

MESSAGE FROM RAJYA SABHA

Secretary: Sir, I have to report the following message received from the Secretary of Rajya Sabha:—

'In accordance with the provisions of rule 125 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to inform the Lok Sabha that the Rajya Sabha, at its sitting held on the 11th August, 1960, agreed without any amendment to the Delhi Land Holdings (Ceiling) Bill, 1960, which was passed by the Lok Sabha at its sitting held on the 2nd August, 1960.'

COMPANIES (AMENDMENT) BILL

REPORT OF JOINT COMMITTEE

Shri A. C. Guha: I beg to present the Report of the Joint Committee on the Bill further to amend the Companies Act, 1956.

EVIDENCE TENDERED BEFORE JOINT COMMITTEE

Shri A. C. Guha: I beg to lay on the Table a copy of the evidence given before the Joint Committee on the Companies (Amendment) Bill, 1959.

STANDARDS OF WEIGHTS AND MEASURES (AMENDMENT) BILL*

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): Sir, I beg to move for leave to introduce a Bill to amend the Standards of Weights and Measures Act, 1956.

Mr. Speaker: The question is:

'That leave be granted to introduce a Bill to amend the Standards of Weights and Measures Act, 1956.'

The motion was adopted.

Shri Lal Bahadur Shastri: Sir, I introduce the Bill.

*Published in the Gazetteer of India dated 16-8-60.

BUSINESS ADVISORY COMMITTEE

FIFTY-THIRD REPORT

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): Sir, I beg to move:

"That this House agrees with the Fifty-third Report of the Business Advisory Committee presented to the House on the 12th August, 1960."

Mr. Speaker: The question is:

"That this House agrees with the Fifty-third Report of the Business Advisory Committee presented to the House on the 12th August, 1960."

The motion was adopted.

12.06 hrs.

DEMAND FOR SUPPLEMENTARY GRANT (RAILWAYS), 1960-61

Mr. Speaker: The House will now take up Discussion and voting on the Supplementary Demand for Grant in respect of the Budget (Railways) for 1960-61.

DEMAND NO. 15—CONSTRUCTION OF NEW LINES

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 30,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1961, in respect of Demand No. 15—Construction of New Lines."

Now, there are some cut motions. I shall treat them as moved subject to their being admissible.

Need to extend the "Bailadilla-Kottavalasa" line upto Bhadrachallam Road from Bailadilla.

Shri T. B. Vittal Rao: I beg to move:

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 30,000 in respect of 'construction of new lines' be reduced by Rs. 100."

Necessity of mentioning the new lines from which savings are likely to accrue

Shri T. B. Vittal Rao: I beg to move:

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 30,000 in respect of 'construction of new lines' be reduced by Rs. 100."

Need for completion of the "Bailadilla-Kottavalasa" (Project by 1966.

Shri T. B. Vittal Rao: I beg to move:

"That the demand for a Supplementary Grant of a sum not exceeding to 30,000 in respect of 'construction of new lines' be reduced by Rs. 100."

Shri Rajendra Singh (Chapra): I move my cut motion No. 6.

Mr. Speaker: It is ruled out of order as it is an extraneous demand. The hon. Members are aware that with respect to the Supplementary Demands, the entire Budget is not thrown open for discussion. It is a new demand and I am afraid I have to rule it out of order.

Shri Rajendra Singh: It is something about a new line to be put up there. The station is mentioned these.

Mr. Speaker: I am sorry. Anything relating to the Railways cannot be the subject-matter of the Supplementary Demand.

Shri T. B. Vittal Rao (Khammam): Sir, I welcome the decision of the Railway Board to take up the construction this year itself of the Bailadilla-Kottavalasa line. This link will open up the areas rich in mineral deposits. It is said that this Railway link is being taken up so that it can be completed before 1966 when the agreement for the export of iron ore to Japan will come in. In the agreement it is stated that 14 million tons of iron ore per year will have to be exported to Japan. The iron ore traffic will no doubt be a very important factor because only the other day I was reading the draft outline of the Third Plan and it is expected to export iron ore to the tune of 15 million tons during 1966. It has also been estimated that this project is going to cost Rs. 50 crores—this estimate seems to be on the high side. Anyway the hon. Minister will take us into confidence and tell us how this estimate of Rs. 50 crores has been arrived at. That lead, as to what has been provided in the Plan for new railway lines—Rs. 122 crores. Out of that this Rs. 50 crores will go for this project and only Rs. 72 crores will be left for other new constructions.

Sir, I want this railway line to be extended from Bailadilla and connect with Bhadrachallam Road on the Central Railway. The distance between Bailadilla and Bhadrachallam Road, I am told, on a rough estimate is likely to be not more than 40 to 50 miles.

If this link is extended, then there is the question of construction of a major bridge across the river Godavari. The advantages that will accrue by linking these two places will be greater than the amount that we are likely to spend on the construction of a railway bridge on this particular extension. It will provide another link from Hyderabad to Visakhapatnam thus relieving the terrible congestion on the Waltair Vijawada section. Not only that, if his extension is made we will avoid a dead-end at

Bailadilla. From Bailadilla here is no rail link at all. If it is connected in the southern side, it will also provide alternate transport.

