

बचाने का प्रयास करें। उनके व्यवसाय के सम्बन्ध में भारत सरकार को सोचना है, जैसे बुनकर, बीड़ी मजदूर, इलायची व्यवसाय आदि में लगे लोगों के लिए सरकार चिंतित है। स्वर्णकारों को अपने कारोबार को चलाने के लिए बैंकों से आसान शर्तों पर ऋण दिए जायें। ऐसा करने से उनके पूर्वार्थ में मदद मिलेगी।

आशा है, वित्त मन्त्री का ध्यान भारत के इन अभाग्य कारीगरों एवम शिल्पकारों की दयनीय स्थिति की और आकृष्ट होगा।

(v) Need to check the growth of weed (*Eupatorium*), an environmental hazard to Orissa

SHRI CHINTAMANI PANIGRAHI (Bhubaneswar) : Mr. Chairman, Sir, the unchecked growth of an obnoxious and exotic weed is posing threat to the ecology of the Simlipal forest and peripheral areas in Mayurbhanj district of Orissa.

The weed 'eupatorium' is locally known as "Assam Lata". It spread to the deforested regions of West Bengal and then to Simlipal and Ganasika hill regions of Orissa. The weed has also infested the Chandaka reserve forest where an elephant project is being currently implemented. The ecologically hazardous plant had established itself in the hilly areas of Orissa where large scale deforestation had exposed the soil to sufficient overhead light. The weed has no utility. When cut and stored it is reduced to powder and its poisonous leaves and flowers have no fodder value. The creeping weed also deprives the grazing cattle and wild animals of free movement. The wood remains unaffected by forest fire because of its thick and wide spread growth.

Though this exotic weed has been spreading very fast in Orissa forests since last two years, the State government or the centre have not taken

any steps check its growth. Unless immediate steps are taken to check the spread it will create serious environmental hazard in the entire forest ranges in Orissa. Therefore I request the Government of India to realise to gravity of the problem and take urgent and effective steps to save the valuable forest wealth by destroying further growth of this exotic weed.

(vi) Conversion of Rupsa-Bonginiposhi narrow gauge line into broad gauge line

SHRI MANMOHAN TUDU (Mayurbhanj) : The Railway line from Rupsa to Banginiposhi was constructed in 1905 and from Baripeda to Banginiposhi in 1920 to connect former princely State of Mayurbhanj to Calcutta-Madras main line. Since than no modernisation has taken place. As the traffic potential of this narrow gauge line is rated high and it is considered that once this line is converted into broad gauge with extension upto a point connecting the main line between Howrah-Bombay somewhere between Dhalbhumgarh and Chakulia or at a point between Rairangpur to Gorunashishani and Tatanagar-Badampahor, it would be quite useful and it will have an increased capacity to carry the traffic that is being offered for transportation from various places. This would reduce the distance between coastal Orissa and South India. As is well known, Mayurbhanj is predominantly a tribal district and its economy largely depends on the efficient functioning of this narrow gauge system. But unfortunately Railway Administration has not taken adequate steps for implementing the conversion programme of the above narrow gauge line. Over the decades no new engines or wagons have been brought and the narrow gauge system is neglected. This has affected movement of passengers and goods traffic including mineral and forest products.

As such, I request the hon. Minister of Railways to expedite the programme

(Shri Manmohan Tadu)

for the conversion of Rupsa-Bongini-poshi narrow gauge line into broad gauge.

(vii) Tourism in Jammu & Kashmir

SHRI ABDUL RASHID KABULI (Srinagar) : The tourist trade is rightly considered the backbone of Kashmir Valley's economy. With the onset of May tourists remain elusive as only a very small number of them are pouring in and houseboats, tourists bungalows and hotels remain empty, Shopkeepers, artisans, shikarwalas, taxiwalas, taxi and houseboat owners are sitting idle facing unprecedented economic crisis.

Unfortunately this is second year in succession that tourist trade in Kashmir is subjected to enormous difficulties. Last year, Assembly elections followed by violence contributed in spoiling the season. This year, Punjab's violent agitation is taking a great toll of the tourist trade. Trains and buses to Jammu & Kashmir playing through Punjab are not considered safe for fear of sabotage. Another cause which plays havoc with the State's tourist industry is the result of baseless allegations levelled against the State Government coupled with unwarranted statements issued by some leaders about so-called secessionist activities and efforts to equate the situation in Punjab with Kashmir which is most peaceful in the country.

In such circumstances, for salvaging the interest of Kashmir's tourist trade, it is necessary that :

1. Jammu and Kashmir is adequately compensated for its huge losses incurred due to failure in tourist trade so that affected people are properly compensated.
2. Efforts must be speeded up for amicable solution of Punjab tangle.
3. Concession and subsidies should be given on air tickets to encourage tourists to travel by air.

(viii) Need to enhance the rate of compensation to families of Sri Perumbudur, Chingleput (Tamil Nadu) who are being displaced under Land Acquisition Act.

SHRI T. NAGARATNAM (Sriperumbudur) : In my constituency Sriperumbudur in Chingleput district, Tamil Nadu, fourteen villages are situated on the sea shore area of Bay of Bengal. The total population of 10,000 fishermen, scheduled castes, muslims and others have been permanently living with their pucca tiled houses, huts, etc. and having casurina thope lands and depending upon fishing in the sea and also sea backwaters. Now Tamil Nadu Government has been concentrating to vacate all the above villagers under Land Acquisition Act of State and Centre on the request of Central Government to extend the area of Sri Hari Kotta, Rocket Base. The Tamil Nadu Government has issued notice and forced the above villagers to accept Rs 11 per cent as compensation of the land value. The Tamil Nadu Government has not allotted any alternative convenient place to accommodate them. The revenue authorities assured them to provide only 3 cents for domestic purpose to each family. The people requested them that 3 cents is not sufficient and also the compensation of Rs. 11 for one cent is very low in these days. This should be enhanced.

Therefore, I urge the Central Government to give suitable instructions to the State Government to revise and enhance the rate of compensation at the prevailing market value. The Central Government must come forward to give separate compensation from the Central fund to all the affected poor families and also job facilities.

(ix) Re-introducing the Passenger train between Khagaris and Samastipur.

प्रो. अजीत कुमार मेहता (समस्तीपुर) : रामापति महोदय, पूर्वोत्तर रेलवे में बरौनी और कटिहार के बीच बड़ी लाइन के