

(ख) क्या यह भी सच है कि चिट्टियां व रजिस्ट्री भी ठीक से नहीं बटतीं ; और

(ग) यदि हां, तो इसके क्या कारण हैं ?

डाक और तार विभाग में उपमंत्री (श्री भगवतो) : (क) जी नहीं । १९६३ में मनीआर्डरों की देरी से अदायगी के सम्बन्ध में एक शिकायत और ऐसी दो शिकायतें जिनमें रिश्वत मांगने के आरोप लगाये गये थे, प्राप्त हुई थीं ; किन्तु आरोप सिद्ध नहीं हो सके ।

(ख) जी नहीं । १९६३ में दो शिकायतें प्राप्त हुई थीं किन्तु उनका कोई आधार नहीं था ।

(ग) प्रश्न ही नहीं उठता ।

Sugar Mills

2327. Shri Hari Vishnu Kamath: Will the Minister of Food and Agriculture be pleased to refer to the reply given to Starred Question No. 300 on the 25th February, 1964 and state:

(a) whether the examination of the applications for setting up sugar mills received after the 30th June, 1963 has concluded; and

(b) whether the two applications received, one from Kareli, Narsinghpur district and the other from Hoshangabad district, both in Madhya Pradesh, have been sanctioned?

The Minister of State in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) Not yet Sir.

(b) Does not arise.

Malan Bridge

2328. Shri Gulshan: Will the Minister of Railways be pleased to state:

(a) whether R.C.C. caps of Malan Bridge between Laksar and Moradabad cracked before the erection of

girders and payment made to the contractors;

(b) if so, who is responsible for this defective work and whether an enquiry has been made in the matter;

(c) what extra expenditure has been incurred to repair the cracks; and

(d) whether this bridge has now been considered fit for traffic?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) to (d). A new bridge on the river Malan has been completed and opened to traffic in connection with doubling of the section between Moradabad and Laksar on Northern Railway. The well foundations, well caps and superstructure of the bridge were completed in November 1961 and finally billed for in November 1962. Fine cracks in concrete caps of the wells were observed, subsequently, during erection of girders. As the cracks did not affect the strength of the structure, girders were launched and the bridge was opened to goods traffic from 4th November, 1963; the present speed across the bridge has been progressively increased to 45 M.P.H. Observations have indicated no further development of the cracks observed earlier. The cracks called for no action to repair them and as such no expenditure has been incurred. No enquiry was considered necessary either. The bridge is considered safe for the designed loading.

Assistance to Bihar State

2329. Shrimati Ramdulari Sinha: Will the Minister of Community Development and Cooperation be pleased to state:

(a) whether it is a fact that the total grant of loan and subsidy for the development of co-operative sector to Bihar State was lowest in 1960-61 and 1959-60 it was the highest during the last five years, and if so, why;

(b) whether the Central Government or the State Government is res-

possible for such fall in the aforesaid grant after 1959-60 during subsequent four years; and

(c) how much fall in grant compares with other States during the same period?

The Deputy Minister in the Ministry of Community Development and Cooperation (Shri B. S. Murthy): (a) The Central assistance released during the five years is as follows:—

(Rs. in lakhs)

1959-60	1960-61	1961-62	1962-63	1963-64
48.10	19.70	33.96	32.05@	68.80*

The Central assistance sanctioned in 1959-60 was comparatively higher than 1960-61 because of the supplementary programme approved in 1959-60.

(b) The central assistance is dependent on the quantum of actual expenditure incurred by the State Government.

(c) In majority of the States, total grants sanctioned were lower in 1960-61 than in 1959-60.

Construction Allowance

2330. Shri A. P. Sharma: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the workers employed by the Central Government Departments other than Railway at Farraka are paid construction allowance, whereas Railway workers are not being paid the same; and

(b) if so, the reasons for this disparity?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): (a) and (b). The matter is under consideration.

Derailment of Goods Train

2331. Shri Ram Harkh Yadav: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that a goods train was derailed on the 28th March, 1964 between Dagmagpur Chunar Railway stations on the Northern Railway, 114 Kilometers from Allahabad;

(b) if so, the details of the accident; and

(c) the total loss caused thereby?

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

(a) and (b). At about 5-45 hrs. on 28-3-64 while No. 196 Dn. goods train was running between Dagmagpur and Pahara stations on Allahabad-Mughal-sarai section of Northern Railway, one wagon derailed.

(c) The cost of damage to Railway property was estimated at approximately Rs. 500.

Agricultural Production

2332. Shri D. C. Sharma: Will the Minister of Food and Agriculture be pleased to state:

(a) whether his attention has been drawn to the plan submitted by a panel of United States scientists to revolutionise agriculture in West Pakistan so that within the next 25 to 30 years food production can be doubled with greater exploitation of the ample reserves of natural gas and underground water, increased use of chemical fertilizers, better methods of cultivation and a more rational land system; and

(b) whether the feasibility of having such a plan for India has been considered?

(@) includes assistance for centrally sponsored scheme of consumer Co-operative Stores.

(*) includes assistance to centrally sponsored scheme of consumer stores, cooperative farming in Gramdan areas and distribution of consumer articles in rural areas.