Mr. Speaker: Order, order. I find that cut motions Nos. 2 and 4 are also out of order. Cut motion No. 2 says: "Need to include construction of Talcher-Rourkela and Cuttack to Paradip lines in the scheme". Cut motion No. 4 says: "Necessity of mentioning the new lines from which savings are likely to accrue". How do they arise out of this Demand for Supplementary Grant?

Shri T. B. Vittal Rao: Cut motion No. 2 stands in the name of Shri Surendranath Dwivedy. He is not present in the House.

Mr. Speaker How does cut motion No. 4 arise out of this?

Shri T. B. Vittal Rao: In the explanatory note given on page 1 of this Supplementary Demand for Grant it is stated:

"The present requirement for the year 1960-61 compares with the amount voted by the Parliament as under:—

[Figures in thousands of rupees]

Budget Estimate	Latest requirements
1960-61	1960-61
Gross 62,90,66	55,06,09
Probable savings —8,14,57	"

My purpose in moving cut motion No. 4 is to know from which new railway construction these savings are likely to accrue. I also want to know how these savings are going to accrue, whether by slowing down construction work or by giving up certain railway lines which were originally included in the Budget.

Mr. Speaker: The hon. Member may elicit that information. There is no question of moving any cut motion on this.

Shri T. B. Vittal Rao: That has to be mentioned.

Shri B. C. Mullick (Kendrapara-Reserved-Sch. Castes): They are all new constructions.

Mr. Speaker: He can ask for that information, how they are going to effect the savings. Therefore, on the same grounds on which I have disallowed cut motion No. 6 standing in the name of Shri Rajendra Singh, I disallow cut motion No. 4 also. Cut motion No. 4 is also out of order. Cut motion No. 2 is also out of order.

Shri T. B. Vittal Rao: Sir, I accept your ruling. I was trying to point out that the extension of this railway link from Bailadilla to Bhadrachallam will help in avoiding a dead-end at Bailadilla. Whenever there is a transport bottle-neck somewhere between this new line, Kottavalasa-Visakhapatnam, then the whole iron ore traffic can be diverted to other parts, that is, from Bailadilla to Bhadrachallam Road, to Kakinada or Muslipatnam. There has to be a constant flow of traffic, and if these two places are connected there will be a smooth flow of traffic.

At the same time, I want, when this project is taken up, a proper time-schedule is drawn up for the various phases of the work in connection with this project. It is stated that it has to be completed by 1966. Let us judge the performance of the Railways with regard to other constructions. Judging by their performance in other constructions, I have my own doubts whether they will be in a position to complete these 310 miles within a period of six years. Sir, you are aware that the Khandwa-Hingoli rail link which was taken up for construction seven years ago, a metre-gauge line rail link of only 175 miles, has not yet been completed. when in seven years a metre-gauge rail link has not been completed, I

[Shri T. B. Vittal Rao]

do not know how this rail link of 310 miles is going to be completed within six years from now. But it has to be completed if we have to keep up our exports of iron ore and put into effect the agreement that we have entered into with Japan. It will be possible only if we draw up a proper time-schedule for the various phases of the work and a constant watch is maintained; otherwise, I am afraid, we will be lagging behind. I would, therefore, suggest to the hon. Minister that he should draw up a time-schedule for the various phases of work.

There is one other point on which I would like to have some clarification. There was an announcement recently about the creation of a new post of General Manager for Construction and that a General Manager from the North-East Frontier Railway has been transferred from that place to this new post. I want to know whether this is going to be an absolutely new organisation or whether the General Manager (Construction), will be a part and parcel of the South-Eastern Railway. From the Demand here I find that Rs. 20 lakhs will be provided for the South-Eastern Railway. I want to know whether the South-Eastern Railway Administration will be responsible for the construction of this line or the General Manager (Construction)—the post which is newly being created—will be in charge of it. I want to know whether this will be a separate administration or a part and parcel of the South-Eastern Railway Administration. If this link is not going to be under the charge of the new General Manager (Construction), the new post that is being created, I do not find any necessity for this new post being created at all; it becomes absolutely superfluous.

With regard to the savings that are likely to accrue from the new constructions, it is said that Rs. 8 crores are likely to come. I do not know how this amount has been arrived at. What are the projects, which have been in-

cluded in the Second Plan and which are in the process of construction, that are likely to be slowed down? What are the lines that are likely to be given up? Without slowing down some of the works or giving up some of them there cannot be any savings at all. During the Second Plan period a sum of Rs. 66 crores has been provided for new constructions, and by the end of the year 1960 we would have hardly spent Rs. 45 crores. That means there is likely to be a shortfall in the financial target of about Rs. 21 crores for new construction during the Second Plan period. About the physical achievements, there is going to be a terrible shortfall.

