

[Shri D. S. A. Sivaprakasam] ance. It is to be welcomed that the work on Tirunelveli-Kanyakumari rail link has been speeded up. At this juncture, the Railway Administration has created an environment leading to agitation and demonstration by the railway workers of this area. It is not only the railway workers but the public also is greatly agitated. The reason for this unhappy situation is the reported decision of including Tirunelveli-Kanyakumari rail link in the Trivandrum Division. It is beyond any shadow of doubt that if this is done, naturally the railway workers under Madurai Division and also the public service by Madurai Division will be upset very much. The employment opportunities in this area will get diminished. The trade and business will have to go to Trivandrum for getting their wagon requirements fulfilled. On account of the language problem the prospects of promotion for the employees working in Madurai Division will become dim. The hon. Minister has written to me that in a Railway Division both the metre-gauge and broad-gauge should not be there. I do not think that this argument is sound. In Olavakkod and Tiruchirappalli Division both the gauges are there. The workers and employees are resenting this proposition from 1977 onwards. Now they have resorted to hunger strike. Whatever may be the administrative and technical problems the Tirunelveli-Kanyakumari rail link should not be included in the Trivandrum Division and it should be in Madurai Division.

12.31 hrs.

[MR. DEPUTY SPEAKER *in the Chair*]

- (ii) NEED TO REGULATE PRICE AND SUPPLY OF VISCOSE FILAMENT YARN FOR THE BENEFIT OF SMALL SCALE TEXTILE UNITS IN PUNJAB.

SHRI R. L. BHATIA (Amritsar): The Chief Minister, Punjab, stated

that Punjab Government has approached the Centre either to fix the price of viscose filament yarn or to regulate its supply in such a way that small-scale textile units using this as raw material did not suffer.

I will urge upon the Government to take early action in the matter and save the Punjab industry from closure due to very high prices of the above mentioned yarn.

- (iii) NEED FOR ADEQUATE NUMBER OF RAILWAY WAGONS FOR TRANSPORT OF SALT FROM VEDARANYAM IN TAMIL NADU.

SHRI S. SINGARAVADIVEL (Thanjavur): Vedaranyam, which has a prominent place in the Freedom Movement, is in Thanjavur District, Tamil Nadu, on the seashore of the Bay of Bengal. The important industry in that place is salt production and many are engaged in it. The producers and the labourers engaged in the said industry depend upon it for their livelihood. They produce large quantities of salt and market them in other States also. They used to send them by railway wagons. Now it is reported that they are unable to transport the salt produced to other places for sale, for want of adequate supply of railway wagons, that there is stagnation in the business and, as a result, the salt does not get a fair price, and that the industry is very much affected. The industry is to be saved now. Unless they are supplied with adequate number of railway wagons for the transport of salt to other places, they cannot market it in other places and get a reasonable price, and they will be put to irreparable loss and hardship.

Therefore, to save the persons engaged in the salt industry in Vedaranyam in Thanjavur District, Tamil Nadu, from the peril, the Hon. Minister of Railways may be pleased to take necessary action and direct the authorities to provide the salt pro-

ducers in Vedaranyam with sufficient number of rail wagons for the transport of salt to other places urgently.

(iv) REPORTED DANGER TO DEVBAGH IN RATNAGIRI DISTRICT, MAHARASHTRA, FROM SEA AT HIGH TIDES.

PROF. MADHU DANDAVATE (Rajapur): Devbagh, a fishing village, eight kilometres from Malvan town in the Ratnagiri District of Maharashtra is in the grip of a great danger by the sea at high tide.

The village is located on a spur of land surrounded by a creek on the one side and Arabian sea on the other.

The local authorities have put up a temporary bund of sand bags and tar drums filled with sand to break the force of sea waves during high tide.

The Centre should give the necessary assistance to prevent the calamity on this important fishing centre on Konkan Coastal belt.

(v) REPORTED DISCOVERY OF A DOCUMENT BY CHINA QUESTIONING THE VALIDITY OF McMAHON LINE AS SINO-INDIAN BOUNDARY.

SHRI CHINTAMANI PANIGRAHI (Bhubaneswar): There is a claim by China that a historic document had been recently discovered by China which disproves India's stand that the Simla Agreement of 1914 confirms McMahon Line as the traditional Sino-Indian boundary in the eastern sector. It has further been said that India's External Affairs Ministers had agreed to check the historical document.

India has consistently taken the stand that the traditional boundary in the eastern sector had been confirmed in the bilateral instrument signed by the plenipotentiaries of India and Tibet at the 1914 Simla Conference and China had acknowledged the

equal and plenipotentiary status of the Tibetan representatives.

Now China is telling that McMahon Line agreement was fake and India is claiming too much. It is something which the Government should refute at the earliest possible opportunity.

(vi) REPORTED AGITATION FOR HALT STATION AT DABRA FOR CHHATISGARH AND KUTUB EXPRESS TRAINS.

SHRI N. K. SHEJWALKAR (Gwalior): With your permission, under Rule 377, I raise the following matter of urgent public importance:—

Dabra is an industrial city in the district of Gwalior, having a population of about 50,000 people. This is the second big city in the district of Gwalior which is centrally located connecting many important places of the district. For the last ten years, demands by the public representatives, i.e., MLAs and MPs, civic bodies including the Municipal Committee of Dabra, have been pressing hard the Ministry of Railways and the concerned railway authorities to provide halts to the Chhatisgarh Express and also Kutab Express, so that this important city is connected to the rest of the important places of the country. But, in spite of the demands, the railway authorities have not paid any heed to their demands. The people of Dabra have been compelled to take recourse to the peaceful satyagraha method for getting the required facility. The agitation is going on strong for the last four days and several students and citizens of Dabra have courted arrest and are still in jail. The police is trying to suppress the agitation and has beaten up badly several agitators amongst them. The Railway authorities have not taken any action in this matter. It will be proper to interfere in the matter immediately.