

यह क्लास पसिन्जर शेड बनाये जायेंगे ;
और उन के बनाने की व्यवस्था कब तक
की जायेगी ;

(ख) चित्तबड़ागांव स्टेशन पर जो
ऐन० ई० रेलवे की बनारस से छपरा
वाली लाइन पर है, शैड कब तक बन
कर तैयार होगा; और

(ग) क्या वहां एक इन्टर क्लास
वेटिंग रूम भी बनाने की व्यवस्था की
जायेगी ?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) About 10,000 running feet of Platform covering is being provided on the North Eastern Railway each year. During the current year sheds are being provided at Gonda, Pilibhit, Barauni Junction, Bhatni Junction, Basti, Deoria Sadar, Banaras City, Motihari, Ballia, Allahabad City, Bahraich and Farukhabad. The programme for passenger amenities works is drawn up in consultation with the Local Advisory Committees and takes into account *inter alia* the relative density of passenger traffic at stations.

(b) The provision of Platform covering at Chit Baragaon is planned in 1954-55.

(c) No. The number of Inter Class passengers per day at this station averages only 7 and there is, therefore, no justification for an Inter Class Waiting Room.

DEESA-KANDLA RAILWAY LINE

41. Shri Dabhi: (a) Will the Minister of Railways be pleased to state whether Deesa-Kandla Railway line has been constructed and has begun working in full swing?

(b) What are the advantages likely to accrue to the country from this railway line?

(c) What is the total cost as well as cost per mile of constructing this railway line?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) and (c). The railway line from Gandhidham (approximately 7 miles from the

site of the new Port of Kandla) to Deesa, a length of about 170 miles, has been constructed and was opened to traffic on 2-10-1952. This line is estimated to cost Rs. 5'67 crores, which works out to Rs. 3-32 lakhs per mile, but exact figures will be available only after all charges have been adjusted and the accounts closed.

(b) The advantages of this line are that it provides a rail connection between the new major port being built at Kandla and the hinterland comprising Rajasthan, part of Madhya Bharat, the Punjab and the Delhi and Western Uttar Pradesh areas, which were formerly served by Karachi. It will also connect Kutch through the rail crossing over the Rann of Kutch to the rest of India for the first time in history.

INDIAN MEDICINE

42. Shri Jajwara: Will the Minister of Health be pleased to state what steps have been taken by the Central Government on Resolution No. 11 relating to the Indian Medicine adopted at the Central and State Health Ministers' Conference on the 10th, 11th and 12th October, 1952?

The Minister of Health (Rajkumari Amrit Kaur): No meeting of the Central and State Health Ministers was held in 1952. On the assumption that the hon. Member is referring to Resolution on Agenda item No. 1 passed by the Third Health Ministers' Conference held in August-September, 1950, I would invite his attention to the reply given by me to Dr. V. Subramaniam's starred question No. 349 on the 5th March, 1952, and to Shri S. C. Samanta's starred question No. 1257 on the 27-6-52. The question of indigenous systems of medicine was also discussed by the Central Council of Health at its first meeting held at Hyderabad in January, 1953. The further consideration of this question was postponed to the next meeting of the Council.

EMPLOYEES' PROVIDENT FUND ACT (EXEMPTION)

43. Shri Bansal: Will the Minister of Labour be pleased to state:

(a) the number of factories which have applied for exemption under Section 17 of the Employees' Provident Fund Act, 1952; and

(b) how many exemptions have been granted so far?

The Minister of Labour (Shri V. V. Giri): (a) (i) 480 factories have so far applied to Central Government for

exemption under Section 17(a). It is likely that some more applications may be received.

(ii) Only one application has so far been received under Section 17(b).

(b) No exemption order has been issued so far. Certain procedural matters are awaiting settlement before the formal notifications granting exemption are issued. Subject to the settlement of the pending issues, it is expected that about 70 per cent. of the factories which have applied for exemption are likely to be exempted.

**EMPLOYEES' PROVIDENT FUND ACT
(CONTRIBUTIONS)**

44. Shri Bansal: Will the Minister of Labour be pleased to state:

(a) the number of factories that have been covered by the Employees' Provident Funds Act, 1952;

(b) the total number of workers covered by those factories; and

(c) the total contributions received in January, 1953?

The Minister of Labour (Shri V. V. Giri): (a) Approximately 1,680.

(b) Approximately 13,77,000.

(c) The information is being collected and will be placed on the Table of the House.

KULU VALLEY TRANSPORT COMPANY

45. Shri A. N. Vidyalkar: Will the Minister of Railways be pleased to refer to the answer given to Starred Question No. 990 asked on the 6th December, 1952 and state:

(a) whether the enquiry into the affairs of the Kulu-Valley Transport Company Ltd. has been completed and whether Government propose to lay the Report on the Table of the House;

(b) whether Government have received complaints from the staff of the company about the non-payment of their salaries and if so, whether they have taken any steps in the matter;

(c) whether Government have received representations from the public requesting for alternative arrangements for running the route; and

(d) if the answer to part (a) above be in the negative, how long it will take to complete the enquiry and whether pending enquiry, Government

propose to take some interim measures to remove various grievances of the staff and the public?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) The enquiry into the affairs of the Kulu Valley Transport Limited has been completed. The question of laying the report on the Table of the House will receive consideration after Government have taken final decisions on the subject.

(b) Yes; the matter is engaging Government's attention at present.

(c) and (d). Certain representations have been received and as already stated in reply to part (a) of the Question, the whole matter is now under consideration.

COST OF LIVING INDEX

46. Shri P. C. Bose: Will the Minister of Labour be pleased to state the cost of living index in India and in the industrial areas of Bombay, Ahmedabad, Madras, Kanpur, Calcutta and Jharia in the years 1939, 1947 and 1952?

The Minister of Labour (Shri V. V. Giri): A statement is laid on the Table of the House.

STATEMENT

Name of the centre	Base period of the cost of living index number compiled.	Cost of living index number for the year		
		1939	1947	1952
Bombay	Year ending June 1934	106	279	Not yet published.
Ahmedabad	Year ending July 1927 ¹ shifted to August, 1939—100	107	300	do.
Madras	Year ending June 1936	101	272	do.
Kanpur	August 1939—100	107	378	do.
Calcutta	August 1939—100	108	309	do.
Jharir	Year 1944—100	Not compiled	139	do.
All-India	do.	do.	120	do.