If this railway link is extended to Bhadrachallam Road, it will be useful. In the draft Third Plan, it is stated that 200 miles of additional railway line will be taken up to meet the needs and development of the coal industry. This area in Andhra Pradesh is a very rich coal bearing area and the production there is also likely to be increased considerably. In the Plan, a target of 97 million tons has been suggested tentatively. Therefore, with a view to transporting the additional coal that is likely to be raised from the coal mines in Belampalli, Ramgundam, Singareni and Kothagudium, this link will be of very great help.

Further, Andhra Pradesh has proposed to set up a fertiliser factory near about Bhadrachallem Road with an annual capacity of three lakh tons. That will also be a helpful thing, and again, this railway link would help in getting the raw materials to the proposed factory and also for transporting the fertilisers to the various places. Therefore, I earnestly request the Minister to consider these aspects and extend this line up to Bhadrachallam Road. From every aspect that you may take, either the development of coal industry or an alternate line for handling the iron ore traffic when there is a bottleneck either at the

Vizagapatam port or on the lines themselves, this extension of the railway line can be justified.

In the public sector, I am told that they are going to invest a sum of Rs. 138 crores for the development of coal industry. The coal which will be raised in this region is also in the public sector. Therefore, it is very necessary that this link of Bailadilla-Kottavalasa should be extended to Bhadrachallam Road.

Swami Ramananda Tirtha (Aurangabad): I am participating in this debate in order to draw the attention of the hon. Railway Minister to one or two matters affecting the development of the Marathwada area of the new Maharashtra State. At the time when the railway budget was discussed, we had put forth suggestions and we do not know how the matters stand at the present moment. As you know, this area is mostly undeveloped in all respects and it is very necessary to look into the pace of development of all parts of the country, and from that point of view, to keep pace with the rest of the country, this undeveloped area should also be opened to rail traffic. Therefore, we have been pleading for a new railway line which would connect Sholapur with Osmanabad, Bhid, Pai- than and Aurangabad. This line has been suggested, as you know, by the Maharashtra Government and it gets the second priority. The first priority, we know, is for the Konkasa line and it has received the first priority rightly. The line which has been suggested now passes through a hinterland in the rural area which has so far remained undeveloped. It has to be opened in the interests of the development of Marathwada area of the Maharashtra State. It may be about 150 miles or so. I do not know the exact mileage. But whatever be the cost, this line is very necessary.

Mr. Speaker: Order, order, How do these points arise? Hon. Members will kindly look to the Supplementary

Demands for Grants. Rs. 30 lakhs are asked for with respect to two new lines: one was already thought of at the time of the budget. The other is a new line. The Madhopur-Kathua line was decided after the budget. Certainly, it could be taken up. In the case of Bailadilla-Kottavalasa line, the agreement with the Government of Japan was finalised after the budget had been voted. Therefore, they are trying to push this matter through. The information has been given in the pamphlet. Hon. Members will find these remarks in the pamphlet, and they will confine their remarks only to these two items.

Shri Rajendra Singh: What you say is extremely appropriate and correct. But the question is, if we confine only to these two railway links, then we have nothing to say, because these two lines are extremely important and there could be no two opinions about them. Two hours have been allotted and therefore, opportunity should be given to us to speak about grievances which have been ventilated to us and which have been before the minds of some of us.

Mr. Speaker: I anticipated some cut motions which would have to be disallowed. Two hours have been allotted taking them also into consideration. Hon. Members are aware that new lines can form the subject-matter of the debate only at the time of the railway budget for which sufficient time is allowed. Here, it is only a question of extension. Hon. Members may of course speak as to why so much money has been wasted or say that it is unnecessary or even suggest that they must be taken up quickly and so on. The House has got a lot of other work also. On these two points which are under discussion, if hon. Members say that they have nothing more to say, I will immediately call upon the hon. Minister. Hon. Members cannot go beyond these two items.

Swami Ramananda Tirtha: I wanted to put forth only a suggestion and

[Swami Ramananda Tirtha]

that is why I referred to the matter. We understand that already a survey has been made for converting the Miraj-Latur line as a metre gauge line and extending it to Moninabad and Parli. That is a matter which the Railway Board has to look into.

In this connection, I would suggest to the Railway Minister a small matter. He must have travelled to Manmad and other parts in that area. Aurangabad is an international tourist centre. But, if we look to the amenities of passengers there—waiting room and all that—we will find that hundreds of thousands of passengers are simply prostrating themselves on the roads there; there is no protection. There may be an accident by any vehicle at any moment. So, I would suggest to the Railway Minister that he should look to the amenities of the railway station at Aurangabad and Manmad and also arrange for the roof and lighting at Manmad. One has to wait there for three or four hours and therefore sanitary arrangements have to be done. At present, the lavatories are so dirty that one is not inclined to answer the calls of nature while halting there. It is a very unhappy state of affairs. Only if the authorities pay adequate attention, much of the trouble and difficulty of the travelling public in those parts will be saved.

