

facts as ascertained from the Governments of Uttar Pradesh and Vindhya Pradesh are as follows:

In February 1949 the Transport Authorities of the respective States arrived at reciprocal arrangements in regard to plying of stage carriages and goods vehicles in inter-State routes under which permits for such vehicles issued by the Transport Authority of one State were to be countersigned by the Transport Authority of the other State. The vehicles were to pay tax in the State in which the permits were originally granted and were not to be subjected to further tax in the other State. This agreement appears to have been effective upto June 1952. In July, 1952 the Government of Uttar Pradesh is understood to have commenced realising motor tax in respect of Vindhya Pradesh vehicles plying on inter-State routes. Thereupon the Vindhya Pradesh Government took similar action and started taxing Uttar Pradesh motor vehicles plying on such routes including Jhansi-Lalitpur. Representations have been received by the Government of India from lorry owners of Jhansi and Lalitpur complaining against the levy of tax by Vindhya Pradesh Government on vehicles plying on the route in question.

(c) Yes

(d) No. The State Government is not required to obtain the approval of the Government of India.

(e) The matter is one for mutual adjustment between the two State Governments. However, the Central Government are in correspondence with them with a view to bringing about a satisfactory settlement.

रेल-मार्ग (तारों को सीमा)

८३४. श्री बी० डी० शास्त्री : क्या रेल मंत्री यह बतलाने की कृपा करेंगे कि :

(क) क्या सरकार को बिदित है कि रेल मार्ग के दोनों ओर का तारों का घेरा किसी काम नहीं आता और यह पशुओं के रेल-लाइनों को पार करने को नहीं रोक पाता और फलतः सैकड़ों पशु रेलगाड़ियों के नीचे आ जाते हैं ;

(ख) क्या पशुओं को सीमा में घुसने से रोकने के लिये कोई उपाय सरकार के विचाराधीन है ; तथा

(ग) प्रति वर्ष रेल के नीचे आने वाले पशुओं की लगभग संख्या ?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Fencing is not maintained except in suburb and industrial areas, around station yards and in the neighbourhood of important level crossings. This policy is based on the recommendations of the Indian Railway Enquiry Committee, 1937.

(b) No special measures are under consideration.

(c) The number of cattle run over in 1951-52 was 5343.

PRODUCTION OF CEREALS

835. Babu Ramnarayan Singh: (a) Will the Minister of Food and Agriculture be pleased to state what was the total annual produce of cereals of India in the year 1951?

(b) What was the total annual consumption of cereals in India in the year 1951?

The Minister of Food and Agriculture (Shri Kidwai): (a) 44.2 million tons on the basis of crop cutting experiments conducted by the I.C.A.R.

(b) It is difficult to give any definite figure about the actual consumption of cereals in the country in which a large part of the population is not rationed. The offtake of the rationed population in 1951 was 7.8 million tons.

CEREALS (REQUIREMENTS)

836. Babu Ramnarayan Singh: (a) Will the Minister of Food and Agriculture be pleased to state what percentage of our total requirements of cereals has been met by (i) balance of the last year (ii) Home Produce and (iii) import from foreign countries, in the current year?

(b) What percentage of cereals in the godown of Government has been wasted this year and how?

The Minister of Food and Agriculture (Shri Kidwai): (a) It is difficult to estimate correctly the total requirements of this country in which