

Shri Raj Bahadur: If we can have water all round the year up to the required depth in Jumna between Delhi and Agra, that might be possible.

Raja Mahendra Pratap: We can have a dam and allow the water to accumulate.

Shri Hem Barua: Admitting everything that the hon. Minister has said about the services rendered by the Join. Steamer Company operating on the Brahmaputra, may I draw his attention to the fact that there is a company that has been periodically threatening deadlock and all that, and that it has been propped up by Government through public finances? In view of this, will Government reconsider the position and refuse to whip up an unwilling horse?

Shri Raj Bahadur: The Joint Steamer Company is not unwilling horse. In fact, it is making its own dividends. Also, we cannot say that it is threatening us all the time.

Shri Hem Barua: It has been.

Shri Raj Bahadur: We cannot say that it is threatening us all the time or that it has been unreasonable. We have provided as much assistance as we thought was necessary, for example, for keeping the river channel navigable and other matters. We have advanced certain loans also. It would be difficult to replace it immediately keeping in view the international character of the inland water route.

Of course, as a long-term objective it may be possible or desirable to Indianise this particular sector of the industry.

Shri Chintamani Panigrahi: The Gokhale Committee suggested Rs. 50 crores; the Government of India suggested Rs. 40 crores and the Planning Commission has allotted Rs. 6 crores. How is this proportion worked out? How can Inland Water Transport be developed in this way? Could not Government ask more money from the Planning Commission?

Shri Raj Bahadur: This question can be put to the Planning Commission. I can only say that keeping in view the overall resources of the country and the respective priorities of the various schemes and projects they had allotted Rs. 6 crores.

Mr. Speaker: The Question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

इस्पात का आयात

*५३. { श्री रघुनाथ सिंह :
श्री से० प्र० मेहवी :
श्री प्र० गं० देव :
श्री आचार :

क्या रेलवे मंत्री २६ अगस्त, १९६० के तारांकित प्रश्न संख्या ८१३ के उत्तर के संबंध में यह बताने की कृपा करेंगे कि :

(क) क्या रेलवे बोर्ड ने इस बीच में एक लाख टन से अधिक इस्पात का आयात के लिये विदेशों में आदेश दिये हैं।

(ख) यदि हां, तो वे देश कौन कौन से हैं ; और

(ग) इसका प्रति टन मूल्य क्या है ?

रेलवे उपमंत्री (श्री से० बे० रामस्वामी):

(क) जी हां। लगभग ९६,००० टन इस्पात के लिये आर्डर दिये जा रहे हैं।

(ख) और (ग). जापान, हॉलैंड, यूनाइटेड किंगडम, वेस्ट जर्मनी, स्पेन, यू० ए० ए०, फ्रांस, बेल्जियम, नार्वे, स्वीडन और इटली। लागत-भाड़ा सहित इसका औसत दाम ६७५ रुपये प्रति टन है।

Overpayment to Contractors

*54. { Shri A. M. Tariq:
Shri Ram Krishan Gupta:

Will the Minister of Railways be pleased to refer to the reply given to

Starred Question No. 423 on the 16th August, 1960 and state:

(a) whether Government have since received the report of Special Police Establishment regarding the over-payment made to contractors engaged in the doubling of Rajkharaswan-Barajamda line of South Eastern Railway;

(b) if so, what are the findings; and

(c) the action taken in the matter?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) to (c). The investigation by S.P.E. is still in progress.

यमुना पर सड़क का दूसरा पुल

*५५ { श्री भवन दर्शा :
श्री प्रकाश वीर शास्त्री :

क्या परिवहन तथा संचार मंत्री २६ अगस्त, १९६० के भूतारांकित प्रश्न संख्या १५७२ के उत्तर के संबंध में यह बताने की कृपा करेंगे कि दिल्ली में हुमायूँ के मकबरे के पास यमुना नदी पर सड़क के दूसरे पुल के निर्माण में अब तक क्या प्रगति हुई है ?

परिवहन तथा संचार मंत्रालय में राज्य-मंत्री (श्री राज बहादुर) : पुल के लिये प्राप्त टेंडरों की जांच निर्माण सलाहकार बोर्ड द्वारा कर ली गयी है; टेंडर भेजने वालों में से जिस का टेंडर सबसे कम लागत का है उससे बातचीत कर बोर्ड द्वारा उसका टेंडर निर्माण, भावास तथा संभरण मंत्रालय के पास मंजूरी के लिये भेज दिया गया है। पुल के मुख्य भाग पर काम इस टेंडर पर निर्णय होते ही शुरू कर दिया जायेगा।

Exports of Frogs

*56. { Shri Yadav Narayan Jadhav:
Shri Assar:
Shri Indrajit Gupta:
Shri Koratkar:
Shri P. E. Patel:

Will the Minister of Health be pleased to state:

(a) whether it is a fact that Government propose to export frogs for biological studies;

(b) what is total number of frogs being used by students in India for biological studies;

(c) whether the Government is aware that due to scarcity of frogs for biological studies scientific researches are being held up in India; and

(d) what steps Government propose to take to breed frogs on an extensive scale?

The Minister of Health (Shri Karmarkar): (a) to (d). This question will be answered by my colleague, the Minister of Scientific Research and Cultural Affairs in due course.

Haldia Port

*57. { Shri Indrajit Gupta:
Shri Aurobindo Ghosal:

Will the Minister of Transport and Communications be pleased to state:

(a) whether the supply of Labour for working the Haldia port during the current season has been entrusted to a firm of foreign contractors; and

(b) whether there is any proposal to extend the registered Dock Labour Scheme to Haldia port?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) No, Sir.

(b) As Haldia is situated 65 miles to the South of Calcutta, on the opposite bank of the Hooghly, special arrangements for supply of labour are necessary for working the anchorage at Haldia. Last year these arrangements were entrusted to a well-known Calcutta firm having rupee capital and registered in India. The Calcutta Stavedore Labour Unions are however opposed to similar arrangements being made this year and have demanded that workers registered under the Calcutta Dock Labour