

irregularities in securities and banking transactions."

*The motion was adopted.*

13.06 hrs.

### MATTERS UNDER RULE 377

#### (i) Need to provide a Road Link between Seoni-Balaghat and Arjuni and declare it National Highway

[*Translation*]

SHRI VISHWESHWAR BHAGAT (Balaghat): Mr. Chairman, Sir, on the Allahabad-Nagpur National Highway a road link should be provided between Seoni Balaghat and Arjuni. These are tribal dominated areas and are not linked with any important road. No development is taking place in the tribal areas of Balaghat. Railway facility is also not available in this area. There are copper mines in Balaghat Manchaj block. Due to the lack of roads, several problems are cropping up in the way of mining of copper. The development of roads in these areas will also encourage the agro-based industries

So, I would like to request the Government that a road link should be provided between Seoni Balaghat - Arjuni and it should be declared a National Highway.

#### (ii) Need to Introduce Train Services between Kanyakumari and Madras Via Tirunelveli - Madurai - Dindigul - Karur - Salem - Jolarpet

[*English*]

SHRI R. DHANUSKODI ATHITHAN (Tiruchendur): Sir, conversion of metre-gauge railway line into broad-gauge between Tirunelveli, Tuticorin and Madras has already been completed. But due to inordinate delay in the

conversion work between Yruchi and Villupuram and between Villupuram and Chengalpet, people from all walks in the southern districts of Tamil Nadu are facing lot of difficulties in reaching not only Madras but other parts of the country as well. However, with the available broad-gauge route between Kanyakumari and Maniachi train services could be maintained between Kanyakumari and Madras Via Tirunelveli-Madurai - Dindigul - Karur - Salem - Jolarpet. I would therefore request the hon. Minister for Railways to immediately introduce train services between Kanyakumari and Madras in broad-gauge route Via Tirunelveli-Madurai-Dindigul-Karur - Salem-Jolarpet which is now available so that the sufferings of people in southern districts is eased as also tourists visiting Kanyakumari and other temple cities in the south are not affected.

The Express trains with 21 bogies with modern facilities should be named as 'KUMARINELLAI EXPRESS' and the trains should be able to cover the distance between Kanyakumari and Madras in 12 hours. I would also request the Government to complete the broad-gauge conversion work on trunk route between Madras and Kanyakumari on war footing.

#### (iii) Need to establish a Central University at Rourkela in Orissa

KUMARI FRIDA TOPNO (Sundargarh): Sundargarh, a tribal dominated district in Orissa, is one of the most backward districts in respect of providing higher education. Barring the Steel city of Rourkela which alone has the maximum number of colleges in the district, rest parts of the district, have been deprived of the facility for higher education. On public initiative it is very difficult to open a degree or post graduate college as most of the people are poor and can hardly afford to contribute to run a college. Since there has been no scope for higher education, there is 95 per cent dropouts at Post Graduation level among the tribal students. In higher positions under the Central or State Government or in other public and private undertakings hardly any

[Kumari Frida Topno]

person is found from this area. In the years to come this may turn out to be a matter of great public concern and which may lead to public resentment. Sir, I therefore request the Central Government to establish a Central University at Rourkela in Orissa.

**(iv) Need to develop Gopalpur Minor port in Orissa into an All-weather Major port**

SHRI GOPI NATH GAJAPATHI (Berhampur) : The proposal for upgrading Gopalpur Minor Port to an All-Weather Major Port has been pending since long. Apart from the Major Port at Paradip, Gopalpur is the only Minor Port in Orissa coastline.

Due to mass industrialisation programmes, the sea-bound traffic has increased considerably. Moreover, due to establishment of coal-fired Thermal Power Stations in the Southern States, the demand for coastal movement of large quantity of coal has surfaced in the recent past. Many Southern States vigorously search to provide port facilities, for movement of coal. Gopalpur Port is ideally located for meeting the requirement of entire Southern India. This is possible, if freight-handling capacity of the Port is enhanced to 3,000 to 4,000 tonnes per day, from the existing, 1,500 to 2,000 tonnes per day. It is necessary for augmenting the additional fleet capacity, storage space and godown facilities. Since the vast hinterland of the Port consists of backward and tribal areas, the up-gradation of this Port would act as a catalyst, for the economic development of Southern Orissa as a whole. The present Fair-Weather Port with an infrastructure already created, remains idle for six months in a year.

Hence to make the existing Port economically viable, I request the Central Government that the Gopalpur Minor Port be developed into an All-Weather Major Port.

**(v) Need for Construction of Separate Bridges for Road and Road Traffic on River Ganga Katchhala in Uttar Pradesh.**

[Translation]

SHRI RAJVEER SINGH (Aonla) : Sir, a railway bridge is there on river Ganga at Katchhala, which is situated in between Bareilly-Badman-Mathura road. Metre-gauge trains as well as vehicles pass through this bridge. This bridge is very old and is in bad shape. The experts have declared that it can collapse any time, resulting in loss of property and life. There is single line linking North with West going upto Bombay. It will be totally blocked in such circumstances and essential commodities would not reach there. This is single lane track. So I would request the Union Government that separate bridges for road and rail traffic should be constructed, otherwise, a serious accident can take place any time. It is necessary to take appropriate measures to avoid such accident.

**(vi) Need to bring Legislation Banning all Lotteries in the Country**

[English]

SHRI DATTATRAYA BANDARU (Secunderabad) : Mr. Chairman, Sir, there has been a mushroom growth of private lotteries in the country. The laudable philosophy behind Government owned lotteries for the purpose of raising funds to rehabilitate famine and drought hit areas is no more visible. Now it is a scene of commercial victimisation and rampant cheating to deceive the gullible public. The private lotteries have been violating all norms in order to allure the public with affluent gains overnight.

A lottery market in our country will reveal an array of lottery counters exhibiting hundreds of operations with many denominations. There are the monthly, weekly, daily and even hourly draws. This vividly reflects on the faver behind amassing illegal wealth on the party of the lottery operators for what other logical reason is avail-