

Station. And we are appointing a Committee shortly in which the Director of the Research Station will be a member. And I hope that it will be possible for us to control the silt in this canal in future years.

श्री श्रीमप्रकाश त्यागी : मैं यह जानना चाहता हूँ कि क्या यह सच है कि गवर्नमेंट ने कोसी नदी से जो हर बार बाढ़ वहाँ पर आती है, उसके बचाव के लिए इस कैनल की रचना की थी। इस कैनल के बनने से कोसी की जो बाढ़ है उसका कितना कंट्रोल हुआ है और जो सिल्ट इसमें आ रहा है, क्या उस सिल्ट को रोकने के लिए आपने स्मालर प्रोजेक्ट्स कुछ तैयार किये हैं ताकि खेतों की जो सिल्ट है वह इस नहर में न आ सके ?

DR. K. L. RAO: The silt in the canal is not out of flood control. It is intended purely for irrigation and power. Power generation is in the first reach. The only effective measure that we can take, as I said earlier is construction of another silt ejector, a very efficient device, which is found very useful in many other projects. We would like to construct another.

SHRI TRILOKI SINGH: Sir, may I know whether it is a fact that as a result of the failure of the authorities to desilt the canal, the power station in the Kosi Canal has not been functioning for some time past and, if so, what is the loss of power as a result of the non-functioning of the power station and what steps are the Government going to take to see that power station restarts functioning?

DR. K. L. RAO: It is true that this is a small power station with only two units of 5 MW each. Even so it has been very valuable to us. It is true that this has been affected by silt in the last two years. One of the instructions that we have given to the Canal authorities is that they should close this canal whenever the silt is very high in the main river during the flood time. If that is done the silt will not come in so much. With that precaution it should be possible for us to run the power house through most of the year.

SHRI B. K. KAUL: May I know, Sir, if the hon'ble Minister is fully aware of the fact that the country is under continuous attack by devastating famine, and is it not a fact that due to callous inefficiency and criminal negligence of the Ministry of Irrigation and Power this attack of famine is not being repulsed ruthlessly?

DR. K. L. RAO: Sir, there is no famine in the Kosi area. This is one of the areas in the country where there is heavy rainfall. It is not like Ajmer from where the hon'ble Member comes.

DR. BHAI MAHAVIR: Is it a fact that silt is a nuisance and a source of trouble in the canal? But if it is removed it can be a fertilising agent for the fields? If so, will the Government give some thought to the proposal of encouraging small peasants of the neighbouring areas to remove that silt, take it to their fields and use it for the purpose of fertilising their fields? So it would save cost and it would enable the adjoining lands to become more fertile?

DR. K. L. RAO: What the hon'ble Member says is correct. In most rivers like Bhagmati and so on it is possible. But unfortunately, in the case of Kosi it is pure sand that we get and it is the most undesirable one no farmer wants the silt of Kosi.

SURVEY OF RAILWAY LINE FROM TELLICHERRY TO MYSORE via COORG

715. SHRI BALACHANDRA MENON: Will the Minister of RAILWAYS be pleased to state:

(a) whether surveys have been conducted for the construction of railway lines from Tellicherry to Mysore via Coorg and also from Cochin to Kayankulam via Alleppy;

(b) if so, the details thereof and the estimated expenditure for each line; and

(c) when these lines are proposed to be constructed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) Yes, Sir.

(b) The length of the proposed line from Tellicherry to Mysore *via* Coorg will be about 237 kms. and the estimated present day cost of construction about Rs. 27 crores. The length of the proposed line from Ernakulam to Kayankulam will be about 97 kms. and the estimated cost of construction, Rs. 10 crores.

(c) The Survey Reports on these projects have revealed that the projects are financially unremunerative. Due to the very limited resources available for construction of new railway lines, it will be difficult to consider these projects for the present.

SHRI BALACHANDRA MENON: May I know, Sir, whether it will not be possible for the Government to speed up this question of the Coorg line so that we can get a good number of tourists to visit that area which is one of the beautiful areas in India. This is one of the best tourist centres which could be developed. Will the Government see to it that this done so that you will be in a position to get sufficient revenue.

As for the second question, may I know whether important towns like Sherthalai and Alleppey, which are old towns, will not benefit by the Coastal Railways and the Government will be in a position to get back the money if they invest it now?

MR. CHAIRMAN: You have put both your questions.

SHRI T. A. PAI: It is true that Coorg deserves to be developed as a centre of tourism. But Coorg is so well-connected with the neighbouring districts of Kerala by good motorways that, I am afraid, the construction of a railway at a heavy cost is not warranted there. So far as the other railway connecting Cochin with Alleppey

is concerned, it passes through, no doubt, a very heavily populated area, but it runs parallel to the existing railway line. We find that the cost of bridging rivers and all that is so heavy that it is not expected to give a fair return immediately and, therefore, we will have to wait for some time for consideration of construction of this line.

