

(b) if so, what would be the amount of such reduction; and

(c) whether the State Governments also would make a corresponding reduction of grants?

The Deputy Minister of Food and Agriculture (Shri M. V. Krishnappa): (a) Yes. Even now, the policy of the Government of India is to finance minor irrigation projects as far as possible in the shape of loans only and to limit subsidies to construction of surface wells, the rate of subsidy being restricted to 25 per cent, both from the Central and the State Governments. The G.M.F. Enquiry Committee has also recommended that subsidies should be reduced and eventually abolished in respect of Grow More Food aid.

(b) The actual extent to which subsidies may be continued in respect of particular types of schemes, is still under consideration.

(c) This is a matter for the State Governments.

गन्ने के बाध

३८७. श्री विमूति मिश्र : क्या काष्ठ तथा कृषि मंत्री यह बतलाने की कृपा करेंगे कि सरकार द्वारा गन्ने के दो भाव क्यों निश्चित किये गये हैं, जब कि बिहार में चीनी के कारखानों के शुद्ध होने से ले कर कारखानों के फाटकों पर और बाहर एक ही भाव बना रहा है और वस्तुतः चुकाये जाने वाले दायों में कोई भेद नहीं रहा है ?

The Deputy Minister of Food and Agriculture (Shri M. V. Krishnappa): During 1950-51 and 1951-52 when a uniform price was fixed both for gatt and rail cane by the Central Government an allowance of 7 annas per maund was made in the sugar price for meeting the cost of transport or sugarcane by rail. This allowance of 7 annas per maund on sugar worked out to about 2 annas 4 pias per maund of cane. This year, in order to enable the factories to cover the charges on transport and handling of rail cane, the minimum price for rail cane has been fixed at a uniform rate which is 2 annas per maund lower than that for gatt cane. Different prices for rail and gatt cane used to be fixed by the Government of Bihar upto 1936-39.

METRE GAUGE WAGONS

388. Shri U. M. Trivedi: (a) Will the Minister of Railways be pleased to state how many metre-gauge wagons are provided with automatic vacuum-brakes?

(b) Why the wagons manufactured by the old O. T. Railway were not provided with automatic vacuum-brakes?

(c) What has been the total loss in terms of time on account of this omission on all the wagons during the year 1951-52?

(d) What steps are Government taking to make provision for this mechanism in all wagons?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) 14,715 Metre Gauge Wagons have been provided with automatic vacuum brakes upto the end of November 1952.

(b) Wagons were not manufactured by the old O.T. Railway.

(c) and (d). There has not been any omission. Orders were only issued to Metre Gauge Railways in 1950 to make arrangements to fit automatic vacuum brake equipment to all wagons not already so fitted. The work is planned to be spread over a period of 5 years. All new wagons are fitted with vacuum brakes.

RAJASTHAN UNDERGROUND WATER BOARD

390. Shri Bheekha Bhat: Will the Minister of Food and Agriculture be pleased to state:

(a) the present personnel of Rajasthan Underground Water Board;

(b) whether any of the members of the Board has visited the areas which are in the grip of water scarcity; and

(c) the activities of the Board since its formation?

The Deputy Minister of Food and Agriculture (Shri M. V. Krishnappa): (a) A list of the members of the Rajasthan Underground Water Board is laid on the Table of the House. [See Appendix V, annexure No. 63.]

(b) Yes. The Unit is operating in the Jodhpur Division which suffers from chronic deficiency of water.

(c) Since its inception in December, 1949, the Board has constructed 25 tube-wells out of which 20 are successful.