

14.25 hrs.

MATTERS UNDER RULE 377

- (i) DEMAND FOR DIRECTING THE ARCHAEOLOGICAL SURVEY OF INDIA TO GIVE UP PROPOSAL TO DEMOLISH SOME OF THE STEPS OF THE BRAHADEESWARA TEMPLE IN THANJAVUR IN TAMIL NADU.

SHRI S. SINGARAVADIVEL (Thanjavur): I wish to bring the following matter of urgent public importance for the attention of the House under Rule 377.

"The Brahadeeswara Temple" popularly known as the Big Temple, situated in Thanjavur Town in Tamil Nadu is of great historical and cultural importance. The said temple was constructed by the great Raja Raja Cholan of the Chola Dynasty. It attracts large number of pilgrims and tourists not only from our Motherland but also from other countries. The Archaeological Survey of India is now in charge of the maintenance of the Temple.

In the said Temple, there are 16 steps in the front courtyard, facing the gigantic Nandi (Bull) and leading to the Mahamandapam besides the narrow steps on either side of the entrance to the Mahamandapam. The 16 steps which are about 9 meters wide connect the court-yard with the Mandapam which is about 16 metres above and are mainly used by the devotees to reach the Mandapam. Further, the Vahanas for the annual festivals are carried along these steps. These steps were constructed by the Marathas long after the Cholas to facilitate the devotees.

Now it is learnt that the Archaeological Survey of India has proposed to demolish the 16 steps on the ground that the steps built by the Marathas take away the beauty from the frontage of the big temple constructed by the Cholas.

The removal of the 16 steps will cause inconvenience and affect the sentiments of the devotees. The other narrow steps on either side to the entrance to the Mahamandapam cannot also serve the purpose in these days when large number of devotees and visitors are thronging the said Temple daily.

In the said circumstances, the Minister of State holding independent charge of the Ministries of Education and Culture and Social Welfare should be pleased to take suitable steps to maintain the *status quo* in the interest of the public.

- (ii) CAUVERY WATER DISPUTE INVOLVING KERALA, KARNATAKA, TAMIL NADU AND PONDICHERRY.

SHRI T. R. SHAMANNA (Bangalore South): The Cauvery Dispute is pending for over several years. The States concerned are Kerala, Karnataka, Tamil Nadu and Pondicherry. There is not much of problem between Kerala and Pondicherry. The dispute is mainly between Tamil Nadu and Karnataka. The points of dispute are mainly the following:—

(1) The validity or otherwise of the 1924 agreement; and

(2) The protection of the existing Ayact of 28.2 lakhs of acre in Tamil Nadu on 75 per cent dependability.

Karnataka has made it clear that the 1892 and 1924 agreements were not valid on the following grounds—

1. The agreement was made when Mysore was not independent.

2. Before 1947, the Coorg District (where Cauvery takes its birth) and Kollegal Taluk were not parts of old Mysore.

3. At that time, Mettur Dam in Tamil Nadu was not Constructed.

4. Karnataka contributes 53 per cent of the water whereas the contribution of water by Tamil Nadu is 30 per cent.

5. Tamil Nadu has developed 28.2 lakh acres of land to be irrigated by Cauvery whereas Karnataka has developed only 6.8 lakh acres, and 6. from the beginning, Tamil Nadu is unauthorisely bringing more and more lands under irrigation using Cauvery water whereas Karnataka is prevented to developed lands beyond 6.8 acres.

A large number of Inter-State meetings were held under the guidance of the Central Government. No progress is made to come to an agreed solution.

I make a strong appeal to the Central Government to take a bold decision to settle this important issue, in a just and equitable manner, if need be, by appointing an expert Committee.

I also suggest that Parliamentary Legislation may be passed to settle all Inter-State Water Disputes including the Cauvery dispute.

(iii) DEMAND FOR PROVIDING DAILY SERVICE OF MADUDHAR EXPRESS BETWEEN JODHPUR, AND JAIPUR.

श्री वृद्धि चन्द्र जैन (वाड़मेर) :  
उपाध्यक्ष महोदय, जोधपुर से जयपुर एवं जयपुर से जोधपुर मरुधर एक्सप्रेस के चलने से जोधपुर डिवीजन का अधिकांश जनता को बड़ा लाभ हुआ और उनका आवश्यक मांग को पूर्ति हुई ।

यह मरुधर एक्सप्रेस राजस्थान प्रान्त को राजधानी जयपुर से जोधपुर डिवीजन के मुख्यालय जोधपुर का सबसे कम समय में पहुंचाने की महत्वपूर्ण रेलगाड़ी है ।

उक्त एक्सप्रेस हर बुधवार का एक ही रेल होने के कारण रेल की मरम्मत एवं सफाई के लिए बन्द रहती है, जिसके कारण उस दिन मरुधर एक्सप्रेस के न चलने

से जनता को बड़े कष्ट का सामना करना पड़ता है ।

उक्त एक्सप्रेस डीजल इंजन के द्वारा न चलने से एक घण्टा समय अधिक लगता है और पर्याप्त कोच न लगने के कारण यात्रियों का निराश हो कर लौटना पड़ता है या ठसाठस भोड़ में यात्रा कर बहुत कष्ट उठाना पड़ता है ।

वीकानेर डिवीजन में इससे भी कम महत्वपूर्ण रेलगाड़ियां डीजल द्वारा चलती हैं तब भी इस महत्वपूर्ण एक्सप्रेस की डीजल द्वारा नहीं चलाए जाने से जोधपुर डिवीजन की जनता को घोर उपेक्षा की जा रही है ।

अतः रेलवे मंत्री जी का ध्यान आकर्षित किया जाता है कि मरुधर एक्सप्रेस हर रोज डीजल द्वारा चलाए जाने का तुरंत आदेश दे कर जोधपुर डिवीजन की जनता को आवश्यक मांग को पूर्ति की जाए ।

(iv) NEED FOR TAKING IMMEDIATE STEPS TO CHECK SMUGGLING OF ANIMALS AND OTHER VALUABLES ACROSS THE INDIA-PAKISTAN BORDER IN RAJASTHAN.

श्री अशोक गहलौत (जोधपुर) :  
राजस्थान के वाड़मेर, जैसलमेर, जिले से पाकिस्तान को लगने वाली सीमा पर तस्करी का माल लाने ले जाने का सिलसिला जोरों पर है । धन कमाने के लालच में सीमावर्ती क्षेत्र में रहने वाले कुछ लोग तो लम्बे अरसे से इस धंधे में लिप्त हैं ही साथ में अभी ऐसी स्थिति बन रही है कि ये असामाजिक तत्व अकाल को विभीषिका का लाभ उठा कर सीमावर्ती क्षेत्र के भोले भाले मजबूर ग्रामोणों का भी इस धंधे में सम्मिलित करने लगे हैं ।

साधारणतया इस सीमा द्वारा पाकिस्तान से भारी मात्रा में विदेशी सोना, टैप