

### **LIST OF AGENTS**

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Shillong.
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71 Abupura, Muzaffarnagar.
3. Manager, Makshada Pustakalaya,  
Gauhati.
4. Firma K. L. Mukhopadhyaya,  
61/A, Banchhram, Akrur Lane,  
Calcutta-12 (India).
5. Law Book Society,  
4A, Wellington Square,  
Calcutta-13.
6. R. C. Brothers,  
4140 Arya Pura,  
Sabzi Mandi,  
Delhi.
7. Manager, Thacker Spink & Co. (P) Ltd.  
(1933),  
3 Esplanade East Calcutta.
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Rare Book Seller,  
Matikatra, Agra.
9. The Manager, R. Cambray & Co. (P) Ltd.,  
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Calcutta-13.
10. Swastik Industrial Works,  
54, Holi Street,  
Meerut City (U.P.) N.R.
11. Manager, Economic Book Depot,  
Matinagar, Sun Beam House,  
Shillong.

# Assam Legislative Assembly Debates

## OFFICIAL REPORT

FIFTH SESSION OF THE ASSAM LEGISLATIVE  
ASSEMBLY ASSEMBLED AFTER THE SECOND  
GENERAL ELECTION UNDER THE SOVEREIGN  
DEMOCRATIC REPUBLICAN CONSTITUTION  
OF INDIA

BUDGET SESSION

VOLUME I

No.9

The 12th and 13th March, 1959



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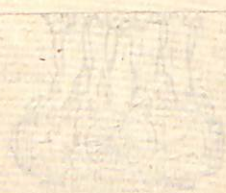
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THE ASSAM LEGISLATIVE ASSEMBLY  
1931

THE ASSAM LEGISLATIVE ASSEMBLY

100	General Questions and Answers
101	General Questions and Answers
102	General Questions and Answers
103	General Questions and Answers
104	General Questions and Answers
105	General Questions and Answers
106	General Questions and Answers
107	General Questions and Answers
108	General Questions and Answers
109	General Questions and Answers
110	General Questions and Answers
111	General Questions and Answers
112	General Questions and Answers
113	General Questions and Answers
114	General Questions and Answers
115	General Questions and Answers
116	General Questions and Answers
117	General Questions and Answers
118	General Questions and Answers
119	General Questions and Answers
120	General Questions and Answers



GOVERNMENT OF ASSAM

1931

PRINTED AT THE ASSAM GOVERNMENT PRESS

120 10 000

**Proceedings of the Fifth Session of the Assam Legislative  
Assembly assembled after the Second General  
Election under the Sovereign Democratic  
Republican Constitution of India**

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The Assembly met in the Assembly Chamber, Shillong,  
at 10 A.M., on Thursday, the 12th March, 1959.

**P R E S E N T :**

Shri Rajendra Nath, Barua, B.L., Deputy Speaker in the  
Chair, eight Ministers, three Deputy Ministers and sixty-six  
Members.

**QUESTIONS AND ANSWERS**

**STARRED QUESTIONS**

(To which oral answers were given).

**Maintenance of Case Registers in different Offices of  
Deputy Commissioners of Assam**

**Shri DEVENDRA NATH HAZARIKA (Saikhowa) asked :**

\*15. Will the Minister-in-charge of Revenue be pleased  
to state—

- (a) Whether it is a fact that case registers are required to be maintained in proper order in different offices of Deputy Commissioners of Assam for requisition and acquisition cases and cases are to be entered in case diary to enable the offices to put up regularly in the next date fixed for action ?
- (b) Whether it is a fact that no such registers and diaries are maintained in the office of the Deputy Commissioner, Lakhimpur ?
- (c) Whether it is a fact that most of such cases are not put up regularly there ?
- (d) Whether it is a fact that there is no agency to check the registers and cases and to point out lapses to the proper authority for taking action for prompt disposal of such cases ?
- (e) Whether Government are aware that disposal of requisition cases in Dibrugarh Subdivision are being delayed for several years ?



