

Mission and T. C. A., Washington, jointly. Government are considering deputing 4 Indian Officers dealing with fisheries development work one from the Centre and three from the State—to assist in the procurement of equipment and recruitment of Technicians.

#### BOMBAY SUBURBAN SERVICE

**617. Shri Vartak:** Will the Minister of Railways be pleased to state:

(a) whether the passenger traffic on the Western Railway on the Bombay Suburban service has increased several times as compared with that in the pre-war days;

(b) whether there has been proportionate increase in the number of trains; and

(c) when the proposed quadruple overhead electric wires will be executed in place of the present double ones, between Bandra and Borivli on the Western Railway?

**The Minister of Railways and Transport (Shri L. B. Shastri):** (a) Yes. The passenger traffic of the Bombay Suburban Section of the Western Railway in 1950-51 was slightly more than three times the traffic in 1938-39.

(b) The number of trains has increased but a proportionate increase is not feasible. The cut in electric supply has made it necessary for the Railway to keep the number of trains below the maximum otherwise feasible.

(c) Electrification of the quadruple track is expected to be completed between Bandra and Andheri in about seven months and from Andheri to Borivli in about eight months thereafter.

#### CUSTOMS DUTY

**618. Shri H. G. Vaishnav:** Will the Minister of States be pleased to state:

(a) when the process of abolition of customs duty in Hyderabad State would be completed;

(b) whether there will be any other taxation in that State to make up the deficiency of the customs income; and

(c) if the answer be in the affirmative what will be the nature of such taxation and the estimated annual income thereof?

**The Minister of Home Affairs and States (Dr. Katju):** (a) By the end of the financial year 1953-54.

(b) and (c). The question whether the loss of revenue from the abolition of customs duty should be made up by other taxation measures is entirely a matter for the State Government to consider in the light of their finances and local conditions. Generally the stepping up of the Sales Tax has been recommended for making up the deficiency. The increased yield of Sales Tax for the year 1952-53 is estimated at Rs. 150 lakhs.

#### NATIONAL COLOURS FOR INDIAN SHIPS

**619. Shri S. C. Samanta:** Will the Minister of Transport be pleased to state:

(a) whether it is a fact that white ensign of the National Colours for Indian ships has undergone a change;

(b) if so, who changed it and when it has been introduced;

(c) the descriptions of red ensign and blue ensign; and

(d) what are the regulations governing the use of the blue ensign?

**The Minister of Railways and Transport (Shri L. B. Shastri):** (a) and (b). Yes. The Indian Naval White Ensign which was introduced on 26th January 1950 was changed very slightly in size from March, 1951. The change was effected under the orders of the Ministry of Defence.

(c) and (d). A copy of the Government of India Ministry of Transport Notification, No. 73-MA(2)/49 dated 22-1-1952, which describes the Red Ensign and the Blue Ensign, and prescribes the regulations governing the use of the latter, is laid on the Table of the House. [See Appendix XI, annexure No. 7].

This Notification was published in the Gazette of India of the 2nd February, 1952.

#### COTTON PRODUCTION

**620. Shri S. C. Samanta:** (a) Will the Minister of Food and Agriculture be pleased to state what are the All-India first, second, third and fourth estimates of cotton with area and quantity of production (state-wise)?

(b) What is the basis of official estimates and trade estimates of cotton and how much do they differ?

(c) How much has been spent on Grow More Cotton in each of the years from 1947-48 to 1951-52?

**The Parliamentary Secretary to the Prime Minister (Shri Satish Chandra):** (a) A statement showing the available data for 1951-52 is placed on the Table of the House. [See Appendix XI, annexure No. 8]