

us, although we purchased some quantities during the years 1948 to 1952. Ever since 1952 we have not been purchasing any quantity at all from Thailand. In 1959 there was a suggestion from the Thailand Embassy that we might purchase some quantity and some negotiations were conducted, but they did not succeed. I do not think it is necessary to go into the history of these negotiations.

Shri Tangamani: May I know whether, in the proposal made by the Thai Government, the price quoted by them was the same or more than the price which was quoted by the U.A.R. Government?

Shri A. M. Thomas: The prices were more

Minicoy Lighthouse

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*932. { **Shri Kodyan;**
Shri Ram Krishan Gupta;
Shri Pangarkar;
Shri D. C. Sharma;

Will the Minister of Transport and Communications be pleased to refer to the reply given to Unstarred Question No. 1129 on the 1st December, 1960, and state what further steps have been taken by Government for the 'de-jure' transfer of Minicoy Lighthouse from Britain to India?

The Minister of Transport and Communications (Dr. P. Subbarayan): The draft agreement for the 'de-jure' transfer, by Britain to India, of the title to the Minicoy Lighthouse has been finalised and is being sent to the Government of the United Kingdom for consideration.

Shri Kodyan: In answer to a previous question, last December, the same answer was given. May I know why this enormous delay in preparing this draft and coming to an agreement with Britain in this matter?

Dr. P. Subbarayan: It always takes time when you have foreign Governments to deal with, because there is

correspondence, again correspondence, and so it goes on. Now we have sent them a final draft agreement which they are considering.

Shri Ram Krishan Gupta: May I know when this draft agreement was sent to the United Kingdom Government?

Dr. P. Subbarayan: I hope we shall get a reply during the next....

Shri Ram Krishan Gupta: I wanted to know when this draft agreement was sent.

Dr. P. Subbarayan: It was sent about a month ago, and we hope to get a reply soon.

Development of Roads from S.T.C.'s Cement Fund

*933. **Shri Chintamani Panigrahi:** Will the Minister of Transport and Communications be pleased to state:

(a) whether funds are being allocated for development of roads in different mining areas in the country from S.T.C.'s Cement Fund;

(b) if so, the mining areas to which the funds have been allotted so far for this purpose; and

(c) the total amount of such funds allotted upto the 1st February, 1961 to the different States, State-wise?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) to (c). A statement is laid on the Table of the Sabha.

STATEMENT

Out of a special allotment made in February 1958 for road development from the surplus in the Cement Account of the S.T.C. and the proceeds of the additional excise duty levied on cement during 1958-59, grants-in-aid aggregating Rs. 202.80 lakhs were approved for the development/construction of the following roads in the Mysore, Andhra Pradesh

and Orissa States to facilitate the transport of iron ores:

Name of road	Grant Approved (Rs. lakhs)	Mining Area Served
<i>Mysore State</i>		
(1) Talgupaa-Honnar road.	38.58	Chitaldrug and Shimoga Districts.
(2) Banasandra-Hasan road.	18.12	Banasandra and Tumkur Districts.
(3) Hasan Mangalore road.	26.64	
(4) Hubli-Karwar road.	6.48	Bellary District.
(5) Londa-Sadashivgarh road.	96.17	Belgaum District.
<i>Andhra Pradesh</i>		
(6) Mahboobabad-Yallandhu road.	5.00	Bayyaram mining area.
<i>Orissa State</i>		
(7) Tomka-Kobatbandh road	11.81	Sukinda mining area.
TOTAL	202.80	

These schemes were approved as part of an *ad hoc* programme and no further grants have been approved for such schemes.

Shri Chintamani Panigrahi: Out of these Rs. 2 crores, nearly Rs. 186 lakhs were allotted to only one State, that is Mysore. May I know the overriding consideration of the S.T.C. or the Government to allow nearly 90 per cent. of this fund to only one State?

Dr. P. Subbarayan: That is due to the fact that a lot of ore goes down from the State to the port concerned. Therefore, that has got to be attended to first.

Shri Chintamani Panigrahi: May I know whether the hon. Minister is in a position to let us know the annual export of the States of Orissa, Andhra and Mysore in respect of iron ore?

