

बाजार में पहुंचाने में कठिनाई हो रही है। लोग बहुत परेशान हैं। अतः मैं भारत सरकार के रेलवे मंत्री जी से मांग करता हूँ कि नालागढ़ की वह रेलवे पटरी, जो 1926 में बिछी थी, उसको दोबारा लगाया जाए और यह भी बड़ी हैरानी की बात है कि हिमाचल एक्सप्रेस के नाम से जो गाड़ी नंगल जाती है, उस में हिमाचल का कोई क्षेत्र नहीं आता।

मैं मांग करता हूँ कि हिमाचल प्रदेश में नालागढ़ को रेलवे से तुरन्त मिलाया जाए। अगर यह जल्द मुमकिन न हो, तो घनौली रेलवे स्टेशन से डेहवाला जो पंजाब की सीमा का एक ग्राम है, तक जोड़ा जाए। इसका फासला 3 किलोमीटर से अधिक नहीं है। इसका सर्वे कर के काम शुरु किया जाए, ताकि इस क्षेत्र के लोग लाभान्वित हो सकें।

(ii) NEED FOR TAKING OVER OF MOHINI MILLS LTD. BEGHORIA IN 24 PARGANAS DISTRICT OF WEST BENGAL.

SHRIMATI GEETA MUKHERJEE (Panskura): Sir, under rule 377, I wish to raise the following matter:

Mohini Mills Ltd., a textile mill, located in Belghoria of 24-Parganas district of West Bengal is under lock-out for more than one year and eight months. On the 4th August, 1981, a 23-year old wife of an employee of the mill committed suicide being unable to withstand the pangs of hunger of her small child. Condition of all the workers and employees of the locked-out mill is so bad that similar fate may wait for many. Minister of Commerce of Government of India earlier promised to take over the said mill by the Government. But despite this prolonged agonising lock-out, nothing has proceeded in that direction.

I request that urgent steps be taken for the take-over of Mohini Mills, so that tragic incidents like Minatis untimely death may not occur again, and the workers and employees may be saved from direct distress.

(iii) NEED TO DECLARE RAMESWARAM A MAJOR PORT.

SHRI M. S. K. SATHIYENDRAN (Ramanathapuram): Sir, under rule 377, I wish to raise the following matter:

Rameshwaram is a pilgrim centre of not only all-India importance but also of great international value and potential. Rameshwaram is the first landing point for thousands of tourists from Sri Lanka. The steamer named Ramanujam, in remembrance of the great Indian mathematician, carries on alternate days a minimum of six hundred foreign tourists from Sri Lanka. None of the major ports in South India carries such a heavy burden on alternate days. Unfortunately, Rameshwaram continues to be a minor port woefully lacking even in elementary amenities for the tourists. Besides tourists, Rameshwaram receives repatriates from Sri Lanka. On their arrival, the hopes and aspirations of these repatriates are belied beyond their expectations. These repatriates are made to stand in sun and showers for hours for Customs scrutiny. It is unfortunate that the Customs officials treat all these repatriates as smugglers, and without appreciating the fact that they have left everything in Sri Lanka, they are subjected to inhuman examinations. While the Customs officials concentrate on them, the actual smuggling around the island of Rameshwaram goes on merily unchecked. On embarkment, the tourists have to face a lot of difficulties.

Their difficulty is further intensified by the absence of train facility. The inordinate delay in the execution of Pamban bridge works on the part of the State Government of Tamil Nadu has further aggravated their misery in moving to the mainland quickly.