

**Shri V. P. Nayar:** May I know whether there were any special reasons why Government thought it desirable or necessary only to have lists of the formulations in Allopathy, leaving Ayurveda and other indigenous systems alone?

**Shri Karmarkar:** In the first instance we took up Allopathy, because there we found that there were a number of patent and other drugs which were being imported into India unnecessarily. Therefore, the National Formulary Committee was entrusted with the work of preparing a national formulary containing the list of certain essential combinations which only should be allowed to be imported or manufactured in the country.

**Shri V. P. Nayar:** The Minister has stated that some drugs of foreign origin are being imported unnecessarily. Do we take it that Government will wait, for the ban on such drugs, until the lists are published, or whether in view of the fact that they have been found to be unnecessary, steps will be taken now itself to prohibit their imports?

**Shri Karmarkar:** That is in line with the complaint which my hon friend made the other day in the course of the debate on influenza. Certain people are unnecessarily interested in them by advertisements and the like, and so we have thought of going into the question as to which would be the essential medicines which would either have to be imported or to be manufactured in the country, so that the normal customer, as my hon friend always desires, should not be deluded into something which is not desirable.

#### Transport Facilities for despatch of Manganese Ore

\*169. **Shri D. V. Rao:** Will the Minister of Railways be pleased to state

(a) whether manganese mine owners and workers' unions have sent representations requesting for provision of transport facilities for despatch

of manganese ore accumulated at railway sidings, and

(b) the action taken by Government?

**The Deputy Minister of Railways (Shri Shah Nawaz Khan):** (a) Yes

(b) As a result of representations received from the Mine owners and workers from Garividi and Chipurupalli areas, arrangements for movement of traffic in manganese ore from these areas to Vizagapatnam port have already been made to the maximum extent feasible consistent with the existing rail as well as port capacity.

**Shri D. V. Rao:** May I know the pit-head stock at the beginning of June, 1957, and how much of it was transported since then, that is, from the beginning of last month?

**Shri Shah Nawaz Khan:** The quota for export of manganese ore from Visakhapatnam is fixed at 150 wagons per month, and that full quota has been exported.

**Shrimati Tarkeshwari Sinha:** May I know the quantity that was lying accumulated at the sidings of the railways during 1956-57, and also near the mines? May I also know how much of that stock has been removed, and how much is still lying accumulated?

**Shri Shah Nawaz Khan:** I am not aware of the stocks lying accumulated at the mines.

**Shrimati Tarkeshwari Sinha:** What about the stock in the railway sidings?

**Shri Shah Nawaz Khan:** I have not got that information with me.

**Shri T. B. Vittal Rao:** May I know whether representations have been submitted by the workers' unions to Government saying that the mines are being closed, because the pit-head stocks are very heavy, and the railways are unable to transport them?

**Shri Shah Nawaz Khan:** As I have stated already, a representation was received from workers of Garividi

in Waltair district. The output from the mines is approximately 20 wagons a day, and we had been moving enough wagons from that area, to avoid causing any hardship.

**Shri Joachim Alva:** Has the Railway Board received a large number of complaints from the Londa area around Belgaum and North Kanara, in regard to the Londa coal which is known to be one of the best qualities of coal?

**Shri Shahnawaz Khan:** That is an entirely different question. I shall require notice.

**Shri Ranga:** Have Government received any representation in regard to the large-scale unemployment that is caused at the Garividi manganese mines because of these difficulties?

**Shri Shahnawaz Khan:** I would like to submit that the hon. Member is fully aware of the pressure on line capacity particularly on that section. I am afraid we cannot do anything more than that. The obvious solution lies in the development of road traffic and in moving the manganese ore by road. The utmost that we can do is to move about 30 wagons per day, and we are doing that.

#### Assam Rail Link

\*170. { **Shri Raghunath Singh:**  
           **Shri Heda:**  
           **Shrimati Hla Palchoudhuri:**

Will the Minister of Railways be pleased to state what special measures are being taken to protect Assam Rail Link from the ravages of the monsoon?

**The Deputy Minister of Railways (Shri Shahnawaz Khan):** Ever since the construction of the Assam Rail Link, large-scale protection works have been planned and carried out on the link route. Wherever floods and breaches indicated weak bridges or formation, remedial measures were adopted to strengthen them. The Assam Rail Link Stabilisation Committee has submitted its report and

have indicated what further measures are required to strengthen the link. The Report is under consideration. Steps have been taken by posting the necessary staff to maintain this link during the coming monsoon and to formulate detailed schemes for strengthening the route keeping in view the Committee's suggestions.

**Shrimati Hla Palchoudhuri:** May I know whether the report that has been submitted will be placed on the Table of the House soon, and how soon the recommendations contained therein will be implemented, and also whether the course of the line which is very unsuitable is proposed to be changed to a different terrain?

**Shri Shahnawaz Khan:** As I have already submitted, the report is under consideration, and I see no objection to the report being placed on the Table of the House, after it has been considered by the railways.

**Dr. Ram Subhag Singh:** What about the latter part of the question?

**Shri Raghunath Singh:** What about the change in the course of the line?

**Mr. Speaker:** If three or four questions are clubbed together, it will not be possible for the Minister to remember everyone of them.

**Shri Shahnawaz Khan:** May I reply to that question? The committee by a majority of four to two have recommended an alternative route. One of the recommendations is that the present link should be maintained and stabilised. It is also recommended that another alternate route further south should be constructed.

**Shri Heda:** Is it not a fact that practically the story is repeated every year, even though every year we are told that steps are taken to see that ordinary floods do not cause any breaches? Every year the first monsoons cause the breaches.

**Shri Shahnawaz Khan:** I recently returned from a tour of those areas. It is true that floods do cause breaches, but I may submit that it is