**Shri HARESWAR DAS (Minister, Revenue)** replied:

15. (a)—Case registers for requisition and acquisition cases in the prescribed form are required to be maintained in different offices of Deputy Commissioners of Assam; but there is no provision for entering requisition and acquisition cases in any diary prescribed under rule and orders of Government.

(b)—It is not a fact. The registers are maintained in the office of the Deputy Commissioner, Lakhimpur.

(c)—It is not a fact. All such cases are put up regularly there.

(d)—It is not a fact. The registers are examined by the Deputy Commissioner and the Commissioner of Divisions at the time of their inspection.

(e)—The requisition cases are not delayed for several years; but in any particular case delay may take place due to unavoidable reasons.

**Shri DEVENDRA NATH HAZARIKA (Saikhowa):** Whether Minister-in-charge knows that requisitioned land in Dibrugarh subdivision have not been allotted to the cultivators even after more than five years of requisition?

**Shri HARESWAR DAS:** There may be such instances.

**Shri DEVENDRA NATH HAZARIKA:** What are the reasons for such delays?

**Shri HARESWAR DAS:** The reasons are various. If any particular case is pointed out, it may be examined on its merit.

**Shri TARUN SEN DEKA (Nalbari West):** Is the record kept properly?

**Shri HARESWAR DAS:** The answer is there, Sir.

**Shri DEVENDRA NATH HAZARIKA:** Whether the Minister-in-charge knows that Government sustain heavy losses for the delay in allotment of requisitioned land to the cultivators?



**Shri HARESWAR DAS (Minister, Revenue):** Yes, if there is delay, Government sustain some loss.

**Shri SARBESWAR BORDOLOI (Titabar):** Can they not be dealt with within a limited period ?

**Shri HARESWAR DAS:** There is no such instruction to the local authorities, but the instructions are that the cases should be disposed of expeditiously.

**Shri MOHANANDA BORA (North Lakhimpur):** All these cases are delayed for years not to speak of months. Whether Government think it necessary that all these cases should come to Government *via.*, D. Cs. ?

**Mr. DEPUTY SPEAKER:** How this is relevant here ?

**Shri SARBESWAR BORDOLOI:** Will Government fix a time limit to deal with the cases ?

**Shri HARESWAR DAS:** An overall time limit cannot be fixed because various complications occur in particular cases.

**Shri MOHI KANTA DAS (Barchalla):** Can the Minister state about the number of acquisition cases pending in the court of Lakhimpur district in respect of reply to (e) ?

**Shri HARESWAR DAS:** I require notice of it.

**Shri DEVENDRA NATH HAZARIKA (Saikhowa):** Whether the Minister-in-charge knows whether requisition matters were brought to the notice of the Minister-in-charge by way of questions in this Assembly in the last 3 or 4 Sessions ? Those cases are pending in the Office of the Deputy Commissioner and the Offices of the respective Sub-Deputy Collectors in the Lakhimpur District.

**Shri HARESWAR DAS:** I cannot say off-hand what was the question and what was the reply thereto, Sir.

**Shri DEVENDRA NATH HAZARIKA:** For example, I may mention the requisition case of Tanganagaon T. E. which is pending more than five years.

**Shri HARESWAR DAS:** That is a specific case. As the hon. Member has mentioned it, I shall examine it.



**Shri TARUN SEN DEKA (Nalbari-West):** My question was whether the respective Deputy Commissioners have kept the record as stated by the Minister-in-charge, regularly and properly ?

**Shri HARESWAR DAS (Minister, Revenue):** Yes, the answer is there, Sir.

**Shri MOHI KANTA DAS (Barchalla):** Does the Commissioner check the Requisition Cases when he visits any district ?

**Shri HARESWAR DAS:** Yes, Sir.

**Shri DEVENDRA NATH HAZARIKA (Saikhowa):** Whether the matters of delay in allotment of requisitioned land are brought for discussion by the respective Deputy Commissioners with the Land Settlement Advisory Committees ?

