

will be provided in time to JCI to perform its functions efficiently.

The increase in Minimum Support Price is expected to encourage the farmers to invest more in jute cultivation and raise the production/productivity of raw jute.

*(Interruptions)*

MR. SPEAKER: There is no statement on the Statement by the Minister. No questions, please.

*(Interruptions) \**

MR. SPEAKER: This is not going on record.

12.34 hrs.

MATTERS UNDER RULE 377

- (i) ***Need to have a Halt at Gulabpura in District Bhilwara, Rajasthan for Meenakshi Express Playing between Jaipur and Secunderabad.***

SHRI SHIV CHARAN MATHUR (BHILWARA): Gulabpura - a fast growing industrial town of District Bhilwara (Rajasthan) falls on the Ajmer-Khandwa meter gauge line of the Western Railway. In the past, when this town was only a village panchayat, all the fast trains used to stop at Vijay Nagar Station, which is on the other side of river between Gulabpura and Vijaynagar. Vijaynagar was halting point for all fast trains in the past because it was a watering station, but, after introduction of diesel engines there was no necessity of

water required for the engines. Over a period of last 20 years Gulabpura has developed into a fast growing industrial town. About 3 large size textiles mills, few hundred powerlooms, engineering units and above all famous lead zinc Agucha Mines have come in Gulabpura. The population of this town has now increased three-fold from 10,000 to 35,000 and the passengers from this town have to go to distant stations of Ratlam, Indore and Khandwa very frequently. This point was referred by me in the meeting with the General Manager, Western Railway in the past and looking to the importance of Gulabpura station, it was decided that Meenakshi Express (Jaipur to Secunderabad) will be stopping both ways at Gulabpura station. It is regretted that this decision has not so far been implemented which has given rise to discontentment among the people of this area.

I would, therefore, request the Government to ask the Railway Board to arrange for a halt of the Meenakshi Express at Gulabpura station both ways.

*[Translation]*

- (ii) ***Need to provide more Financial Assistance to State Government of Rajasthan to cope with acute Drinking Water Problem in Adivasi Dominated Areas of Rajasthan.***

SHRI BHERU LAL MEENA (Salumbar): Sir, the drought relief works are not adequate in Rajasthan. I have returned from my constituency only today. The number of labourers engaged on in drought relief work is negligible. The drought relief works have not been started in many panchayats.

12.35 hours.

(MR. DEPUTY SPEAKER *in the Chair*)

The drought situation is much severe in the Adivasi areas. My submission to the Centre Government is that the State Government should be given more grant as special assistance and the State Government should be asked to increase the number of the workers in the Adivasi areas. The drought relief work should be started in the panchayats, where they are going for name-sake and more labourers should be deployed. There is a severe problem of drinking water so more and more hand pumps should be installed. Likewise, in each panchayat headquarters the fodder depots for animals should be opened. The wages of the labourers should be increased to stop their migration from Rajasthan.

**(iii) *Need to set up a Heavy Industry at Saharsa in Bihar***

SHRI SURYANARAYAN YADAV (Saharsa) : Sir, Saharsa and Sapaul districts in Northern Bihar are the most backward districts. Though Saharsa is in commissioner area the Central Government has not set up any industry here, till date and as a result both the Saharsa and Sapaul districts have not made any progress. Besides the educated persons from this area have to go to other districts and other States in search of employment.

Therefore, my submission to the Centre Government is that a heavy industry should be set up in Saharsa so that the poor may not have to run for jobs elsewhere and this district can make all around development.

**(iv) *Need for construction of an overbridge Across Railway Line at Mandi Samiti Sthal in Pilibhit, Uttar Pradesh.***

DR. P.R. GANGWAR (Pilibhit) : Sir, my constituency, Pilibhit (Uttar Pradesh) is badly affected by terrorism. There are six sugar mills, some oil extracting mills and many rice mills. Thousands of trucks and bullock carts pass from here every day. Being a forest area, there are lot of trucks carrying timber throughout the day. Moreover, as the Nepal border is close to this area the military movement is continuous.

There are two main railway tracks. One is from Lucknow to Bareilly and the other is Lucknow to Nainital and there are two branch railway lines from Pilibhit to Tanakpur and Pilibhit to Shahajahanpur. 24 trains run on main lines and 20 trains run on branch lines. Apart from that a number of goods train run here round the clock. Most of the trains run in day time while during that period there is lot of road traffic. The railway crossing on the main road (which connects Delhi, Lucknow, Nainital, Bareilly, Moradabad, Tanakpur and Shahajahanpur) remains closed for a considerable period in the day. The long queue and motorcars result in heavy traffic jam. The people have to face lot of problems. My submission to the Government is that an overbridge across the railway line at Mandi Samiti Sthal at Pilibhit should be constructed at the earliest to solve the difficulties of the people of the area.

[English]

**(v) *Need to clear the Proposal of the Government of Rajasthan for Declaration for certain State Roads as National Highways***

SHRIMATI VASUNDHARA RAJE