

13.05 1/2 hrs.

RE: DISCUSSION ON JAWAHAR
ROZGAR YOJANA*[English]*

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE DEPARTMENT OF CHEMICALS AND PETRO-CHEMICALS IN THE MINISTRY OF INDUSTRY (SHRI P. NAMGYAL): Sir, we have a long list of speakers to speak on Jawahar Rozgar Yojana. If you permit, Sir, we will sit through the Lunch and continue the business.

MR. SPEAKER: If that is the will of the House, I have no objection.

SEVERAL HON. MEMBERS: Yes, we can sit through the Lunch

MR. SPEAKER: Then, it is all right.

Now, matters under Rule 377.

13.06 hrs.

MATTERS UNDER RULE 377

[English]

- (i) **Demand for extension of the Dhauli Express train upto Puri and provision of another direct train from south India to Puri**

SHRI BRAJAMOHAN MOHANTI (Puri): Puri Town in the district of Puri, Orissa, is a famous place of Hindu, Buddhist and Sikh pilgrimage. The temple of Lord Jagannath attracts thousands of people from all over the country to visit the place. Besides, it is a centre of Indian culture from times immemorial. Adi Sankaracharya, Ramanujam, Chaitanyadeb, Ballavachari, all the saints

and philosophers have visited the State and have established their monastery to propagate their ideas. On account of the most beautiful sea coast it attracts international tourists in large numbers to visit the place and Konark, which is only 25 kilometres away from Puri. The first rail line was constructed in Orissa to meet the needs of passenger traffic to Puri throughout the year and particularly during Car Festival.

13.07 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

Now, the State has no adequate rail communication. Dhauli Express running from Howrah to Bhubaneswar is required to be extended upto Puri and another direct train from South India to Puri is required to meet the need of the pilgrims and tourists coming from South India.

I request the Railway Minister to consider the matter and be pleased to take up appropriate steps to do the needful at the earliest.

- (ii) **Demand for funds from Central Government for construction of roads in Arunachal Pradesh**

SHRI WANGPHA LOWANG (Arunachal Pradesh): Arunachal Pradesh with an area of about 84,000 sq. km is the biggest among the North Eastern States of India. Although the population is less, the area is very vast. It is a mountainous State covering thousands of kilometres spreading on the entire north eastern frontier of the country bordering China and Burma. It is therefore, necessary that the roads in Arunachal Pradesh should be maintained properly from all the time not only for development of this backward State, but also for keeping vigil on the sensitive international border.

Arunachal Pradesh being a newly emerging and economically backward State, it is difficult to meet the huge expenditure involved in construction and maintenance of

the roads running the sands of kilometres through difficult terrain. Some of the roads in district Headquarters and border area are, therefore, presently being maintained by the Border Roads Organisation. I would humbly urge upon the Government that all the roads in Arunachal Pradesh connecting the district Headquarters and extending to international border should be taken over either by the Border Roads Organisation or they should be included under North Eastern Council Project and the Central Government should provide funds for such road constructions.

(iii) Demand for a stop for passenger trains at Budhi in Jammu and Kashmir State

SHRI MOHD. AYUB KHAN (Udhampur): There is a long standing demand of the people of "Budhi" Tehsil and District Kathua (Jammu and Kashmir State) that passenger trains should stop there for two or three minutes so that the passengers from an area of over thirty thousand population residing around this spot are able to board the train from here instead of travelling to Kathua or Hiranagar which are places quite distant from here. Since the people of the area have been pressing hard for this demand repeatedly, I request the Hon'ble Minister to take early steps in this direction.

(iv) Demand for take over of the Kamla Mills Ltd., Bombay and running it under N.T.C. management

SHRI ANOOPCHAND SHAH (Bombay North): I would like to draw the attention of the Hon'ble Minister for Textiles towards the situation arising out of closed Kamla Mills Limited, Bombay.

Staff and workers of Kamla Mills Limited are on road since last about 8 to 9 months as management has suspended the work without declaring closure or lockout because of the financial problems.

3000 workers of the Kamla Mills Limited are without any source of sustenance for the

last 8 to 9 months. They are on way to starvation and not in a position to give education to their children.

Their dues regarding provident fund, gratuity are at stake as management is not in a position to pay anything.

So, I urge upon the Government of India to take over Kamla Mills Limited, Bombay and run it under the management of National Textiles Corporation to safeguard the interests of 3000 workers of Kamla Mills Limited.

(v) Demand for clearance to the Orissa Government's modernisation scheme for distribution system of the Hirakud Dam

DR. KRUPASINDHU BHOI (Sambalpur): Hirakud, the first river dam project of the country has not been renovated since it was commissioned by Pandit Jawaharlal Nehru in 1955. The present condition of the dam and the distribution channel is a matter of great concern for everybody in Orissa and more particularly for the people of Sambalpur and Bolangir districts. The silting of the reservoir and the cracks that have developed in the dam have posed a great threat to its survival. Besides generating of 240 MW of hydro power, it irrigates a total area of about 2,35,000 hectares in Sambalpur and Bolangir districts. So its contribution to the economic development of the State is very significant. In 1984, the State Government had submitted a project report for the modernisation of the distribution system of the Hirakud dam project an estimated cost of Rs. 32.60 crores which is awaiting clearance of Central Water Commission. It is unfortunate that the urgent need of implementation of the proposal has not been realised by the CWC and hence the delay. As the Hirakud dam affects the future of the people of Orissa in general and Sambalpur and Bolangir districts in particular, I urge upon the Government to clear the modernisation scheme forthwith. The scheme pertaining to the cracks in the dam should also be implemented immediately.