Shri P. K. Deo (Kalahandi): The people of the Dandakaranya area will remain ever grateful to the Railway Minister for his decision to take up the construction of Kottavalasa-Bailadilla railway line. It is a good thing that at long last, the Government have opened their eyes, and in pursuance of an agreement entered into with the Japanese Government for the export of iron ore, the Government are going to construct the new line and are thus going to open up a very dark area of this country, which has remained so far very undeveloped. In this connection, I would like to draw the attention of

the hon. Minister to a suggestion we made to him in the Railway Consultative Committee that the railway line should be from Bailadilla to Rayagada, so as to open up the huge bauxite and manganese ore deposits in the Koraput district. But instead of taking up that line, Government have decided to take up the Kottavalasa-Bailadilla line. Anyway, I thank the Government, because more than 100 miles of this line will pass in my own State and by the opening of this railway line, there are immense possibilities of many cement plants and steel plants and ferro-manganese plants coming up in the near future.

I support the cut motion so ably moved by my hon. friend, Shri Vittal Rao, that this railway line, instead of being a blind line or having a dead stop at Bailadilla should be further extended to Bhadrachallam Road, so that there will be a possibility of having a steel plant in that area. I remember the days when the former Hyderabad State Government made negotiations with the Eastern States Agency, who were carrying on the administration of the Bastar State on behalf of the minor Maharaja, to put up a steel plant in that area by utilising the iron ore of Bailadilla and the coal of the Singareni coal-fields. With the iron ore from Bailadilla and the coal from the Singareni coal-fields put together, we can have a steel plant somewhere in that Dandakaranya area and it will contribute to the prosperity of not only that area, but also of the whole country.

So far as the annual export of four million tons of iron ore to Japan is concerned, sometimes I feel sceptic about it, because there is so much congestion in the Vishakapatnam port. Even though under this agreement, two new berths are going to be built up in the Vishakapatnam port, for loading of iron ore still I do not think it will relieve the congestion. So, in order to fulfil our quota of 4 million tons, we must have some intermediate port

between Calcutta and Vishakapatnam. For that, the development of the Paradip port is an immediate necessity. The Intermediate Port Development Committee have recommended that in the third Five Year Plan, the Paradip port has to be developed. It will facilitate the export of iron ore to foreign countries and it will also contribute towards our foreign exchange earning. For that, the railway line from Cuttack to Talcher should be further extended up to Rourkela. From the Rourkela end, the line has come as far as Barsua. So, it will be hardly 50 miles if you connect Talcher to Barsua and from Cuttack to Paradip, it will be about 30 so that we can have the possibility of exporting not only 4 million tons of iron ore, but we can as well export 15 million tons of iron ore every year.

Regarding the construction of railway lines in this backward area, I would most respectfully suggest to the Ministry that the labour interests of the adivasis in that area should be properly safeguarded. We have a very bitter experience of how the adivasi labour in the Dandakaranya area is being exploited under the Dandakaranya Development Authority. In the name of the labour group leader schemes, the local people are completely neglected and the contracts are given to the refugees, who do not pay the wages adequately and regularly to the local people. I do not think there should be a repetition of this in this new project that is being taken up.

Mr. Speaker: Hon. Members will confine their remarks only to these two lines—the one newly thought of and the other already sanctioned in the budget.

Shri Ajit Singh Sarhadi (Ludhiana): While discussing these two lines for which sanction is being sought, can we not say that priority should be given to some other line?

Mr. Speaker: That cannot be done. That can be done only during the budget period; not now. (*Interruptions*).
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Of course, I am not shutting out any discussion whether the new line is necessary or not. The hon. Members might say that and invite the vote of the House. I have no objection.

Shri Chiniamoni Panigrahi (Puri): Mr. Speaker, Sir, I welcome this supplementary demand for undertaking the construction of these two important railway lines. So far as the railway line from Bailadilla to Kottavallasa is concerned, it is going to develop the most backward area in the State of Orissa. But I would like to have some elucidation from the hon. Minister regarding the scheme of construction of new railway lines with the help of Japanese aid from the Asian Economic Development Fund sponsored. This new line is being constructed by getting loans under the U. S. Development Loan Fund. Under this Fund loans are given to Japan and again Japan gives us loans for the construction of this line. But the hon. Minister has not told us what are the terms of the agreement under which the Japanese Government are giving us loan. Regarding to the 4 million tons of iron ore which we are going to export after the construction of this new railway line, what will be the share borne by the Japanese Government and what will be the share borne by us? No such clear indication has been given in this supplementary demand and also, whether the Rs. 20 lakhs that the Minister is asking us to sanction is part of the commitment of the Government of India with regard to its share, so far as the construction of this railway line is concerned. Those things have not been clarified.

With regard to the progress of the work, this question has come up before this House very often during the last two years. We were given to know by the Rehabilitation Ministry that the resettlement of the refugees in the Dandakaranya area needs the immediate construction of this line. So, we are glad that this has been given top priority. But so far as the progress of work is concerned, the final location

[Shri Chintamoni Panigrahi]

survey or its actual implementation is very slow. Last year, we were told that final location survey will be completed very soon. But out of 310 lines, only in respect of 151 miles, the final location survey has been completed. The progress of work is so slow.

