

that the Madras tax is fairly high and so they wanted that the ceiling should be placed somewhere below the Madras tax.

BUDDHA JAYANTI

*974 **Shri Veeraswamy**: Will the Minister of Railways be pleased to state whether the Grand Trunk Express and other Mail Trains will be stopped at Sanchi in connection with the Buddha Jayanti celebrations?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shah Nawaz Khan): Yes, if the traffic justifies.

Shri Veeraswamy: May I know whether, if the traffic justifies, the Grand Trunk Express and other mail trains will be stopped at Sanchi from the beginning of the month of May?

Shri Shah Nawaz Khan: They will be stopped when the Buddha Jayanti is celebrated.

Shri Velayudhan: May I know whether any concession will be given to travellers who attend this Buddha Jayanti?

Shri Shah Nawaz Khan: Concession will be allowed to the foreign tourists.

Shri Veeraswamy: In view of the fact that passengers have to alight at Bhilsa on this side and at Bhopal on the other to go to Sanchi, why should not the trains be stopped to enable the passengers to go straight to Sanchi?

The Deputy Minister of Railways and Transport (Shri Alagesan): The answer is that the trains will be stopped when it is found necessary, because it will not be that the Buddha Jayanti will be celebrated at that particular place throughout the year. It may be for a few days. On those appointed days certainly the trains can be stopped. There is no difficulty about it.

KANDLA PORT

*975. **Shri Telkikar**: Will the Minister of Transport be pleased to state the money so far spent on the Railway line that connects the Kandla port with the North?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shah Nawaz Khan): The Kandla Port is now linked to the main railway line to the North by the Kandla-Deesa Railway link. The total expenditure incurred on the construction of the link is approximately Rs. 6.35 crores.

Shri Telkikar: May I know the monthly average income from this line?

Shri Shah Nawaz Khan: I shall require notice for that.

Shri T. N. Singh: In regard to these constructions, there were some enquiries into the conduct of certain officers. May I know whether any action has been taken against them?

The Minister of Railways and Transport (Shri L. B. Shastri): Perhaps the hon. Member is referring to some of the officers against whom an enquiry was being made. They belong to Saurashtra, but that enquiry has almost finished and some cases are still pending with the Union Public Service Commission.

Shri S. C. Samanta: May I know whether this amount includes the modern equipment that is to be installed at the port?

Shri Shah Nawaz Khan: This question related to the railway lines, not to the port.

WAGONS FOR JUTE TRANSPORT

*978. **Shri P. G. Sen**: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the inadequate supply of wagons to the jute centres of Purnea District, Bihar have caused the fall of local jute prices there in this season by Rs. 2 to Rs. 3 per maund of jute; and

(b) the comparative number of supply of wagons between last year and this year up-till now at Forbesganj and Banmankhi centres of Purnea?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shah Nawaz Khan): (a) The Ministry of Railways are not in a position to say what factors exactly contributed to the alleged fall in prices. It is however, true that the loading of jute from the jute centres of Purnea District to the Calcutta area during 1955-56 dropped as compared to the previous year mainly due to difficult operating conditions at transshipment points across the Ganga resulting from the vagaries of the river. With gradual stabilisation of the Ghat, despatches of jute to the Calcutta Mills have recently improved to some extent and are expected to improve further.

(b)	From 1-8-54 to 26-2-55.	From 1-8-55 to 26-2-56.
Forbesganj —	4,204	2,737
Banmankhi —	1,408	398

Shri P. G. Sen: In the *Indian Nation* of 20-2-1956 it was published that jute produce was facing great difficulty. May I ask why, in spite of the fact that the number of wagons supplied was not adequate, no action was taken up-till now?

Shri Shah Nawaz Khan: As regards transport of jute, it is sent to various mills in Calcutta as well as to mills in Bihar. As far as the mills in Bihar are concerned, there has been no difficulty regarding the supply of wagons. There has been some difficulty, however, regarding the supply of jute to the mills in the Calcutta area. This, as I said, was due to the transshipment difficulties, the vagaries of the rivers and unprecedented floods, which were things quite beyond the control of the Railway Ministry.

Shri B. K. Das: The Parliamentary Secretary stated that there was some deterioration in the transport position last year. Is it not a fact that even

during the year before last, the position was not good, and if so, may I know what steps are being taken to improve the position in future?

Shri Shah Nawaz Khan: The most important step that we are taking is to construct the Mokameh bridge.

Shri L. N. Mishra: Is the Minister aware that a very large number of wagons go to these stations every day carrying materials for the Kosi project, and they return empty, and if so may I know whether the possibilities of utilising these wagons have been explored by the Railway Ministry?

The Minister of Railways and Transport (Shri L. B. Shastri): All these things are taken into consideration, and we try to use the empties as much as we can.

पोस्टल कैंस सर्टीफिकेट

*६८०. डा० सत्यवादी : क्या संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) पाकिस्तान के डाक घरों में विभाजन पूर्व के पोस्टल कैंस सर्टीफिकेटों की कितनी राशि पड़ी हुई है ;

(ख) क्या ऐसे सर्टीफिकेटों के मालिकों को अन्तरिम भुगतान करने के लिये सरकार ने कोई निश्चय किया है ; और

(ग) यदि हां, तो उसका ब्योरा क्या है ?

संचार मंत्रालय में मंत्री (श्री राज बहादुर) :

(क) पाकिस्तान से भारत में स्थानान्तर किये गये ऐसे डाक सर्टीफिकेटों के दावे, जिनकी निर्धारित तारीख तक रजिस्ट्री की जा चुकी थी तथा जिनका भारत में स्थानान्तरण नहीं हुआ है—उनकी रकम १ मार्च, १९५६ को १,३६,३८,०६३ रुपये थी ।

(ख) जी हां ।

(ग) इस सम्बन्ध में एक विवरण-पत्र सभा पटल पर रक्खा जाता है [द्वितीय परिशिष्ट ५ अन्वय सं. ६०]

डा० सत्यवादी : क्या मैं जान सकता हूँ कि इस मामले में आखिरी फैसला करने के लिए पाकिस्तान से कोई बातचीत हुई है, और अगर हुई है तो उसका क्या नतीजा निकला है ?