**Mr. DEPUTY SPEAKER:** That is a different question.

**Shri BHUBAN CHANDRA PRADHANI (Golakganj):** Is it a fact that if the party does not come to the office his case is not dealt with ?

**Mr. DEPUTY SPEAKER:** That is the general practice, I think.

**Shri DEVENDRA NATH HAZARIKA:** Whether Government know that approach made to the Deputy Commissioner, Lakhimpur by the representatives of people or by cultivators or those affected people could not improve the position of allotment of requisitioned land to the cultivators in the District of Lakhimpur ?

**Shri HARESWAR DAS:** If any particular complaint is brought to our notice, it will be looked into.

**Shri MOHI KANTA DAS:** Is Government aware that the requisitioned land of Naharkatia Tea Estate has been encroached upon by other due to such delay ?

**Shri HARESWAR DAS:** About the particular case, I want notice, Sir.



## UNSTARRED QUESTIONS

(To which answers were laid on the table.)

**Quantity of Ammonium Sulphate indented during  
1956-57 and 1957-58**

**Shri RAM NATH SARMA (Lumding)** asked:

33. Will the Minister-in-charge of Agriculture be pleased to state—

- (a) The quantity of fertiliser (Ammonium Sulphate indented in the State during each of the years 1956-57 and 1957-58 ?
- (b) Who were the dealers or agencies through which lifting or distributions were done in the above years and on what conditions ?
- (c) Whether the said dealers fulfilled the terms and conditions during the said year ?
- (d) What is the quantity to be indented in 1958-59 ?
- (e) Whether it is a fact that Government called for tenders for lifting or distributing the fertilisers for 1958-59 ?
- (f) If so, what are the terms and conditions laid down in the tenders ?
- (g) How many tenders were received by Government and what are the respective rates quoted by each ?
- (h) Who were selected and at what rates and on what basis selection were made ?

**M. MOINUL HAQUE CHOUDHURY (Minister, Agriculture)** replied :

33. (a)—1956-57—10,000 tons of Sulphate of Ammonia. 1957-58—8,540 tons of Sulphate of Ammonia.

(b)—M/S Beria Bros., Dibrugarh and M/S Compound Fertilisers, Ltd., Calcutta were the lifting and distributing Agents upto 30th September 1957. M/S Assam Manures and Tools Suppliers, Shillong and the Assam Apex Co-operative



Marketing Society, Ltd., Gauhati were selected as Agents for the remaining period of the 1957-58. A copy of the terms and conditions are placed on the Library Table. (Please see Library Register No. S. 67).

(c)—M/S Beria Bros. and M/S Compound Fertilisers violated some terms.

(d)—Sulphate of Ammonia ... .. 9,590 tons

Urea ... .. 400 tons

Ammonium Sulphate Nitrate ... 1,000 tons

(e)—Yes.

(f)—A copy of the tender notice along with copy of Model Agreement embodying the terms and conditions is placed on the Library Table. (Please see Library Register No. S.67).

(g)—23 tenders. A statement is placed on the Library Table. (Please see Library Register No. S. 67).

(h)—Assam Apex Co-operative Marketing Society, M/S Dibrugarh Co-operative Apex Marketing Society, Dibrugarh, M/S Pioneer Fertilisers and Co., Dibrugarh, M/S Assam Manure and Tools Suppliers, Shillong and M/S Khasi and Jaintia Hills Co-operative Marketing Society, Shillong were selected at a commission rate of Rs.27 per ton. The selection was made on competitive basis subject to suitability and experience. But later on Assam Apex Co-operative Marketing Society and Khasi and Jaintia Hills Co-operative Marketing Society did not take up this work.

