiently good reasons?

Shri Raj Bahadur: The Greek owners have alleged that the Indian seamen were difficult and they were showing indiscipline, and on these allegations they have been discharged by the Greek owners. On the other hand, the seamen have complained that there was ill-treatment, there was no enough of consideration and sympathy for them. So, there are counter charges and allegations. At

any rate, they were discharged by the Greek at outside ports, before the expiration of their term of employment.

Viscounts for L.A.C.

*287. { Dr. Ram Subhag Singh:
Shri Badha Raman:
Shrimati Mafida Ahmed:
Sardar Iqbal Singh:
Shri Raghunath Singh:

Will the Minister of Transport and Communications be pleased to state:

(a) when all the Viscount aircrafts for which orders were placed by the Indian Airlines Corporation will be received;

(b) on which service routes the Viscounts which have been received have been put into operation;

(c) to what extent it is anticipated that the introduction of Viscounts will economise expenditure; and

(d) whether there is any proposal to make any changes in the present fares after these Viscounts have been put into operation?

The Minister of State in the Ministry of Transport and Communications (Shri Humayun Kabir): (a) By about middle of 1958.

(b) Delhi|Calcutta|Delhi and Calcutta|Rangoon|Calcutta.

(c) It is yet too early to assess the financial results as Viscount services were introduced only on the 10th October, 1957.

(d) There is no proposal for any change in fares on account of the introduction of the Viscounts.

Shri Jaipal Singh: Is it not a fact that wherever Viscounts are operating in other parts of the world they have always been revenue-yielding and better flying aircraft? In the light of that do Government anticipate that the past record will be broken for a change?

Shri Humayun Kabir: The latter part of the question is not a question. In regard to the first part, the Viscounts were purchased also with a view to improve the financial operations of the Indian Airlines Corporation.

Shri Kasiwal: What is the total number of Viscounts proposed to be purchased?

Shri Humayun Kabir: Ten.

Shri Biren Roy: In view of the fact that the Skymasters which are already in operation are not being fully utilised, can the hon. Minister make a definite statement that these Viscounts which are coming in will have a full utilisation capacity, as otherwise the depreciation will be more and more?

Shri Humayun Kabir: Here again, the hon. Member is giving me some information, but regarding the latter part of his question I can certainly assure him that every effort is being made for proper utilisation of both the Viscounts and the Skymasters.

Shrimati Mafida Ahmed: May I know the reason why the Assam-Calcutta route is excluded from the operation of Viscounts?

Shri Humayun Kabir: The main difficulties are operational, and there is also the question of the type of traffic. On the Assam route, a great deal of the traffic is freight, and therefore planes which can take a lot of freight would be more useful on that section.

Shri Easwara Iyer: Is there a likelihood of the Viscounts being introduced on the Delhi-Madras route?

Shri Humayun Kabir: There is not only a likelihood, but it is going to be done fairly soon.

विधायन-गृह

*२८६ श्री भक्त बर्षान : क्या परि-
बहन तथा संचार मंत्री १६ दिसम्बर, १९५६

के तारांकित प्रश्न संख्या १३६१ के उत्तर के सम्बन्ध में यह बताने की कृपा करेगा कि :

(क) बदरीनाथ और केदारनाथ के मार्ग पर विश्राम-गृहों के निर्माण व विकास के लिए दूसरी पंच वर्षीय योजना के अन्तर्गत जो दान लाख रुपये की राशि नियत की गई है, उसके अनुसार अब तक किन किन योजनाओं को स्वीकृति दी जा चुकी है

(ख) उन स्वीकृत योजनाओं की कार्यान्ति में अब तक क्या प्रगति हुई है; और

(ग) शेष धनराशि का उपयोग करने के लिये क्या कार्यवाही की जा रही है ?

परिबहन तथा संचार मंत्रालय में राज्य-मंत्री (श्री राज बहादुर) : (क) से (ग) एक विवरण सभा की मेज पर रखा दिया गया है [दृष्टिये परिशिष्ट २ अनुबन्ध संख्या १३] ।

श्री भक्त बर्षान लगभग एक वर्ष पहले मेरे एक प्रश्न के उत्तर में बताया गया था कि उत्तर प्रदेश सरकार ने १ लाख १८ हजार के प्रयोजन भेजे हैं, और आज भी यह बतलाया जा रहा है कि उत्तर प्रदेश सरकार ने २,८३,६०० रुपये के प्रयोजन भेजे हैं और यह विचाराधीन हैं । मैं यह जानना चाहता हूँ कि इतनी देरी तक ये प्रस्ताव विचाराधीन क्यों हैं और इनके ऊपर शीघ्र कार्यवाई क्यों नहीं की जा रही है ?

श्री राज बहादुर : मैं माननीय सदस्य का ध्यान अपने लिखित उत्तर की प्राथिरी साइन की ओर दिलाऊंगा जिसमें लिखा है कि "अब यह उत्तर प्रदेश सरकार का काम है कि वह इन योजनाओं के बारे में बिस्तृत रूप रेखा तयार कर उपदान के