

made a reference to commonsense indirectly meaning that the Member who put the supplementary question lacked commonsense. The point of order is whether the Minister can make an insinuation of that sort.

Mr. Speaker: No Member—and 'Member' includes 'Minister'—can make any insinuation. But the hon. Member should not be so sensitive as to just pick up another cap lying at other places and put it on his own head.

Shri Jagjivan Ram: On a point of personal explanation. I did not suggest, even by implication that the hon. Members has not got commonsense.

Mr. Speaker: We are all agreed that the hon. Member is a man of great commonsense.

Shri Tyagi: Rather of uncommon sense.

Shri Hem Barua: I want to know whether my hon. friend means it as a kick or as a compliment.

Mr. Speaker: That might not have been expressed properly, but he means it as a compliment.

Shri Prabhat Kar: May I know whether Government have got any record of the number of hours of overtime work prior to the introduction of the new norms, and the number after the introduction of the new norms, and if so, how the two compare with each other?

Shri Jagjivan Ram: I presume that all these questions of employment and hours of work etc. must have been taken into consideration while laying down the norms, and also the probable overtime for which each operator may be called upon to work.

Mr. Speaker: Next question. Shri P. C. Borooah.

Shri P. C. Borooah: May I request that question No. 72 also may be taken up?

Mr. Speaker: If the hon. Minister feels that he can answer both together, he can do so.

Shri Shah nawaz Khan: I think that is probably a different question altogether. That question relates to the Ministry of Irrigation and Power. So, the two questions relate to two different Ministries.

Mr. Speaker: I think that the hon. Member is only taking advantage of the questioner being common in respect of both the questions. So, Q. No. 54 may be answered now.

Beas Dam Project

*54. **Shri P. C. Borooah:** Will the Minister of Railways be pleased to state:

(a) whether some length of the railway line is to be dislocated in connection with the implementation of the Beas Dam Project;

(b) if so, how long;

(c) what stations of the Kangra Valley Railway come within this range; and

(d) what way the railway line will be diverted?

The Deputy Minister in the Ministry of Railways (Shri Shah nawaz Khan): (a) Yes, Sir.

(b) About 17 miles.

(c) Anur, Jagatpur and Mangwal stations.

(d) The location of the diversion will be decided after the survey, which is in progress, is completed and the report examined.

Shri P. C. Borooah: May I know the extent of the new area of land that will have to be acquired for this proposed diversion, and also the time by which it would be completed?

Shri Shah nawaz Khan: All that will be known after the survey is com-

pleted. We hope to complete the survey in the next two or three months.

Mr. Speaker: Q. No. 55 has already been answered. Now, Q. No. 56.

Shri Shree Narayan Das: May I request that Q. No. 76 may be taken up now, because that relates to an important subject?

Mr. Speaker: I may be excused in this matter. I shall only go by the order in which the questions are put. I would not take up any other question. Now, Q. No. 56.

Permanent Indus Commission

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*54 { Shri Nath Pai:
Shri Raghunath Singh:
Shri Rameshwar Tantia:
Shri D. C. Sharma:
Shri P. C. Borooah:

Will the Minister of Irrigation and Power be pleased to state:

(a) whether it is a fact that the permanent Indus Commission met in New Delhi in the first week of April, 1962;

(b) if so, what were the subjects discussed by the Commission; and

(c) the decisions taken thereon?

The Minister of Irrigation and Power (Hafiz Mohammad Ibrahim):

(a) Yes, Sir.

(b) and (c). The Permanent Indus Commission studied the information made available by the two Commissioners regarding the general tour of inspection to be conducted by it once in every five years under Article VIII(4)(c) of the Indus Waters Treaty 1960, and considered the question of the preparation of its Second Annual Report for the period ended on 31st March, 1962, which it is required to submit to the two Governments, before first June, 1962, under Article VIII(8) of the Treaty.

The Commission also held discussions on matters concerning:

- (i) reimbursement of cost of transmission of data by telegram, telephone or wireless;
- (ii) measures for the recovery of timber and other property and its restoration to owners;
- (iii) status of different forms of communication between the Commissioners; and
- (iv) discharge tables of the Main Branch Lower and Lahore Branch.

No decisions were taken by the Commission on any of the above items which will be considered further at its subsequent meetings.

रिंग रोड दिल्ली

*५७. श्री नवल प्रभाकर : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दिल्ली में रिंग रोड के निर्माण की प्रगति बड़ी मन्द गति से हो रही है ; और

(ख) उस के कब तक बन कर तैयार हो जाने की सम्भावना है ?

परिवहन तथा संचार मंत्रालय में नौबहन मंत्री (श्री राज बहादुर) : (क) और (ख) : इस संबंध में अब तक की प्रगति का एक विवरण सभा पटल पर प्रस्तुत है ।
[द्विज्ये परिशिष्ट १ अनुबन्ध संख्या ७]

श्री नवल प्रभाकर : इस विवरण से ज्ञात होता है कि रिंग रोड को पांच खंडों में बांटा गया है, जिन में से दो खंड तो तैयार हो गए हैं और बाकी तीन खंडों के बारे में कहा गया है कि वे अलग अलग समय में तैयार होंगे । मैं यह जानना चाहता हूँ कि इस योजना को पूरा करने के सम्बन्ध में कौन सी विधि निश्चित की गई है ।