

### चीनी का उत्पादन

१९३. श्री बागड़ी क्या खाद्य तथा कृषि मन्त्री यह बताने की कृपा करेंगे कि :

(क) इस साल कितनी चीनी की भारत वर्ष में पैदावार हुई ;

(ख) क्या पिछले साल की अपेक्षा इस साल चीनी ज्यादा बनी है ; और

(ग) यदि हां तो क्या सरकार का चीनी पर से कण्ट्रोल उठाने का विचार है ?

खाद्य तथा कृषि मंत्रालय में उपमन्त्री (श्री प्र० म० थामस) : (क) और (ख). इस वर्ष २२ जुलाई, १९६२ तक चीनी का उत्पादन २६.२ लाख टन हुआ जबकि गतवर्ष की इसी अवधि में २६.० लाख टन हुआ था। ३१-१०-१९६२ तक के कुल उत्पादन की गत वर्ष के उत्पादन से बढ़ने की सम्भावना नहीं है।

(ग) २८ सितम्बर १९६१ को चीनी के वितरण मूल्य तथा वहन पर से नियन्त्रण उठा लिए गए थे।

टिकट कलक्टर और रेलवे मजिस्ट्रेट के बीच झगड़ा

१९४. श्री रा० स० तिवारी: क्या रेलवे मन्त्री टिकट कलक्टर और रेलवे मजिस्ट्रेट के बीच झगड़े के बारे में २५ नवम्बर, १९६१ के अतारंकित प्रश्न संख्या ५८४ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि विभागीय जांच का क्या परिणाम हुआ ?

रेलवे मंत्रालय में उपमन्त्री (श्री शाह-नवाज खां) : रेल प्रशासन अभी इस मामले की जांच कर रहा है।

### Irrigation By Tube-Wells

195. Shri Kashi Ram Gupta: Will the Minister of Food and Agriculture be pleased to state:

(a) what per hour minimum water-discharge capacity (in gallons) of a

tube-well is regarded as economic for agricultural irrigation purposes;

(b) the average total cost of such a tube-well;

(c) what are the Running Expenses for such a tube-well and the power required for the same both to be based on an average working day of eight hours; and

(d) how much area is irrigated in an eight hours working day by tube-well of the capacity asked for in part (a) above?

The Deputy Minister in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) The economics of tubewell irrigation is governed not only by its water discharge capacity but also by its depth which influences the cost of construction and running, by the source of power for running it, viz., whether it is hydro-electric power, steam generated electricity, diesel generated electricity or diesel engine, by the cropping pattern in the commanded area and by the irrigation rates which can reasonably be levied from the cultivators. These factors vary considerably from area to area and it is not possible, therefore, to determine the minimum water discharge capacity of an economic tube-well without reference to the area in which the tubewell is to be constructed. However, from the experience of States in which large areas are being irrigated by tubewells, it can be said that the minimum discharge varies between 25,000 gallons per hour in Gujarat and 33,000 gallons per hour in Bihar.

(b) The average cost varies from Rs. 65,000 to Rs. 90,000.

(c) The average running expenses vary from Rs. 12,700 for a diesel engine operated tubewell to Rs. 7,750 for tubewell run by hydro-electric power, for 5,000 hours and 4,000 hours respectively. The power requirement would be 27 H.P. for diesel engine in Gujarat and 15 H.P. for electric motor in Bihar. The tubewell will not be

economical if it is worked for only eight hours a day.

(d) The area irrigated varies from 200 acres to 400 acres.

**Dam at Mainadhar on Barak River, Assam**

**198. Shri N. R. Laskar:** Will the Minister of Irrigation and Power be pleased to state:

(a) whether the necessary investigations regarding the proposed Earth Dam at Mainadhar on the Barak River, District Cachar, Assam has been completed;

(b) if so, the details thereof; and

(c) the probable date by which the construction work of the dam will be completed?

**The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan):** (a) The investigations for the Barak Dam are in progress.

(b) Does not arise.

(c) Feasibility of the construction of a dam will be known only on completion of the investigations.

**Telegraph and Public Call Office Facilities at Rudrampur**

**197. Shri R. N. Reddi:** Will the Minister of Transport and Communications be pleased to state:

(a) whether it has been decided to open a Public Call Office and provide telegraph facilities at Rudrampur, Kothagudium Taluk, Khammam District; and

(b) if so, when the same will be provided?

**The Deputy Minister in the Ministry of Transport and Communications (Shri Bhagavati):** (a) Yes.

(b) June 1963; or earlier if possible.

**Railway Siding between Ramagundam and Godavari Khani**

**198. Shri R. N. Reddi:** Will the Minister of Railways be pleased to state:

(a) the reasons for the delay in completing the Railway siding between Ramagundam and Godavari Khani;

(b) when it is likely to be completed; and

(c) when the same will be opened for traffic?

**The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy):** (a) There is no delay on Railway's part in completing the siding between Ramagundam and Godavari Khani. Progress of the work has been held up as some of the bridges which are being constructed by the Colliery have not been completed. As soon as the bridges and earth work are completed, the railway will lay the siding.

(b) and (c) The siding is expected to be completed by November, 1962, and opened for traffic in December, 1962.

**Distance Restriction on Third Class Passengers on Trains**

**199. Shri R. N. Reddi:** Will the Minister of Railways be pleased to state:

(a) whether there is any proposal to impose distance restriction for third class passengers on Howrah| Madras Mail and Hyderabad|Howrah Express trains; and

(b) if so, the nature of such restrictions?

**The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy):** (a) and (b). A statement giving the existing distance restrictions by Howrah| Madras Mail for third class passengers is given below. There is at present no proposal to impose any further restrictions by this train.