

such agitations and to see that the Mahajan Commission's report is accepted in toto and implemented immediately.

[Translation]

- (iv) **Need to revise the provisions of the National Rural Employment Programme**

SHRI VIRDHI CHANDER JAIN (Barmer): Mr. Deputy Speaker, Sir, the National Rural Employment Programme has proved a great success in the country. It has brought about a sea change in the condition of rural India.

Under the said scheme, permanent assets have been created in the rural areas. Pucca school buildings and panchayat buildings have been constructed in every village. At many places, permanent dispensaries and sub-centres have been constructed.

The rural populace has been provided employment under this scheme. The buildings are constructed by the village panchayats under this scheme. Provision of 60 per cent labour and 40 per cent material charges has been made under it. Any institution cannot at all construct permanent buildings with this provision.

Besides, there is no provision for repairs or further modifications in the buildings under the said programme. Therefore, I would request the Rural Development Minister of the Central Government to provide 40 per cent assistance for labour instead of 60 per cent and 60 per cent assistance for material instead of 40 per cent, so that the construction work is accomplished earnestly. Besides, the Government should make permanent provision for the repair and modifications in the buildings for which equal contribution should be made by the Centre and the State.

[English]

- (v) **Need to lay double railway lines from Shoranur to Mangalore and to introduce automatic signalling system for overall development of the Malabar region**

SHRI MULLAPPALLY RAMACHANDRAN (Cannanore): Mr. Deputy-

Speaker, Sir, The Madras-Mangalore Railway line is one of the oldest in India and that part of it lying between Shoranur and Mangalore is one of the most neglected lines in South India. It may be noted that this line covers the entire Malabar region stretching into Karnataka. This line caters to the needs of the six major districts of Malabar, that is Palghat, Malappuram, Calicut, Wynad, Cannanore and Kasaragod which constitute half the population of Kerala. This is a line with heavy passenger traffic and statistic will show that ticketless travel is extremely rare in this area.

Thousands of commuters are relying on this mode of transport. Lack of double lines and limited number of crossing stations result in inordinate delay and immense loss of man hours.

Development in other matters also is extremely poor in this area even as compared to other parts of the Southern Railways, for instance automatic signal systems have not yet been introduced here. This also causes much delay since the running time of even some prestigious trains is thereby adversely affected.

Hence, I urge upon the Minister of Transport to give urgent attention to this most neglected part of Southern Railways and to make arrangements to lay double lines from Shoranur to Mangalore and also introduce automatic signalling system. Any delay in this respect on the part of the Railways, which is the largest public utility service, will retard the development and progress of this part of Kerala.

[Translation]

- (vi) **Need to issue 'Cheque Passes' to all the freedom-fighters in the Country**

SHRI KRISHNA PRATAP SINGH (Maharajganj): Mr. Deputy Speaker, Sir, any step taken for the welfare of free-

dom-fighters is like showing respect to the country. These high ideals were brought to reality by our late *Rashtramata* Shrimati Indira Gandhi, and the present Prime Minister Shri Rajiv Gandhi is following her footsteps. As a result of this, the pension of freedom-fighters was raised from Rs. 300 per month to Rs. 500 per month, which is commendable. Besides, they were provided free rail pass facility but the freedom-fighters do not seem to be satisfied with it. I am therefore, of the opinion that all the freedom-fighters in the country should be provided "cheque pass" facility which is also listed in their charter of demands.

[English]

- (vii) Extension or broadgauge line to Dibrugarh by diverting the Railway route from Guwahati and Dibrugarh in Assam.

SHRI PARAG CHALIHA (Jorhat) : The Railway route in Assam remains more or less in the outdated British Government system of excluding the common people in the heartland from readily benefiting from the Railway services and limiting these to serve their own trade interests in tea and coal. Most of the District and Sub-Divisional Headquarters, towns like Nagaon, Morigaon, Golaghat, Jorhat, Sibsagar and Sonari as also commercially important and populous rural localities like Raha, Dergaon, Jharji, Gaurisagar, Moran etc. on the south bank of Bramaputra and Mangaldoi, Dehkiajuli, Tezpur, Sootea, Narayanpur and North Lakhimpur on the North Bank remained untouched by the Railway main lines. Most of Goalpara and Dhubri Districts in the Assam Valley, let alone the hilly regions, remain cut off from the Railway main line. In short, Assam and for that matter, most people of North Eastern India feel neglected in the matter of the vital means of transportation which besides providing general benefits, contributes in no small measure towards strengthening the process of integration and understanding. This neglect is evident from the absence of a single extension project in the North Eastern region in the Seventh Plan.

I, therefore, urge upon the Transport (Railways) Ministry to undertake initially at least one project of extending the BG line to Dibrugarh by diverting the Railway route from Guwahati so as to touch Raha, Nagaon, Dergaon, Golaghat, Jorhat, Jharji Sibsagar, Moran, etc. and then from Dibrugarh to the coal and oil areas of Digboi, Margherita, Ledo via Tinsukia whereby Railway lines with parts of Arunachal Pradesh would also be opened up.

- (viii) Need to take measures to return Gilgit manuscripts to the Srinagar Museum

PROF. SAIFUDDIN SOZ (Baramulla) : It was in 1931 that some manuscripts were found in Gilgit which were declared to be of immense historical and archeological value. These manuscripts, later referred to as Gilgit manuscripts, pertained to very ancient culture, particularly to Buddhist Lore. The then Maharaja of Kashmir brought these invaluable manuscripts to Kashmir. A high ranking German team of experts found that these manuscripts were as much important as the 'Dead Sea Scrolls'.

In 1947, these manuscripts were shifted to National Museum, Delhi for the fear that the same might get lost or damaged due to bombing that was apprehended from Pakistan. It is now 39 years since when these manuscripts were temporarily shifted from the Jammu and Kashmir State Museum to Delhi. The then Chief Minister, Janab Sheikh Mohammad Abdullah wrote to the Minister concerned in 1979 for return of these manuscripts but to no avail.

I urge the Government of India to take measures to return these manuscripts to Srinagar museum restoring its individuality and uniqueness which will, otherwise be impaired.