

Shrimati Chandrasekhar: All sorts of penicillin.

GORAKHPUR AERODROME

1349. Shri Sinhasan Singh: Will the Minister of Communications be pleased to state:

(a) whether Gorakhpur aerodrome is maintained by the Government of India;

(b) the reason for not connecting Gorakhpur with air lines; and

(c) whether Government propose to connect this aerodrome by air line and if so, when?

The Minister of Communications (Shri Jagjivan Ram): (a) Yes, Sir.

(b) It has not been possible to provide a halt at Gorakhpur on any air service, because the additional cost to the operator would have been out of proportion to the advantage to be derived from it. In other words the traffic potential of Gorakhpur is not enough to justify a halt. Permission to include it on a service operated by Airways (India) was granted in 1952, but the operation of the entire route was abandoned before the halt could be introduced.

(c) There is no proposal at present.

Shri Sinhasan Singh: Is it not a fact that Gorakhpur is the biggest sugar producing industrial area in India?

Shri Jagjivan Ram: I take the information from the hon. Member.

Shri Sinhasan Singh: Does the Government not know that there are about 27 sugar mills.....

Mr. Speaker: Order, order. The hon. Member is now suggesting arguments as to why there should be a stop there.

Shri Sinhasan Singh: There are 27 sugar mills and one jute mill and that is the centre of the O. T. Railway.

Mr. Speaker: I think this need not be answered.

Shri Nanadas: May I know how the traffic potentialities of an area are taken into consideration?

Shri Jagjivan Ram: The traffic potentiality is mainly judged in the basis of the issue of first and second class railway tickets from the station as it is presumed that if a halt is provided it is mostly the first class and second class railway traffic that is diverted from Railway to Air. If it is found

that the number of passengers travelling by first and second class from that station is not equal to meet the cost of the Air Company, the Air Companies are reluctant to start stoppages there.

Shri T. N. Singh: May I know whether the estimates of traffic was made about 3 or 4 years ago and whether Government are in possession of the latest traffic figures?

Shri Jagjivan Ram: At present, as the hon. Member is aware, the Air services are operated by private companies. Whenever a private company finds that there is traffic potentiality at a particular place, they themselves apply to the Air Transport Licensing Board for a halt at that station and the Air Transport Licensing Board, after taking into consideration all factors, either grant licences or reject. For Gorakhpur, as I have already stated, the licence was granted to a private operator but the whole route was found by that operator to be uneconomic and it was dropped and therefore the halt was not started at Gorakhpur.

TRANSPORT FACILITIES FOR EXPORT OF COTTON BALES

***1350. Shri K. P. Sinha:** (a) Will the Minister of Railways be pleased to state whether it is a fact that about one lakh cotton bales for export are detained at Delhi, Ferozepore and other stations of Bikaner Division of the Northern Railway for lack of transport facilities?

(b) Have Government received any representation from the merchants in this regard?

(c) If so, what steps have been taken for the early despatch of these cotton bales?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) No, the number of bales of export cotton, registered for despatch and awaiting clearance on the Delhi, Ferozepore and Bikaner Divisions of the Northern Railway is reported to be much less than one lakh. I place on the Table of the House a statement showing the quantum of export cotton traffic cleared during the period from 1st January, 1953 to 21st March, 1953 and that awaiting despatch on 21st March, 1953, *ad hoc* quotas for the annexure No. 23.]

(b) Yes.

(c) From about the beginning of March, 1953, *ad hoc* quotas for the movement of this traffic from the Delhi

and Ferozepore Divisions to Bombay were fixed. This arrangement has considerably helped to expedite the clearance. It has however, not yet been found feasible to appreciably assist the movement of such traffic on the Bikaner Metre Gauge Division mainly due to the recent heavy movement of gypsum for Sindri, but steps are being taken to improve the movement of export cotton traffic.

Shri K. P. Sinha: When was the representation received by Government and when exactly is the clearance expected?

Shri Alagesan: I do not know the time, but representations were received some time back.

Shrimati Tarkeshwari Sinha: May I know, Sir, if the contracts for other shipments had to be cancelled for these three months, February, March, April, and what was the loss incurred by the Government by way of loss of foreign exchange?

Shri Alagesan: There is no question of loss, Sir. The statement gives the number of wagons that have been moved in this period of three months and the outstanding now is about 60,000 bales.

Shri K. P. Sinha: By which time is the clearance expected?

Shri Alagesan: Even now we have started allotting more wagons for this traffic.

MYSTERIOUS DISEASE IN POONA AND AHMEDNAGAR

*1352, **Shri Rishang Keishing:** Will the Minister of Health be pleased to state:

(a) whether Government are aware that a mysterious disease whose symptoms are an intense thirst, loss of appetite and gradual weakness, has been raging in some parts of Poona and Ahmednagar during the last one and a half year;

(b) whether leading medical men and members of a visiting team of Medical Scientists sponsored by the World Health Organisation and the Unitarian Service of America have been investigating the cause of the said disease and if so, with what result; and

(c) how many persons have been reported to have suffered from and died of it?

The Minister of Health (Rajkumari Amrit Kaur): (a) A disease whose

main symptoms are frequent micturition and inordinate thirst has occurred in parts of Ahmednagar and Poona Districts in Bombay State since October, 1951. These cases first came to the notice of the State Government in February, 1952.

(b) Field investigations were carried out and a mobile hospital with accommodation for 50 beds has since been established by the State Government. Investigations regarding the nature of the disease and the efficacy of different modes of treatment are in progress. Some of the members of the visiting team of Medical Scientists of the Public Health Group (Dr. Karl Evang, Dr. J. Gordon and Dr. E. Grzegorzewski) were taken to the mobile hospital and an affected village. They have offered no definite opinion on the nature of the disease but took note of the various investigations which have been made by the State Government.

(c) Up to the end of March, 1953, about 960 persons have suffered from the disease and 28 of them have died. These deaths cannot, however, be directly attributed to the disease.

Kumari Annie Mascarene: May I know whether the disease is contagious and, if so, what preventive measures have the Government taken to prevent the disease from going beyond limits?

Mr. Speaker: I am afraid the question is premature. The doctors have not been able to give an opinion.

Shri V. P. Nayar: May I know whether the disease was found in an epidemic or an endemic stage?

The Minister of Health (Rajkumari Amrit Kaur): The disease was in an epidemic form and it has now considerably been put down.

Shri M. S. Gurupadaswamy: Was the disease discussed at a symposium held recently by the physicians of India and what were the recommendations made by the symposium?

Rajkumari Amrit Kaur: The disease was not discussed at any symposium. The State Government is making investigations. It appears that this was due to infection.

PRICE OF SUGAR-CANE IN MADRAS

*1356, **Shri Eswara Reddy:** (a) Will the Minister of Food and Agriculture be pleased to state whether the Madras Government are or were in correspondence with the Central Government on the issue of raising the price of sugar-cane which was fixed for the year 1952-53?