

Extension of Cochin-Mangalore Line to Bombay

1961. Shri Sheopujan Ghastri:
Shri Madhu Limaye:

Will the Minister of Railways be pleased to state:

(a) whether Mysore and Maharashtra Governments have suggested for the extension of the Cochin-Mangalore line to Bombay along the West Coast; and

(b) if so, the reaction of Government thereto?

The Minister of Railways (Shri C. M. Poonacha): (a) Neither the Government of Mysore nor the Government of Maharashtra have recommended extension of the Cochin-Mangalore line to Bombay. The Government of Maharashtra, however, have suggested that the recently constructed Diva-Apta line should be extended to Dasgaon and onwards upto Goa.

(b) Construction of this line will be very expensive and within the limited funds likely to be made available for new lines during the 4th Plan, the possibility of taking up this line is remote.

Overbridge at Bareilly Jn. Station

1962. Shrimati Savitri Shyam: Will the Minister of Railways be pleased to state:

(a) whether there is any proposal to reconstruct the old wooden overbridge between three platforms at Bareilly Jn. station of the Northern Railway;

(b) whether it is a fact that a large traffic pass over it besides the passengers; and

(c) time likely to be taken to reconstruct it?

The Minister of Railways (Shri C. M. Poonacha): (a) No. However, a proposal for providing an additional foot overbridge at the Mughalsarai end of the station building during 1968-69, subject to availability of funds, is under the consideration of the Railway.

999 (a) LSD-3.

(b) Yes.

(c) Does not arise.

बलितयारपुर स्टेशन पर रेलवे का पुल

1963. श्री सिद्धेश्वर प्रताप : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पूर्व रेलवे के बलितयारपुर स्टेशन पर एक रेलवे पुल बनाने का कार्य प्रारम्भ हो गया है ;

(ख) यदि हां, तो पुल के निर्माण-कार्य में अब तक कितनी प्रगति हुई है, और यह पुल कब तक पूरा हो जायेगा ;

(ग) यदि अभी तक कार्य प्रारम्भ नहीं हुआ है भवना बहुत बड़ी प्रगति हुई है, तो इसके क्या कारण हैं ; और

(घ) बलितयारपुर-राजगीर लाइन पर चलने वाली गाड़ियों के लिये उपरोक्त स्टेशन पर ऊंचा प्लेटफार्म कब तक बन जायेगा ?

रेलवे मंत्री (श्री जे० ए० पुनावा) :

(क) जी हां। बलितयारपुर में एक ऊपरी सड़क पुल बनाने का काम प्रारम्भ हो चुका है।

(ख) पहुंच मार्गों की नीव डालने तथा मिट्टी डालने का काम चल रहा है। घोषणा है, रेलवे के हिस्से का काम मार्च, 1968 तक पूरा हो जायेगा।

(ग) राज्य सरकार के साथ तकनीकी व्यौरों को तय करने के कारण इस काम की प्रगति में कुछ विलम्ब हुआ है।

(घ) राजगीर लाइन पर ऊंची सतह का प्लेटफार्म बनाने का काम हो रहा है, घोषणा है, यह भी पूरा हो जायेगा।

Statutory Price Control on Cotton

1964. Shri M. Amersey: Will the Minister of Commerce be pleased to state:

(a) the reasons why cotton, which is an agricultural commodity, is still

subject to a statutory price control; and

(b) whether it is a fact that the ceiling prices on cotton are a disincentive to grow more cotton?

The Minister of Commerce (Shri Dinesh Singh): (a) The justification for Price Control on Cotton is that it seeks to—

- (i) assure a fair return to the growers;
- (ii) assure supply of cotton to mills at reasonable prices; and
- (iii) stabilise the general price level of controlled as well as non-controlled varieties of cloth and enables Indian cloth to compete in foreign markets.

(b) Not, in Governments' view, Sir.

Price Control on Cloth

1965. Shri M. Amersey: Will the Minister of Commerce be pleased to state the percentage of cloth which is under statutory price control to the total production of cloth in the organised and unorganised sectors (i.e. textile mills, Handlooms and powerlooms)?

The Minister of Commerce (Shri Dinesh Singh): About 23 per cent.

Price Control on Cotton

1966. Shri M. Amersey: Will the Minister of Commerce be pleased to state:

(a) whether it is a fact that nearly 95 per cent of the cotton production is subject to a statutory price control whereas the cloth under statutory price control is only 25 per cent of the entire cloth production (i.e. of textile mills, handlooms and powerlooms); and

(b) if so, the reasons therefor?

The Minister of Commerce (Shri Dinesh Singh): (a) Yes, Sir.

(b) The justification for Price Control on Cotton is that it seeks to—

- (i) assure a fair return to the growers;
- (ii) assure supply of cotton to mills at reasonable prices; and
- (iii) stabilise the general price level of controlled as well as non-controlled varieties of cloth and enables Indian cloth to compete in foreign markets.

Production of Cloth

1967. Shri M. Amersey: Will the Minister of Commerce be pleased to state the percentage of exported cloth to the total production of cloth in the cotton textiles (including that of handlooms and powerlooms)?

The Minister of Commerce (Shri Dinesh Singh): The percentage of exported cloth to the total production of cloth during 1964, 1965 and 1966 works out as follows:

	(in million metres)		
	1964	1965	1966
Production	7720	7643	7336
Exports	536.6	546.6	461.3
Percentage of exports to production	6.95	7.15	6.28

टायरों का निर्माण

1968. श्री रामबन्धु बीरपा : क्या औद्योगिक विकास तथा सखवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि भारत में टायर बनाने वाली विदेशी कर्मों को प्रोत्साहन देने के लिये उन्हें प्रश्रिय लाइसेंस दिये गये हैं; और

(ख) यदि हां, तो किन्-किन् कर्मों को प्रश्रिय लाइसेंस दिये गये हैं ?