

Prices of Cotton

641. Shri Rano: Will the Minister of Commerce be pleased to state:

(a) whether it is a fact that the cotton-growers are demanding rise in the price of raw cotton from 1980 onwards;

(b) whether the prices of raw cotton were raised during the years from 1960-61 to 1966-67;

(c) if so, the percentage thereof;

(d) whether Government propose to increase the ceiling and floor prices of raw-cotton and to reduce the

gap between the ceiling and floor prices of different varieties for the coming season; and

(e) whether Government propose to announce the cotton price policy every year before the second week of June?

The Deputy Minister in the Ministry of Commerce (Shri Shaif Qureshi):

(a) Yes, Sir.

(b) Yes, Sir.

(c) Increases in floors and ceilings in respect of cotton allowed during the years 1960-61 to 1966-67 are as follows:—

increases in Rs. per candy.

Year	Floors	Ceilings
1961-62	Rs. 105	..
1962-63	..	Rs. 125
1963-64	Rs. 100	..
1964-65
1965-66	Rs. 75 to Rs. 100	Rs. 50 to Rs. 75
1966-67	Rs. 34 to Rs. 115	Uniform increase of 5%

(d) and (e). Price policy for 1967-68 is under consideration and efforts are being made to announce it as early as possible. Government are also anxious to announce the price policy every year before the cotton-sowing season starts.

(b) if so, the important products being exported by them and their value?

Export by Public Sector Steel Projects

642. Shri M. Sundararam: Will the Minister of Steel, Mines and Metals be pleased to state:

(a) whether the public sector steel projects have entered the export market; and

The Minister of Steel, Mines and Metals (Dr. Chenna Reddy): (a) and (b). Public Sector steel plants under Hindustan Steel Limited entered the export market soon after their commissioning. Beginning with the export of pig iron of the values of Rs. 5.5 million in 1959-60, the value of exports went up to Rs. 94 million in 1966-67.

The products exported during 1966-67 and their value is indicated below :

1966-67 Products	(F.O.B. Value in Million Rs. Value)
(i) <i>Iron and Steel</i> :	
Bars	22.1
Structurals	9.5
Rails	4.9
Hot Rolled Sheet Coils	5.2
H.R.W. Pipes	3.1
Pig Iron	49.0
Semi's broken ingot moulds	1.1
TOTAL (i)	92.9
(ii) <i>By-Products</i> :	
Naphthalene	0.1
Benzene	1.0
TOTAL (ii)	1.1
Total Export (i) + (ii)	94.0

International Conference of Industrialists

643. Shri Mohamed Imam: Will the Minister of Industrial Development and Company Affairs be pleased to state:

(a) whether it is fact that an International Conference of Industrialists and Businessmen representing various countries is proposed to be held at New Delhi in November or December this year;

(b) how many delegates are expected to attend the Conference;

(c) what will be the total expenditure on the Conference; and

(d) who will meet the cost of holding this conference?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): (a) The annual session of the International Federation of Cotton and Allied Textile Industry, a non-governmental international organisation which enjoys consultative status with the U.N. and other international and inter-governmental organisations, is scheduled to be held in Delhi in the month of November, 1967, at the invitation of the Indian Cotton Mills Federation.

(b) 300 delegates (with wives).

(c) and (d). Government have no information.

Rohtak-Panipat Rail Link

644. Shri Randhir Singh: Will the Minister of Railways be pleased to state:

(a) whether Government propose to revive the Rohtak-Panipat rail link as it existed before World War II so that these two important commercial centres and mandis of Haryana could be re-linked by rail; and

(b) if not, the reasons therefor?

The Minister of Railways (Shri C. M. Poonacha): (a) and (b). A Statement on the restoration of Rohtak-Gohana-Panipat dismantled rail line is laid on the Table of the House.

STATEMENT

Rohtak-Gohana-Panipat railway line which had been in operation since 1928, was dismantled during World War II in 1942. This line had continued to be unremunerative for a long time due to the keen road competition and the Railways were, therefore, hesitant to restore it at the end of the War. However, on the insistence of the former State Government