

(b) whether it is a fact that the bridge constructed at a cost of Rs. 75,000 has been dislocated and collapsed in October, 1957;

(c) if so, the reason thereof; and

(d) the steps taken to investigate into the cause of the collapse of the bridge?

The Minister of State in the Ministry of Transport and Communications (Shri Humayun Kabir): (a) to (d). There is no bridge called Mathew Bridge at Iroisemba or elsewhere in Manipur. Presumably the reference is to the bridge at the 4th mile of the Imphal-Kangchup road at Iroisemba.

The construction of the bridge was sanctioned in January 1955 at an estimated cost of Rs. 76,100.

On the 10th October, 1957, an overloaded lorry, driving along the wrong side of the road, broke through the railing and caused damages to the wood work of the bridge. The bridge did not collapse. The bridge was restored for traffic in a few days. The matter has also been reported to the police for action against the lorry-driver.

Community Development Block in Himachal Pradesh

634. Dr. Y. S. Parmar: Will the Minister of Community Development be pleased to state:

(a) whether his attention has been drawn to the fact that medical officers and even Lady Health visitors have been removed from the Community Development Blocks which have ceased to form part of a community block and the dispensaries or hospitals in such blocks are without any medical officers in Himachal Pradesh; and

(b) what steps, if any, have government taken to assure that these hospitals will not remain without medical officers?

The Minister of Community Development (Shri S. K. Dey): (a) Due to paucity of qualified persons two hos-

pitals, one at Kunihar and the other at Poonta, and some dispensaries in Community Development Blocks of Himachal Pradesh are without Medical Officers and Lady Health Visitors. In public interest a male doctor was transferred from Poonta Block to Snowdon Hospital and a lady doctor and a male doctor were transferred from Kunihar Block to Kasumpti Suni Block.

(b) the local administration is alive to the situation and is taking steps to recruit qualified Medical personnel for service in Community Development Blocks.

Himachal Pradesh State Co-operative Bank Ltd., Simla

636. Dr. Y. S. Parmar: Will the Minister of Food and Agriculture be pleased to state:

(a) whether the rules of service concerning fixation of pay, seniority etc. have been framed for the employees of the Himachal Pradesh State Co-operative Bank Ltd., Simla;

(b) if not whether Government will take early steps in that direction;

(c) whether it is a fact that the erstwhile Sirmur Bank was merged with the Himachal Pradesh State Co-operative Bank but its staff has not yet been suitably absorbed in the Himachal Pradesh State Co-operative Bank; and

(d) whether Government are aware that even decisions of the Board of Directors of the Himachal Pradesh State Co-operative Bank have not been implemented by the Himachal Pradesh Administration?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) No, Sir.

(b) Instructions have been issued to the management of the Bank to take early steps in this behalf.

(c) The staff of the erstwhile Bank of Sirmur has been suitably absorbed.

(d) The Administration has approved the action of the Board of Directors. Decisions of the Board have to

be implemented by the Bank itself and not by the Administration.

Sinking of a Barge at Semariaghat

637. Shri Bihuti Mishra: Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 2069 on the 22nd September, 1955 regarding sinking of a Railway Barge at Semariaghat and state:

(a) whether the Barge referred to in the question was examined prior to the accident and whether it had the fitness certificate valid for that date;

(b) if not, why not; and

(c) the loading capacity of that Barge and what was the load on the day of accident?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) Yes.

(b) Does not arise.

(c) Loading capacity seventeen wagons equal to 350 tons. The actual load on the day of the accident was seventeen wagons equal to 300 tons approximately, the consignments being sugar, jute and molasses.

Sugar Factories

638. Shri Jadhav: Will the Minister of Food and Agriculture be pleased to state:

(a) how many sugar factories have given bonus to cane supplying agriculturists; and

(b) what factories from Bombay State have given bonus to the cane supplying agriculturists?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) It is presumed that by the term 'bonus', the hon. Member has in mind the additional payment, over and above the statutory minimum price of sugarcane, that is made by the factories when extra profit is earned by them.

8 factories paid about Rs. 45 lakhs for the 1952-53 season. About Rs. 87.44

lakhs were paid by 38 factories for the 1953-54 season. About Rs. 41 lakhs were paid by 7 factories for the 1954-55 season. The figures for 1955-56 are being worked out.

(b) In Bombay, almost all factories own sugarcane farms and they purchase only about 20 per cent. of their requirements from the cultivators. The State Government, in consultation with the industry and with the concurrence of the Central Government, decided that the Bombay factories should make payment for the cane purchased by them for the cultivators at a uniform increased rate in lieu of the linking of price of cane to that of sugar. The prices paid to the cultivators in that State since 1954-55 are as follows:

Season	No. of mills worked	Minimum Price paid/statutory price per ton.	
		Price fixed by Bombay Government.	
		Rs.	Rs.
1954-55	14	39 ² / ₁	43/-
1955-56	15	do	44/-
1956-57	16	do	45/-
1957-58	19	do	46/-

Water Logging at Dharmshala

639. Shri Yadav: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that some complaints have been received by the Railway authorities regarding water logging at the Railway-crossing bridge at Dharmshala Bazar in Gorakhpur; and

(b) if so, what action has been taken in the matter?

The Deputy-Minister of Railways (Shri Shah Nawaz Khan): (a) Yes, Sir. It is a fact that some complaints have been received by the Railway Administration regarding water logging at the Railway road underbridge crossing at Dharmshala Bazar in Gorakhpur.

(b) Two electrically driven pumping sets each of 20,000 gallons capacity per hour have been installed to pump out the water during the monsoon when rain water accumulates under the bridge.