

(e) If not, when are the Schemes expected to come before the Planning Commission?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) At the instance of the Government of West Bengal, the question of developing a port at Geonkhali was considered in 1949 and early in 1952. The proposal was not pursued.

The Government of India are not aware of any proposal to set up a salt works at Geonkhali. The West Bengal Government are contemplating the setting up of a salt works at Contal, some 40 miles from Geonkhali.

(b) 25 miles.

(c) The effect on railway transport would be negligible as the bulk of the coal for export will still have to move to Calcutta via Burdwan.

(d) and (e). The Planning Commission have no information on the subject.

Shri S. C. Samanta: May I know whether the Port authorities at Calcutta are also discussing about the establishment of a satellite port in Geonkhali, and if so, how far they have proceeded?

Shri Alagesan: This question has been considered by the Government in all its aspects. The Port Commissioners have also expressed their views in the matter. There is no justification for establishing a port at Geonkhali just now.

Shri S. C. Samanta: May I know how Government are trying to relieve the serious coal congestion in the Calcutta port by not diverting the railway line from either Kolaghat or Bhogpur or Machhada to Geonkhali? What are the alternative proposals?

Shri Alagesan: At present sufficient facilities exist at Calcutta port to handle coal. There are about 8 berths for handling coal at present. Recently two cargo berths have been converted into coal berths. And the Calcutta Port is able to handle coal to the extent of 12,000 tons per day.

Shri S. C. Samanta: May I know Sir, whether Government is aware of the presidential address delivered by Mr. D. C. Driver of the Coal Consumers' Association in which he said that a foreign firm is going to establish a shipyard near Geonkhali?

Shri Alagesan: Some experts also have considered the case of Geonkhali, but they were of the opinion that Visakhapatnam is a more suitable site.

Shri S. C. Samanta: My question was whether a foreign firm has approached the Government of India or the West Bengal Government to start any such port here?

Shri Alagesan: I have no information on the subject.

Dr. S. P. Mookerjee: Will Government place on the Table the latest report of the Calcutta Port Commissioners on this subject?

Shri Alagesan: If it is the desire of the hon. Member, it can be placed on the Table of the House.

Dr. S. P. Mookerjee: May we know briefly what their latest recommendation was as to how it was essential for the proper development and integration of Calcutta port?

Shri Alagesan: I do not have detailed information on the subject.

Shri S. C. Samanta: May I know Sir, whether there was any proposal for the establishment of an oil refinery also at Geonkhali?

Shri Alagesan: Yes, Sir. That was also considered, and Messrs. Caltex Limited have chosen Visakhapatnam port for the establishment of an oil refinery.

Shri H. N. Mukerjee: Has Government considered the desirability of proceeding with this Geonkhali scheme because that would incidentally help the process of rehabilitating refugees to a very considerable extent?

Shri Alagesan: The scheme is not suitable in several respects as there is no safe anchorage and all ships would have to proceed to docks necessitating a complete port set-up of pilots, tugs etc. It was also estimated that the annual turnover of the new port would not exceed 80,000 tons, and hence it was not a financially feasible proposition.

Shri Damodara Menon: Is it a fact that Indian ship owners have represented to the Government that there is a great deal of congestion in Calcutta and additional coal berths must be provided?

Shri Alagesan: I have already answered this question.

TUBE-WELLS IRRIGATION SCHEME

*833. **Shri S. C. Samanta:** Will the Minister of Food and Agriculture be pleased to state:

(a) how many tube-wells have so far been sunk according to the Tube-wells Irrigation Scheme started at the instance of the Central Government;

(b) the number of tube-wells that are proposed to be sunk in different parts of India (State-wise);

(c) the names of firms that are constructing tube-wells;

(d) how long it will take to complete the Schemes; and

(e) the total amount that has been sanctioned for the Scheme?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) 378

- (b) 1. Uttar Pradesh—1245
2. Bihar—620
3. Punjab—505
4. Pepsu—300.

Total 2670

These are in addition to 595 tube-wells still to be constructed by M/S. Associated Tubewells Ltd. in U.P., Bihar and Punjab and 392 wells by National Tubewells Ltd. in Bombay.

(c) 1. M/S. Associated Tubewells Ltd.

965 wells in U.P., Bihar and Punjab (440, 300 and 225 wells respectively).

2. M/S National Tubewells Ltd.
400 wells are in Bombay.

3. M/S. German Water Development Corporation.
500 wells in U.P.

Arrangements for the balance number of wells are still not final.

(d) The schemes of 440 tubewells in U.P., 300 tubewells in Bihar, 225 tubewells in Punjab and 400 tubewells in Bombay are scheduled to be completed by the 31st March, 1953. 500 wells to be constructed by the German Water Development Corporation in U.P. are expected to be completed within two years of commencement i.e. by March, 1955.