**Shri RAM NATH SARMA (Lumding):** With regard to reply to (h), may I know whether this was the lowest rate?

**M. MOINUL HAQUE CHOUDHURY (Minister, Agriculture):** No Sir, this is not the lowest rate. Some people even quoted Rs. 18 as the rate.

**Shri DEVENDRA NATH HAZARIKA (Saikhowa) :** Whether the account of the districts, with regard to fertiliser, are maintained by the dealers or by any other agencies?



**M. MOINUL HAQUE CHOUDHURY (Minister, Agriculture)** : The dealers are to maintain the account and they are checked regularly.

**Shri DEVENDRA NATH HAZARIKA (Saikhowa)** : Whether it is a fact that a part of the fertilizer is distributed by District Agricultural Officers ?

**M. MOINUL HAQUE CHOUDHURY** : A District Agricultural Officer can requisition stock for distribution and if necessary he can also keep the whole stock under double lock within his control.

**Shri DANDESWAR HAZARIKA (Morongi)** : Whether it is a fact that the District Agricultural Officers are to submit reports for their distribution of fertilisers whereas the Agents need not submit their reports to the Government ?

**M. MOINUL HAQUE CHOUDHURY** : That is not so. The Agents must submit returns to the Government.

**Shri MOHI KANTA DAS (Barchalla)** : To whom this work was given after the Assam Apex Co-operative and the Khasi and Jaintia Hills Co-operative Marketing Society gave up the work ?

**M. MOINUL HAQUE CHOUDHURY** : This was offered to one Chandranath Sarma. But since he also refused this work it had been re-distributed to the Forms who had undertaken the work already.

**Shri TARUN SEN DEKA (Nalbari-West)** : In answer to (c) it has been stated that M/S Beria Bros. and M/S Compound Fertilisers, Ltd., violated some terms. Whether for violation of the terms any action has been taken against those farms ?

**M. MOINUL HAQUE CHOUDHURY** : Yes, Sir.

**Shri DANDESWAR HAZARIKA** : Whether there is separate allotment for the Tea Industry ?

**M. MOINUL HAQUE CHOUDHURY** : Yes, there is.

**Shri DANDESWAR HAZARIKA** : Are Government aware that tea gardens are not getting these manures this year ?



**M. MOINUL HAQUE CHOUDHURY (Minister Agriculture):** We have no information. Tea quota is not dealt with by this Government; it is dealt with by the Government of India.

**Shri DANDESWAR HAZARIKA (Morongi):** Are Government aware that these fertilisers are now sold at a very high price in black market ?

**M. MOINUL HAQUE CHOUDHURY:** There are some allegations but when we sent these for inquiry no evidence forthcame.

**Shri RAM NATH SARMAH (Lumding):** It has been said by the hon'ble Minister in reply to Mr. Hazarika that action has been taken for violation of the terms. What are the actions taken against the farms ?

**M. MOINUL HAQUE CHOUDHURY :** Under the terms of the contract we imposed penal interest on them. Proceedings to impose penalty was also initiated.

**Shri DEVENDRA NATH HAZARIKA (Saikhowa):** Who checks the account maintained by the dealers ?

**M. MOINUL HAQUE CHOUDHURY :** The District and Subdivisional Agricultural Officers.

**U JORMANIK SYIEM [Nongpoh (Reserved for Scheduled Tribes)]:** Who are the distributing agents for United Khasi and Jaintia Hills District ?

**M. MOINUL HAQUE CHOUDHURY :** The Khasi and Jaintia Hills Co-operative Marketing Society. But since they did not take up the work, now it is being done by the Assam Manure and Tools Suppliers, Shillong.

**U JORMANIK SYIEM :** Are people of the interior required to come to Shillong to get the fertilisers or arrangement has been made to distribute the fertilisers in the interior ?

**M. MOINUL HAQUE CHOUDHURY :** I cannot off-hand give the details without notice, but the agents are required to maintain stocks at specified places.