I do not understand how the Government have decided to complete the line by 1966. It is good if it is completed by 1966, but we have our own experience so far as the Sambalpur—Titlagarh line is concerned. It is also being worked out with Japanese help under this scheme of export of iron ore. But we see how long it has taken to complete this 110 mile line. You have entered into an agreement with the Japanese Government for export of 2 million tons of iron ore by 1962. Please consider the fact that through Vishakapatnam port, we will have to export 6 million tons of iron ore from 1966. With whatever information we have, we can say that this is completely impossible, because Vishakapatnam port is completely congested. The expert committee appointed by the Government of India to look into the question of relieving congestion in ports was of the opinion that this is impossible on the part of Government. But Government can achieve impossibilities also, nobody can doubt it.

These things must be explained in detail so that we may have an idea as to how much help the Government of India is getting from Japan and how much we are going to spend. But this information is not available. I hope the Railway Minister will throw some light on this point, when he replies to the debate.

Shri Achar (Mangalore): I welcome the construction of both the railway lines. In fact, any proposal of the railways to have a new line is very good news. A feeling has been growing in the country that in spite of the

great demand new lines are not being granted and commercial considerations come in. Though they say that railways is a utility service, more often, especially after the Plans came into force, new lines are not at all allowed; that is what people from our parts say, and probably rightly. When I look at the railway map of Uttar Pradesh or Bengal or Gujarat I feel very happy that these two new lines are going to the backward areas. In the Andhra area from Waltair it will be more than 310 miles. Everybody welcomes the railway line towards Kashmir.

As I said in the beginning, I welcome the construction of these two lines. But I would like to say a word or two on how these lines, especially the Bailadilla—Kottavalasa line, were accepted. It is not a backward area, there is no doubt about that. Because, if it is a question of backward areas, I am sure there are certain other areas where the demand is much more keenly felt. So, this was accepted not because of the backwardness of the area but because of the question of export of iron ore and foreign exchange earnings. But I find that you will be able to export iron ore only after six years, say, in 1966. So, I want the Government to consider whether they could not find other ways where by having a shorter rail-line, probably with much less expenditure, they can exploit iron ore and export it to foreign countries. Of course, I am not coming in the way of my Andhra friends; let them not understand it that way. I am not concerned with the question whether it is Andhra or Orissa. The only point that I want you to consider is whether we could not have exploited other iron ore mines with a smaller expenditure and the construction of a smaller railway line.

Mr. Speaker: It is a very interesting discussion. But, unfortunately

the Railway Minister is not in charge of opening mines here and there. When once mines are opened and it is suggested to him that iron ore has to be transported from that mine to a particular port, he makes arrangements for that as he is in charge of transport. When the occasion comes certainly the hon. Member will have an opportunity to ask the Government why the iron ore mines in other areas have not been tapped.

The Minister of Railways (Shri Jagjivan Ram): Yes, I am not in charge of opening mines.

Shri T. B. Vittal Rao: The hon. Members says that iron ore mines already exist in Mysore State. Therefore, he wants the Hassan—Mangalore railway line to be taken up.

Mr. Speaker: Of course, that may be correct and it may be profitable too. But, then, we are getting into the province of another Ministry when we are discussing the demands for grants for railways.

Shri Achar: Whether this Ministry deals with it or not, I want to bring it to the notice of the Government as a whole. I am only dilating on one aspect of the question which the Government should consider. After all, Government is an integrated whole.

Mr. Speaker: I think he has already mentioned his point.

An hon. Member: But he has not mentioned the names yet!

Shri Achar: Names are not necessary. I am not enamoured of names. I am only putting one aspect of the question. Certainly, we have to export iron ore. But I find from Shri Vittal Rao's speech and also from the statement that it will take six years for the iron ore to be ready. For that purpose such a big amount is going to be spent.

Mr. Speaker: Can any railway line be constructed in one hour? It is bound to take time.

Shri Achar: There is no comparison between six years and one hour. We have instances of cases where we have got iron ore within 50 to 60 miles of the ports.

Mr. Speaker: Some hon. Members are of the opinion that even six years is too short and it is impossible for them to construct 310 miles within that period.

Shri Achar: That only enhances the force of my argument. When we have got mines much nearer, within 40 to 60 miles—recently investigations were completed and geological survey has been made—why should Government enter into an agreement now which will come into force six years later, when foreign exchange can be earned only six years later? As I said in the beginning, I am not against the opening of new railway lines. If you say that railways being a utility service they should be extended to backward areas and so we should have 310 miles of railway line which is absolutely necessary, I have no objection. But the planners do not want it from the point of view of the backwardness of the area. They connect it with the export of iron ore. So, I want Government to consider that aspect of the question.

Since my hon. friend has been again and again reminding me, I will mention the name—Hassan-Mangalore railway line. I do mention it and I hope there is nothing strange in it. If that line is constructed then we need not wait for six years for the export of iron ore. As a matter of fact, recent investigations have shown that iron ore is available within a distance of 50 miles. So, while welcoming the construction of these two lines, I want the Government to consider whether they may not have received

[Shri Achar]

a better return, and foreign exchange too, if they had taken up another line, which was shorter.

