

**Shri T. T. Krishnamachari:** The question is coming later but I could tell the hon. Member that we have constituted an organisation for this purpose. The organisation has started working. Certain grants have been made. They have made certain proposals. We do propose to place at their disposal larger funds for the year 1953-54 and my hon. friend may be patient for some time. Government are serious in their desire to encourage *khadi*.

**Shri M. D. Ramasami:** Is there any intention of purchasing handloom cloth?

**Mr. Deputy-Speaker:** This relates to *khadi*. That question does not arise.

**Shri Kelappan:** Will the hon. Minister give the figures of the purchase of *khadi* by the Central Government for the last three years?

**Mr. Deputy-Speaker:** That does not arise out of this.

**Shri Velayudhan:** May I know whether only the *chaprasis* of the Government of India were compelled to wear these clothes and not any other officers?

**Shri T. T. Krishnamachari:** Also the Ministers.

GIRIDIH GROUP OF COLLIERIES  
(RETRENCHMENT)

\*332. **Sardar A. S. Saigal:** (a) Will the Minister of Production be pleased to state whether it is a fact that 2,000 workers from Giridih group of collieries are going to be retrenched in the near future?

(b) Have Government received any representation and if so, on what date?

(c) Is it a fact that Bengal and Bihar colliery owners are parties to a dispute already referred to the Industrial Tribunal at Dhanbad?

(d) Is it a fact that a "Fact Finding Committee" was appointed and if so, what are its findings with regard to the retrenchment mentioned in part (a) above?

**The Minister of Production (Shri K. C. Reddy):** (a) Yes.

(b) Yes, on 2nd January, 1953 from Dr. P. B. Gupta in addition to other representations from the workers.

(c) Yes.

(d) Yes. The findings of the "Fact Finding Committee" are as follows:—

(1) The total number of surplus labour and staff in Giridih group of collieries at present is 2,457.

(2) More labour will be rendered surplus each year due to exhaustion of further working areas in the mines.

SHIP CONSTRUCTION AT HINDUSTAN SHIPYARD

\*333. **Sardar A. S. Saigal:** Will the Minister of Production be pleased to state what is the cost of construction of a ship at Visakhapatnam and the cost in U.K.?

(b) Is it a fact that the cost of construction of a ship at Visakhapatnam is twenty-two lakhs more than that in U.K.?

(c) Have Scindias fulfilled the orders placed with them in 1950 for three cargo vessels as well as the orders placed in August 1951?

**The Minister of Production (Shri K. C. Reddy):** (a) and (b). The cost of a ship depends on its size and the type of machinery used. On the basis of a ship of 8,000 dead weight tons of the type built so far at the Shipyard, the present cost of construction in U.K. is understood to be about Rs. 59 lakhs while in Visakhapatnam it will cost about Rs. 76 lakhs.

(c) The six ships ordered by Government were delivered on the following dates: the first three by Scindias and the next three by the Hindustan Shipyard Limited in which Scindias are partners.

S.S. Jalapadma	18-1-51
S.S. Jalapalaka	3-4-51
S.S. Ja'aputra	2-7-51
S.S. Jag Rani	9-6-52
S.S. Jalapratap	9-8-52
S.S. Jalapushpa	17-10-52

**Dr. Lanka Sundaram:** May I know the emoluments available to the French firm of naval experts which is running the yard and also the commission available to that firm for building ships?

**Shri K. C. Reddy:** I submit Sir, that the question does not arise out of this but if the Chair admits it, I shall try to answer.

**Mr. Deputy-Speaker:** Yes.

**Shri K. C. Reddy:** The Agreement with the French Company runs into several pages and several items are covered. The hon. Member wants to know what emoluments are paid to the experts of this French Company. For the efficient working of the Hindustan Ship yard, there are a few ex-

perts of the firm working there. I think, subject to correction—I have not got the exact figure here—they are given about Rs. 4000 per month each. With regard to the commission, I think it is about  $4\frac{1}{2}$  per cent. over-riding commission on the turnover each year at the shipyard. There are details also to which I cannot commit myself now without looking into the papers. If the hon. Member puts a separate question, I shall be glad to give him all possible information but if my memory serves me right, on a previous occasion, I think the terms of this Agreement have been laid on the Table of the House but I cannot vouchsafe for that exactly at the present moment.

**Dr. Lanka Sundaram:** I am not aware of the fact that the text of this Agreement was laid on the Table of the House. Will the hon. Minister undertake to place it on the Table?

**Mr. Deputy-Speaker:** He will do so.

**Shri Jaipal Singh:** The Hon. Minister has given us figures of a ship of 8000 tons draft. Does it mean that we cannot build a heavier ship?

**Shri K. C. Reddy:** We can build a ship upto 15,000 tons. For the present it has been considered that building ships of this tonnage would suffice our requirements.

**Babu Ramnarayan Singh:** In this regard, I want to know something from you, Sir. Once a supplementary is allowed by the chair, is it for a Minister to say whether a question arises or does not arise?

**Mr. Deputy-Speaker:** I am not omniscient. It is open to a Minister to draw my attention to the fact that it does not arise. He has to answer the question. I think it is legitimate for any hon. Member also to say that it does not arise.

**Shri Jhunjhunwala:** Arising out of the answer that cost of construction of ships in U.K. is Rs. 59 lakhs while ships constructed in India cost Rs. 76 lakhs, what are the main items on which we have to pay more?

**Shri K. C. Reddy:** I will try to answer that question. When the capacity of a ship yard is less than what it should be on an economic basis, the overhead charges will work out to be much more for each ship. Each shipyard has to build about 5 to 6 ships per year which is the minimum. In the Vizag shipyard, we are able to build only 3 to 4 ships every year.

If we could have a better building programme, then the overheads will come down. Secondly the cost of labour is there. The nature of labour, whether they are skilled and efficient—all these have to be borne in mind. Then, there is the cost of iron and steel and other machinery that goes into the building of ships. The cost of steel that we get in our country as compared with the cost of steel in the U.K. is higher according to my information. There are several other factors also which come into the picture. If our ship-building yard is fully developed, when we have six berths which we have in view, and also rationalise the labour working there and also systematise the supply of steel in proper time sequence, I have no doubt that our prices will compare favourably with the U.K. prices. Even now I may say that our prices compare favourably with the cost of ship-building in the U.S.A. and some other countries.

**Mr. Deputy-Speaker:** Next question.

#### TRIPARTITE CONFERENCE ON TEA INDUSTRY

\*336. **Shri Tushar Chatterjea:** Will the Minister of Commerce and Industry be pleased to state:

(a) the result of the Tripartite Conference that was held in December 1952 in Calcutta to discuss the crisis in tea industry;

(b) whether any agreed formula has been found;

(c) if so, whether the tea-garden owners are acting up to it;

(d) whether it is a fact that even after the Conference, some of the tea-garden owners in Assam and West Bengal have closed their gardens;

(e) if so, why and what step Government are taking for re-opening them; and

(f) what is the stand of the Government of India in regard to the supply of cheap rations to tea-garden labour?

**The Minister of Commerce and Industry (Shri T. T. Krishnamachari):**

(a) to (c). A copy of the Press Note released by Government on the 6th February, 1953 announcing the recommendations made at the Industrial Committee on Plantations which met on the 19th and the 20th December, 1952 in Calcutta and the action taken by Government thereon is laid on the Table of the House. [See Appendix III, annexure No. 11]