

country as well as for the success of green revolution side by side. The hon. Health and Agriculture Ministers may kindly make a statement on the floor of the House of their course of action on this issue.

(iii) DISFIGURING OF JAIN IDOLS IN
[MADHYA PRADESH

श्री मनी राम बागड़ी (हिसार) :

उपरोक्त महीदय, भारत एक प्राचीन सभ्यता का देश है। इनकी प्राचीनता कलात्मक संस्कृति पर ही टिकी हुई है, लेकिन यह अत्यन्त खेद का विषय है कि आये दिन समाचार मिल रहे हैं कि अमुक मूर्तियाँ चोरी हो गई या अमुक मूर्तियों को तोड़ा फोड़ा गया है। यह एक बहुत ही गम्भीर विषय है। अभी हाल ही में एक ऐसा वाक्या मध्य प्रदेश में हुआ है। वहाँ स्थानीय श्री दिगम्बर जैन प्रतिष्ठान क्षेत्र गोंडाल पर्वत पर तेरहवीं से 15वीं शताब्दी के बीच निर्मित मूर्तियों को तोड़ फोड़ कर भारत की प्राचीन संस्कृति को नष्ट करने का प्रयास किया जा रहा है और सब से अत्यधिक खेद का विषय है कि इस कुचेष्टा से पुरातत्व विभाग के कर्मी पूर्णतः अवगत हैं। जैन समाज के प्रतिनिधि पुरातत्व विभाग के दृष्टिगत अधिकारियों तथा पुलिस से शिकायतें भी कर चुके हैं।

भेरी सरकार से मांग है कि तुरन्त इस विषय में एक इनकवायरी का आदेश दें एवं ऐसा सख्त कदम उठाये जिससे कि प्राचीन भारत की संस्कृति पर कोई आंच नहीं आये और दोषी व्यक्तियों के विरुद्ध तुरन्त सख्त कार्यवाही की जाये।

(iii) SUPPLY OF COPPER TO M/s.
INDO-AMERICAN ELECTRICALS
LTD., DURGAPUR.

SHRI KRISHNA CHANDRA HALDAR (Durgapur) : Mr. Deputy-Speaker, Sir, M/s. Indo-American Electricals Ltd., Durgapur which was lying closed for 18 months was re-opened on 1st August, 1981. This unit was closed due

to misappropriation of funds, mismanagement and stopping of operations by company's bankers, and declared lay-off effective July, 1979 and since then all operations of the company were lying shut. The Industrial Development Bank of India took up the task of rehabilitating and reviving the closed and sick unit. The company's board has been reconstituted with Mr. Thapar as Chairman of the Board and two directors from Thapar group after due approval from the Company Law Board. The IDBI sanctioned a term loan of Rs. 131 lakhs and the company's bankers have converted the old debt into term loan part of which will be interest free and have provided working capital for the day to day operations of the company. For reviving this unit, the unit was declared a relief undertaking by the West Bengal Government on 26-7-80 for a period of one year and further extended upto 25th July, 1982.

Sir, the company is not getting its main raw materials viz., copper to run the properly. It requires about 800 tonnes of copper quarterly. The delay in getting copper is due to non-clearance by company law board under MRTTP Act.

Sir, the West Bengal Government and Members of Parliament including myself requested the Central Government for allotment of copper to the unit immediately but nothing has been done so far.

When this company has been declared as relief undertaking by the West Bengal Government upto 25th July, 1982, then non-clearance by Company Law Board under MRTTP should not stand in the way of immediate quarterly allotment of 800 tonnes of copper for the said unit. If it is not done immediately the unit will be closed and employees will be again jobless.

Under these circumstances, I urge upon the Government to pass

necessary instructions for immediate release of 800 tonnes of copper to the Indo-American Electricals Ltd., Durgapur and save the worker from starvation.

I demand that the Ministers concerned make a statement in the House in this regard.

(iv) NEED TO BAN IMPORT OF COCONUT OIL, COCOA AND COCOA POWDER, NUTMUG, CLOVES AND RUBBER.

SHRI GEORGE JOSEPH MUNDACKAL (Muvattupuzha) : Mr. Deputy-Speaker, Sir, the import of coconut oil, cocoa and cocoa powder, nutmug, cloves and rubber has affected the economic condition of the Kerala cultivators. Because of the imports of these cash crop to our country, the farmers are struggling to sell their products at a reasonable price. Imported industrial coconut oil is offered for sale in Kerala as edible oil. All these cash crops are long term cultivations. If the farmer is not given an economical price, he will not cultivate these crops. Hence I request the Commerce Minister to ban the import of these crops to our country and protect the interest of the farmers of Kerala State.

(v) PROVISION OF ADDITIONAL COACHES IN SUPER-FAST TRAIN BETWEEN MADURAI AND MADRAS

SHRI CUMBUM N. NAT-RAJAN (Periyakulam) : The running of a Super-fast train, Vaigal, between Madurai and Madras has come as a boon to the travelling public of Tamilnadu. After the Pink City Express, this is the second such train which has been introduced on the Indian Railways running at a maximum permissible speed of about 100 KM per hour. This train is very popular amongst

the people of Tamilnadu and it is understood that the occupation of this train is almost full throughout the year. In fact it is learnt that there is demand for more seats by this train especially from people at Madurai, Dindigul, Tiruchirappalli, Villupuram. This train is now running with eight bogies and covering the distance between Madurai and Madras in about 7 1/2 hours. In view of the extreme popularity of this train and also the demand from the travelling public for further quota it is considered necessary that the present number of bogies by this train should be increased to at least 16. If the speed of the train cannot be maintained with a single engine consequent on the increased number of bogies, the Railway Minister can consider the question of putting on an additional engine, so that 16 bogies can be hauled without sacrificing the speed. Already on the B.G. the Tamilnadu Express, another Superfast train, is running with two engines.

The public of Tamilnadu are also keen to have superfast train similar to Vaigal, leaving Madras in the early morning and returning back to Madras on the same day. As one pair of superfast train is already running between Madurai and Madras, it will not be difficult to introduce another pair in the opposite direction, as only the required number of coaches and engines are to be found to introduce the new services.

In view of the high speed of the train, there is considerable dust getting into the train affecting the comforts of the passengers during the journey. It is, therefore, for consideration if some of the bogies of this train can be made air-conditioned, so that the journey can be made dust-free and comfortable. The design of the seats may also be altered so as to provide reclining chairs to provide more comforts to