(e) A total loan of Rs. 350.25 lakhs has so far been sanctioned to the States concerned for the Associated Tubewells and National Tubewells contracts.

Shri S. C. Samanta: May I know, Sir, how many of the contracting associations mentioned by the hon. Minister are foreign?

Dr. P. S. Deshmukh: So far as the German Water Development Corporation is concerned, although the contracting firm is foreign, it has certain Indian representation on it, and it is working through an Indian company.

Mr. Deputy-Speaker: The hon. Minister may repeat his answer a little louder as several hon. Members have not been able to hear.

Dr. P. S. Deshmukh: I have not got the information about all these companies, but I know for certain that the German Water Development Corporation is acting through an Indian firm here.

Shri S. C. Samanta: How many Indian contractors applied, and how many have been refused?

Dr. P. S. Deshmukh: I have not got the information.

श्री एच० एल० द्विवेदी : जो ट्यूब वेल्स लगाये गये हैं उनमें से कितने ऐसे हैं जो पेड़ोंल और बीजल वायुल से चलते हैं और कितने ऐसे हैं जो बिजली से चलते हैं और उनकी कीमतों में कितना अन्तर है ।

श्री पी० एस० देसायूख : यह इन्फार्मेशन फिलहाल मेरे पास नहीं है ।

Shri Dabhi: May I know whether it is a fact that the firm which has been given the contract for constructing tube-wells in North Gujarat in Bombay has given a sub-contract to somebody else, and if so, how much profit this firm is going to get as a result of the sub-contract?

Dr. P. S. Deshmukh: I am informed that there is no sub-contract given.

Shri S. C. Samanta: May I know, Sir, the names of the States where the tube-well irrigation scheme will not be successful?

Dr. P. S. Deshmukh: Wherever we have not attempted it. We have tried in these four States, and I may inform the House that we are going to establish some exploratory tubewells hereafter, and their number will be 336. They cover almost every State.

Shri Dabhi: May I know whether it is not a fact that some days ago in reply to a certain question the hon. Minister stated that this firm had given sub-contracts to somebody else?

Dr. P. S. Deshmukh: I had added a clause "subject to correction", and that is the correction I want to make now.

सेठ मचल सिंह : क्या माननीय मंत्री बताने की कृपा करेंगे कि जो ट्यूब वेल्स बने

हैं, वे सब ठीक तरह से काम कर रहे हैं ?

डा० पी० एल० देशमुख : जी हाँ, जहाँ तक मेरे पास रिपोर्टें आई हैं, उससे जाहज़ूम होता है कि वह ठीक काम कर रहे हैं ।

Shri K. G. Deshmukh: In view of the absence of irrigation facilities in Madhya Pradesh, is it contemplated to construct any tubewells in that part?

Dr. P. S. Deshmukh: Twenty-eight tubewells of an exploratory nature will be undertaken there.

श्री आर० एल० तिवारी : क्या विध्य प्रदेश के लिये भी कोई ट्यूब वेल्स की स्कीम है ?

डा० पी० एल० देशमुख : यहाँ विध्य प्रदेश का नाम तो ज़रूरी नहीं है ।

Shri Namdhari: Will Government consider erecting more tubewells in fertile areas in the Punjab as, besides the production of 3½ lakhs maunds of food and some quantity of fodder, it saves Rs. 55 lakhs of dollar exchange and Indian money?

Dr. P. S. Deshmukh: Government is convinced of the proposition stated by the hon. Member, and that is the reason why we are giving so much preference to Punjab.

Shri C. S. Bhatt: May I know whether it is possible to get the figures district-wise for Bombay State?

Dr. P. S. Deshmukh: I have not got the figures district-wise, but I believe most of these tubewells are going to be dug in Gujarat.

Kumari Anole Mascarene: May I know, Sir, why in the construction of tubewells, attention is confined only to the North?

Dr. P. S. Deshmukh: Because there is a very bad rocky soil in the South, and tubewells are not easily possible everywhere. I am afraid it is said that there is a vast strata where the sinking of tubewells is difficult.

Kumari Annie Mascarene: It is not our experience.

Mr. Deputy-Speaker: That is another matter.

Shri Nanadas: May I know whether Government has tried this tubewell scheme in Rayalseema, and if so, what are the results?

Dr. P. S. Deshmukh: Not so far. There are going to be 75 tubewells

dug in the State of Madras when the exploratory tubewells are undertaken.

Dr. Rama Rao: May I suggest that the hon. Minister be provided with a mike and a cup of coffee?

Mr. Deputy-Speaker: I will not allow any such remarks to be made. This is not a place where one can indulge in any kind of sarcasm. It is improper. The hon. Member must withdraw his suggestion.

Dr. Rama Rao: I withdraw, Sir.

Mr. Deputy-Speaker: It is not for want of coffee that the hon. Minister is not able to speak louder.

