

(क) तथा (घ). वन के विश्राम गृहों (Rest Houses) और सी० पी० डब्ल्यू० डी० (C. P. W. D.) विश्राम गृहों के बीकीदारों के वर्तमान वेतन स्केल (Scale) जो कि अभी हाल में अर्थात् १-३-१९५७ को रिवाइज्ड (Revised) किये गये, क्रमशः २७- $\frac{1}{4}$ -३२ और २५- $\frac{1}{4}$ -२७ है, इसके साथ हिमाचल प्रदेश में आम तौर पर मिलने वाले सब भत्ते और विश्राम गृहों के आउट-हाउसेज (out-houses) में मुफ्त निवास स्थान दिया जाता है। वर्तमान दशा में कोई वेतन वृद्धि का विचार नहीं है।

Marketing and Warehousing Schemes in West Bengal

1003. **Shrimati Renu Chakravartty:** Will the Minister of Food and Agriculture be pleased to refer to the reply given to Starred Question No. 1408 on the 3rd September, 1957 and state:

(a) whether schemes relating to marketing and warehousing have since been received from the West Bengal Government,

(b) the number and location of warehouses in the State;

(c) the number and type of marketing societies proposed; and

(d) the total amount sanctioned under these heads of warehousing and marketing?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) The Scheme relating to Cooperative Marketing has been received. The scheme concerning the establishment of State Warehousing Corporation is still awaited.

(b) The warehouses of Central Warehousing Corporation viz., one at Midnapore and the other at Cooch-Bihar are proposed during the year 1957-58.

(c) 21. This includes seven marketing societies of the primary type and one apex marketing society to

be newly organised and 13 marketing societies to be reorganized during the year 1957-58.

(d) An amount of Rs. 11.29 lakhs is approved for marketing schemes. No amount has been sanctioned for Warehousing Corporation of the State so far.

First Aid Boxes on N.E. Railway

1004. **Pandit D. N. Tiwary:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the 'first aid' boxes maintained on trains have generally no stock therein especially on the North Eastern Railway; and

(b) if the answer to part (a) above be in the affirmative, the action taken in the matter?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) No.

(b) Does not arise

Freight Charges on Ambala-Nahan Route

1005. **Shri Y. S. Parmar:** Will the Minister of Transport and Communications be pleased to state:

(a) whether there is a marked difference between the freight charged by the private operators and Himachal Pradesh Government Transport between Ambala and Nahan; and

(b) if so, what?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). As the Himachal Government Transport are not operating any goods vehicles between Ambala and Nahan, the question of difference in freight rates does not arise.

Sholapur Station

1006. **Shri Sugandhi:** Will the Minister of Railways be pleased to state:

(a) whether the Sholapur Station of the Central Railway has been built anew;

(b) the amount spent over the construction;

(c) whether it is a fact that after the construction had begun, Government were unable to supply steel materials; and

(d) if so, what was the estimated rate for the steel materials and what rates were allowed for the same to the contractor?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes, Sir.

(b) The estimated cost is Rs 5,43,346/-. As the accounts of the work have not been finally closed, it is not possible to give exactly the amount spent on the construction.

(c) The original contract for the work stipulated that steel for RCC work will be supplied by the contractor. On change of design of the cantilever roof in front of the station building requiring very much heavier re-inforcement, the contractor expressed his inability to supply steel whereupon the Railway undertook to supply steel and get the work done at a fresh negotiated rate excluding the cost of steel for this portion of the work.

(d) In the circumstances, the question of charging the contractor for supply of steel at any particular rate does not arise.

सिन्दरी के लिये रेल के माल डिब्बे

१००७ श्री अमृतसिंह भदौरिया : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) सिन्दरी के कारखाने को कोयला और जिप्सम इत्यादि ले जाने के लिये और वहां से उर्वरक लाने के लिये १६५६-५७ में प्रति दिन औसतन कितने माल-गाड़ी के डिब्बों का प्रयोग किया गया ; और

(ख) क्या सिन्दरी के कारखाने में परिवहन की कठिनाइयों को देखते हुए वहां किसी रेल मार्ग पर दोहरी लाइन बिछाई गई है ?

रेलवे उपमंत्री (श्री शाहनवाजखान) :

(क) १६५६-५७ में सिन्दरी खाद कारखाने को जो माल डिब्बे दिये गये उनकी दैनिक औसत तादाद इस प्रकार थी :—

कोयला	६३ माल डिब्बे
जिप्सम	६१ "
दूसरी चीजे	६ "
कुल	१६० "

सिन्दरी से खाद लाद कर जो माल डिब्बे गये उनकी दैनिक औसत तादाद ५५ थी ।

(ख) सिन्दरी कारखाने की माल-डिब्बों की कुल माग पूरी की जा रही है । सिन्दरी कारखाने और इम इलाके के दूसरे सहायक उद्योगों के बढे हुए यातायात के लिए इमदादी साइडिंग की शर्तों के अनुसार सिन्दरी मार्शलिंग यार्ड और सिन्दरी कारखाने के बीच एक दूसरी इकहरी लाइन बिछायी गयी है ।

Gur and Khandsari Sub-Committee

1008. Sardar Iqbal Singh: Will the Minister of Food and Agriculture be pleased to state:

(a) the date when the Gur and Khandsari Sub-Committee of the Indian Central Sugarcane Committee met last time;

(b) the main recommendations of the Sub-Committee;

(c) whether Government have considered these recommendations;

(d) whether any of the recommendations have been accepted by Government; and

(e) if so, steps taken by Government to implement these?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) 23rd March, 1957.

(b) The recommendations of the Sub-Committee are given in the statement placed on the Table of the Lok