

health, roads etc. As regards the terms and conditions attached to the loans given to the States under this programme, it may be mentioned that the loans sanctioned prior to 1958-59 were interest free for the first five years. Thereafter they carried an interest of 4½ p.a. The principal together with the interest is repayable in 25 equal instalments. From the year 1958-59 and onwards there will be no interest free period. The loans will carry interest during this period also at the normal rates. As, however, a certain amount of financial assistance had been assured to the State Governments in respect of this Programme, the Government of India will give subsidies to the State Governments to cover the amount of interest which the State Governments will have to pay to the Centre for the period for which these loans would have been interest free under the original terms.

#### PILOT PROJECTS FOR COTTAGE AND SMALL SCALE INDUSTRIES

\*404. SHRI N. RAMAKRISHNA IYER: Will the Minister of COMMUNITY DEVELOPMENT AND CO OPERATION be pleased to state:

(a) the State-wise number of pilot projects for cottage and small-scale industries that are continuing during the year 1959-60; and

(b) whether there is any phased programme to extend such projects in other Development Blocks?

THE PARLIAMENTARY SECRETARY TO THE MINISTER OF COMMUNITY DEVELOPMENT AND COOPERATION (SHRI S. D. MISRA):

(a) A statement giving the information is laid on the Table of the House.

(b) No, Sir.

#### STATEMENT

State	Pilot Projects
Andhra Pradesh	(i) Kakinada Peddapuram. (ii) Mulug Block.

Assam	Darrang.
Bihar	, Bihar Ekangarsarai Barbiga.
Bombay	(i) Kolhapur. (ii) Amravati. (iii) Manevadar-Vanthali. (iv) Bhuj-Nakhatra-na.
Madhya Pradesh	(i) Dabra. (ii) Sehore. (iii) Sohawal Nagrd (Satna).
Madras	Gobe-Erode.
Orissa	Russelkonda.
Punjab	(i) Batala. (ii) Dhuri-Malerj korla.
Uttar Pradesh	Deoband.
West Bengal	Baruipur.
Jammu and Kashmir	Anantnag.
Mysore	Ramanagram-cum-Kanakapura Taluks,
Rajasthan	(i) Sanganer. (ii) Pisangan.
Kerala	Neyyattinkara.
Delhi	Aliour.
Himachal Pradesh	Kunihar and Bahl Blocks.
Manipur	Thoubal.
Tripura	Nutanhaveni and old Agartala.

#### गया और गमह के बीच पैसेंजर गाड़ी

\*४०५. श्री कामता सिंह: क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पूर्वी रेलवे के ग्रेड कोर्ड लाइन में गया से गोमोह तक केवल एक ही पैसेंजर गाड़ी है और इस कारण सम्बन्धित स्टेशनों के रेल यात्रियों को बहुत कष्ट उठाना पड़ता है; और

(ख) यदि हां तो क्या सरकार इन स्टेशनों के बीच दूसरी पैसेंजर गाड़ी चलाने का विचार रखती है ?

**t [PASSENGER TRAIN BETWEEN GAYA  
AND GOMOH**

\*405. SHRI KAMTA SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact there is only one passenger train between Gaya and Gomoh on the Grand Chord line of the Eastern Railway and the rail passengers of the stations concerned are put to great inconvenience; and

(b) if so, whether Government propose to introduce another passenger train between these stations?]

रेल उपमंत्रा (श्री शाहनवाज खां):  
(क) जी हां।

(ख) लाइन की क्षमता (line capacity) न होने की वजह से अभी कोई दूसरी गाड़ी चलाने का विचार नहीं है।

[THE DEPUTY MINISTER OF RAILWAYS (SHRI SHAH NAWAZ KHAN) :

(a) Yes.

(b) Not at present due to nonavailability of line capacity.]

**RAILWAY FREIGHT ON IRON ORE**

406. SHRI JAI NARAIN VYAS: Will the Minister of RAILWAYS be pleased to state:

(a) the railway freight charged on iron ore despatched from Rajanpeta, Guddapeta, Badampahar, Kazipet, Bezwara and Rajasthan Sectors to Madras, Calcutta, Kakinada and Kan-dla ports;

(b) what was the old rate of railway freight and when was it revised; and

(c) how has the revision of freight rate affected the export of iron ore?

THE DEPUTY MINISTER OF RAILWAYS (SHRI S. V. RAMASWAMY) : (a) and (b). The information asked for is given in a statement laid on the Table of the House. [See Appendix XXV. Annexure No. 30.]

(c) Export of iron ore is affected by several factors such as the demand therefor from the importing countries, availability of shipping space and the freight rates charged therefor, and the railway freight rate, and it is not possible to isolate and indicate the effect of one of these factors, namely, the increase in railway freight.

**COMPLAINT AGAINST POSTAL AUTHORITIES OF MUZAFFARNAGAR**

\*407. SHRI FARIDUL HAQ ANSARI: Will the Minister of TRANSPORT AND COMMUNICATIONS be pleased to state.

(a) whether Government received a written complaint from the Zila Patrakar Sangh of Muzaffarnagar (Uttar Pradesh), in August, 1958 against the postal authorities of Muzaffarnagar and the Superintendent of Post Offices of the division concerned;

(b) if so, what is the nature of this complaint; and

(c) what action Government have taken in the matter?

THE MINISTER OF TRANSPORT AND COMMUNICATIONS (SHRI S. K. PATIL):

(a) Yes.

(b) Alleged tampering of mail.

(c) The allegations were not found correct. Supervision has, however, been tightened.

**±ALLEGATIONS AGAINST ENGINEERS AT CHAMBAL BRIDGE**

\*364. SHRI N. C. SEKHAR: Will the Minister of TRANSPORT AND COMMUNICATIONS be pleased to state:

(a) whether Government's attention has been drawn to a news item published in the News Bulletin of "All India Junior Engineers Federation" of March, 1959, in connection with the allegations made against the senior engineers incharge of the constructional project at Chambal Bridge; and

t [ ] English translation. ^Transferred from  
6th May 1959.