

**Dr. P. S. Deshmukh:** Yes, we have calculated the approximate cost that will be incurred. We have also taken into account what will be the yield and this should be, according to our calculations, greater, and there will be a net profit of at least Rs. 40 per acre.

**Shri G. P. Sinha:** In view of the fact that it is a ten years' lease granted by the Kashmir Government, when the land is returned after ten years, will the Central Government claim some compensation because the land has been reclaimed?

**Dr. P. S. Deshmukh:** The whole thing has been worked out. This is a specific agreement. No compensation is to be paid. If there are any permanent buildings the Kashmir Government will pay. The other things will be removed.

**Dr. Suresh Chandra:** Do Government propose to start more mechanised farms in other parts of the country?

**Dr. P. S. Deshmukh:** If similar suitable circumstances are available Government do propose to have them.

**Shri Gopala Rao:** May I know why that particular area was selected? Were there any special reasons for it?

**Dr. P. S. Deshmukh:** There is more than one reason why that particular area was chosen. First and foremost, it is very good land. Secondly there are canal irrigation facilities available. It is a big block of land where we thought seed production would be highly useful to the country.

**Shri M. L. Dwivedi rose—**

**Mr. Deputy-Speaker:** Ordinarily I allow three to five supplementary questions. But as it is the supplementary questions are blocking the other main questions. If the hon. Member was so anxious why should he not table a question himself originally?

NADIAD-KAPADVANJI RAILWAY LINE

\*904. **Shri Dabhi:** Will the Minister of Railways be pleased to state:

(a) the year in which the narrow gauge Nadiad Kapadvanj Railway was constructed;

(b) the total cost of constructing this Railway;

(c) whether it is a fact that the railings as well as the rolling stock on this line have become overaged and require replacement; and

(d) if the answer to part (c) above be in the affirmative, what steps Government propose to take in the matter?

**The Deputy Minister of Railways and Transport (Shri Alagesan):** (a) 1913.

(b) Rs. 16,25,127.

(c) and (d). The rails were laid in 1913 and are still fit for speeds of 20 miles per hour.

Of the 5 locomotives working, 2 are to be replaced by I. R. S. locomotives. The other 3 are not normally due replacement for another 8 years.

Of the 9 carriages due for replacement, 5 will be replaced during the next 3 months and the remaining 4 will be replaced during 1953-54.

Wagons are only replaced when their condition warrants it. 70 new wagons are expected to be placed on the line shortly.

**Shri Dabhi:** May I know whether Government is examining the question of converting this line into a broad gauge one, with a view to joining it with the broad gauge at Nadiad?

**Shri Alagesan:** No, Sir.

**Shri Dabhi:** Is it a fact that the joint Director of Civil Engineering, Railway Board, has written to the Railway Passengers' Association that the question of conversion of this line into a broad gauge one has been referred to the General Manager, Western Railway?

**Shri Alagesan:** I would like to have notice of that question.

**Shri Dabhi:** May I know whether a portion of this line was constructed as early as the year 1886 with the result that the speed of trains on it is considerably reduced?

**Shri Alagesan:** It was laid, Sir, in the year 1913. That is the answer I have given to part (a) of the question.

CENTRAL FERTILIZER POOL

\*905. **Shri V. P. Nayar:** (a) Will the Minister of Food and Agriculture be pleased to state what is the total quantity of fertilizers which the Travancore-Cochin Government will get from the Central Fertilizer Pool during the year 1953?

(b) What was the total quantity of ammonium sulphate produced in the Fertilizer Factory at Alwaye, in Travancore-Cochin, during the year 1952, and what is the total estimated output for 1953?