

rail alone are not enough. It may also go by lorries and carts. There is no point in pursuing this further.

Shri Harish Chandra Mathur: You have misunderstood me. It is only through the rails; my figures relate to movement only through the rails. A sum of Rs. 1 crore has been spent. I have not asked about movement. I only want to know if the procurement prices are fixed in consultation with the Ministry of Food and Agriculture at the Centre, and what effect the movement has on the procurement prices. Do they keep an eye on it?

Mr. Speaker: Statistics of movement by rail are not a sufficient indication one way or the other. That is what the hon. Minister feels. One should also have statistics of movement by road, which are impossible to collect. That is what I understood the hon. Minister to say.

Some Hon. Members rose—

Mr. Speaker: Anyway, inasmuch as a number of hon. Members on all sides of the House are anxious to know about it and to avoid soaring of prices on account of movement in and out, the hon. Minister will try to gather, year to year, statistics of movement of foodgrains by rail etc from that State so much so that they may get rid of any difficulty or any impression about rise in prices on account of the movement.

Shri Braj Raj Singh: Let us have a discussion on it for at least one hour.

Mr. Speaker: This cannot be taken advantage of to have a discussion on it.

Savan Chupra Section

*27. **Shri Jhulan Sinha:** Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 677 on the 1st December, 1958, and state the progress made in the decision to replace the existing worn out track of the Savan Chupra Section v/c Mashrak of the North Eastern Railway?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): The loop Savan Chupra via Mashrak comprises of two sections viz., Chupra to Thawe—64.75 miles and (ii) Thawa to Savan—18.5 miles. The work of complete Track Renewal over Thawe to Chupra Section has been started and over 5 miles have already been relaid. As regards Thawe-Savan Section, also, relaying has been sanctioned and work will soon be taken in hand.

Shri Jhulan Sinha: May I enquire whether there is any phased programme for the completion of the relaying of the line there?

Shri S. V. Ramaswamy: It is in two sections. Over one section, as I said, the rails are worn-out and sleepers are bad. The track is not fit for high speed. We are renewing this track. We have got enough materials for five miles. As regards the other section, the Thawe-Chupra section, we have already re-laid five miles. It is expected that the work will be completed by 1960-61.

Shri Jhulan Sinha: May I enquire if in view of the great hardship that the people there are being put to, Government would consider it desirable to complete the work at an early date in the interest of increased speed of movement over that line?

Shri S. V. Ramaswamy: We are well aware of it. The speed is only 25 miles now, and if the track is renewed, the speed will be raised to 45 miles. We are trying to get the materials and we shall try to complete the work by the target date.

Inter-State Waters Dispute between Madras and Kerala

+

*28. { **Shri N. R. MuniSwamy:**
Shri Subbiah Ambalam:

Will the Minister of Irrigation and Power be pleased to refer to the reply given to Starred Question No. 732 on the 27th February, 1959 and state:

(a) whether the agreement has since been finalised regarding the sharing