**U JORMANIK SYIEM :** Have the distributions been specified ?



**M. MOINUL HAQUE CHOUDHURY** : (Minister, Agriculture) Yes, it has been specified.

**Shri MOHI KANTA DAS (Barchalla)** : Have these Beria Bros. who violated the terms been black-listed ?

**M. MOINUL HAQUE CHOUDHURY** : There is no question of black-listing them. These farms tendered this year also. We did not appoint them.

**Shri RAM NATH SARMAH (Lumding)** : It appears from the reply at (h) that these farms were appointed at a high rate at of Rs. 27 per ton as commission. On what basis it was fixed ?

**M. MOINUL HAQUE CHOUDHURY** : Government of India and other sources gave us certain calculations and datas, on the basis of which it is found that if anybody would agree to a rate lower than Rs. 27 there is chance of black marketing.

**Shri NILMONEY BORTHAKUR (Dibrugarh)** : Are Government aware that M/S Pioneer Fertilisers & Co. is a Farm of tea garden owners who also handle the industrial quota of fertilisers ?

**M. MOINUL HAQUE CHOUDHURY** : We have no such information.

**Shri MOHI KANTA DAS** : Are Governments aware that these fertilisers are not distributed in proper time and some of these fertilisers have been sold to the tea gardens ?

**M. MOINUL HAQUE CHOUDHURY** : I have already replied that there is no evidence to substantiate the allegation of sale illegally to tea gardens. With regard to the other portion of the question there may be casual delay due to transport difficulties.

#### **Pay scales for the posts of Agricultural Inspectors**

**Shri KHOGENDRA NATH BARBARUAH (Amguri)** asked:

34. Will the Minister, Finance be pleased to state—

- (a) Whether it is a fact that there are three different pay scales for the posts of Agricultural Inspectors although the nature of work and work-load are the same ?



(b) If so, why ?

(c) Why the Directive Principle of the Constitution "Equal Pay for Equal Work" is not given effect to ?

**Shri FAKHRUDDIN ALI AHMED (Minister, Finance)** replied :

34. (a)—So long there were three different scales of pay for Agricultural Inspectors as recommended by the Pay Committee on the basis of qualifications ; but action is being taken for revising the scales of pay of all Agricultural Officers including the Subordinate Agricultural Service Class I.

(b)—Due to non-availability of candidates with the requisite qualification, persons with lesser qualifications were taken in and therefore given separate scales of pay. Quality of work is bound to differ with qualification possessed by the incumbent. This has also been in keeping with the principle enunciated by the Pay Committee, 1956 that there should be co-relation of entry scales to standard educational qualification.

(c)—The hon. Member is apparently referring to Article 39(d) of the Directive Principles of the Constitution, which lays down that there should be equal pay for equal work for both men and women. This Directive Principle is strictly followed inasmuch as there is no discrimination in the pay scales on account of sex in any of the services.

### **New Court Building at Dhubri**

**Shri BHUBAN CHANDRA PRADHANI (Golakganj)** asked :

35. Will the Minister, Public Works Department (Roads and Buildings) be pleased to state—

(a) Whether it is a fact that construction of the new Court Building at Dhubri has been taken up by the Government ?

(b) If so, when the works is expected to be completed ?

(c) If the reply to (a) above is in the negative, when the work is expected to be started ?



**Shri GIRINDRA NATH GOGOI** [Deputy Minister, Public Works Department (Roads and Buildings)] replied :

35. (a) & (b)—The proposal is there, but the work is not yet started for want of administrative approval.

(c)—It will be started as soon as all formalities such as administrative approval and technical sanction are accorded.

**Shri BHUBAN CHANDRA PRADHANI (Golakganj) :** During the last Budget Session in reply to a question of this nature it was stated "the work has been taken up and is under progress" But this time it is said : "The proposal is there, but the work is not yet started for want of administrative approval."