SHRI T. V. ANANDAN: Sir, for the construction of any railway line, the survey work forms the base. As such, may I know from the Railway Ministry whether there are any instructions issued to the survey parties to avoid, as far as possible, demolition of temples, mosques, tombs and built houses? The information in my possession is that the survey parties do not care to avoid these temples, mosques, etc., and thus rouse the religious sentiments of the people of that area. If there are no instructions in this regard, will the Railway Minister undertake to issue immediate instructions to avoid such demolition?

SHRI T. A. PAI: Wherever it is practicable, we shall certainly see that the sentiments of the people are not wounded by unnecessarily trying to pull down temples and mosques.

SHRI K. CHANDRASEKHARAN: I take it that the hon. Minister has ruled out the possibility of any new survey in regard to the two railway lines mentioned in the question. May I know from the hon. Minister whether a survey will be undertaken for a new railway line from Trichur to Guruvayur and from Kutti-puram to Guruvayur, the famous temple in Kerala? If not, are we to take it that during the Fifth Plan, there will be no new railway line in Kerala?

SHRI T. A. PAI: Sir, the reply in respect of this question relates to the fact that the surveys are already over and the survey results are not very promising. The hon. Member is asking for another survey. We find that it is not going to be paying, though the proposal is to connect the

famous temple of Guruvayur. It is very well connected by roadways. We think that these aspects, the transport problems, etc., will have to be considered. It is not possible to extend railway lines everywhere. So far as the Fifth Plan is concerned, we have undertaken a big scheme in Kerala in the Fourth Plan and we expect to complete it.

DR. K. MATHEW KURIAN: In view of the fact that Alleppey town has been degenerating in terms of industrial potential, and in view of the fact that the Kerala Government has undertaken a coir revitalisation scheme whereby Alleppey will increasingly be benefited in terms of industrial development, particularly in terms of coir, will the Railway Ministry reconsider the potential traffic which is likely to arise as a result of the development of the coir industry, particularly around Alleppey and Shertale?

SHRI T. A. PAI: Sir, the coir industry alone will not support a railway line to Alleppey. I think Alleppey's importance has gone down because Cochin's importance has come up. Unless Alleppey is developed as a subsidiary port to Cochin and the Kerala Government locates fairly big industries in that area, it will not be possible to extend railway lines.

श्री ना० कृ० शेजवलकर : मैं माननीय मंत्री जी से यह जानना चाहता हूँ कि पार्लियामेंट में हर बार यह सवाल उपस्थित होता है कि आप कौन-कौन सी नई रेलवे लाइन बनाने का काम हाथ में ले रहे हैं और मैंने भी कई बार मध्य प्रदेश के बारे में सवाल किया था। मैं आपसे यह जानना चाहता हूँ कि आपने कोई ऐसी योजना बनाई है वार्षिक या पंचवर्षीय, जिसके अन्तर्गत यह मालूम हो सके कि आप कहां-कहां कौन सी नई रेलवे लाइनें बना रहे हैं, किन लाइनों का एक्सटेंशन कर रहे हैं, डब्लिंग कर रहे हैं? अगर कोई इस तरह की कोई योजना है तो उसके डिटेल्स क्या हैं? अगर आपने अभी तक नहीं बनाई है, तो फिर इस तरह की कोई योजना बनाने का विचार है।

SHRI T. A. PAI: Sir, at present no new lines have been 'nought' of unless we get a gross return of 10 per cent, we are not able to take up new lines. But I have been trying to represent to the Planning Commission that the Railway Ministry should take up at least 1,000 kilometres of new lines unrelated to the economic return, in the interest of the development of backward areas, at the rate of 200 kilometres, either of conversion or of new railway lines, per year in the Fifth-Five-Year Plan.

श्री ना० कृ० शेजवलकर : क्या आपने इस तरह की कोई योजना बना कर तैयार की है, मैं यह प्रश्न पूछ रहा था ?

श्री सभापति : और कौन बनाना है ?

श्री ना० कृ० शेजवलकर : अभी मंत्री जी ने कहा कि फाइनेन्स से जब मंजूरी आयेगी तब ही इस तरह का कार्य होगा। मैं यह जानना चाहता हूँ कि आपके पास इस तरह की कोई योजना है क्योंकि रोज-रोज इस तरह के सवाल मदन के सामने आते हैं और आप उसको टाल देते हैं।

SHRI T. A. PAI: Unless the principle itself is accepted, it does not seem to be sensible to formulate any scheme and get a negative reply.

*716. [The questioner (Shri G. Gopinathan Nail) was absent. For answer, vide col. 42 infra.]

*717. [The questioner (Shri Ram Sahai) was absent. For answer, vide cols. 42-43 infra.]

REDUCTION OF POWER SUPPLY TO NANGAL FERTILISER FACTORY

*718. SHRIMATI SITA DEVI : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether Government propose to reduce power supply from 98 MW to 60 MW to Nangal Fertiliser Factory as was done previously to save Punjab from power crisis;