

(b) 14 exploratory bores have been drilled at the following places:

Name of the place	District
(1) Bawanbir	Nimar
(2) Hiwarkhed	Akola
(3) Akot	-do-
(4) Patsul	-do-
(5) Dahihanda	-do-
(6) Wagholi	-do-
(7) Andura	-do-
(8) Jaitpur	Amratsoti
(9) Asegaon	-do-
(10) Partwada	-do-
(11) Walgaon	-do-
(12) Chandurbazar	-do-
(13) Anjan Gaon	-do-
(14) Kokarda	-do-

(c) None of the exploratory bores yielded sufficient quantities of water for economic use for irrigation purposes. Further drilling has, therefore, been abandoned.

Dismissal of Railway Employees

206. **Shri S. M. Banerjee:** Will the Minister of Railways be pleased to state the number of employees of Northern Railway dismissed or discharged for having participated in demonstrations and tool down strikes during the last three years?

The Deputy Minister of Railways (Shri Shahnawaz Khan): The number is one, Sir.

New Railway Lines in Madras

207. **Shri Sampath:** Will the Minister of Railways be pleased to state:

(a) the new railway lines for which survey has been ordered in the Madras State;

(b) the progress of the survey, if any;

(c) whether the work has been taken up in the cases of lines for which the surveys had been completed; and

(d) if not, the reasons therefor?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b).—

1. Bangalore-Salem.
Traffic—completed.
Engineering—in progress.
2. Vellore—Conjeevaram.
Traffic—completed.
Engineering—not started.
3. Tinneveli|Trivandrum-Cape Comorin
Traffic—completed report awaited.
4. Chinnasalem-Chingleput.
Traffic—Completed.

(c) No.

(d) A decision regarding the construction can be taken only after examining the survey reports which have not been received. None of the lines are included in Second Five Year Plan.

रेलवे में अनुसूचित जाति के व्यक्तियों

२०८. श्री रूप नारायण : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि रेलवे में पहली और दूसरी श्रेणी के कितने व्यक्तियों हैं और उन में अनुसूचित जाति के कितने व्यक्ति हैं ?

रेलवे उपबन्धा (शाहजहाँपुर की) —

	I दर्जा	II दर्जा	भ्रमणित
अफसरों की			
कुल तादाद .	१५०६	१७५६	१६८
अनुसूचित जाति			
के अफसरों			
की तादाद .	५	४	कोई नहीं

PAPER LAID ON THE TABLE

AMENDMENT TO COTTON TEXTILES (PRODUCTION BY HANDLOOM) CONTROL ORDER

The Minister of Commerce (Shri Kanungo): I beg to lay on the Table, under sub-section (6) of Section 3 of the Essential Commodities Act, 1955, a copy of the Notification No. S.R.O. 908 dated the 23rd March, 1957 making certain further amendment to the Cotton Textiles (Production by Handloom) Control Order, 1956. [Placed in Library. See No. S-52/57.]

RAILWAY BUDGET—GENERAL DISCUSSION—concl'd.

Mr. Speaker: The House will now resume further discussion of the railway budget. Three days were allotted for the discussion and today is the last day. At what time can I call upon the Railway Minister to reply?

The Minister of Railways (Shri Jagjivan Ram): The House is sitting till 6; I will take 1-1/4 hours.

Mr. Speaker: I will call him at a quarter to five.

Shri Samanta may continue his speech.

Shri S. C. Samanta (Tamluk): Mr. Speaker, yesterday I was speaking about electrification during the second Five Year Plan period and the suggestion of my hon. friend Mr. Dange to postpone it, as it would save about Rs. 80 crores. In this connection I mentioned about over-crowding in

passenger trains. Today I wish to bring to the notice of the House the heavy congestion of goods traffic.

Perhaps my hon. friends are aware that there is a bottleneck at Lillooah near Howrah. The House will be surprised to learn that due to this bottleneck at Lillooah the railway refuse to construct a line to Geonkhali where there was a proposal to establish a subsidiary port. I mentioned this in the course of the discussion on the Railway Budget in March. I may again say that in 1931 there was a proposal to construct a railway line from Contai to Contai Road. But that was not considered economical. In 1947 another expert committee surveyed those areas and also surveyed the proposed line from Mechada to Contai which they said would be economical. You will be glad to learn that if that railway line is constructed, then Geonkhali would be only ten miles from that line. However, this would be referred to an expert committee consisting of some foreign personalities. So I leave it there and request the hon. Minister to look carefully into the matter, because in the absence of a line the Transport Ministry could not take up the construction of that port. Then the Chamber of Commerce and the West Bengal Government and others thought there would be no return traffic. Now the Railway and the Transport Ministry have admitted that there would be return traffic. Now the Chamber of Commerce have come forward with a request that there should be a port and a connecting line from Bhogpur to Geonkhali. A large quantity of iron ore could be exported through this port and this would bring in a lot of foreign exchange.

As regards the working of the railways, I have to point out that we are not getting the maximum out of the property and the personnel of the railways. I request the hon. the Railway Minister to look into it, as to how many wagons, how many coaches should have been utilised, and there