**Shri GIRINDRA NATH GOGOI :** The delay is due to this : The proposal was initiated by the Deputy Commissioner, Goalpara in 1957 at an estimated cost of Rs. 6,18,000. It was sent to the Town Planner who revised the estimate for Rs. 7,20,000. Hence the delay. Administrative approval has since been received and the work is being taken up,

**Shri RAM NATH SARMAH (Lumding) :** Whether the hon. Minister thinks that the delay on account of administrative approval is an abnormal one ?

**Shri DEBESWAR SARMAH Minister P. W. D. (Road and Buildings) :** The delays are rather unfortunate but can't be helped because the system that we have inherited entails these delays. We in India got this administration practically by book transfer and the system prevalent during British days are still continuing. Those were the days when the law and order were sought to be maintained and tax gathered that alone mattered. Now we are on an expansionist programme and both the States and Government of India contemplate what can be done to expedite matters in this progressive era ; but till now old things are continuing and we have not been able to contrive towards speedy disposal of matters. Not that there is no fault in certain quarters, but I am saying by and large the system itself is responsible for delays. This is why the delay has occurred.

**Shri BHUBAN CHANDRA PRADHANI :** The hon. Minister said that it was a matter of delay but my question is that it is not a matter of delay, the work was already taken up. I want to know what progress was made last year ?



**Shri DEBESWAR SARMAH** : [**Minister, P. W. D. Roads and Buildings**)] The whole design was changed and enlarged. So our Friends will have a better house. But if in the meantime they could think of a better site that will be still better, and will benefit all concerned in the district. The present site is a strictly limited one. They will get a better house now.

**Shri MOHI KANTA DAS (Barchalla)** : What is the normal period within which administrative approval is given and sent to the Executive Engineer of the district ?

**Shri GIRINDRA NATH GOGOI [Deputy Minister P.W.D.(Roads and Buildings)]** : No Statistics are taken this matter.

### Leprosy cases in the State

**Dr. GHANASHYAM DAS [North Salmara (Reserved for Scheduled Castes)]** asked :

36. Will the Minister, Medical be pleased to state—

- (a) Total number of leprosy cases now in the State ?
- (b) What are the agencies through which the statistics of leprosy are collected ?
- (c) Whether Government propose to conduct thorough and extensive survey of leprosy throughout the State ?
- (d) Whether Government is aware that large number of Lepers of contagious type move about freely in public places ?
- (e) Whether Government will be pleased to make adequate arrangement to isolate the contagious type of Leprosy ?

(f) What measures have been taken to check the spread of this diseases ?

**Shri RUPNATH BRAHMA (Minister, Medical)** replied :

36. (a)—1949.

(b)—Various Leprosy Treatment Centres, Injectors and Surveyors.

(c)—Yes.

(d)—No such report has been received in this regard.



(e)—Yes. Steps will be taken as early as possible.

(f)—Various Leprosy Treatment Centres are opened. Leprosy Injectors are appointed. Non-official Organisation such as Sreemanta Sankar Mission, Assam Seva Samity, etc., are given substantial grant-in-aid for maintenance of various Leprosy Treatment Centres. Local practitioners are also persuaded to treat leprosy patients, to launch propaganda programme to create leprosy consciousness among the masses and to create foster homes for temporary care of healthy children of leprosy patients. Leprosy work is carried out under the supervision of State Leprosy Officer, Assam. Necessary propaganda work on leprosy was done by distribution of pamphlets on leprosy, leaflets and talks with the aid of Magic Lantern slides and cinema shows by the staff of Health Services.

**Dr. GHANASHYAM DAS [North Salmara (Reserved for Scheduled Castes)] :** Does the hon. Minister think that this is a correct and acceptable figure ?

**Shri RUPNATH BRAHMA (Minister, Medical) :** Yes, Sir, I may inform the hon. Member that these are the cases under treatment in our centres.

