

(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

Honnemaradu 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 Honnemaradu 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 Honnemaradu Project, now styled "The Sharavathi Valley Project" has been included in the Second Five Year

Plan The execution of the project is the responsibility of the State Government

(b) No grants are given by the Central Government for execution of Hydro-electric Projects by the State Governments Presumably the Honourable Member is referring to the provision made for the project in the Second Five Year Plan The amount so provided is Rs 1,300 lakhs

General Manager's Office Building,
Gorakhpur

*70. Shri Rup Narain: Will the Minister of Railways be pleased to state the approximate cost of the General Manager's office building Gorakhpur, North Eastern Railway which is under construction?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): The revised cost of the General Office building under construction will be about Rs 8 lakhs

विहारी में पानी की वधा

*७१ श्री नवल शंभाकर क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि ३० मई, १९५७ को एक विजयि जा रही थी जिसमें यह कहा गया था कि बृहत्तर दिल्ली के निवासियों को प्रतिदिन १० म० प० और ५ म० पू० के बीच स्थच्छ करने पानी से वचित रहना पड़ेगा , और

(ख) यदि हा तो इसके क्या कारण हैं ?

स्वास्थ्य मंत्रों (श्री करमरकर) (क) जी हा ।

(ख) बजौराबाद की तरफ यमुना में, जहाँ पानी खींचने वाले नल काम कर रहे पर्याप्त मात्रा में पानी न मिलने की कठिनाई है, ऐसा हुआ । वार्षिक मरम्मत के लिये अस्थायी रूप से बन्द करने के पश्चात् पश्चिम से यमुना नहर में ताजेवाला हेडवर्क्स से पानी खींचने के बाद नदी बाईं तरफ हट गई जिस

कारण यह कठिनाई उत्पन्न हुई । नदी की मुख धारा अन्तर्गामी पानी-धर से लगभग २००० फीट पीछे हट गई और एक लम्बी अन्तर्गामी नाली की व्यवस्था बरनी पड़ी। तथापि अधिकारियों के सामयिक कार्यवाही करने पर तीन दिन के अन्दर फिर सामान्य स्थिति आ गई और इस दौरान में बृहत्तर दिल्ली के बड़े भाग में यह प्रतिबन्ध नहीं लगाया गया क्योंकि अन्तर्गामी पानी-धर पर पवित्र के लिय पर्याप्त पानी प्राप्त कर लिया गया था ।

Assam Railway Link Stabilisation
Committee

*73. Shri S. K. Banerjee: Will the Minister of Railways be pleased to state

(a) what are the main findings of Assam Railway Link Stabilization Committee,

(b) whether the existing lines particularly between Malbazar and Hasimara, and between Fakiragram and Rangia, can be fully stabilised for all weather,

(c) whether an alternative route is essential for movement of all traffic because there are breaches during monsoon and

(d) if so, what alternative route in addition to the existing Railway route is proposed by the Committee?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) The main findings of the Committee are —

(i) The present alignment must be retained and stabilised, as far as practicable, by taking the protective measures as detailed in the Report

(ii) Due to peculiar physical features of the terrain it is not possible to ensure absolute stability of the present route. The majority Report recommends construction of a southerly second link from