

**Wagons for Carrying Salt from
Kharaghoda to Gujarat**

*937. **Shri Yajnik:** Will the Minister of Railways be pleased to state:

(a) the number of wagons which carried salt from Kharaghoda and adjacent stations to Gujarat and other parts of India during the last 3 years;

(b) whether it is a fact that booking of salt wagons has been considerably restricted during the present dry season; and

(c) whether large stocks of salt are likely to be damaged due to the shortage of railway wagons for carrying usual quantities of salt?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy):

(a) A statement is laid on the Table of the House.

STATEMENT

The number of wagons loaded with salt from Kharaghoda and adjacent stations during the years 1959, 1960 and 1961 was 13,929, 14,051 and 16,109 respectively. During the first four months of 1962, 5399 wagons were loaded with salt in this area.

(b) No, Sir.

(c) No, Sir. Every effort is being made to keep up the movement of salt at a high pitch.

Shri Yajnik: May I know if any discrimination is made against the salt that has been offered by the small salt merchants who have been making salt in plots less than 10 acres in area?

Shri S. V. Ramaswamy: No such discrimination is made. The whole scheme has got to be understood. The Salt Commissioner at Jaipur gives an annual programme for the movement of salt. Certain things are categorised as priority C, known as zonal salt. Others are known as non-zonal which come under priority E. Obviously, this does not come under priority C.

Shri Yajnik: The complaint is that there is distinction in priorities.

Mr. Speaker: What is the question.

Shri Yajnik: May I know if this sort of distinction in priority is against sections 27 and 28 of the Railway Act which says that no distinction should be made between the materials of the same quality that have to be exported or that have to be moved from State to State?

Shri S. V. Ramaswamy: The determination of the programme on the basis of zonal or non-zonal, does not depend upon us. It is done by the Salt Commissioner, Jaipur. He does it, and he allots the priority and we follow it accordingly.

Shri Oza: May I know whether it is not a fact that the salt produced by the small co-operative societies is lying unused and due to want of transport, the stocks are lying there and the transport is delayed, and that as a result, the small co-operative societies in the States suffer, especially when the salt is not transported in time?

Shri S. V. Ramaswamy: As I said, there are two classes. If it comes under priority C, it gets a higher priority than E.

Shri Yajnik: My question was this. It is not according to the rules or sections 27 and 28 of the Railway Act to make any distinction on priorities between materials or stuffs or substances of the same quality. Salt is salt, and there can be no separate priority so far as salt is concerned, if these sections, sections 27 and 28 of the Railway Act, are to be observed and followed.

Shri S. V. Ramaswamy: Salt is salt no doubt, but it all depends on what priority it comes under and what category it comes under. If it is priority C, and is zonal, it gets higher priority.

Shri P. R. Patel: How many wagons were registered, month-wise, by the merchants and the co-operative societies, and within what time the wagons were given?

Shri S. V. Ramaswamy: A separate question may be put.

Aid to Famine Stricken District of Andhra Pradesh

*938. **Shri Eswara Reddy:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government of Andhra Pradesh have requested the Central Government for financial and other assistance for providing relief to the people in the famine stricken district of Anantpur, Andhra Pradesh; and

(b) if so, the amount and nature of assistance given so far?

The Parliamentary Secretary to the Minister of Food and Agriculture (Shri Shinde): (a) and (b). This question relates to the Ministry of Finance and the Minister of Finance will reply the same on the day allotted to that Ministry.

Shri S. M. Banerjee rose—

Mr. Speaker: Order, order. The hon. Member also should have been informed like that. We have taken a decision on this matter earlier.

Shri Harish Chandra Mathur: This has become regular now. It never happened earlier.

Mr. Speaker: I would request hon. Ministers to take note of this. I have requested them already, twice before, to see that when a question has been transferred to another Ministry information should also be sent to the Member concerned. Or at least it should be given to the office and the office could pass it on, if the Ministry cannot do it directly. The hon. Member should know that his question is not being taken up on that particular day. He comes prepared with his question and he is ready to put supplementaries. So, he should know before-hand, if his question has been transferred to another Ministry. I am repeating my request and I hope this will be taken note of.

Shri S. M. Banerjee: May I submit that we have tabled many questions about the famine-stricken areas, and the Food Ministry knows it, and yet the replies are not forthcoming.

Mr. Speaker: If even now, after my request, replies are not forthcoming, the hon. Member can take objection, and I shall ask both of them to reply. Next question.

Telegraphic Messages by Telephone

*940. **Shri Samnani:** Will the Minister of Transport and Communications be pleased to state:

(a) whether the experiment of conveying incoming telegraphic messages by telephone to the addressees has been successful;

(b) whether any complaints of delay in conveying these messages have been received, particularly in Delhi; and

(c) if so, the number of such complaints received from 1st January to 31st March, 1962?

The Deputy Minister in the Ministry of Transport and Communications (Shri Bhagavati): (a) Yes.

(b) Yes, very few.

(c) Three in Delhi.

Railway Line between Sagar and Talguppa

*941. **Shri Mohsin:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the Railway Board expressed its intention to close the railway line between Sagar and Talguppa in Mysore State, and

(b) whether it is also a fact that the Mysore Government have made a strong representation against this and have suggested to extend the line up to Goa?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): (a) and (b). In order to minimise the loss on the working of the Sagar-