

The Gokhale Institute of Politics and Economics in their report on the benefits of the Hirakud Dam Project have not made separate calculations for revenue from the project. In their review of the revised estimate prepared by the Chief Engineer, they have shown that there will be a net surplus of Rs. 32.73 lakhs every year after 1962-63 on irrigation after taking into account interest charges on capital, the receipt from flood protection as well as the expenses on account of the working of the dam for irrigation purposes and also taking into consideration the betterment levy to be recovered at half rates during the 1st year of operation and then at normal annual rates during the following 9 years. As a result of stoppage of betterment levy after 1969-70, there will be a deficit of Rs. 51.36 lakhs. In regard to electricity, the Institute have reproduced with suitable adjustments the financial return which show a net surplus of about Rs. 33 lakhs. from 1961-62 onwards. After 1969-70 with the disappearance of betterment levy the project as a whole will, according to the Institute, show an annual deficit of Rs. 2.36 lakhs, as per table below:—

Net surplus in lakhs of rupees

	<i>Irrigation</i>	<i>Power</i>
1960-61	—15	4.66
1961-62	—15	33.94
1962-63	42.73	33.65
1963-64	32.73	33.39
1964-65	32.73	33.12
1965-66	32.73	33.12
1966-67	32.73	33.12
1967-68	32.73	33.12
1968-69	32.73	33.12
1969-70	32.73	33.12
1970-71	51.36	49

It has also been stated by the Institute that these were tentative calculations. They have not taken into account the increased receipts of Government indirectly resulting from irrigation, such as the receipts from stamp duties, excise, sales tax, etc. Similarly, they have not included the indirect benefits of flood relief and supply of hydel power to industries, which will enhance the receipts from income-tax, excise, etc.

Restaurant Car in Kalka-Delhi Howrah Mail

2322. **Shri S. M. Banerjee:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that on the 15th January, 1961 there was no restaurant car in 2 Down Kalka-Delhi-Howrah Mail;

(b) if so, the reasons therefor; and

(c) whether it is a fact that no arrangement was made to supply meals to the passengers?

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

(b) Non-running of dining car by 2 Dn. Kalka-Delhi-Howrah Mail on 15th January, 1961 was due to the scheduled dining car having become "sick", as a consequence of which it was not found possible to make alternative arrangements to man and run a spare car.

(c) No. Supply of meals, etc. to passengers was arranged from static catering establishments *en route*, which had been alerted in advance.

Import of Foodgrains from U.S.A.

2323. **Shri Bibhuti Mishra:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that due to foodgrains imported from U.S.A. last year and this year the Indian foodgrain growers had to suffer a loss of 2 to 3 rupees per maund in each variety of foodgrains; and

(b) if so, whether Government contemplate to compensate the Indian foodgrain growers for these losses due to imports in 1960 and 1961?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) We have no such information, nor any basis for thinking so.

(b) Does not arise.