

damaging, spoiling and for ultimately being deprived of their properties.

I, therefore, urge upon the Government of India to direct the State Governments of Haryana and Rajasthan that 'Masani Barrage' in district Mahendragarh, of Haryana State shall be kept open for all the months of a year and no water would be stored in the bed of Masani Dam. I also stress upon the fact that no village of Rajasthan State should be dislodged because of this project.

(iv) Conversion of Hyderabad Airport into an International Airport

SHRI K. S. NARAYANA (Hyderabad) : Sir, situated in the centre of the Southern peninsula, Hyderabad is a city not only of strategic importance but it has gained importance from the point of view of commerce and trade also. It has got considerable export potential being the capital of a State with surplus foodgrains and several industries—small, medium and large sale—developed around it during the last fifteen years. Both the industrial and agricultural products of this area have a substantial market in the Gulf countries.

Apart from the above, there has been a persistent flow of skilled, semi-skilled and unskilled workers from Hyderabad to various Gulf countries. The industrial training institutes and polytechnics situated in Hyderabad have been producing technically trained personnel in large numbers, whose services are in great demand in the Middle East countries.

At present, passengers going to the Gulf countries are put to many inconveniences as they have to travel to Bombay first by domestic flights and catch international flights there. During the last four years, it has been noticed that the Gulf traffic, both passenger and cargo emanating from Hyderabad and handled by All India and other carriers has considerably increased and this trend is continuing. In view of the heavy increase in passenger traffic and cargo movement from Hyderabad, there is a strong case for declaring Hyderabad Airport as an International airport.

A facility like this created in Hyderabad will also serve to meet the requirements of passengers from neighbouring States like Karnataka and Tamil Nadu, who now travel all the way to Bombay where the airport is already over-crowded and who can also choose Hyderabad as an embarkation point.

(v) Need to provide more halts for the train running between Ernakulam and Trivandrum

PROF. P.J. KURIEN (Mavelikara) : Sir, the Railway has recently introduced two new trains in Kerala, one from Ernakulam to Trivandrum and the other from Ernakulam to Cannanore. These trains fulfil a long-felt need of the people of Kerala and I heartily congratulate the hon. Minister for this step.

12.34 hrs

[MR. DEPUTY SPEAKER *in the Chair.*]

PROF. P.J. KURIEN : However, the train running between Ernakulam and Trivandrum is becoming less useful mainly because it has halts only at Kottayam and Quilon. It has no halt at any of the stations in two districts, namely, Pathanamthitta and Alleppey which provide the maximum volume of traffic in Kerala.

There is a very popular train by name Venad Express running between Trivandrum and Ernakulam. The popularity of this train can be attributed to the fact that it has halts at all important stations in Kerala. The train running between Ernakulam and Trivandrum, although runs in the opposite direction and should be equally popular, does not, at present, cater fully to the requirements of the travelling public. Moreover, the running time of this train is the same as that of the Venad Express even though it has only two halts.

Kerala is a densely populated State and its population is more or less evenly spread throughout the State. Therefore, in order, to cater to the requirements of the people the trains must have halts at all important stations in all districts.

In view of the above, I request that instructions may be issued so that this train halts at all stations where the Venad Express halts. If this is not possible, it may halt at Changanacherry, Tiruvella, Chengannur, Mavelikkara, Kayankulam and Varkala. This will not only meet the needs of the people but also raise the revenue of the Railways.

I request that immediate steps in this regard may be taken

- (vi) Transfer of Agricultural land to refugee families rehabilitated in Bihar in 1951-52

SHRI ANANDA PATHAK (Darjeeling) : Mr. Deputy Speaker, Sir, more than 300 refugees families rehabilitated by the Government of India in the year 1951-52 in the State of Bihar are very much aggrieved and feeling insecure as their genuine grievances for removing the illegal encroachers from their land and restoring the same to them has not been redressed in spite of repeated representations. They were allotted 863.44 acres of agricultural and homestead land for their rehabilitation. In the course of transfer of some territory from Bihar to West Bengal in 1956, the entire agricultural land allotted to these refugees remained in Bihar and their homesteads went to West Bengal in Islampur sub-division in the district of West Dinajpur causing much inconvenience to the refugees in looking after and cultivating their land in Bihar from their homesteads in West Bengal. Taking advantage of this situation, some Adhibashi Santhals of Bihar entered into their agricultural land and forcibly occupied the same under threat since August, 1978. The matter was brought to the notice of Government of Bihar repeatedly but no action has been taken to remove the encroachers and restore the land to the allottee-refugees. Failing this, a series of representations have been made to the Government of India for the transfer of this particular land to West Bengal so that the refugees concerned could obtain Pattas of the land from the Government of West Bengal and cultivate them peacefully from their homes in West Bengal.

I, therefore, urge upon the Government to look into the grievances of the poor

refugees and do the needful to transfer the agricultural land allotted to them from Bihar to West Bengal so that this long standing grievances could be redressed and settled peacefully.

- (vii) Development of Mithila region of North Bihar

SHRI BHOGENDRA JHA (Madhubani) : A large number of volunteers and leaders of Akhil Bharatiya Mithila Sangh are sitting on dharna at the Boat Club since the 22nd of August to draw the attention of this august House towards utter neglect of and discrimination against North Bihar. There was a huge demonstration on the 24th August, 1984.

The railway facilities in Maithili speaking region have been reduced as compared to the past. Three pairs of Express trains did originate and terminate at Samastipur for Howrah and one pair for New Delhi. Now there is none, causing unbearable overcrowding. The disrupted rail lines between Nirmali-Bhabrishi and Bagaha-Chitani still are awaiting restoration. The decade-ago approved and sanctioned conversion of Samastipur-Darbhanga M.G. to B.G. line formally inaugurated in 1981 and its extension to Udaipur via Jai Nagar is almost forgotten. The decade-ago formally inaugurated Sakri-Hasanpur new line is also facing the same fate.

Problems of chronic floods, drought and power failure are not being resolved through construction of multi-Purpose dams over rivers Kosi, Kamla and Bagmati. Even immediate steps for relief during the recent unprecedented floods are negligible.

Maithili, an important language of the country with rich literary traditions and spoken by tens of millions of people is not yet included in the Eighth Schedule of the Constitution nor facilities under article 345 granted to it.

Urgent demands for resuming production at the Ashoka Paper Mills, opening of petrochemical complex at Barauni etc. are falling on deaf ears.