

[श्री चन्द्रपाल शैलानी]

पुरातत्व स्मारकों की इस दुर्दशा के लिए ग्रामीण लोगों की धार्मिक मान्यतायें भी जिम्मेदार हैं जो हर मूर्ति को ईश्वर समझ कर उसे घी और सिंदूर से सजा देते हैं और उसका मूल आकार समाप्त कर देते हैं। यही नहीं हमारे देश में इस समय मूर्तियों की चोरी और उनका अवैध व्यापार जोरों से चल रहा है। आये दिन समाचार पत्रों में इस प्रकार के समाचार पढ़ने को मिलते हैं। इस दल ने भी कई जगह मूर्तियां गायब पायीं। कई मूर्तियां अफसरों और बड़े लोगों के ड्राइंग रूम की शोभा बढ़ाती पाई गईं। मेरा भारत सरकार से अनुरोध है कि वह इन प्राचीन स्मारकों के ऐतिहासिक महत्व को देखते हुए उनकी रक्षा और देखभाल की सम्पूर्ण व्यवस्था के लिए शीघ्र कदम उठाये।
घन्यवाद।

(III) IMPORTS OF NATURAL RUBBER TO MAINTAIN A PROPER BALANCE BETWEEN ITS DEMAND AND SUPPLY

****SHRIMATI SANYOGITA RANE (Panaji):** It is a matter of serious concern that the rubber industry is heading for a crisis due to a wide disparity between demand and supply of natural rubber. A steep rise in the prices of natural rubber has further added to the woes of this industry. Many employees are likely to face unemployment if this situation continues.

As against a total demand of 2.50 lakh tonnes of natural rubber during 1982-83, the total supplies will be around 1.90 lakh tonnes, the shortfall being 60,000 tonnes.

In order to maintain a proper balance between demand and supply of natural rubber, I urge the Govern-

ment to maintain regular imports of natural rubber planned in advance, and maintain at least two months buffer stocks of natural rubber, to save the Rubber Industry from an impending crisis.

(IV) DISLOCATION OF TRAIN SERVICE ON CERTAIN SECTIONS OF SEALDAH DIVISION OF EASTERN RAILWAY

SHRI R.P. DAS (Krishnagar): Sir, a serious situation has arisen causing infinite misery and hardship to innumerable commuters and general public alike because of continuous and persistent dislocation in the running of passenger trains in the Lalgola-Ranaghat, Ranaghat-Gede, and Ranaghat-Bonaon sections of the Sealdah division of the Eastern Railway.

The reasons for such wide-spread dislocation are the deployment of outlived steam engines, use of poor quality of coal, non-supply of spare parts, a number of single-line flag stations, and over and above everything else, complete breakdown of the Railway Administration of the Suburban Sections.

With a view to ameliorating the hardships and miseries of the commuters, the Government should immediately take necessary steps to introduce diesel engine, to ensure running of trains on time; and revamp the entire administrative set-up of the section, nay, the division. Construction of a double line upto Krishnagar City Junction and Electrification of the Lalgola-Ranaghat and Ranaghat-Gede and other left-out Sections can only ensure permanent solution of the present problem of dislocation of the services.

I demand that the Minister concerned should make a statement in the House in this regard and clarify the position thereon.