

(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?

**Mr. Speaker:** Order, order. It is a question based on inference.

**Shri Nambiar:** Are the Government aware that hundreds of bags of paddy and rice are being delayed in the platforms of Tanjore which are intended for Rayalaseema, due to wagon shortage?

**Shri Satish Chandra:** I have no information on the point. I can only say that the movement of foodgrains is given high priority.

**Shri Esvara Reddy:** May I know whether Government are aware of the fact that even now priority facilities are not being given for transport of grain and fodder?

**Mr. Speaker:** He means to say to Rayalaseema?

**Shri Satish Chandra:** Sir, it is the repetition of the same question in one form or the other. My information is that food-grains and fodder are being cleared.

#### OVER-BRIDGE NEAR AMRAVATI RAILWAY STATION

\*829. **Shri K. G. Deshmukh:** Will the Minister of Railways be pleased to state:

(a) whether an enquiry was made regarding the construction of over-bridge on the railway lines near Amravati railway station on Central Railway;

(b) if so, what was the report of the enquiry; and

(c) whether there is any provision for constructing the said bridge in the scheme of reconstruction of the railway station building, which is under construction at present?

**The Parliamentary Secretary to the Prime Minister (Shri Satish Chandra):** (a) and (b). An enquiry was made from the Madhya Pradesh State Government, who have agreed to bear their share of the cost of constructing a road over-bridge at Amravati, but have allotted it the fourth place in their list of priorities for the replacement of level crossings by road over-bridges.

(c) No.

**Shri K. G. Deshmukh:** Is there any time limit fixed for the construction?

**Shri Satish Chandra:** There can be no time limit. As soon as the three over-bridges have been completed, this fourth one will be considered.

**Shri K. G. Deshmukh:** Is there provision for it this year?

**Shri Satish Chandra:** There is perhaps, no provision this year.

#### GHEE AND Vanaspati

\*830. **Shri Jhulan Sinha:** Will the Minister of Food and Agriculture be pleased to state:

(a) the comparative figures of annual consumption of ghee and vanaspati in India; and

(b) the comparative figures of annual requirement of ghee and edible oils per capita per day?

**The Deputy Minister of Commerce and Industry (Shri Karmarkar):** (a) Quantities available for annual consumption are estimated at about 4 lakh tons of ghee and 1.7 lakh tons of vanaspati.

(b) The meaning of annual requirement per capita per day is not clear. According to the Nutrition Advisory Committee the share of vegetable oil, ghee, etc., in a balanced diet should be 2 oz. per consumption unit per day.

**Shri Jhulan Sinha:** May I know, Sir, if the total production of ghee and Vanaspati in the country is equal to the requirements of ghee as given in the formula?

**Shri Karmarkar:** The production of Vanaspati as judged by the reports from the markets appears to be fairly good, but regarding ghee, there is a shortage.

सेठ गोविन्द दास : क्या माननीय मंत्री जी को यह बात मालूम है कि घी की जितनी यहां आवश्यकता है और जो सूचना अभी माननीय मंत्री जी ने यहां बतलाई उस के अनुसार घी यहां पर मिलना असम्भव ही है और जो मिलता है उस में भी मिलावट होती है ?

श्री करमरकर : सरकार जानती है कि घी जितना चाहिये उतना नहीं मिलता है और उस के संवर्द्धन के लिये उपाय कर रही है ।

सेठ गोविन्द दास : क्या माननीय मंत्री जी को यह बात मालूम है कि जो उपाय किये जा रहे हैं उन से घी की मिलावट नहीं रुक रही है ?