So far as the railway line in Kashmir is concerned, all of us welcome it. In fact, I wish it is extended even up to Srinagar.

Shri Inder J. Malhotra (Jammu and Kashmir): We the people of Jammu and Kashmir State feel very happy today to learn that after all these years of promises today something has started coming up towards the extension of railway lines into Jammu and Kashmir State. But, to my disappointment, I find that railway line extension would be only over a distance of 5.4 miles. In the note it is stated:

"The Madhopur—Kathua rail link will assist in expediting movement of traffic to the Jammu and Kashmir State."

I fail to understand how it is so. Unless the railway line is extended up to Jammu City there will not be much movement of traffic to and from Jammu and Kashmir State.

Therefore once again, as we have always been doing, I impress upto the Central Government that it is very necessary for our economic development that the railway line should be extended up to Jammu City. Anyhow, for this very small extention at the same time we feel very happy and are grateful to the Central Government for this. We congratulate the hon. Minister.

Coming to the Modhopur—Kathua rail link of 5.4 miles length, again there is one point which to some extent has been agitating our minds. Kathua is a district headquarters. After Jammu City up to Pathankot it is the second biggest town on that road. Now when the railway line is extended only up to Kathua it is necessary to see that the railway station is located at a suitable distance from

Kathua City so that people could be benefited by that. But we see that the location of the railway station is not suitable for Kathua City. We would again impress upon the hon. Railway Minister kindly to review the situation and see if there can be any possibility of bringing the railway station at Kathua nearer the town.

In the end, I would once again congratulate the hon. Railway Minister on the beginning of the railway line extension which has been made towards Jammu and Kashmir State and impress upon him that the extension of the railway line up to Jammu City is very important and very necessary.

Shri Balakrishnan (Dindigul—Re-served—Sch. Castes): Sir, I do not know whether I will be allowed to speak about new lines, but if that is not possible I can say something about the existing ones, namely, regarding the extension of the electrification of the lines from Tambaram to Villupuram. It is a long, long pending line.

Shri Jagjivan Ram: How does Tambaram—Villupuram line come in here?

Shri Balakrishnan: Very recently our hon. Minister kindly announced that all the hurdles which stood in the way of the scheme have been successfully removed. I think that the Madras Government has also come forward to supply enough power for this scheme. So I think there will not be any more delay in the implementation of this scheme. I support these supplementary demands and request the hon. Minister to see that without further delay this extension scheme is implemented.

श्रीमती कृष्ण मेहता (जम्मू तथा काश्मीर) : श्रीमन्, पहले तो मैं रेलवे मंत्रालय का धन्यवाद करती हूँ कि उसने माधोपुर-कट्टपा रेलवे लाइन पर थोड़ा सा ध्यान दिया है, लेकिन इसके साथ ही मैं यह कहना चाहती हूँ कि जम्मू काश्मीर की जनता के लिये इससे

बढ़ कर कोई दुख की बात नहीं होगी कि उस को इस रेलवे लाइन के लिये छः वर्ष तक इन्तजार करना पड़ेगा । अगर हम उद्योग-धर्मों की तरफ देखें, राजनीतिक दृष्टि से देखें और रक्षा के दृष्टिकोण से देखें तो हम समझ सकते हैं कि जम्मू-काश्मीर के लिये रेलवे लाइन कितनी जरूरी है । यह तो सब जानते हैं कि तेरह साल पहले जम्मू में रेलवे लाइन थी और जम्मू काश्मीर की जनता को कितनी आसानी थी । इस अवस्था में क्या रेलवे मंत्रालय का पहला कर्तव्य यह नहीं था कि वह जम्मू को रेलवे लाइन सबसे पहले देता । वह पिछड़ा दुश्मा इलाका है, संकटों से प्रत्यक्ष है और पहाड़ों इलाका है । उसके लिये रेलवे लाइन बहुत जरूरी है । यह बड़े दुख और चिन्ता को बात है कि हमको छः साल तक इस पांच मील की रेलवे लाइन के लिये इन्तजार करना पड़ेगा । हमारी द्वितीय पंचवर्षीय योजना का अभी एक वर्ष है । उसमें सर्वे गुल होगा । उसके बाद जाकर फिर तीसरी पंचवर्षीय योजना में यह पांच मील रेलवे लाइन बनेगी और ऐसे स्थान पर बनेगी, जहां जंगल है । पठानकोट में जम्मू-काश्मीर जाने वाले यात्री ठहरते हैं और बस के द्वारा जाते हैं । उन को जंगल से जाना पड़ेगा । मैं माननीय मंत्री जी से पूछना चाहती हूं कि यह पांच छः मील की लाइन बना कर उन लोगों को जंगल में ले जाकर उनको क्या आसानी पहुंचाएँगी ।

श्री जगद्वीशन राम : तो पठानकोट तक ही रहने दें ?

