

an answer to this question. Will you kindly ask the Minister to answer?

MR. CHAIRMAN: Next question.

SHRI BHUPESH GUPTA: When there is no drinking water when an important person like you go there, what happens when ordinary people go there, may I know that?

(No reply.)

KHANDSARI MANUFACTURING UNITS

*146. SHRI DEOKINANDAN NARAYAN: Will the Minister of FOOD AND AGRICULTURE be pleased to state the number of Khandsari manufacturing units which were working last year and those which are working this year in each State?

THE DEPUTY MINISTER OF FOOD AND AGRICULTURE (SHRI A. M. THOMAS) : Information about the number of Khandsari manufacturing units is not available.

SHRI DEOKINANDAN NARAYAN: May I know, Sir, how many power units there are for Khandsari production and how many hand-worked units?

SHRI A. M. THOMAS: A fact-finding committee was constituted to go into this and other questions and according to it, the number of units functioning in 1957-58, that is, power crushers, comes to about 588 units in the Meerut and Rohilkhand Divisions. Some more crushers had been set up in 1958-59. This number is not known.

SHRI DEOKINANDAN NARAYAN: May I know, Sir, if it is a fact that Khandsari units are not allowed by the Government to work in sugar mill areas and, if so, what are the reasons for it?

SHRI A. M. THOMAS: There should not be any unhealthy competition between sugar factories manufacturing crystal sugar and the Khandsari units.

SHRI DEOKINANDAN NARAYAN: If they are allowed to work in sugar mill areas, what sort of com-

petition there could be between, Khandsari units and the sugar mills?

SHRI A. M. THOMAS: Supplies of sugarcane to the mills already functioning would ordinarily suffer. Therefore, crushing units have to be licensed.

LAYING OF RAILWAY LINE BETWEEN CHAMARAJNAGAR AND SATYAMANGALAM

♦147. SHRI MULKA GOVINDA REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether any surveys have been conducted for laying railway line between (i) Chamarajnagar and Satyamangalam and (ii) Chitaldroog and Rayadurg; and

(b) if so, what are the estimates?

THE DEPUTY MINISTER OF RAILWAYS (SHRI S. V. RAMASWAMY) : (a) and (b). The Chamarajnagar-Satyamangalam line has not been surveyed independently but only as part of Chamarajnagar-Satyamangalam-Coimbatore line in the year 1948-49. The latter was then estimated to cost Rs. 4.45 crores. The Chitaldroog-j Rayadurg line was surveyed in 1946-47 and was estimated to cost Rs. 1 crore approximately. Present day costs will be much higher.

SHRI MULKA GOVINDA REDDY: May, I know, Sir, whether the Government of Mysore have made any representation that these two lines should be taken up at the earliest?

SHRI S. V. RAMASWAMY: The Mysore Government have recommended that.

SHRI MULKA GOVINDA REDDY: May I know, Sir, what is the decision of the Central Government regarding laying of these two lines?

SHRI S. V. RAMASWAMY: We have not included them in the Second Five-Year Plan.