

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) and (b). Only the hope was expressed that it might be possible for Government to give some assistance towards the development of the hotel industry.

Shri Dabhi: Am I to understand that nothing more than a hope was there?

Shri Alagesan: He referred to it as a promise. I referred to it as a hope.

श्री भक्त वर्मान : क्या इस सुझाव पर विचार किया गया है कि गवर्नमेंट को जो बहुत पुराने जमे हुए ऊंची श्रेणी के होटल हैं, उनको ही सहायता न दे कर के, उन छोटे-छोटे स्थानों के उन छोटे-छोटे होटलों को भी सहायता देनी चाहिये जो कि पर्यटन के अच्छे केंद्र बन सकते हैं और क्या इस बारे में कोई कार्यवाही की जा रही है ?

Shri Alagesan: We have prepared a plan for development of tourism, in which we have included a provision for advancing loans to the hotel industry in suitable cases. No final decision has been taken on that. We are still in the stage of consultation with the Planning Commission. Then it will be time to consider as to how this loan should be utilised, and how best results could be obtained.

RAILWAY CONCESSIONS

*2687. **Shri S. N. Das:** Will the Minister of Railways be pleased to state the total number of persons who have been allowed concessions in Railway fare so far for participating in the Kosi Project by offering voluntary labour, giving separate figures for different classes of travel?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): Upto 31st March, 1955, 17,400 persons taking part in voluntary work in connection with the construction of Kosi Project Embankment were granted rail concession. All these persons travelled in III class.

Shri S. N. Das: May I know the rate of concession that was given?

Shri Shahnawaz Khan: Half third class.

Shri S. N. Das: May I know the parts of the country from where these persons went to the Kosi Project?

Shri Shahnawaz Khan: They were mostly from regions falling within the North Eastern Railway.

Shri S. N. Das: May I know the basis on which these concessions are given, and whether any certificate is required from any organisation?

Shri Shahnawaz Khan: The Bharat Sewak Samaj are organising this voluntary effort or *shramdan* by the people for the Kosi Project, and any applications coming through the Bharat Sewak Samaj are granted these concessions.

RAILWAY CONCESSIONS

*2689. **Shri Sanganna:** Will the Minister of Railways be pleased to state:

(a) whether any concessions in Railway fares were allowed to Volunteers of the National Extension Service in Orissa during the year 1954-55; and

(b) if so to what extent?

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

(b) The concession was notified in December 1954 and, was in the nature of 1st class travel on payment of II class mail fare, II class travel on payment of Int. Class Mail fare, Int. Class travel on payment of III class mail fare, and III class travel on payment of half the III class mail fare, but it was not availed of by any volunteer in the State of Orissa.

Shri Sanganna: May I know whether the cost of these concessions is debited to the cost of the National Extension Service?

The Deputy Minister of Railways and Transport (Shri Alagesan): I could not follow the question.

Mr. Speaker: To what head is the cost of these concessions debited?

Shri Alagesan: There is no question of debiting the cost of the concessions. The concessions are granted. I do not know what he means by debiting the cost.

Mr. Speaker: The railway loses some revenue, and the point is whether that is added on to the cost of the National Extension Service.

Shri Alagesan: No.

Shrimati Renu Chakravarty: Are there any principles whereby decisions are taken as to who is to get concession or not, and what is the authority that grants these concessions?

Shri Alagesan: The Railway Board grants these concessions, and the principles are well-known. We have granted these concessions to people engaging themselves in *shramdan* in all these public works, viz. community projects, National Extension Service, and Specially the Kosi Project—these are a category by themselves.

Sardar Hukam Singh: We have been told that the concession was not availed of by any person in that region. Was it due to the fact that nobody went there to work or was it due to the fact that they wanted to travel in the lowest class and they did not get any concession so far as that travel was concerned?

Shri Alagesan: The concession is there even for third class. Half concession is given. So, there is no question of denying concession to the lower class. But I am not aware of the causes which led to the fact that no one availed of the concessions.

Mr. Speaker: The region here is Orissa.

RAILWAY LINES

***2690. Shri Viswanatha Reddy:** Will the Minister of Railways be pleased to refer to the reply given to unstarred question No. 617 on the 22nd September, 1954 and state:

(a) whether any decision has since been taken with regard to the linking of Ongole with Bowringpet via Cuddapah by rail; and

(b) if so, when the survey is likely to be taken up?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) No, Sir.

(b) Does not arise.

Shri Viswanatha Reddy: May I know whether the Government of Andhra or the Government of Mysore have made any reference to this proposal?

Shri Alagesan: The Andhra Government have not so far sent any recommendation. We are awaiting the recommendation of the Andhra Government. I do not know whether the Mysore Government have included this in their recommendation; I do not have the list of lines recommended by the Mysore Government before me.

Shri Viswanatha Reddy: May I know whether apart from the recommendations of the State Government, the Government of India themselves will examine this proposal at an early date?

Shri Alagesan: It can be examined while we select new lines for construction, under the Second Five Year Plan.

Shri Viswanatha Reddy: May I know whether Government are aware that this proposed line cuts almost in a straight line four main broad gauge lines, and may I also know whether the hon. Minister himself had any occasion to refer to the railway map and plot these points on a map and see for himself the convenience of this line from the point of view of national interest?