**Shri DEVENDRA NATH HAZARIKA (Saikhowa) :** With regard to (d), whether Government received complaints from the people of Morkongselek in the transferred area that the leper colony managed by the North East Frontier Agency authority near the border is affecting the people ?

**Shri RUPNATH BRAHMA :** I have no such information, Sir.

**Shri DEBENDRA NATH HAZARIKA :** Whether the Hon'ble Minister will please hold an inquiry ?

**Shri RUPNATH BRAHMA :** Yes, I shall look into it.

**Shri SARAT CHANDRA GOSWAMI (Kamalpur) :** Is the hon. Minister aware that lepers are freely and openly moving about in the streets of Gauhati begging alms ?

**Shri RUPNATH BRAHMA :** May be so.

**Shri DANDESWAR HAZARIKA (Morongi) :** May I know from the Hon'ble Minister when this figure of 1949 was collected ?



**Shri RUPNATH BRAHMA: (Minister, Medical):** It is, I think, in 1958. As I told the hon. Member who asked another supplementary question that these are cases under treatment in our Centres.

**Mr. DEPUTY SPEAKER :** Treatment is still continuing.

**Dr. SRIHARI DAS (Barpeta) :** What is the number of such cases in Barpeta Subdivision ?

**Shri RUPNATH BRAHMA :** I require notice to reply that question, Sir.

**Shri DEVENDRA NATH HAZARIKA (Saikhowa) :** Sir, it is stated here "Various Leprosy Treatment Centres are opened." May I know the names of these Centres ?

**Shri RUP NATH BRAHMA :** That I cannot say off-hand, but I shall be able to supply that information later if he wants.

**Shri RAM NATH SARMAH (Lumding) :** May I know if the hon. Minister ever visited the Baguri Leprosy Centre ?

**Shri RUP NATH BRAHMA -** Yes, Sir, I had visited it once.

**Shri RAM NATH SARMAH :** May I know if the hon. Minister was satisfied with the management of this Leprosy Centre ?

**Shri RUP NATH BRAHMA (Terons) :** There may be some difficulty in running the centre, but so far as the management is concerned, I think it is going on well.

**Shri RAM NATH SARMAH :** May I know, Sir, whether Government are contemplating to do away with those difficulties which the hon. Minister noticed during his visit ?

**Shri RUP NATH BRAHMA :** Sir, non-officials are entrusted with this work. Government only help such institutions with grants and give them the benefit of our trained personnel when needed.

**Shri MOHI KANTA DAS (Barchalla) :** Are the Government aware that there is one Leprosy Centre at Majkuchi in Tezpur Subdivision which has been experiencing great difficulty for want of sufficient funds, etc ?



**Mr. DEPUTY SPEAKER** : This is an unstarred question and supplementaries have been allowed only as a matter of courtesy. I think further supplementary questions need not be asked.

**Shri SARBESWAR BORDOLOI (Titabar)** : May I know, Sir, whether Government has any control over the management of these Leprosy Treatment Centres for which Government have spent a lot of money?

**Shri RUP NATH BRAHMA (Minister Medical)** : Yes, Sir, Government give some contribution to these Centres and sometime these Centres are also visited by the Head of the Department.

**Shri CHATRA SINGH TERON [Mikir Hills (West Reserved for Scheduled Tribes)]** : Sir, in connection with reply to (c), the answer is Yes. Now, may I know from the hon. Minister the names of the different agencies that are proposed to be engaged in the matter of survey of leprosy cases throughout the State?

**Shri RUP NATH BRAHMA** : As a matter of fact, we have a scheme to employ surveyors but for want of qualified doctors we have not yet been able to materialise this scheme. Doctors were duly advertised but unfortunately we did not get sufficient response. Any how, the matter is still open and we propose to carry out the survey work.

### **Procurement of Paddy in the Gossaigaon Thana Area**

**Shri MATHIAS TUDU (Gossaigaon)** asked:

37. Will the Minister, Supply be pleased to state—

(a) How many agents have been given licence to procure paddy in the Gossaigaon Thana area?