श्रीमती कृष्णा भेहता : माओपुर तक तो कितने वर्षों से बनी हुई है । लेकिन पांच मील के लिये छः वर्ष तक इन्तजार करना हमारे लिये एक बड़ी चिन्ता और दुख का विषय है । मैं प्रायंतः करती हूं कि जम्मू-काश्मीर की जनता की कठिनाइयों को देखते हुए उसके लिये योड़ी और आसानी कर दी जाये, तो वहां की जनता का भला होगा । वह आशा भरी नज़रों से मंत्रालय की तरफ देख रही है । मुझे पूरी आशा है कि मंत्री

महोदय उन की इन कठिनाइयों को ध्यान में रखते हुए उनकी आशा को पूरा करेंगे ।

Shri Jagjivan Ram: Sir, I have not much to say because I will not take note of the points that have been raised and which are not quite germane to the subject matter of these demands.

Shri Vittal Rao was apprehensive whether we will be able to keep to the schedule. He had quoted the example of Khandwa-Hingoli line. Khandwa-Hingoli is not a typical example because there was not much anxiety on the part of the Railways to complete that line very expeditiously. I am telling him very frankly. But here we have to keep to the schedule.

If you will see the recent performance of the Railways you will find that we have executed some of the very major works before schedule, for example, the Ganga Bridge at Mokameh. So, as far as the capacity and the capability of the Railway officers for executing works according to schedule are concerned, I have no apprehension and no doubt.

About this Bailadilla-Kottavalasa railway line we have already taken certain advance action. As a matter of fact, this line was conceived as a project connected with Dandakaranya. Therefore last year, that is, in 1959 we took up the question of its survey. Now it has been taken up as a project connected with the export of iron ore consequent upon the agreement entered into with the Japanese. The iron ore export has to commence from 1966 and we have to complete it well in time for the export to materialise. We have taken certain advance action and you know that we have completed even the final location survey of certain portion of the line. We are going to set up an organisation exclusively for the lines in that area, not exclusively for this line alone but for a few others also that are to be constructed on the South Eastern Railway.

Shri Chintamoni Panigrahi: Its headquarters will be there?

Shri Jagjivan Ram: It will be in that area. As a matter of fact, I have said that it should be somewhere in between the work sites. This organisation will be exclusively for the construction work. The South Eastern Railway has to be associated with it because all the demands and allocation of funds will be with the South Eastern Railway. Therefore the name of the South Eastern Railway will find a place everywhere because ultimately the railway line will be in the South Eastern Railway. So to that extent the South Eastern Rail to that extent the South Eastern Railway figures. But so far as the execution of the work is concerned, the organisation will be an organisation by itself consisting of the General Manager, requisite number of chief engineers financial officers etc. All these officers will be there to make this organisation a self-contained organisation so that the work may be carried out expeditiously. We may complete the work even earlier than the schedule. That is my expectation.

13 hrs.

Then comes the question of Bhadrachalam and Paradip. Well, I wish I could take up the extension up to Bhadrachalam. But I find it is not possible. It is not possible, not because there is no intention, but because there are no funds. Shri Vittal Rao knows that we have been allotted Rs. 120 crores. And the lines to which we are committed already are something like 1,238 miles. So on the basis of average cost per mile I find this allotment falls short slightly even for the lines that we are committed to. So it is not possible to give any assurance for any new commitment.

So far as the development of coal fields in that area is concerned, Shri P. K. Deo has suggested that if iron ore and coal could be put together we could produce steel and have some steel factory. The House is aware that the production of coal or steel is

being done on a planned basis, and whenever the concerned Ministry plans the production of coal or steel it has to be processed through the Planning Commission. In that case the Planning Commission sees to it that the requisite transport capacity is also there. So, if at any stage that coal fields are developed or Shri Deo takes interest in setting up some steel factory there, I may assure him that the Planning Commission will take care to see that the necessary transport facility is also created. And in that case if the Planning Commission approves it and provides us with the resources, the Railway Ministry will not lag behind in providing that facility.

Shri Achar was arguing his case as a very experienced lawyer, and you have told him that he was arguing before the wrong court. Well, when the question of the development of certain mining area is taken up by the Ministry concerned, or when an agreement is entered into with some country for the export of certain quantity of ore, my hon. friend should take it that all aspects must have been considered by those who are experts in the matter. So far as the Railways are concerned, if the Mangalore port is developed, and if the iron ore in the hinterland of that port is to be exploited and exported from Mangalore port, I will assure him that he will not find the Railway Ministry letting him down in that respect. But the development of Mangalore port, the exploitation of the ores in the area and also the market for the export of the ore produced, these are the questions which have to be taken up at the appropriate time in the House when the concerned Ministries come up with their demands.

In regard to Paradip the same thing applies. Again, it is for the planners to see what is the capacity of Paradip. I will assure my hon. friend again that if Paradip has the capacity to transport more ore than what it is

doing at present, and if it is found necessary that more ore should be transported to Paradip and it can be done only by the Railways, the planners, I am sure, will be wise enough to make necessary allocation to the Railway Ministry for the construction of that railway line. And in that case we will construct the railway line. There is no doubt about it.

