

(b) if so, how many places did Mr. Surie visit during the course of his study of the Ganga: and

(c) whether he has submitted any report to the Government of India in that regard?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes; Mr. Surie had been deputed to India by the United Nations Technical Assistance Administration to assist in formulating a pilot demonstration project for testing the feasibility of towing barges on shallow stretches of the Ganga system by shallow draft tugs.

(b) On the Ganga, he visited Allahabad, Sirsa, Manda Road, Rampur, Mirzapur, Banaras, Kaithi, Buxar, Patna, Mokamehghat and Sakrigali-ghat. In addition he covered the stretch of the Ghogra between Patna and Barhajghat and also Dibrugarh and Gauhati in Assam.

(c) Copies of a preliminary report submitted by him to the United Nations Technical Assistance Administration have been received by the Government of India.

Dr. Ram Subhag Singh: May I know whether the report that has been received by the Government of India contained any information about the practicability of river navigation on the Ganga?

Shri Alagesan: Yes, Sir, the report concerns that, and only the preliminary report has been submitted. It is under consideration, and the final report also is awaited.

Shri Raghunath Singh: Will the plying of the steamers affect the *ghats* of Banaras?

Mr. Deputy-Speaker: The plying of steamers will affect the *ghats*?

Shri Raghunath Singh: Yes, Sir, because of the shallow waters.

Shri Alagesan: I have no idea whether they will affect the *ghats*. I do not think they will affect the *ghats* of Banaras.

Shri Velayudhan: May I know whether any special type of vessels are going to be used for this transport, unlike what we see in India?

Shri Alagesan: He has been asked to say what type of vessels and tugs should be used for these stretches.

PROVISION OF WAGONS ON RAILWAYS

***364. Shri M. L. Dwivedi:** Will the Minister of Railways be pleased to refer to the view expressed by Mr. E. T. Liei, an U.S. exporter of mineral ores from India, published in the *Delhi Express* dated the 25th November, 1952, to the effect that Madras Port is gradually losing its export trade in iron and manganese ores due to non-availability of wagons and state whether Government are taking any steps to restore normalcy by providing sufficient number of wagons?

The Deputy Minister of Railways and Transport (Shri Alagesan): During the year 1951-52, export traffic in ores to Madras Port, which was 99,801 tons, was about five times that during 1949-50 and 1950-51. Consistent with the overall demands to be met within the available capacity for movement to Madras Port, the maximum quantum of ore traffic is being carried.

Shri M. L. Dwivedi: May I know how long it will take to bring about self-sufficiency in this respect.

Shri Alagesan: I think, Sir, we have been discussing this question all these days: and we are now carrying, as I said, five times what we carried in the previous two years.

Mr. Deputy-Speaker: There is no question of self-sufficiency. The quantity of output is increasing, the wagons are not enough; it is a race between the two.

Shri Basappa: Are Government aware of the fact that 10,000 workers in manganese mines in the famine-stricken areas of Mysore have been thrown out of employment due to the insufficient supply of wagons: if so, what is the action taken by Government?

Shri Alagesan: The hon. Member himself brought that situation to the notice of the Government, and the matter is under consideration.

Shri Basappa: What is the number of wagons required for transporting manganese ore from Banasandra railway station in Mysore to Madras, and how many are supplied in a month?

Shri Alagesan: I am not able to give the figures offhand.

Shri Basappa: May I know whether it has come to the notice of the Government that Government is losing a lot of export duty, and that dollar earning is also lost on account of the shortage of the supply of wagons?

Mr. Deputy-Speaker: That is an argument. They will be taken into consideration. Next question.

MALARIA CONTROL

*365. **Shri S. N. Das:** (a) Will the Minister of Health be pleased to state what are the arrangements made, the organisations set up and the financial provisions sanctioned by various State Governments, to make use of the various malaria control measures, which are going to be adopted as a result of the Indo-U.S. Agreement?

(b) How will the total units of working parties that India will receive, be distributed among different States?

The Deputy Minister of Health (Shrimati Chandrasekhar): (a) A note giving the required information is laid on the Table of the House. [See Appendix III, annexure No. 25.]

(b) No working parties are being brought from outside.

Shri S. N. Das: From the note supplied it appears that cash subsidies will be given to certain States which are in need of financial assistance. May I know the names of the States which have expressed their inability to carry on with this scheme without the Central aid?

Shrimati Chandrasekhar: Subsidies to Part C States are given.

Shri S. N. Das: May I know whether any Central organisation has been set up or likely to be set up to implement this scheme?

The Minister of Health (Rajkumari Amrit Kaur): The All-India Malaria Institute is going to be expanded and the overall supervision will be under the Government of India, i.e., the All-India Malaria Institute.

Shri V. P. Nayar: May I know whether the anti-malaria measures are confined to the eradication of the mosquito vector or do they include facilities for anti-malaria treatment of patients and if the answer is in the affirmative, may I know the number of patients who would be treated free?

Rajkumari Amrit Kaur: I do not know how this question arises but, as a matter of fact, anti-malaria drugs will be given under this scheme also but to how many patients, it is impossible to say and distribution will, of course, be free.

Shri Beli Ram Das: Will the State of Assam, which is a malaria-ridden

State, be not given financial aid for anti-malaria measures?

Rajkumari Amrit Kaur: Assam will get exactly the same aid as other States get.

Shri V. P. Nayar: I want to know whether the control measures are confined to the mosquito vector or it will also be for the treatment and.....

Mr. Deputy-Speaker: Control is different from curing.

Shri V. P. Nayar: Control is more than curing and prevention.

Mr. Deputy-Speaker: It is understood differently.

Shri B. S. Murthy: May I know whether it is a fact that the anti-malaria work in Araku valley in Vizagapatam District has been temporarily put in abeyance; if so, the reasons?

Mr. Deputy-Speaker: As a result of Indo-U. S. Agreement. This is confined to that.

Shri B. S. Murthy: I do not know.

Mr. Deputy-Speaker: The hon. Member cannot have such details for the whole of India. Details in regard to this can be tabled.

Shri N. Sreekantan Nair: May I know whether places like Malabar, Travancore-Cochin and Assam where hill produces are grown will be given any special consideration?

Rajkumari Amrit Kaur: Government are aware which areas suffer from malaria and it is up to the Government concerned to arrange anti-malaria control measures where malaria is most rampant.

CLAIMS ON RAILWAYS FOR LOSS, DELAY ETC.

*366. **Shri Bansal:** Will the Minister of Railways be pleased to state:

(a) the number and amount of claims for compensation for delay, loss, destruction, deterioration or damage in respect of goods delivered to be carried by the Railways, preferred by parties against the Railway administration in the year 1951-52;

(b) the number and amount of such claims settled by the Railway administration directly with the parties before suits in Courts of Law were filed in respect of them;

(c) the number and amount of such claims in respect of which suits