

(c) Yes, a statutory enquiry into the accident was held by the Government Inspector of Railways.

Shri S. M. Banerjee: In view of the repeated accidents and derailments, may I know whether the Minister is thinking of calling a conference with the All India Railwaymen's Federation? The other day, you pointed out to us that we should also advise the employees to be very cautious. So, I want to know whether such a conference with the All India Railwaymen's Federation and their representatives would be helpful, and if so, whether he contemplates calling such a conference?

Shri Shah Nawaz Khan: For the present, there is no intention of calling any conference with the representatives of labour over this matter. The Government Inspector of Railways inquired into the matter and he was of the opinion that the derailment was caused by sharp curve and excessive speed. We are taking steps to deal with the situation.

Shri S. M. Banerjee: May I know the amount of compensation given to the families of the deceased, and the injured persons?

Shri Shah Nawaz Khan: So far no compensation has actually been paid. The ex-officio Claims Commissioner of the area is receiving claims.

Sugar Production in Bihar

*1995. **Shri Anirudh Sinha:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that there has been a fall in the production of sugar in the factories in the State of Bihar in 1956-57 season as compared to the sugar produced in 1939-40 season; and

(b) if so, the reasons therefor?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas):
(a) and (b). Yes, Sir. There was a

fall of 10,000 tons in the production of sugar in Bihar in 1956-57 as compared with the production in 1939-40. This is largely due to fall in the production of cane in 1956-57 as compared with 1939-40.

Shri Anirudh Sinha: Is it a fact that in recent years in Bihar there has been a progressive decline both in the matter of yield per acre and in recovery of sugar from cane? If so, what steps have Government taken to improve the same, and with what results?

Shri A. M. Thomas: It depends on various factors—production of sugar area under sugarcane, yield of cane per acre, relative prices of sugar and gur and so many other factors. The assumption made by my hon. friend is not quite correct. I find from the information I have in my possession that the area under cane has been changing quite appreciably in Bihar. The highest figure of 5.08 lakh acres was attained in 1940-41 and the lowest was 2.99 lakh acres in 1953-54. With regard to recent years, my hon. friend has asked about 1956-57 and 1939-40. In 1957-58, there has been a considerable fall. The area is 3.76 lakh acres and the quantity of sugar produced is only 2.74 lakh tons. It has been mainly due to the red rot disease.

With regard to recovery, my hon. friend's assumption is not correct. The average recovery in Bihar in 1957-58 is 9.91; in 1939-40, the average recovery was 9.28, so that there is some increase in the percentage of recovery.

Shri Anirudh Sinha: Is it not a fact that the progress of the sugar industry as a whole is not reflected in the Eastern UP and Bihar regions, and even the existing capacity is not utilised fully and effectively? May I know the causes for this? I also want to know what measures Government propose to take to help utilisation to the full extent the installed capacity by the mill in both regions?

Shri A. M. Thomas: My hon. friend's assumption that Bihar has not been keeping pace with the progress

achieved in the matter of the sugar industry in other States is correct. For example, in UP in 1939-40, it was only 19 lakh acres; now it has gone up to 30.5 lakh acres. As I said, it depends on various factors.

With regard to the number of factories functioning, it is 32 in 1939-40, now it is only 28. But in some factories, there has been expansion also so that it has not been due to the reduction of the number.

With regard to the efforts made, I may submit for the information of the House that out of Rs. 8 crores provided for development work on sugarcane in the Second Five Year Plan, the share of Bihar comes to Rs. 76 lakhs.

Shri Thirumala Rao: What are the average yields per acre of sugarcane in 1939-40 and 1956-57?

Shri A. M. Thomas: The average yield per acre in 1939-40 was 12.81 tons whereas in 1956-57, it is 13.33 tons.

श्री बिभूति मिश्र : क्या यह सही नहीं है कि मैनेजमेंट और लेबर के झगड़े के कारण सुगर रिक्वरी कम हो गई है ?

Shri A. M. Thomas: Four factories—Indian Siwan, Buxar, Japaha and Semapur—which were working in 1939-40 are not working now. The Indian Siwan is not working owing to disputes among the partners. As regards the other factories, there are some other reasons for their not working.

Pandit D. N. Tiwary: From 1952 to 1956, the recovery of cane was over 10 per cent, and now it has gone down to 9 per cent. May I know what are the reasons for this, and whether any steps have been taken to improve recovery?

Shri A. M. Thomas: In 1952-53, recovery was 10.03. Now it is 9.91. There has been some decrease. As I have said, it has been mainly due to drought and the red rot disease.

Shri Ranga: What steps are being taken in order to eradicate the red rot disease?

Shri A. M. Thomas: In fact, some schemes are being attempted. Under the auspices of the Indian Central Sugarcane Committee some schemes are being worked. The State is also working out a scheme. Under the Second Five Year Plan, as I have already submitted, Rs. 76 lakhs has been set apart from Bihar.

Shri Ranga: Are any steps being taken to prevent any more land being diverted from food crops to sugarcane?

Shri A. M. Thomas: As far as Bihar is concerned, there is no such problem.

मध्य प्रदेश में विमान सेवायें

{ श्री वि० च० कुपल :
श्री ठावर :
*१०६६ { श्री बाबूपयी :
श्री साहोवाल :
सरदार इकबाल सिंह :

क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भोपाल, इंदौर और ग्वालियर के बीच अभी हाल में जो विमान सेवा बन्द कर दी गई है उस फिर से चालू करने का कोई प्रस्ताव है ;

(ख) क्या मध्य प्रदेश सरकार ने भोपाल और दिल्ली के बीच विमान सम्बन्ध स्थापित करने के बारे में कोई प्रस्ताव देना प्राप्त हुआ है ;

(ग) सरकार की इस विषय में क्या प्रतिक्रिया हुई है ;

(घ) क्या इण्डियन एयर लाइन्स कार-पोरेबन ने भोपाल, इन्दौर और ग्वालियर के बीच विमान सेवा चालू करने के लिये मध्य प्रदेश सरकार से बहुत बड़ी राशि सहायता के रूप में मांगी है ;

(ङ) यदि हां, तो कितनी राशि मांगी है ; और

(च) यह सेवा फिर से कब तक चालू होने की संभावना है ?