I am not sure and could not find out why Shri Inder J. Malhotra was disappointed. At no stage have I given out any hope to him that the railway line is being constructed beyond Kathua.

Shri D. C. Sharma (Gurdaspur): He wants the hope now.

Shri Jagjivan Ram: He may create the hope himself. So, there is no disappointment. As a matter of fact, his hopes are coming to fruition. So he chose a very wrong word. As a matter of fact, whatever hope I had given and whatever expectations were created are going to be fulfilled. Hon. Member said that it is only a few miles. It is only a few miles, no doubt, but the major work is the bridge over the Ravi. And that will take some time. It was said in this House that advance action will begin in the Second Five Year Plan period and the completion of these works will be in the Third Five-Year Plan period. So there also we are proceeding according to schedule.

Again, with regard to the station at Kathua, I personally feel that when the State Governments look into these questions about the location of railway lines and the location of stations, I believe they have also the interests of the people of the State in their heart, not in any way less than that of a Member of the Parliament from that State. And when I inform any hon. Member that the location of the station has been decided in consultation with the State Government I believe that the State Government has taken

all factors into consideration and has not left that to a Member of Parliament from that State.

Shri Inder J. Malhotra: The State Government has again reviewed the situation and will be approaching the Central Government.

Shri Jagjivan Ram: The station at Kathua has been located in consultation with the State Government. Bakshi Ghulam Mahomed took personal interest in all these matters, and whenever it comes to it he personally visits those sites. So there should be no misapprehension on that score and it should not be mentioned here when once an hon. Member has been informed that it has been done in consultation with the State Government.

I wish I could provide more railway lines but with the allotment made by the Planning Commission it is not possible for the Railway Ministry to undertake any new constructions over and above those to which we are committed for the development either of the coal fields, iron ore or location of industries or development of agriculture. And that perhaps indirectly meets the points made by Swami Ramananda Tirtha.

Shri Chintamoni Panigrahi raised the question whether we were getting any loan from Japan. No, we are not getting any loan as such from Japan for this purpose. There is no agreement to that effect. The only point that is provided in the agreement—it is general—is that for this composite work of the development of the mines, construction of the railways and development of the port, some accommodation for foreign exchange, some credit by Japan will be made available for any items of machinery etc. which may be purchased from abroad. So far as the Railways are concerned I feel perhaps the chances of our taking advantage of that provision are small.

Shri P. K. Deo: The hon. Minister did not speak about the employment of Adibasi labour in the construction programmes.

Shri Jagjivan Ram: We welcome it. As a matter of fact, I have said more than once in the House that I will welcome the works to be undertaken by co-operatives of the workers. But in that area, as the hon. Member is aware, in most part of it is will not be possible for a small co-operative to undertake the work because it is a very difficult area where heavy earth-moving machinery will be required. But so far as the plain portion is concerned I will request the hon. Member and other friends that if they can organise labour co-operatives of the Adibasis and others, I will be only too happy to give these works to them and not to the contractors.

Shri Dasaratha Deb (Tripura): There was a provision in the Budget to construct a new railway line from Patharkhandi to Dharmnagar in Tripura. May I know what is the progress of that and when it is expected that the line would be constructed?

Shri Jagjivan Ram: During the Third Five Year Plan.

Mr. Speaker: I do not think Shri T. B. Vittal Rao wants me to put the cut motions to the House.

Shri T. B. Vittal Rao: No.

The cut motions were, by leave, withdrawn.

Mr. Speaker: The question is:

"That a *supplementary sum not exceeding Rs. 30,00,000* be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1961, in respect of Demand No. 15—Construction of New Lines."

The motion was adopted.

13.11 hrs.

PANEL OF CHAIRMEN

Mr. Speaker: I want to make a small announcement regarding the Panel of Chairmen. I have requested them and they will now constitute the Panel of Chairmen:—

1. Pandit Thakur Das Bhargava
2. Dr. Sushila Nayar
3. Shri Mulchand Dube
4. Shrimati Renu Chakravarty
5. Shri Heda
6. Shri Jaganatha Rao.

13.12 hrs.

DEMAND FOR EXCESS GRANTS, 1957-58

DEMAND No. 1—MINISTRY OF COMMERCE AND INDUSTRY

Mr. Speaker: Motion moved:

"That a sum of Rs. 64,572 be granted to the President to make good an excess on the grant in respect of 'Ministry of Commerce and Industry' for the year ended 31st day of March, 1958."

DEMAND No. 15—SURVEY OF INDIA

Mr. Speaker: Motion moved:

"That a sum of Rs. 2,96,550 be granted to the President to make good an excess on the grant in respect of 'Survey of India' for the year ended 31st day of March, 1958."

DEMAND No. 49—PUBLIC HEALTH

Mr. Speaker: Motion moved:

"That a sum of Rs. 55,123 be granted to the President to make good an excess on the grant in respect of 'Public Health' for the year ended 31st day of March, 1958."