

fine till today. I have made a special mention in the House in this respect earlier also but nothing has been done.

Hence, I urge upon the Central Government to pay immediate attention to it and start work on a war footing to prevent devastating flood and erosion of the river Ganga as otherwise not only the Saran district will be destroyed economically and socially but also those ill-managed places like Dighvara bazaar and Makhlachak, which are important from the central point of view as also because they were a working field of the revolutionaries during our struggle for independence, will be swallowed by the river Ganga.

It is also worth mentioning that by the delinking of Dighvara bazaar, the Chapra-Sonepur railway line of the North-eastern Railway will also be cut-off.

Therefore, I urge upon the Government again to take the trouble of starting work there on a war footing in this regard so that Dighvara Bazaar and Makhlachak can be protected from the erosion by the river Ganga.

(vii) Need for construction of motorable roads by DGBR in border areas of Pithoragarh district in Uttar Pradesh.

SHRI HARIISH RAWAT (Almora): Mr. Deputy-Speaker, Sir, I want to draw the attention of the House to this important subject.

The border district of Pithoragarh in Uttar Pradesh touching China and Nepal and predominantly a tribal area lacks motorable roads. The people of Munsyari and Dharchula blocks have been demanding for a long time that 1) Munsyari-Milat 2) Tawaghat—Dugdhatu New and 3) Tawaghat Jipti motor roads be constructed by DGBR. In the absence of pressure of Chinese forces in this area, the army does not give priority to the construction of motorable roads there, but in view of the present nature of relationship with China, its strategic importance cannot be denied.

Hence, keeping in view of the long term interest of the area, the construction of good motorable roads is very essential.

Therefore, the Defence Ministry should get the aforesaid motorable roads constructed by the DGBR.

(viii) Need to take measures for cleaning Kamla Canal Project in Madhubani district of Bihar.

SHRI ABDUL HANNAM ANSARI (Madhubani): Mr. Deputy Speaker, Sir, I want to draw the attention of the House to the following matter of importance.

The Kamla Balan river, after descending from the Himalayas, flows through the Parliamentary constituency of Madhubani in Bihar. During the British rule, floods used to create havoc in the district of Madhubani every year. After independence our nation-builder Late Pt. Jawaharlal Nehru prepared the Kamala Canal project which was later on choked with silt, with silt. The Nepal Government also constructed a water reservoir at the mainstream of the river. The gates of the reservoir remain open during rainy season and this causes floods and results in siltation. At the time of showing of crops, water is not released at all, with the result that the farmers are not able to get water because of decrease in the level of water and due to siltation. On the other hand, the Irrigation Department realises land revenue from farmers for their land being in the command area.

Therefore, I urge upon the Government of India to adopt necessary measures to desilt the water reservoir and the canal so that the common people and the farmers could be saved from of this miserable condition.

(viii) Need for measures for cleaning Water Reservoir and canal of Kamla Canal Project in Madhubani district of Bihar.