

tion depend solely on agricultural for their livelihood. Of course agricultural production has increased in the recent years in which the availability of means of irrigation and use of chemical fertilizers have played a key role. Even today 60 per cent of fertilizers which are used in the country are produced indigenously and the remaining 40 per cent are imported from abroad to meet the needs of country. The fertilizers which are imported, are rebagged at the port itself. Complaints to this effect have been received that when the bags reach the farmer, they are found underweighed. Weight of one bag should be 50 kgs. Its main cause is underweighing and the use of hook. Moreover, this fertilizer mix is produced in the country in different kinds and their sale price vary to a great extent. If you take our fertilizers from the bags you will find that all kinds of fertilizers look almost the same colour and size. With the result the cheap fertilizers are sold easily in the name of costly fertilizers at high prices.

In these circumstances the poor farmer is duped. For example the single super fast crystal, which costs Rs. 50 per bag is sold very easily in the name of Di-ammonium phosphate at Rs. 175 per bag because the colour and the size of these fertilizers are identical.

I, therefore urge the Hon. Minister of Chemicals and Fertilizers, that permission for producing di-ammonium phosphate in one single colour may be granted which should be different from that of superphosphate crystals so that the malpractices, which are going on a large scale, are checked.

[English]

(iii) **Adequate Priority needed to mental health and education during 7th Plan**

SHRIMATI KISHORI SINHA (Vaishali) : Sir, the revelations of the Survey on Mental Health conducted by the National Institute of Mental Health and Neuro Sciences are shocking. They show that some 74 million Indians are hit by various types of mental disorders. But minor Mental disorders have struck as many as 30 to 40 million Indians. Mental retardation among children was also high, upto one per cent. However, the mental health services

available in the country were "woefully inadequate". These studies have also shown that alcohol and drug dependence rates have registered a disturbingly rising trend in sections of the population. Indoor treatment facilities at a time exist only for 20,000 people and existing services could cater to only ten per cent of those urgently in need of mental health care. Worse still, there is lack of awareness that mental disturbances could be properly and scientifically treated leading to people resorting to superstitious practices. Mental health and education, therefore, needs to get adequate priority in the Seventh Plan.

(iv) **T.V. Relay station for Nalgonda**

SHRI M. RAGHUMA REDDY (Nalgonda) : Sir, Nalgonda is about 110 KM from Hyderabad. It is a pity that this big district having 15 taluks is without the facility of a TV Relay Station. The people of this district have been demanding a TV Relay Station at this place. More so because the TV station at Hyderabad is of no use to the people of Nalgonda as the photo relay is very weak especially the Nagarjuna Sagar, Kodeda and Devarkonda Taluks are quite far away from Hyderabad and people are deprived of this facility. The setting up of this Relay Station is very important for the development of this region and also for the education and entertainment of the public of the area at large.

I request the Government that a TV Relay Station may be immediately set up at Nalgonda for the benefit of the people of Nalgonda area.

[Translation]

(v) **Construction of Railway Bridges at Chittoni and Dighaghat and demand for another train between Siwan station in Bihar and Delhi**

SHRI KALI PRASAD PANDEY (Gopalganj) : Mr. Deputy speaker, Sir, Under Rule 377, I would like to draw the attention of the House to a matter of very urgent public importance which relates to problems of railways :—

"In 1974, the foundation stone of Chhitauni Railway bridge in western Champaran of Bihar was laid by late

Prime Minister Shrimati Indira Gandhi, but it has not been constructed so far. The construction of this bridge would not only provide a direct link between U. P. and Bihar, but it would also link Nepal with India.

Late Railway Minister, Shri Kedar Pandey had assured the people of Bihar that Dighaghat (Patna) railway bridge would be constructed; but this bridge has not been constructed so far. This bridge is very necessary to link North Bihar with South Bihar. There is no direct railway link between North Bihar and South Bihar. As a result, the passengers have to face a lot of inconvenience. Daily sale proceeds of tickets at Seevan Railway Station is Rs. 2 lakhs to Rs. 2.50 lakhs and thousands of passengers start their journey from this Station to U. P., Delhi, Haryana and Punjab. But the only train which passes through this Station is Jayanti Janta Express. As a result, the passengers have to face a lot of difficulties. In addition, hundreds of passengers are left behind.

I would submit to the Hon. Railway Minister that Bihar is a backward state and especially North Bihar and, therefore, request him to undertake the following items of works without further delay :—

1. Construction of Chhitauni Railway Bridge;
2. Construction of Dighaghat (Patna) Railway Bridge; and
3. Introduction of one more train like Jayanti Janta via Seevan Station (Bihar) to Delhi.

**(vi) Central Assistance to Madhya Pradesh for construction of a pucca bridge over Chambal river in District Morena**

**SHRI KAMMODILAL JATAV (Morena)** : Mr. Deputy Speaker, Sir, Under Rule 377, I would like to raise the following matter of urgent public importance :—

“Chambal river flows in Ambah Tehsil of District Morena in Madhya Pradesh adjoining Uttar Pradesh and Rajasthan, but there is not even a single pucca bridge over the river there. This causes not only inconvenience and

difficulties to the people intending to travel between Madhya Pradesh, Uttar Pradesh and Rajasthan, but when roads are blocked, the life of the people is also in danger in these dacoit infested areas and especially there is hindrance in the movement of the police. In addition, this backward area is not linked with the National Highways of Agra, Ferozabad and Etawah etc. and as a result the transportation of produce of this area is totally unsatisfactory. This is an obstacle in the economic development of the area. It is therefore, essential to construct a pucca bridge over Chambal between Usetghat and Khurd Raipur and Nagla Silawali. During the last 38 years, M.Ps. from this constituency have also raised a demand for the construction of this bridge, but no action has been taken so far. I would, therefore, request the Central Government to provide the necessary financial assistance to Madhya Pradesh and get this bridge completed in the national interest at the earliest.

[English]

**(vii) Steps needed to place sufficient orders for wagon in West Bengal**

**SHRI PRIYA RANJAN DAS MUNSI (Howrah)** : Sir, in West Bengal, the main wagon industry is being looked after by three public sector units and one unit in the private sector, viz., Burn Standard & Co., Jessop Co., Braithwait & Co. and Texmaco Ltd., respectively. More than 25,000 people are directly involved in this industry and taking into account its ancillaries, etc., the total involvement will be about 50,000 people.

The wagon industry in India is not at all a losing one in the sense that the Railways have a big demand and also in the international market we have a number of big offers for export. Without sufficient wagons, the increasing goods traffic cannot be catered to and the price rise cannot be resisted.

Unfortunately this year there is a huge cut on production orders for wagons by the Railways to these units as a result of which there is a serious crisis.