

(b) The movement of fodder to deficit areas has been accorded a very high classification under preferential Traffic and comes next to food, viz., 2(c). Special trains have also been arranged whenever necessary for ensuring speedy transport of the stocks, to deficit areas. Concessional rates of freight have been made applicable.

#### IMPORT OF FERTILIZERS

\*257. **Pandit M. B. Bhargava:** Will the Minister of Food and Agriculture be pleased to state the quantities and values of fertilizers proposed to be imported into India during the year 1952-53 and also in what proportion they will be imported from the dollar and the sterling areas?

**The Deputy Minister of Commerce and Industry (Shri Karmarkar):** The Government of India have made arrangements for the import of 82,000 tons of sulphate of ammonia valued approximately at Rs. 3,13,84,000, all of which will be in sterling. In addition to this quantity, the U.S. Government under the Technical Co-operation Programme is going to supply a further quantity of 88,000 tons of sulphate of ammonia and 20,000 tons of other fertilisers, funds for which will come out of the financial provision made by the U. S. Government. It is not possible to give the total value of these fertilisers or their break-down in dollar and sterling, because the purchases have not yet been made.

#### ELECTRIFICATION OF RAILWAY TRACKS

\*258. **Shri M. L. Dwivedi:** Will the Minister of Railways be pleased to state:

(a) whether the trains run by electricity are more economical and quicker than those run by steam;

(b) if so, whether electrification of more Railway tracks is in progress;

(c) whether electric Railway engines are manufactured in India;

(d) the countries from where electric Railway engines and trains are being imported; and

(e) the railway lines where electrically-run trains are being introduced?

**The Minister of Railways and Transport (Shri L. B. Shastri):** (a) Electric Traction requires very heavy capital outlay. The initial cost of electric trains and locomotives is much more

than that of steam stock, but their operating costs are lower provided electric power is available at cheap rates. Electric traction units are capable of providing higher acceleration, and considerable saving in overall timing can be effected where frequent halts are necessary in a section.

(b) and (e). No. Electrification of Railways rests primarily upon economic considerations and each case has to be considered from a number of angles including cost of coal, cost of electricity and the density of traffic and more than all, the capital resources of the country which at present are urgently needed for other more pressing purposes.

(c) No.

(d) England.

#### BILNORE-CHANDPUR-SIAU RAILWAY LINE

\*259. **Shri N. S. Jain:** Will the Minister of Railways be pleased to state:

(a) whether the actual work of construction of the dismantled Railway line from Bilnore to Chandpur-Siau (old E. I. Railway) has been started and by what time it is expected to be completed; and

(b) whether it is a fact that Railway track was at first laid for some length on that line but was later removed and if so, why?

**The Minister of Railways and Transport (Shri L. B. Shastri):** (a) Yes. It is expected to be completed by the end of January, 1953.

(b) No.

#### MESSRS. A. H. WHEELER AND CO.

\*260. **Shri Vidyalkar:** Will the Minister of Railways be pleased to state:

(a) the names of the Railways over which the firm of Messrs. A. H. Wheeler and Co. has the monopoly to run book-stalls in Railway platforms;

(b) the years for which this firm has enjoyed the monopoly over the aforesaid lines;

(c) the amount of royalty and the rent received from the company for the aforesaid monopoly;

(d) whether tenders had been called before grant of monopoly to the above company;

(e) whether Government propose to call in tenders for the book-stalls

over the lines, where Messrs. A. H. Wheeler and Co. enjoy monopoly now; and

(f) whether the railway administration exercises any control or check over the prices of books and/or periodicals charged by the above concern?

**The Minister of Railways and Transport (Shri L. B. Shastri):** (a) The firm of Messrs. A. H. Wheeler and Co. hold licenses for running bookstalls on the Eastern, North Eastern, Central, Western and Northern Railways. On the two last mentioned Railways there are also other contractors running such stalls and on the Southern Railway this firm has no book-stalls.

(b) This firm has had licenses for running book-stalls over the Eastern, the Central and parts of the Northern Railways for over 50 years and over the North Eastern and Western Railways for nearly 30 years.

(c) The amount received by way of royalty from the firm during 1950-51 was about Rs. 50,000. No rent is charged as distinct from royalty.

(d) As recommended by the Central Advisory Council for Railways, the licensing system as opposed to the tender system is followed in awarding bookstall contracts.

(e) Does not arise in view of the reply to (d) above.

(f) Yes.

#### BILASPUR-MANDLA RAILWAY LINE

**\*261. Sardar A. S. Saigal:** (a) Will the Minister of Railways be pleased to state whether it is a fact that the earth work for a railway line from Bilaspur to Mandla was completed some years back and since then no work has been done?

(b) Will Government be pleased to inform the House when the said work will be taken up?

(c) Is it also a fact that the earth work for the railway line from Barwadih (E.I.R.) to Chirimiri (B.N. Rly.) was completed in year 1948 and since then it has been stopped?

**The Minister of Railways and Transport (Shri L. B. Shastri):** (a) No earth work was done for railway line from Bilaspur-Mandla except for about 15 miles in the year 1900, between Bilaspur and Khawarda. This work was done as a famine relief measure.

(b) No construction for the Railway line between Bilaspur and Mandla is contemplated at present.

(c) Major portion of earth work for

the Barwadih-Sarnadih section of the Barwadih-Chirimiri project was completed in February, 1950. Since then the work has been suspended and it has been decided to review the project in October, 1952.

#### MINOR IRRIGATION SCHEME

**\*263. Shri N. B. Chowdhury:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether the Government of India have decided to reduce their grants for small irrigation projects with effect from the current financial year,

(b) if so, to what extent;

(c) whether this has led to corresponding reduction of grants by the State Government also; and

(d) whether this would affect the "Grow More Food" campaign?

**The Deputy Minister of Commerce and Industry (Shri Karmarkar):** (a) No. There is no reduction in the quantum of financial assistance for small irrigation schemes, but in case of private schemes like the sinking and repairs to wells, tanks, etc., a reduction is made in the percentage of subsidy with a view to gradually reduce spoon feeding to the farmers and finance G.M.F. Schemes by means of loans only. So far as the public schemes of minor irrigation are concerned the basis of financial assistance remains unchanged.

(b) 25 per cent. in case of private schemes.

(c) Not necessarily. If any State Government propose to give subsidy at a higher percentage they can always do so out of their own budget.

(d) No.

#### DARWHA-PUSAD RAILWAY LINE

**\*264. Shri G. S. Bharati:** (a) Will the Minister of Railways be pleased to state when the dismantled railway line between Darwha and Pusad will be restored?

(b) What is the present stage of construction of this restoration?

(c) Has any provision been made for this in the budget for the year 1952-53?

**The Minister of Railways and Transport (Shri L. B. Shastri):** (a) The question of restoration of the dismantled line between Darwha and Pusad was reconsidered by the Central Board of Transport at their meeting held on 29th August 1950 and the restoration was not agreed to.