

MATTERS UNDER RULE 377—Contd.

(ii) NEED TO PROTECT AMVAKHAS AND  
LEELKAR VILLAGES OF DEORIA AND BALIA  
DISTRICTS OF U.P. FROM RAPID SOIL  
EROSION

श्री रामनगीना मिश्र (सलेमपुर) :  
उपाध्यक्ष महोदय, मैं नियम 377 के अधीन  
सूचना देना चाहता हूँ कि देवरिया तथा बलिया  
जनपद जो यू० पी० में स्थित है, बूड़ी गण्डक  
तथा सरजू का कटाव बड़ी तेजी से हो रहा है।  
गण्डक नदी अमवाखास के पास लगभग  
900 घर काट चुकी है। हजारों आदमी भूखों  
मर रहे हैं। ठीक उसी तरह लोलकर  
गांव भी कट रहा है। अगर अविलम्ब इन दो नों  
गांवों को बचाने की व्यवस्था नहीं की  
गई तो ये दोनों गांव जिन की आबादी क्रमशः  
24 हजार तथा 4 हजार की है, कट कर  
के गण्डक और सरजू में विलीन हो जायेंगे।  
सरकारी सहायता नगण्य है। अविलम्ब राज्य  
सरकार को इस बात का निर्देश दिया जाए  
कि वह उसका उचित प्रवन्ध करे।

13.52 hrs.

[SHRI SHIVRAJ V. PATIL in the  
Chair]

(iii) NEED TO CONVERT JAGANNATH  
TRUNK ROAD INTO A NATIONAL HIGH-  
WAY.

SHRI CHINTAMANJ JENA (Bala-  
sora): I beg to submit to you the fol-  
lowing matter of urgent public impor-  
tance under Rule 377.

After completion of the Subarna-  
rekha all-weather bridge going to be  
completed soon which is constructed  
on a central government loan of a  
crore of rupees, the distance from  
Calcutta to Orissa will be reduced by  
86 km. than that of the distance by  
National Highways 5 and 6 which is  
the only route by road. So, to save

time, fuel consumption and wear and  
tear etc. all the vehicular traffic now  
plying in thousands an hour on  
National Highways will be plying over  
the road from Kharagpur to Balasore  
which is known as Jagannath Trunk  
Road, constructed at the time of the  
Maratha rule, to connect Puri, the  
place of great Lord Jagannath with  
Calcutta, the place of Goddess Kali,  
now named as M.D.R. 74, by which  
the entire road from Kharagpur to  
Balasore will be torn in pieces and  
the culverts and bridges which were  
constructed more than hundred years  
back which are either in a dilapidated  
condition or in broken stages, will  
totally collapse, since the materials  
and specifications of this road and the  
width of this road are much less than  
the specifications and breadth of the  
National High Way. So the Orissa  
government has moved the centre  
several times to convert this portion  
of the road i.e. from Kharagpur to  
Balasore in Orissa, as a national high-  
way which will cost only Rs. 4.28  
crores but which will result in a net  
saving of Rs. 1 crore every year which  
is being spent at present towards fuel,  
wear and tear, etc. The Central Gov-  
ernment has so far not given any con-  
sent to the proposal of the State Gov-  
ernment which is causing frustration  
among the people of Orissa. Apart  
from this, if the entire vehicular tra-  
ffic is diverted to this Jagannath  
Trunk road, the road is likely to suffer  
damages and ruination.

Considering all these aspects, I very  
humbly request the central Govern-  
ment to convert this Jagannath trunk  
road into a National Highway to save  
the annual wastage of national wealth  
of Rs. 1 crore.

(iv) REPORTED SERIOUS SITUATION IN  
DANDAKARANYA PROJECT AREA IN  
MADHYA PRADESH BECAUSE OF FRICTION  
BETWEEN TRIBALS AND REFUGEE SETTLERS.

SHRI KRISHNA CHANDRA HAL-  
DER (Durgapur): Sir, I want to raise