

that more than 20—may be about 25 or 26—new factories have been given licences for establishment and more than 20 factories have been allowed to expand their production capacity. Attention is also being paid to the increase of sugarcane both in quantity and sucrose content. It is expected that within 2 or 3 years the shortfall between demand and supply will be made up.

Shri D. C. Sharma: In paragraph 4 of the press note it is said that a formula has been devised for linking the price of sugarcane to the price of sugar and that it will be applied even for 1953-54. May I know how this formula has been worked out, on what basis and what are the effects of this formula on the price of sugarcane for 1953-54?

Shri A. P. Jain: The broad principle of this formula is that the sugarcane grower gets out of the extra profit in the same proportion as the price of sugarcane bears to the selling price of sugar.

Shri Sarangadhar Das: In view of the fact that sugarcane research has been carried on for nearly quarter of a century and yet the yield of cane per acre has not increased very much, are Government justified in expecting that the yield will increase within the next two or three years?

Dr. P. S. Deshmukh: My hon. friend will find that we have done something which was not done before in the matter of making a serious effort to increase the yield of sugarcane as well as sugar content. He will find that this year's average will probably go up.

TRAIN SERVICE BETWEEN TEZPUR AND MANIHARIGHAT

*1104. **Shri K. P. Tripathi:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the through passenger train service from Tezpur to Maniharighat has been discontinued after the floods last year; and

(b) if so, when it is proposed to be resumed?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) Nos. 305/306 North Bengal Express trains, which were running from 1st April, 1954, between Maniharighat and Amingaon/Tezpur had to be suspended on account of the breaches in the Pandu Region in July-September, 1954, between Maniharighat and damage to the track between Siliguri and Amingaon.

(b) From 13th November, 1954, Nos. 305/306 North Bengal Express trains were restored to run only between Maniharighat and Domohani, and from 10th February, 1955, they have been extended to run between Maniharighat and Alipur Duar. It is proposed to further extend their run as soon as the Railway rehabilitation work, which is being carried out with expedition, is completed.

Shri K. P. Tripathi: May I know, when other trains are permitted to run from Maniharighat to Amingaon, why is it that these two trains are specially selected for the purpose of restricted running?

Shri Shahnawaz Khan: Probably, the hon. Member is more aware of it than most other people here, that there is a very acute shortage of locomotives and rollingstock and the North-Eastern Railway is being called upon to provide a large number of locos and wagons to save Dibrugarh and other areas from floods. So, in order to save on locomotives, we have to cut short the distance.

Shri K. P. Tripathi: In the first answer he says that the restriction was due to breaches in the railways and in the second answer he says that the restriction is due to shortage of wagons. May I know which is true?

Shri Shahnawaz Khan: The hon. Member must understand that both these are inter-linked. Breaches on the line are caused by floods and threat to various towns is also caused by floods. We are trying to rehabilitate our railway tracks which were

swept away by floods and so there is demand for locomotives and wagons all round—on the lines as well as to save the cities.

POST CARD VENDING MACHINES

*1109. **Chaudhri Muhammed Shafiee:** Will the Minister of Communications be pleased to refer to the reply given to starred question No. 129 on the 23rd February, 1955 and state:

(a) the cost of stamp and post card vending machines proposed to be purchased and the names of the countries in which orders for their purchase have been placed; and

(b) the nature of the plans for increasing the number of such machines?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) The estimated cost is Rs. 1,480 per machine. No information regarding countries from which machines will be purchased is available. Competitive tenders have been called by the Director-General, India Store Department, London.

(b) The ten machines are proposed to be supplied as follows:—

Three Post Card Vending Machines to Postmaster-General, Calcutta; 3 to Postmaster-General, Bombay; 2 to Postmaster-General, Madras; and 2 to Director, Postal Services, New Delhi. It is also proposed to supply one prototype Envelope Vending Machine and one Post Card-Cum-Envelope Vending Machine to Director of Postal Services, New Delhi, for trial purposes. The question of increasing the number of machines will be taken up after the machines ordered have been tried and found successful.

पंडित डी० एन० तिवारी: क्या इन मशीनों के आर्डर दते वक्त सरकार इन बातों का ध्यान रखती है या रखेगी कि जो मशीनें आएंगी उन पर कितना खर्च पड़ेगा और जो लोग स्टैम्प वीइंग के लिए रखे जाएंगे उन पर कितना खर्च पड़ेगा और साथ ही मशीनों के आने से कुछ लोग बेरोजगार तो नहीं हो जाएंगे ?

श्री राज बहादुर: इन मशीनों के आने से कोई भी बेरोजगार नहीं होगा, यह कहा जा सकता है ।

Sardar Hukam Singh: May I know whether it has been assessed as to what would be the duration for which these machines can honestly discharge the obligations that they promise before requiring some repairs?

Shri Raj Bahadur: As any other machine would discharge the obligation that is expected of it, we also expect that this post card vending machine will also do the same.

Shri Thanu Pillai: May I know how many people will become unemployed due to the introduction of this machine?

Shri Raj Bahadur: I have already answered that.

Sardar Hukam Singh: I wanted to know whether any period has been assessed for which it can discharge its function and whether there are any facilities here for its repair?

Shri Raj Bahadur: Of course, the machines are complicated but they are not such that the ordinary day to day repairs and maintenance work cannot be done locally. That can be done.

पंडित डी० एन० तिवारी: एक मशीन कितने आदीमियों का काम करेगी ?

Mr. Speaker: We will go to the next question.

AJMER-KOTAH RAIL LINK

*1115. **Pandit M. B. Bhargava:** Will the Minister of Railways be pleased to state:

(a) whether Government have received any representation for the construction of a Railway line between Ajmer and Kotah via Kekri and Deoli; and

(b) if so, the steps taken in the matter?