

Mr. Speaker: Has the statement been placed on the Table of the House?

Shri Karmarkar: It is already placed in the Library.

Pandit Munishwar Datt Upadhyay: What is the area under match-wood plantation at present?

Shri Karmarkar: I should like to have notice.

Shri Nana Dass: What is the policy of the Government with regard to forests in which there is no vegetation?

Mr. Speaker: It is a very general and vague question; it covers the whole of the Indian Union.

Shri Nana Dass: Reserve Forests.

श्री एस० एन० दास : क्या मैं जान सकता हूँ हर साल जैसे वन महोत्सव मनाया जाता था वैसे ही इस साल भी तीसरा वन महोत्सव मनाया जायगा या नहीं ?

Mr. Speaker: Order, order; I am not allowing the question.

Pandit Munishwar Datt Upadhyay: What special steps have been taken to encourage afforestation of lands?

Shri Karmarkar: I should like to have notice. What we propose to do is contained in the policy statement.

Shri Damodara Menon: Have the Government got any scheme to nationalise private forests?

Shri Karmarkar: All that is worth saying is stated in the policy statement.

ROADS AND BRIDGES IN MADHYA BHARAT

*819. **Shri R. C. Sharma:** (a) Will the Minister of Transport be pleased to state what amount, if any, was incurred from the Central Road Fund on the construction of roads and bridges on the National Highways in Madhya Bharat State in 1951-52?

(b) Is there any list of roads and bridges to be constructed in Madhya Bharat under the National Highways Development Programme?

The Parliamentary Secretary to the Prime Minister (Shri Satish Chandra): (a) Nil from the Road Fund but (estimated) Rs. 1.25 lakhs from National Highway grants.

(b) There is a programme which includes the construction of a bridge over the Chambal river, work on

which will start in 1953; and the black-topping of certain miles of road yet to be finally selected.

श्री आर० सी० शर्मा : क्या माननीय मंत्री महोदय बतलाने की कृपा करेंगे कि इस चम्बल ब्रिज के अतिरिक्त कोई अन्य ब्रिज भी मध्य भारत में निर्माण होने वाला है ?

श्री मतीश चन्द्र : चम्बल ब्रिज नेशनल हाइवे पर एक ही पुल है जो बनने वाला है ।

श्री आर० सी० शर्मा : क्या मध्य भारत से पास होने वाला और कोई नेशनल हाइवे नहीं है ?

श्री मतीश चन्द्र : मध्य भारत से पास होने वाला और कोई नेशनल हाइवे नहीं है ।

श्री आर० सी० शर्मा : क्या माननीय मंत्री महोदय यह बतलाने की कृपा करेंगे कि रोड फंड में से प्रान्तों को जो धन दिया जाता है वह किस आधार पर और किस अनुपात से दिया जाता है ?

श्री मतीश चन्द्र : यह कहना तो मेरे लिये कठिन है लेकिन जहाँ तक मैं समझता हूँ आवश्यकतानुसार दिया जाता होगा ।

Shri Nambiar: The Question No. 821 may be answered, Sir.

Mr. Speaker: That would come at the end. Has he got the written authority?

Shri Nambiar: He has given oral authority, Sir.

Mr. Speaker: For the benefit of Members, I may say unless a specific written authority is given in respect of particular questions on a particular day, any such general authority is not going to be recognised.

CONSTRUCTION OF WELLS IN BIHAR

*823. **Shri Jhulan Sinha:** (a) Will the Minister of Food and Agriculture be pleased to state whether it is a fact that the subsidy for construction of wells in Bihar has been stopped?

(b) Is it a fact that as a result of this stoppage the construction of wells in Bihar was completely stopped and it was on a representation by a large number of M.L.As. of Bihar that the Government agreed to subsidise only one thousand wells to the extent of 25 per cent. of the cost involved?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): (a) and (b). No. The policy of the Government of India is to give subsidies for wells in concentrated areas of intensive cultivation. On that basis, the Bihar Government's proposal for a subsidy on well-sinking was rejected only in respect of wells proposed to be constructed in non-intensive cultivation areas. Actually a grant of Rs. 12.25 lakhs was sanctioned to the Bihar Government during 1951-52 for subsidizing well construction at the rate of 50 per cent. of the total cost on wells in intensive cultivation areas. From 1952-53 onwards, the total subsidy on well sinking has been reduced from 50 to 25 per cent. for the whole country. We understand that during 1950-51 the Bihar Government subsidized a certain number of wells in non-intensive cultivation areas out of their own funds as stated by the hon. Member. It is still open to them to continue this activity out of their own resources in future.

Shri Jhulan Sinha: May I know, Sir, if, in view of the great importance of these wells in the outlying areas of Bihar, there is any proposal by Government to restore the subsidy?

Shri Karmarkar: There is no proposal. We consider that the subsidy that we propose to give is very reasonable.

SHORANUR—NILAMBUR RAILWAY LINE

*825. **Shri N. P. Damodaran:** Will the Minister of Railways be pleased to state:

(a) when the work of restoring the Shoranur—Nilambur Railway line which was closed during the World War II will commence; and

(b) if the work has not already been commenced, the reasons for the delay?

The Parliamentary Secretary to the Prime Minister (Shri Satish Chandra): (a) Preliminary work has already commenced and collection of materials is in hand. Actual construction work will be taken in hand after the preliminaries are completed.

(b) Does not arise.

SHORTAGE OF WAGONS IN SOUTHERN RAILWAY

*828. **Shri Viswanatha Reddy:** Will the Minister of Railways be pleased to state:

(a) whether there is a chronic shortage of wagons in Southern Railway;

(b) whether the shortage has been felt even in the matter of transport of free contribution of grain and fodder to Rayalaseema from Guntur and Krishna districts; and

(c) whether there have been complaints of the bad handling of the movement of the wagons and if so, what action have Government taken or propose to take?

The Parliamentary Secretary to the Prime Minister (Shri Satish Chandra): (a) The demand for wagons exceeds the wagon availability on the Southern Railway due to the overall paucity of wagons on the Indian Railways to fully meet the requirements currently.

(b) No. All traffic in grain and fodder to Rayalaseema from Guntur and Krishna districts is currently cleared.

(c) No. A representation from Chamber of Commerce, Trichur, however, was recently received and replied to. In this connection, attention is invited to the reply to Starred Question No. 538, dated 5th June, 1952.

Shri Viswanatha Reddy: May I know, Sir, whether large quantities of mineral deposits are lying on the platforms for the past three months for want of wagons in Rayalaseema?

Shri Satish Chandra: There are outstanding registrations on this Railway, but as much goods as can be carried is being carried, and there has been an improvement in the wagon loadings during the last few months.

Shri Viswanatha Reddy: May I know, Sir, whether there is any proposal to increase the wagon position now under this Railway?

Mr. Speaker: His point seems to be that in view of the peculiar conditions in Rayalaseema, is there any proposal to give special priority or precedence in the supply of wagons for foodgrains.

Shri Satish Chandra: As far as foodgrains are concerned, they are being fully carried. There are no outstanding for foodgrains.

Shrimati A. Kale: Is the hon. Minister aware that there is a lot of under-hand dealing in the matter of wagons?