

(b) As already stated above the obtained the consent of the Government of India before they sent their food gifts?

The Minister of Food and Agriculture (Shri Kidwai): (a) and (b). Attention is invited to the Prime Minister's reply to starred question No. 36 on the 5th November, 1952.

(c) There is an Agreement between the Government of India, and the Government of U.S.A. for relief supplies. In regard to gifts outside this Agreement, and gifts from other countries, there is no need for the approval of the Government of India, as long as the gifts are consigned either to the Government, or to recognised Relief Organisations.

EXTERMINATION OF LOCUST SWARMS IN RAJASTHAN

219. Shri Karni Singhji: Will the Minister of Food and Agriculture be pleased to state:

(a) the expenditure incurred by the Central Anti-locust Organisation on the recent operations for the extermination of locust swarms infesting the Barmer, Jaisalmer and Bikaner Districts of Rajasthan; and

(b) how much damage to crops in these districts is estimated?

The Minister of Food and Agriculture (Shri Kidwai): (a) Approximately Rs. 68,000 in Barmer District, Rs. 1,57,000 in Jaisalmer District, and Rs. 1,52,000 in Bikaner District.

(b) Preliminary reports indicate that only slight damage was done to late Kharif and newly sown Rabi crops during September and October 1952. Actual figures of the damage have not yet been collected.

SHORTAGE OF WAGONS

220. Shri Basappa: Will the Minister of Railways be pleased to state:

(a) the present numbers of broad gauge and metre gauge wagons in Indian Railways;

(b) the number of new goods wagons placed on the tracks in the year 1951-52; and

(c) whether any representations have been received from the merchants of Mysore State regarding shortage of wagons and if so, what action has been taken?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Total stock owned by Broad and Metre Gauge Indian Railways on 30th September 1952 was equivalent to 161,160

and 63,405 four-wheeler units respectively.

(b) An equivalent of 2,254 Broad Gauge and 2,359 Metre Gauge four-wheeler units.

(c) Yes, representations from some coconut and copra merchants of Mysore State have been received. This traffic has to share the availability of wagons along with the other traffic consistent with the Preferential Traffic Schedule, i.e., traffic entitled to any preferential treatment under Section 27-A of the Indian Railways Act, 1890. Supply of wagons for this traffic during the period June to October, 1952 has been appreciably better than that during the corresponding period of the previous year. Further, for the next few years it is expected that there will be an annual increase in the overall wagon holdings, both Broad and Metre Gauge, to the extent of 3,000 wagons and this should ease the position for the movement of traffic generally.

AIR LINE COMPANIES

221. Shri Punnose: Will the Minister of Communications be pleased to state:

(a) the number and names of air-line companies in India;

(b) their total authorised, subscribed and paid up capital and their reserve and depreciation funds as on 30th March, 1952;

(c) whether there is any foreign participation in the capital of these companies; if so, in which and to what extent; and

(d) whether there is any State participation in the capital of these companies, if so, in which and to what extent?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Fourteen companies. I lay on the Table a statement showing their names. [See Appendix III, annexure No. 49].

(b) Figures of authorised, subscribed and paid-up capital and the reserve and depreciation funds of companies operating scheduled services as disclosed by their latest available balance sheets, namely of 1951, are given in the statement. Similar figures in respect of companies engaged on only non-scheduled operations are not available. Figures as on 30th March 1952 are not available.

(c) There is none, so far as I am aware. But I am having the exact position checked up.