

MR. CHAIRMAN : It was mentioned in the statement, Mr. Kirip, you were not here.

SHRI KIRIP CHALIHA : There should be a permanent solution.

[Translation]

SHRI ARVIND NETAM : Permanent solution is that there is a separate scheme for flood control and this is being run by the Government of India in coordination with the State Governments and allocation has been made for this purpose in all the five year Plans. Similarly, Mr. Chairman, Sir I want to convey it to the nation through you and this august House that the situation has improved with the advent of Monsoon, and keeping it in view, I can say that this will have no adverse effect on our agricultural yield in particular and even if any deficiency is found therein, we will off set it in the Rabi crop. With these words I conclude.

[English]

15.25 hrs.

**Business Advisory Committee
Fifty-Second Report**

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF YOUTH AFFAIRS AND SPORTS) AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI MUKUL WASNIK) : On behalf of Shri Vidyacharan Shukla, I beg to move the following :-

"That this House do agree with the Fifty-second Report of the Business Advisory Committee presented to the House on the 1st August, 1995, excluding Item Nos. (1) and (2) of paragraph 2 of the Report since disposed of by the House."

The motion was adopted.

15.26 hrs

Matters Under Rule 377

[English]

(i) NEED FOR EARLY CONVERSION OF NAUPADA-PARLAKHAMUNDIGUNUPUR NARROW GAUGE RAILWAY LINE IN SOUTH EASTERN RAILWAY

SHRI GOPI NATH GAJAPATHI (BERHAMPUR) : Like the previous budgets, the Railway Budget, 1995 has omitted the announcement of the long-awaited

conversion of the Naupada-Par lakhemundi-Gunupur narrow-gauge line with extension for commercial viability upto Rayagada in Orissa, falling under the South-Eastern Railway.

There have been a lot of public agitations till now, for improvement of this Rail line, which was laid by the late Shri Krishna Chandra Gajapathi, the First Premier of Orissa, with much personal and financial involvements.

The survey work of the aforesaid project was initiated by the former Minister of State for Railways from Orissa and is understood to have been completed at present, The non-implementation of this project adversely affects the area. In fact, the hon. Prime Minister has also very kindly recommended the implementation of this project on my personal representation to him last year.

I would, therefore, request for the immediate announcement of implementation of the long-awaited aforesaid project, catering to the travelling needs of basically the tribals and the deprived lot of the border areas of the States of Orissa and Andhra Pradesh.

15.27 hrs.

[SHRI NITISH KUMAR IN THE CHAIR]

(ii) NEED TO RESTORE TRAIN BETWEEN NAWANSHEHRA AND RAHOAN IN PUNJAB

SHRIMATI SANTOSH CHOWDHARY (PHILLLAUR) : Rehoan is an historical town situated in Phillaur Parliamentary Constituency. It is surrounded 100 village of wet area. The train had been one of the media for transport, even before the Partition of India. But the trains running between Rohoan and nawanshehra were suspended during the Gulf war. After the Gulf war all suspended trains were restored except Rohoan - Nawahshehra. The present rail track was laid down by the Central Government but expenses were met by the then MLA of Rohoan and land was also donated for this purpose by him. At that time an agreement between the central Government and the MLA was executed that the Government would never suspend the running of trains on this track as long as the Indian railways exit. The suspension of the train is against the mutual spirits of the above-referred agreement as well as the interest and convenience of the people of this area.

I, therefore, request the Central Government to restore this train service between Nawanshehra and Rohoan so that the development of this area may flourish.

(iii) Need to re-start local train running between Vilaspur and Shahdol in M.P.

[Translation]

SHRI KHELAN RAM JANGDE (VILASPUR) : Mr Chairman, Sir, a local train runs between Vilaspur and sahdol in which traders and daily passengers travel. This rail service has been discontinued recently as a result of which people from cross section of the society are faced with hardships. Agitation as also going on in order to resume this rail service. The development works of the cities like Kota, Belgamna Khondri, Khunsara, Pandara Road and Anuppur of this route are suffering immensely. Electrification of Vilaspur-Kathi line has been completed. The hon Rail Minister had given an assurance that this rail service will be resumed after the completion of this line electrification. So respecting the people's sentiments, we urge upon the Government that the said rail service should resumed at the earliest. Simultaneously, a halt should be provided at Pandara Road for Hirakund Express which runs between Nizamuddin-Sambalpur.

(iv) **NEED TO RETAIN ONGC OFFICE IN DEGRADUN, U. P.**

[Translation]

MAJ. GEN. (RETD.) BHUWAN CHANDRA KHANDURI (GARHWAL) : Mr. Chairman, Sir, I have come to know through newspapers and other mediums that the Government of India is contemplating to shift ONGC office from Dehradun to some other place. In this context, the apprehension of public has further strengthened because the number of officers and employees working in ONGC office in Dehradun has been curtailed.

ONGC office has its own importance for Dehradun. Such rumours have created great resentment among public and people are very much agitated. I have raised this issue earlier also and the Minister of Petroleum had given a written assurance that this office would not be shifted.

I request for an assurance from the Government to retain ONGC office in Dehradun.

(v) **NEED FOR EXPEDITIOUS DEVELOPMENT OF HISTORICAL REMAINS AT TAMESHWAR NATH, KHALILABAD AND KOPIA IN U. P.**

SHRI ASTBUHA PRASAD SHUKLA (KHALILABAD) : Mr. Chairman, Sir, Tameshwar Nath under Khalilabad development block in district Basti of Uttar Pradesh is a place of historical and religious importance. On the one hand, there is a Shivalinga for those who believe in Hindu religion and on the other hand, several evidences have come in the light which reveal that at this very place Lord Buddha had

renounced the worldly pleasure by giving up his royal attire and regal chariot after getting his head shaved. For last many years a fair is being organised at this very place on the occasion of Mahashivratri. Thousands of religious Hindus, Buddhists and other people come to see this fair.

Besides this, at Kopia under Khalilabad development block in district Basti of Uttar Pradesh, several such evidences have come to light which prove that it was the actual Kapilvastu. A Buddhistic tope on the right side of the pond at this place further strengthens this belief. Similarly, at 'Dharam Singhwa' under 'Satha' development block of district Siddharthnagar, there exists an ancient 'Dharma Stupa' which establish that this place was a religious spot for Buddhists and was known as 'Dharma Sangha'.

The 'Dharma Stupas' on the right side of the ponds at these three places and old bricks, relics and valuable things found at the time of ploughing and mining are of similar nature as are found in Piprahava, Sarnath and Kasaya.

All these three places are the subject of research for historians and the Department Archaeological survey of India. In this respect Archaeological survey of India has submitted its report to the Government.

I urge upon the Government to issue directions to initiate work in accordance with the recommendations of this report.

(vi) **NEED FOR CONSTRUCTION OF A DAM ON RIVER KOSI IN NAVADA DISTRICT IN BIHAR TO CHECK EROSION CAUSED BY IT.**

SHRI PREM CHAND RAM (NAVADA) : Mr. Chairman, Sir, Sakari versus mini Kosi river flows through my constituency Navada. The swift current of this river causes soil erosion and as a result of this, irrigated and cultivable land is destroyed every year. Along with it, every year cultivable land is destroyed due to flood in mini-Kosi river. If a dam is constructed on this river, it will provide irrigation facility to thousand acres of land which will increase agricultural production in this backward area. Besides, construction of dam on Sakari versus Kosi river will help in generation of hydro-power, which will provide relief to this backward area.

Therefore, the Central Government is requested to take urgent steps for construction of a dam on Sakari river so that it could be constructed at the earliest and people of this backward area could be relieved of their problems.