

CALCUTTA PORT

*468. **Shri T. K. Chaudhuri:** Will the Minister of Transport be pleased to state:

(a) whether it is a fact that the port of Calcutta is threatened by the silting up of the rivers Bhagirathi, Jalangi and Matha Bhanga;

(b) whether Government have obtained the considered opinions of Commissioners of the Port of Calcutta in this regard;

(c) whether any measures have been adopted for increasing the head-water supply in these three rivers; and

(d) if so, what are they?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) The Hooghly river system shows trends of deterioration on account of lack of perennial upland discharge both from the upper and lower tributaries of the Hooghly as also due to play of natural tidal forces.

(b) Yes.

(c) and (d). The matter is still under consideration. At present navigable depths are being maintained in the river by large-scale dredging. River training works which will afford relief to some extent have also been undertaken.

Shri T. K. Chaudhuri: Has it been considered by the Government whether the Ganga Barrage Scheme proposed by the West Bengal Government, which plans for the offtake of 20,000 cusecs of silt-free water into the canal of the Bhagirathi river, would provide any solution for this problem?

Shri Alagesan: It is under the consideration of Government.

Shri T. K. Chaudhuri: May I know whether any negotiations in this regard have been undertaken by our Government with the Government of Pakistan because the Ganga Barrage Scheme would affect the flow of

the river Ganges near the border of Pakistan, and has their attitude been ascertained?

Shri Alagesan: I am not in a position to give this information; perhaps the Ministry which deals with it may be able to give the answer. I am not in possession of the information.

Shri Meghnad Saha: In view of the assurance given by the Minister that the navigable depth is being maintained, may I know the maximum size of vessels which can come to the Calcutta port?

Shri Alagesan: It is not at all hours, but when the tide is favourable, the maximum depth for ships to come in is about 26 feet.

Shri Meghnad Saha: That is no answer to my question.

Shri T. K. Chaudhuri: May I know whether the attention of the Government has been drawn by the Port authorities concerned to the added danger to the port of Calcutta by the controlled outflow of the Damodar water into the Hooghly canal?

Shri Alagesan: That was considered by a Committee which stated that the Damodar Valley will not adversely affect though it may divert the water.

INSTITUTE FOR HIGHER MEDICAL EDUCATION

*471. **Shri Randaman Singh:** Will the Minister of Health be pleased to state the progress made so far in the establishment of a Research and Higher Medical Education Institute as provided in the Five Year Plan?

The Minister of Health (Rajkumari Amrit Kaur): A statement showing the progress so far made in respect of the establishment of the All-India Medical Institute is laid on the Table of the Sabha [See Appendix II, annexure No. 72.]

Shri T. S. A. Chettiar: May I know when it is expected to function?

Rajkumari Amrit Kaur: If all goes well, some post-graduate studies are hoped to be begun next year and the under-graduates' college in 1956.

श्री रणवमन सिंह : हिन्दी में समझाने की कृपा करें ।

Mr. Speaker: Will the hon. Minister be able to give the translation of English into Hindi?

राजकुमारी अमृतकौर : मैं ने यही जवाब दिया था कि जितनी तरक्की आज तक हुई है उसका बयान मंज पर रख दिया गया है ।

सेठ गोविन्द दास : जहां तक पदवीयों का सवाल है वहां तक किस किस पदवी की शिक्षा इसमें प्रचलित होगी ?

राजकुमारी अमृतकौर : यहां तो माडर्न मीट्रिसन की ही शिक्षा होगी ।

NAMES OF RAILWAY STATIONS

*474. **Shri Veeraswamy:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that Hindi equivalents of names of Railway Stations in Tamil Nad have been re-written after erasure by the Dravidian Federation; and

(b) if so, the amount spent in re-writing the names?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) Yes.

(b) The exact amount of expenditure cannot be stated, as this item of work was taken up along with petty repairs and maintenance in the usual course. The amount, however, is negligible.

Shri Veeraswamy: May I know why the Government of India are persisting in re-writing the names of railway stations in Hindi in the South and that against the feelings of the people and wasting public money?

Mr. Speaker: Order, order.

Shri Raghavalah: May I know why the Government is not taking the trouble to see that such erasure is not taking place in certain places?

Mr. Speaker: Order, order. Same thing again.

Shri Kelappan: May I know if the Government will see to it that if any wanton attempt is made to erase them again, it will be stopped?

Shri Shahnawaz Khan: We have come to the conclusion that the best course is just to ignore those attempts.

Shri Achuthan: Has it not come to the notice of the Government that the head of the Dravidian Federation has now switched over from this venture to another venture against the Malayaalee officers in the Madras State, thus creating bitter feelings between the Tamilians and the Malayalees?

ASSAM RAIL LINK

*475. **Shri L. Jogeswar Singh:** Will the Minister of Railways be pleased to state:

(a) the extent of damage done to the Assam Link of the North Eastern Railways during the recent floods; and

(b) the names of the areas where rail communications have now been restored?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Extensive damage was caused to the Assam Link during the recent floods. The total cost has not yet been fully evaluated.

(b) The through traffic on the line has been resumed with effect from 13-11-54.

Shri L. Jogeswar Singh: May I know how many months will it take now to restore complete railway communications?

Shri Alagesan: Temporary works were completed at about Rs. 34 lakhs. and the service has been resumed. The question of permanent construction of