Dr. P. Subbarayan: I have no information on that.

Shri Palaniandy: The State of Madras is producing every year about 2 million tons of cement and why has that State been left out of allotment from the road development fund of the S.T.C.?

Dr. P. Subbarayan: In considering the allocation, we had to consider the importance of the transport. We find that the States we have allotted these funds had more important roads to construct than the State of Madras.

Shri Achar: In the statement certain amounts are allotted with regard to the Hasan Mangalore road. A major part of the road is in South Kanara district about 70—80 miles and it will be needed to export the iron ore. The amounts are shown in this statement to be allotted to Banasandra and Tumkur districts. May I know why no allotment is made to the South Kanara district?

Dr. P. Subbarayan: We cannot compel the State Governments to use the funds as wanted by the hon. Member. They are beginning this road and of course the hon. Member's district will also be considered when the time comes for it.

Shri C. R. Pattabhi Raman: Will the Government bear in mind the priorities due to the national highways in this connection?

Dr. P. Subbarayan: The national highways have nothing to do with the present plan.

Shri Tyagi: What is the total volume of cement fund at the disposal of the S.T.C.? In the matter of roads is any preference given to such roads as contribute to the mining of lime stone, gypsum, etc. used for cement?

Dr. P. Subbarayan: The amount available is about Rs. 9 crores. We have allotted Rs. 2 crores and odd because of the importance of the roads which we have given here. All matters which my hon. friend raised are under serious consideration.

Shri Supakar: Are we to understand that the amount of ores raised from the different States is the main consideration for allocation of funds to the respective States?

Dr. P. Subbarayan: We are considering iron ore principally. Coal will be taken into consideration because of the bottleneck that has arisen now.

Shri T. B. Vittal Rao: Am I to understand from the Minister's reply that out of Rs. 9 crores, two crores had been given to the iron ore mining areas and out of the balance of Rs. 7 crores, nothing has been spent for other roads?

Dr. P. Subbarayan: The matter is still under consideration. We are depending upon reports from the State Governments and when we get them, we shall allot funds.

Shri Yadav Narayan Jadhav: May I know whether any amount will be allotted to the States of Maharashtra for this purpose, as much of the iron ore from Ratnagiri area is exported?

Dr. P. Subbarayan: I am afraid I am not able to deal with the various State claims; we do it from the all India point of view.

Mr. Speaker: Hon. Members put questions asking for details of allocation to various States. If they want principles to be laid down or to revise the principles already laid down or they are not satisfied with these principles or want to enunciate new principles in regard to these allotments, they may ask for a discussion and I will allow it. Or, they may make suggestions so that the Government may take those suggestions into consideration.

Shri D. C. Sharma: Half-an-hour discussion, Sir.

Mr. Speaker: Half-an-hour or one hour.

Dr. P. Subbarayan: They will have opportunity to discuss this matter on the transport Budget and eight hours are allotted for that.

Mr. Speaker: Next question.

Communication Lines Along Railway Track

***934. Shri A. M. Tariq:** Will the Minister of Transport and Communications be pleased to state:

(a) whether P. & T. Department has undertaken the scheme of altering the tele-communication net work to synchronise with the introduction of A.C. electric traction on the railways;

(b) if so, the details thereof;

(c) whether any items of equipment will be required to be imported from abroad in this connection; and

(d) if so, the reasons therefor?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) Yes.

(b) With the introduction of A. C. traction by the Railways, the open-wire tele-communication circuits in the neighbourhood of the tracks would be subject to dangerous inductive effects. In order to minimise these effects to reasonable limits the open-wire network is being replaced by a network of special aluminium sheathed cables. Additional protective accessories are also being provided on these cables.

(c) This is the first time that work of this nature is being undertaken in our country. Normally, the entire cables and equipment required for the work would have to be imported from abroad. However, almost the entire transmission equipment and associated power plant has been designed in the P. & T Department and manufactured indigenously. Only the special types of cables and accessories are being imported.

(d) The cables and accessories are not manufactured in the country.

Shri A. M. Tariq: May I know the amount involved in this project and also the amounts for the machinery which we import?