

(a) the amount of grant received by Andhra Pradesh from the Central Road Fund till March, 1962 for road development schemes in the State;

(b) the amount allocated to Andhra Pradesh during the Third Five Year Plan;

(c) whether Government of Andhra Pradesh have represented to the Central Government for more financial aid for development and extension of roads in the State; and

(d) if so, the reaction of Union Government in this regard?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) The total grant given to the Andhra Pradesh State from the Central Road Fund till the end of March 1962 was Rs. 24317 lakhs made up of as follows:—

(i) Ordinary Reserve Rs. 14.20

(ii) Allocations Rs. 209.40 lakhs.

(iii) Special Reserve Rs. 19.49 lakhs.

(b) Rs. 94.00 lakhs (Rs. 78.00 lakhs from allocations and Rs. 16.00 lakhs from Ordinary Reserve).

(c) No.

(d) Does not arise.

Buildings for Post Office in Andhra Pradesh

1822. Shri Ulaka: Will the Minister of Transport and Communications be pleased to state:

(a) the number of Sub-Post Offices and Branch Post Offices in Andhra Pradesh not yet provided with Departmental buildings;

(b) when the construction of such buildings would take place; and

(c) the total amount that is likely to be spent for the purpose?

The Deputy Minister in the Ministry of Transport and Communications

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(Shri Bhagavati): (a) 960 Departmental Sub-Post Offices and 3 Departmental Branch Post Offices have not been provided with Departmental buildings. It is not the general policy to provide departmental buildings for extra-departmental Post Offices.

(b) Due to limited financial resources it is not possible to construct departmental buildings for all the Departmental sub-offices and Departmental branch offices. Moreover due to availability of suitable rented buildings, departmental buildings are not necessary in each case. It is proposed to construct departmental buildings for about 50 Sub-Post Offices, during the Third Five Year Plan.

(c) About Rs. 40 lakhs.

Ravanasamudram Station, S. Railway

1823. Shri M. P. Swamy: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that Ravanasamudram Station in Madurai Division of Southern Railway is not provided with a telephone;

(b) whether it is also a fact that passengers are undergoing great hardship and inconvenience while entraining and alighting from train due to the very low level of platform;

(c) whether any representation has been received by Southern Railway authorities from public to make improvements to the Station, particularly about raising up of platform and installing a telephone; and

(d) if so, when will the required improvements to the station be effected?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy):

(a) Yes, Sir.

(b) The low level platforms are less convenient as compared to high level ones, but it would not be possible to provide high level platforms at all stations, due to paucity of funds.

Priority is given to suburban stations and stations dealing with very heavy traffic, such as at junctions.

(c) A complaint regarding the level of the platform has been received by Railway Administration which has also *inter alia* suggested provision of a telephone, more quarters, electrification, etc.

(d) The matter is under examination.

राष्ट्रीय राजमार्ग

१८२४. { श्री प्रकाशबीर शास्त्री :
श्री विश्वनाथ राय :

क्या परिवहन तथा संचार मंत्री यह बताशे की कृपा करेंगे कि :

(क) भारत के सीमावर्ती प्रदेशों का दिल्ली राजधानी से जोड़ने के लिये भी क्या राष्ट्रीय राज मार्गों में कुछ वृद्धि की सम्भावना है;

(ख) यदि हां, तो क्या गड़वान जैवे पर्वतीय प्रदेशों का दिल्ली से सीधा सम्बन्ध मेरठ और बिजनौर हो कर करने के लिये सरकार कुछ सोच रही है; और

(ग) क्या यह भी सब है कि रेपार करने से तीनों सनिक स्टेशन दिल्ली, मेरठ और लन्डौन एक ही सड़क पर हो जायेंगे ?

परिवहन तथा संचार मंत्रालय में परिवहन मंत्री (श्री राज बहादुर) : (क) से (ग) मौजूदा राष्ट्रीय राजमार्गों तथा प्रदेश सड़कों के द्वारा दिल्ली पहुँचे ही से सीमावर्ती प्रदेशों से जुड़ा हुआ है। इन प्रयोजन के लिये किसी नये राष्ट्रीय राजमार्ग के निर्माण करने की आवश्यकता नहीं समझी जाती है। ऐसी सड़कों भी मौजूद हैं जो दिल्ली को गढ़वाल से मेरठ बिजनौर और लैसडाउन होते हुए मिलाती है।

Salad and Ujj Hydro-Electric Projects

1825. **Shri Bishan Chander Seth:** Will the Minister of Irrigation and Power be pleased to state:

(a) whether it is a fact that Jammu and Kashmir State has requested the Union Government to take over the execution of Salad and UJJ Hydro-electric projects in Chinab basin in Jammu; and

(b) if so, the reaction of Government thereto?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): (a). No.

(b) Does not arise.

तपेदिक में वृद्धि

१८२६. श्री विभूति मिश्र: क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सब है कि भारत में तपेदिक का रोग बढ़ रहा है;

(ख) यदि हां, तो पिछले पांच वर्षों में कितनी रफ्तार से बढ़ा है; और

(ग) क्या यह सब है कि तपेदिक के अस्पतालों में दाखिला कठिनाई से मिलता है; और

(घ) यदि हां, तो अस्पताल और विस्तार बढ़ने की दिशा में सरकार कौन सा कदम उठा रही है ?

स्वास्थ्य मंत्री (डा० सुशीला नायर) :

(क) इस बारे में कोई विश्वस्त आंकड़े उपलब्ध नहीं हैं, किन्तु मैं नहीं समझती कि तपेदिक के मामले वृद्धि पर है;

(ख) यह प्रश्न नहीं उठता।

(ग) जी हां।

(घ) सभी तपेदिक के रोगियों को उपचार के लिये अस्पताल में दाखिला देना आवश्यक नहीं है। बहुत से तपेदिक के रोगियों का टी० बी० क्लिनिकों तथा गृहो प्रचार द्वारा उन के घर पर ही इलाज किया जा सकता है। क्षय अस्पतालों में विस्तार भी बढ़ाये जा रहे हैं।