Shri Nambar: May I know, Sir, whether, in view of the fact that there are facilities available for tubewell schemes to be successful in South Arcot District of Tamil Nad. Any enquiries were made or any attempts undertaken at all?

Dr. P. S. Deshmukh: It is likely to be made in the future.

Shri G. S. Singh: May I know whether these firms have contracts to produce water regardless of the depth through which they have to drill, or is the contract only for drilling up to certain depths?

Dr. P. S. Deshmukh: Normally, the standard depth is 300 feet in the case of most of the tubewells.

Shri T. N. Singh: May I know whether the contracts with the Associated Tubewells Limited, as well as the Bombay firm, expired once, whether they failed to keep to the contract, and whether the contracts were renewed once again, and if so, why it has been done so far like that?

Dr. P. S. Deshmukh: We have had a good deal of difficulty in making these firms act up to the schedule, and therefore sometimes we have had to extend the time given to them.

Shri T. N. Singh: Out of the 2,000 tubewells that are to be constructed by Associated Tubewells, how many have they constructed so far?

Dr. P. S. Deshmukh: The number given was only 980 and not 2,000, and I think about 350 are about to be completed very soon.

Shri T. N. Singh: I wanted to know how many have been constructed, and not how many are to be constructed very soon.

Dr. P. S. Deshmukh: Round about 300.

Shri U. M. Trivedi: May I know why no tubewells have been constructed, and why no help has been

given by the Government in their construction in Rajasthan?

Dr. P. S. Deshmukh: Tubewells have been constructed in Rajasthan, and five are going to be provided in the exploratory tubewells construction scheme.

Shri U. M. Trivedi: Is it a fact that a bill of Rs. 28,000 has been made out by the Government for the digging of a single tubewell in Khijarla?

Dr. P. S. Deshmukh: I would like to have notice.

Mr. Deputy-Speaker: Does the hon. Member think that it can be dug for Rs. 8,000?

Shri U. M. Trivedi: I said Rs. 28,000.

Mr. Deputy-Speaker: The hon. Member must know what exactly will be the cost per tubewell.

Shrimati Ammu Swamiodhau: In view of the fact that monsoon has failed for the last five years in South India and there is water scarcity in Madurai district, Dindigul and other places, is the Government thinking of constructing tubewells in places where there is a great deal of drinking water difficulty?

Dr. P. S. Deshmukh: This is not a very easy thing to solve. There is water scarcity, especially of drinking water all over the country and we have got such reports from many States. It is not possible for us to start digging tubewells only for drinking water.

Shri V. G. Deshpande: May I know the amount so far advanced to the National Tubewells Limited, and the work done by them up to this time?

Dr. P. S. Deshmukh: I want notice.

Shri B. S. Murthy: What steps have been taken to investigate the question of digging tubewells in Rayalseema? May I know also whether the Government of Madras has been consulted in the matter, and if so, the reply of that Government on this subject?

Dr. P. S. Deshmukh: I do not think Government of India has made any survey or investigations so far.

Several Hon. Members rose—

Mr. Deputy-Speaker: We have had sufficient about this. Next question.

Question No. 883, Sardar Hukam Singh.

Sardar Hukam Singh: In the list of questions supplied to us, there is no

question No. 883. It is not printed in the list, and I did not know that I had any question at all.

Mr. Deputy-Speaker: After question No. 882, there is a question on 'Railway Zones (Economy)'. It appears that Sardar Hukam Singh gave notice of that question. I understand the Press made a mistake while printing, by putting it in the name of Shri N. P. Sinha. On the 29th November, a corrigendum was issued "...for Shri N. P. Sinha", read "Sardar Hukam Singh".

Dr. S. P. Mookerjee: Another correction also is necessary. For '884', we have to read '883'.

Mr. Deputy-Speaker: This correction also has been issued in the same corrigendum:

"On page 121(1) after question No. 882 for the existing No. "884" read "883"."

I wish the hon. Member evidently had only known this. Otherwise I would have passed over to the next question.

Sardar Hukam Singh: I put the question, Sir.

RAILWAY ZONES (ECONOMY)

*883. **Sardar Hukam Singh:** (a) Will the Minister of Railways be pleased to state the economies expected to be effected, or the increase in efficiency expected from the re-grouping of the Indian Railways into Zones, and from the abolition of the I Class on Indian Railways?

The Deputy Minister of Railways and Transport (Shri Alagappa): While better co-ordination in the movement of traffic has been secured on the Regrouped Railways, it is too early to assess the full extent of the economies realized and realizable. It is only after some time has elapsed after integration has been completed that a worthwhile assessment can be undertaken. As regards the question of financial implications of the withdrawal of first class accommodation it has already been referred to the Railway Administration concerned and their reports are awaited.

Sari Namblar: May I know the amount of money saved due to re-trenchment arising out of this zonalisation?

Shri Alagappa: As I have already stated, it is too early to answer the question and give a full picture of the economy that can be realised under this scheme.