

mittees have in the past gone into the question of backwardness of eastern parts of Uttar Pradesh and have submitted their reports in this regard. Once our late Prime Minister Pandit Jawaharlal Nehru was so swayed on hearing the pathetic description of backwardness of this area and the plight of its inhabitants as told by some of the hon. Members in this House that tears rolled down his cheeks.

Gorakhpur division is the most backward area of this eastern region with Gorakhpur city as its headquarters. Density of population in this division is 608 per sq. Km. Majority of the people of this area are forced to live below the poverty line due to illiteracy and small land holdings. With a view to improving their lot and eradicating unemployment, it is imperative that rapid industrialisation of this area should take place. But I am pained to say that Gorakhpur district has not so far been included in the list of districts which have been declared backward. Neither subsidy scheme for attracting new entrepreneurs has been extended to this district nor a provision for capital subsidy has been made by the State Government.

An inter-ministerial committee was set up by the Planning Commission to identify the backward districts. Although its report has already been received, no action has been taken to implement it.

Due to non-completion of work relating to gauge conversion on Bhatui-Varanasi section under the N.E. Railways, products of headloom, which is an important industry of the area employing lakhs of people, are not reaching the market for sale. Rise in prices of cotton yarn and decline in production is attributed to be the second reason for this misery. Frequent floods and drought also hit this area.

It is, therefore, requested that the Government should provide all those facilities which are available to other backward districts to all the districts of this area including Gorakhpur and at least one heavy industry under the public sector should be set up in each of these districts.

[English]

- (vi) Need to provide broad gauge line from Tirupathi to Katpadi via Pakala

SHRIMATI N.P. JHANSI LAKSHMI (Chittoor) : Sir, a broad-gauge line from Tirupathi to Katpadi via Pakala is a long pending issue. The earlier MPs from Chittoor have also represented several times. Chittoor district is a backward area since British regime. Now all trains from North to South pass from Tirupathi to Katpadi through Arkonam. For goods transport, the only link between South-North is metre-gauge in Katpadi-Tirupathi line. My request to the hon. Minister is to sanction immediately a parallel broad-gauge Katpadi-Tirupathi line which will reduce the distance by seventy kilometres and will also save fuel. Rayalaseema is a backward area which requires to be developed. This broad-gauge line will also give employment to rural poor who are now suffering from acute drought.

- (vii) Need to fix the price of oil seeds in accordance with the percentage of Oil Content therein

SHRI KADAMBUR JANARTHANAN (Tirunelveli) : Sir, as a measure to increase production of oil seeds, the farmers must have a good market price in accordance with the oil content percentage which changes every year in relation to less or good rainfall. In this connection, it is very important that Government of India should declare a policy and announce that the oil content percentage will be the deciding factor for fixing the price of the oil-seeds. This should be done at the beginning of each sowing season. This will help the farmers to get remunerative price for their produce without any exploitation by the millers and traders.

- (viii) Need to give Hill Compensatory Allowance to all Government employees irrespective of altitude

PROF. NARAIN CHAND PARASHAR (Hamirpur) : The Central Government employees working in hill States like Himachal Pradesh but stationed at places of an altitude less than one thousand metres are not being given the Hill compensatory allowance, though these places are in fact as costly as the Hill Stations with an altitude of