

has been imported from Pakistan during these four months?

Shri Karmarkar: No, Sir.

Shri S. C. Samanta: From the statement I find that no foodgrain was sent to Madras in January. May I know the reason why nothing was sent in spite of Madras being so much deficit?

Shri Karmarkar: I should like to find out.

Shri S. C. Samanta: May I know whether the amount mentioned in the statement, namely 16,46,000 tons, was all imported by international agreement or by private arrangements also?

Shri Karmarkar: I think that there is no import of foodgrains by private arrangement. It is all by international arrangement and arrangements by the Government of India.

Shri Namdhari: In the matter of achieving success in the Grow More Food scheme, is not the difficulty more due to our having no rains or less rains?

Shri Karmarkar: I am very grateful to the hon. Member's suggestion. The precise point is that we have to import a greater amount of foodgrains in spite of the fact that we grow more food, on account of reasons like famine and the rest.

Shri Nambiar: May I know whether more food has been despatched to North Arcot district in South India in view of famine conditions existing there today?

Shri Karmarkar: I cannot say about North Arcot particularly, but wherever there was scarcity grain has been diverted.

Shri S. C. Samanta: May I know how much was sent to industrial concerns?

Shri Karmarkar: I can find out. But apart from the tea gardens I do not know whether industrial concerns are allotted grains.

FLYING CLUBS

*239. **Shri S. C. Samanta:** Will the Minister of Communications be pleased to state:

(a) the number of Flying Clubs, Gliding Clubs and Aero Clubs that existed in India in 1947-48 and the number of the same that exist at present (club-wise);

(b) the subsidies given to those clubs in 1947-48 and the subsidies

that are proposed to be given in 1952-53; and

(c) how many pilots of different types are proposed to be trained through these clubs in the year 1952-53?

The Minister of Communications (Shri Jagjivan Ram) (a) In 1947-48, there were 8 Flying Clubs, one Gliding Club and one Aero Club. Now, there are 12 Flying Clubs, two Gliding Clubs and one Aero Club.

(b) In 1947-48, Rs. 6.9 lakhs to Flying Clubs and Rs. 3,000 to Gliding Clubs.

In 1952-53, the proposed subsidy is—

To Flying Clubs Rs. 12.34 lakhs.

To Gliding Clubs Rs. 2.41 lakhs.

To Aero Club Rs. 25,000.

(c) 300 'A' licence pilots, 50 'B' licence pilots and 40 glider pilots of different categories are expected to be trained at these clubs during 1952-53.

Shri S. C. Samanta: May I know what parts the flying clubs have played in training commercial pilots?

Shri Jagjivan Ram: They have been training persons who are later on trained commercial pilots as well.

Shri S. C. Samanta: May I know what steps have been taken to create interest and rouse enthusiasm in private persons, students and technical students in civil aviation?

Shri Jagjivan Ram: These flying clubs are being maintained, financed and encouraged by Government with a view to afford easy facilities to these persons to take interest in flying.

Shri S. C. Samanta: The hon. Minister said that flying clubs and gliding clubs were spread over the country. May I know whether any central organization has been set up or Government propose to set it up in the near future?

Shri Jagjivan Ram: For what purpose, Sir?

Mr. Speaker: Just to co-ordinate and organize.

Shri Jagjivan Ram: Of course, the Civil Aviation Department is doing that work.

Shri T. S. A. Chettiar: On what basis these grants are made?

Shri Jagjivan Ram: They are paid on the following scales:

(1) A fixed annual subsidy of Rs. 30,000 per club for meeting the standing charges of the club.

(2) A sum of Rs. 5 p.m. of instructional flying (dual and solo by members of the club) flown by the club in excess of 1,000 hours per year at the headquarters aerodrome of the club or its satellite aerodrome.

(3) For each member of the club who, being an Indian national under 35 years of age trained by the club on aircraft belonging to the club or loaned to it by the Central or State Governments, a bonus is paid as follows:—

For private pilot's licence ("A" licence) Rs. 250.

(4) An hourly bonus for flying in respect of those members of the club who are Indian Nationals and not more than 28 years of age at the following rate, namely—

(i) on aircraft in 65/100 H.P. class Rs. 15 p.h.

(ii) on aircraft in 101/129 H.P. class Rs. 18 p.h.

(iii) on aircraft in 130/185 H. P. class Rs. 20 p.h.

Shri Jaipal Singh: What are the special reasons that constrain Government to continue the subventions to the flying clubs that are not in need of it?

Shri Jagjivan Ram: I do not think that there is any reason to presume that subventions are being paid to flying clubs which do not stand in need of them. Rs. 30,000 is paid to all the clubs and the other subventions are calculated on the basis which I have just read out.

Col. Zaidi: Is it true that many pilots trained by these flying clubs find it very, very difficult, if not impossible, to get job in the country as commercial pilots?

Shri Jagjivan Ram: I have no information on this point, but I presume that there is great demand for them.

Shri S. C. Samanta: May I know whether it is a fact that commercial pilots are being trained by Government institutions in other countries? May I know why commercial pilots are not being trained in that manner and why the private institutions which train commercial pilots are not being subsidized?

Shri Jagjivan Ram: I will look into the matter before I can say anything.

THEFTS IN TRAINS

*240. **Shri Balmiki:** Will the Minister of Railways be pleased to state:

(a) the number of train thefts and robberies committed in April, 1951 and April, 1952; and

(b) the steps taken to stop them?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) The number of train thefts and robberies committed in April 1952 was 849 as against 916 in April, 1951.

(b) Preventive measures taken include provision of window bars in upper class compartments and in lavatories of all classes, constant checking of safety catches in compartments, escorting of passenger and goods trains in areas notorious for thefts and robberies, improved rivetting of wagons and better watch and ward arrangements in stations and yards.

श्री बाल्मीकी : इस सम्बन्ध में रेल डकेतियों के कारण कितनी जानें गईं ?

[**Shri Balmiki:** How many persons have lost their lives on account of these train dacoities?]

श्री लाल बहादुर शास्त्री : इसकी ठीक संख्या तो मैं नहीं बतला सकता ।

[**Shri L. B. Shastri:** I am unable to give the exact figures in this connection.]

श्री बाल्मीकी : स्पेशल पुलिस का कब से प्रबन्ध किया गया है और उस से स्थिति में क्या सुधार हुआ है ?

[**Shri Balmiki:** Since when has the special police force been deputed on these trains and how far has this brought about an improvement in the situation?]

श्री लाल बहादुर शास्त्री : पिछले पांच वर्षों से स्पेशल पुलिस का इन्तजाम किया गया है और उसकी वजह से काफी सुधार स्थिति में हुआ है। यह पुलिस उस वक्त मुकर्रर की गई थी जब कि सन् १९४७ के बाद ट्रेनों में बहुत घटनायें होने लगी थीं, और बहुत लोगों पर हमले हुए। इसकी वजह से रेलवे प्रोटेक्शन पुलिस मुकर्रर की गई, उसने बहुत बड़ा काम किया और उस वक्त जो काफी वाकयात हो रहे थे फौरन रुक गये ।

[**Shri L. B. Shastri:** The services of the special police force are being provided for the last five years, and the