

(b) if so, the causes thereof; and

(c) what measures Government propose to take to remove the causes?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes, Sir

(b) In the second half of June, 1957, the number of ships that arrived in the port of Calcutta was in excess of the capacity for alongside berthing. To avoid detention to ships the shipping agents unloaded cargoes into lighters from ships moored mid-stream

(c) Discharge into lighters is not an uncommon feature in port operation when circumstances demand it. The problem is being tackled in Calcutta by certain long-term and short-term measures. The long-term measures include the construction of additional berths. The short-term measures consist of—

- (1) provision of additional mechanical appliances for which orders have already been placed;
- (2) putting into operation newly erected mechanical coal loading and ore loading plants;
- (3) improvement of the output of labour which is expected to follow the introduction of a piece-rate scheme which is being evolved by a tripartite committee appointed for the purpose

Cauvery North Railway Bridge

*68. **Shri Shankariah:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the Cauvery North Railway Bridge near Seringpatam is damaged;

(b) whether the damage caused was due to the heavy goods train No. 3048 run on 22nd April, 1957 with two "Y" "D" class engines;

(c) whether any inspection of the bridge was made either before or after the 22nd April, 1957; and

(d) if so, by whom and to what effect?

The Deputy Minister of Railways (Shri Shahnawas Khan): (a) There is no damage to Cauvery (North) Railway Bridge near Srirangapatna. Some joints in the lower courses of the masonry in one pier of the bridge were found exposed on 26-4-57 due to the pointing in joints having got washed away

(b) No, Sir

(c) and (d) Yes. The bridge was inspected by the District Engineer (II) Mysore on 23-4-57, i.e. three days before the exposed joints were noticed by the gangman. At that time the water level being higher, the masonry joints in question were not clearly visible

The bridge was again inspected by the District Engineer at about 10 P.M. on 26th after receipt of the message conveyed by the Station Master and was declared safe for passage of trains. Two Deputy Chief Engineers jointly inspected the bridge on 27th and found nothing wrong, except that mortar had been washed away from the masonry joints of one pier

Honnemmaradu Hydro-Electric Project

*69. **Shri Mohamed Imam:** Will the Minister of Irrigation and Power be pleased to refer to the reply given to Starred Question No. 156 on the 24th November, 1955 and state:

(a) whether the Government of Mysore have been urging for the speedy completion of the Hydro-Electric project of Honnemmaradu in the State of Mysore, and

(b) if so, the grant set apart for the implementation of this project during the Second Five Year Plan?

The Minister of Irrigation and Power (Shri S. K. Patil): (a) The Honnemmaradu Project, now styled "The Sharavathi Valley Project" has been included in the Second Five Year