

LOK SABHA DEBATES

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LOK SABHA

Monday, 17th February, 1958.

The Lok Sabha met at Eleven of the Clock.

{Mr. SPEAKER in the Chair}

ORAL ANSWERS TO QUESTIONS

Indian Council of Agricultural Research

*183. { Shri V. C. Shukla:
Shri Radha Raman:
Shri Heda:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether the Governing Body of the Indian Council of Agricultural Research have recommended to the Government of India raising of cess levied on the export of certain agricultural commodities;

(b) if so, the proposed increase and the names of commodities on which cess is proposed to be levied; and

(c) the Government's decision regarding those recommendations?

The Minister of Cooperation (Dr. P. S. Deshmukh): (a) and (b). The Governing Body of the Indian Council of Agricultural Research at its meeting held on the 27th December, 1957 has recommended that the cess levied under the A. P. Cess Act of 1940 on Bones, Bristles, Butter, Cereals other than Rice and Wheat, Drugs, Fibre for brushes, Fish, Fruits, Ghee, Pulses, Seeds, Skins-raw, Spices, Hides raw, Manures, Oilcakes, Tobacco unmanufactured, Vegetables, Wheat; Wheat Flour and Wool raw should be increased from the present half per cent to 1 per cent *ad-valorem*.

(c) The matter is under the consideration of the Government of India.

Shri V. C. Shukla: May I know by what time the Government expect to finalise its decision over the matter?

Dr. P. S. Deshmukh: I am not in a position to state the time. It is rather an intricate matter and we have to take many factors into account. We will see if we can expedite it.

Shri V. C. Shukla: After the recommendations of the I.C.A.R. are implemented, may I know how much additional revenue it will fetch for the Government and for what purpose that revenue will be utilised?

Dr. P. S. Deshmukh: All the revenue in the hands of the I.C.A.R. is utilised for research purposes, except a small portion which is also used for educational purposes. So far as additional revenue is concerned, the likelihood is as at present it will be probably doubled. It will go up to about Rs. 80 lakhs per year.

Shri Kasliwal: What are the considerations which have weighed with the I.C.A.R. in making this recommendation?

Dr. P. S. Deshmukh: The reason is many of our very useful and important schemes are not being implemented by the State Governments, because they have not got the matching grants. The intention of the I.C.A.R. is that we should be in a position to pay 100 per cent of the expenditure on important research schemes.

Shri Heda: May I know whether it was made clear to the I.C.A.R. that the Central Food and Agriculture Ministry would not be able to meet the added expenditure that is needed for the research?

Dr. P. S. Deshmukh: If we work on 100 per cent basis, it is clear that the I.C.A.R. would not be able to pay for it.

Road Bridge on National Highway No. 31

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*184. { **Shri Barman:**
Shri S. C. Samanta:
Shri Subodh Hasda:

Will the Minister of Transport and Communications be pleased to refer to the reply given to Unstarred Question No. 1162 on the 3rd September, 1957 and state what steps have been taken so far to reconstruct the permanent bridge over the Siltorsa and Chartorsa rivers?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): The Government of West Bengal have been asked to carry out detailed surveys of the entire area and then to examine the flooding aspect of the river. A final decision on the construction and the designing of the bridge will be taken after the result of surveys is known.

Shri Barman: May I know whether the question of a bridge over the river Torsa had been taken up by the Poona Research Institute and if so, what is the outcome of that research?

Shri Raj Bahadur: So far as I know I do not think this matter was referred to the Poona Research Institute. This is a matter of local survey by the engineers and surveyors of the West Bengal Government.

Shri Barman: Has the Ministry of Transport and Communications taken note of the observation made by the Stabilisation Committee that if any bridge has to be built on the river Torsa, protection bunds on both sides of Torsa have to be built right up from the foot hills and if so whether this national highway alignment is still trying to cross over the Torsa without taking note of that recom-

mendation or is it going to have an alignment that will avoid Torsa and join it from Phalakatia to Cooch-Behar?

Shri Raj Bahadur: I believe that various opinions expressed by various experts have been taken due note of. But the intensive current, the volume of silt and sediment that it brings and the ever-changing course of Torsa make it an extremely difficult engineering problem so far as the planning of bridges is concerned. As far back as 1951, a plan was finalised on the basis of surveys for a single bridge five miles down the various branches of the river where they unite. But when everything was ready, and when we were going to start the work it was suddenly observed that year that the river had changed its course in 1953 and the entire plan had to be abandoned. So it is a difficult task that the surveyors, designers and the engineers have to face.

Shri Barman: Is it a fact that after this experience in 1951, the Railway Ministry is trying to survey the same area which was abandoned a few years ago? Will it now be advisable to expedite the task of bridging over this river or have the national highway avoiding the Torsa and joining the town of Cooch-Behar from Phalakatia?

An Hon. Member: For ten years this investigation is going on....

Mr. Speaker: The question seems to be longer than the length of the bridge itself.

Shri Barman: It follows from the reply.

Shri P. G. Sen: What about the bridge on National Highway No. 31 of Dingra Ghat across the Mahananda? The survey work was long being done. May I know whether it is being implemented now?

Shri Raj Bahadur: I require separate notice for a separate bridge.