

incurred on them during the year 1950-51 (which is the latest year for which actuals are available) are given below:

(Figures in thousands of Rupees.)

	Income	Expenditure.
1. Telegraph Branch .	5,94,65	5,16,38
2. Telephone Branch .	9,08,73	5,26,47

(b) No.

(c) No. Under the Five Year Plan commencing from the 1st April, 1951, it is proposed to take telephones to all places where the project is expected to be remunerative and, in particular, to install telephone exchanges at all places with over 30,000 population and to open Public Call Offices at places with more than 20,000 population. The plan is of course subject to the availability of funds and equipment.

केन्द्रीय लोक निर्माण विभाग नौगाव

*१६२६ श्री आर० एस० तिवारी :

(क) क्या यातायात मंत्री यह बतलाने की कृपा करेंगे कि विन्ध्य प्रदेश में से कौन कौन से विभिन्न राजमार्ग गुजरते हैं ?

(ख) इन राजमार्गों की लम्बाई क्या है तथा इन पर प्रति वर्ष कितना व्यय होता है ?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) and (b). Banaras-Rewa-Cape Comorin Road (National Highway No. 7) length 130 miles; Allahabad-Rewa Road (National Highway No. 27) length 32 miles and Jhansi-Saugor-Lakhnadon Road (National Highway No. 26) length 2 miles. The expenditure on the maintenance and repairs of the first two roads was Rs. 2.88 lakhs in 1950-51 and Rs. 2.82 lakhs in 1951-52. The two mile stretch of the third road in Vindhya Pradesh is being maintained by the Uttar Pradesh P.W.D. The figures of annual expenditure thereon are not readily available, but the expenditure in this stretch is probably of the order of Rs. 6,000 *per annum*.

KONKAN-BELGAUM RAILWAY LINE

*1627. **Major-General Bhonsle:** Will the Minister of Railways be pleased to state whether it is proposed to undertake the construction of a railway in the near future for linking the Colaba and Ratnagiri Districts (Konkan coast line) with Bombay and Belgaum?

The Minister of Railways and Transport (Shri L. B. Shastri): No such proposal is under consideration at present.

NATIONAL HIGHWAYS IN MADHYA PRADESH

*1628. **Shri Kirolikar:** (a) Will the Minister of Transport be pleased to state what are the National Highways in Madhya Pradesh State maintained by the Government of India?

(b) How much grant was given to the Madhya Pradesh State as their share of the maintenance cost of these National Highways for the years 1950-51 and 1951-52?

(c) What amount was spent in the repairs of Raipur-Chichola portion of the National Highway in 1950-51 and 1951-52?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) Bombay-Nagpur-Calcutta National Highway No. 6; Banaras-Nagpur-Cape Comorin National Highway No. 7; Jhansi-Saugor-Lakhnadon National Highway No. 26; and Raipur-Vizianagram National Highway No. 43.

(b) Rs. 14.62 lakhs in 1950-51 and about Rs. 18.00 lakhs in 1951-52.

(c) About Rs. 75.600 during 1950-51 and Rs. 74.700 during 1951-52.

BRIDGE OVER JUMNA

*1629. **Seth Achal Singh:** Will the Minister of Transport be pleased to state whether a proposal is under consideration to construct a National Highway Bridge over the River Jumna at Agra, if so, when?

The Minister of Railways and Transport (Shri L. B. Shastri): Yes, but the bridge has a low priority as a road-cum-rail bridge already exists over the Jumna at Agra.

CENTRAL RAILWAY STATION AT AGRA

*1630. **Seth Achal Singh:** Will the Minister of Railways be pleased to state whether a proposal is under consideration to construct a Central Railway Station at Agra and if so, when?

The Minister of Railways and Transport (Shri L. B. Shastri): A proposal for providing a Central Railway Station at Agra was considered, but was not found to be practicable from the operational point of view and was, therefore, dropped.

SURVEY OF RAILWAY LINES IN NELLORE DISTRICT

*1631. **Shri Ramachandra Reddi:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that certain new Railway lines were surveyed in Nellore District (Madras State);

(b) if so, what those surveyed lines are and whether it is proposed to take up any one of those surveyed for execution; and

(c) if not, why not?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) Yes.

(b) and (c). The following Railway lines in Nellore District were surveyed in the past:—

1. Ollapaliem-Singarayakonda-Kanigiri.
2. Kavali-Udayagiri.
3. Cumbum-Kalahasti-Madras.
4. Nellore-Kanigiri.

It is not proposed to take up any of these lines for execution at present.

Adequate justification was not found for construction of any of the above lines when they were surveyed.

DELHI IMPROVEMENT TRUST

***1632. Shri P. N. Rajabhoj:** Will the Minister of Health be pleased to state:

(a) the total amount of profit earned by the Delhi Improvement Trust upto the 14th August, 1947 and after the 15th August, 1947 so far;

(b) whether the necessity of providing land for building houses to Government employees and others who have to stay in Delhi has ever been considered by the Delhi Improvement Trust; and

(c) if not, what steps Government propose to take to solve the housing problem of the middle class people in Delhi?

The Minister of Health (Rajkumari Amrit Kaur): (a) The Improvement Trust is not a profit making body. Any profit it makes by the sale of land in its development schemes is consumed by expenditure on slum clearance schemes which are deficit schemes. It is understood that the Trust has at present a deficit of over Rs. 17 lakhs.

(b) The Trust has no special responsibility for the provision of land to Government employees as such. However most of the Improvement schemes of the Trust are directly or indirectly Housing Schemes. The Trust has so far developed about 1500 acres of land for housing purposes in different parts

of the city. It also transferred about 2260 acres of land to the Rehabilitation Ministry for the purpose of housing displaced persons. The Trust has so far constructed 527 houses for housing people displaced by the clearance of slums and 336 quarters for the same purpose are under construction.

(c) The whole question of Housing is under the consideration of Government.

EXTRA DEPARTMENTAL EMPLOYEES

***1633. Shri Muniswamy:** Will the Minister of Communications be pleased to state whether Extra Departmental Staff are granted leave with pay and provided with provident fund facilities?

The Deputy Minister of Communications (Shri Raj Bahadur): No.

CENTRAL PAY COMMISSION RECOMMENDATIONS

***1634. Shri Muniswamy:** Will the Minister of Railways be pleased to state whether it is a fact that Government have not implemented the recommendations of the Central Pay Commission regarding the dearness allowance and educational assistance to Railway employees and if so why?

The Minister of Railways and Transport (Shri L. B. Shastri): When the scales of pay recommended by the C.P.C. were introduced in 1947, their recommendation in regard to the quantum of dearness allowance that should be granted in relation to the cost of living index obtaining at that time was fully implemented. Consequent on a subsequent rise in the cost of living, this matter has been reviewed from time to time and in order to alleviate the hardship caused thereby, particularly to the lower paid employees, Government have increased the quantum of dearness allowance in respect of these employees, keeping in mind the necessity to avoid serious deficits in the Budgetary position and to keep down the forces of inflation.

It has not been possible for the Government to accept the recommendation of the Central Pay Commission in regard to the grant of special financial assistance towards the cost of education of children of Government employees on grounds both of principle as well as the difficulties which, in practice, would be experienced in ensuring an even distribution of the benefits of any such scheme amongst all employees concerned.