(b) What is the minimum quota of paddy that the Government is going to procure in the Gossaigaon Thana area now?

**M. MOINUL HAQUE CHOUDHURY (Minister, Supply)** replied:

37. (a)—19.

(b)—25,000 maunds.



**\*Shri MATHIAS TUDU (Gossaigaon) :** With regard to question No. 37(a), may I know Sir, the names of the agents who have been given licences to procure paddy ?

**M. MOINUL HAQUE CHOUDHURY (Minister, Supply) :** These are the names—

- (1) Shankarlal Dwarkaprasad,
- (2) Chunilal Narsingdas,
- (3) Kartick Chandra Saha,
- (4) Jawalaprasad Mulchand,
- (5) Gobindaram Ramnarayan Prasad,
- (6) Johorimal Shyamlal,
- (7) Sashadhar Sha,
- (8) Madhusudhan Sarkar,
- (9) Ghisulal Purushottamlal,
- (10) Sagarmal Sovasaria,
- (11) Ramananda Surajmal,
- (12) Sibanath Saha
- (13) Champalal Chinia,
- (14) Tarapada Pal,
- (15) Ajimuddin Shaikh,
- (16) Akhil Chandra Mudok,
- (17) Dhubri Primary Marketing Society,
- (18) Bajrang Rice Mill.

**\*Shri MATHIAS TUDU :** With regard to (b), will the hon. Minister be pleased to say whether this entire quota of 25,000 maunds have been procured by now ?

**\*M. MOINUL HAQUE CHOUDHURY :** I want notice of that, Sir.

**\*Shri SARBESWAR BORDOLOI (Titabar) :** What is the target, Sir ?

**\*M. MOINUL HAQUE CHOUDHURY :** 25,000 maunds as already stated.



# Primary, Middle and High Schools in the Forest Reserves of the State

**Shri GOPESH NAMASUDRA** [Patharkandi (Reserved for Scheduled Castes)] asked :

38. Will the Minister, Forest be pleased to state—

(a) The number of Primary, Middle and High Schools in the Forest Reserves of the State ?

(b) What is the total number of pupils in each type of such Schools ?

**Shri HARESWAR DAS** (Minister, Forest) replied :

38. (a)—Primary School—192 ; Middle Schools—6 ; and High School—1.

(b)—Total number of pupils in Primary Schools—7,824 ; Middle Schools—383 ; and High Schools—169.

**Shri DEVENDRA NATH HAZARIKA** (Saikhowa): May I know the name of the High School and where it is located?

**Shri HARESWAR DAS** : I think in Kachugaon in Goalpara Subdivision.

**Shri RADHA KISHEN KHEMKA** (Tinsukia): প্রশান্তবত বিলাক Forest Village স্কুলৰ উল্লেখ কৰিছে সেই সকলো বিলাক স্কুল শিক্ষা বোর্ডে লৈছে নে ?

**Shri HARESWAR DAS** : শিক্ষা বোর্ডে নোলোৱা স্কুলো কিছুমান আছে।

**Shri DANDESWAR HAZARIKA** (Morongi): May I know, Sir, who bear the expenses of these Schools—whether by the Forest Department or by the Education Department ?

**Shri HARESWAR DAS** : The public and in some case the School Boards. The Forest Department only construct the Houses and supply the furniture.

**Shri RADHA KISHEN KHEMKA** : যি বিলাক স্কুল এতিয়াও লোৱা নাই, সেই বিলাক স্কুল শিক্ষা বোর্ডে লবনে?

**Shri HARESWAR DAS** : সেই কথা শিক্ষা বোর্ডেহে জানে ; কাৰণ কিছুমান স্কুল বাইজৰ তৰফৰ পৰা চলাই আছে। সেই বিলাক লোৱা নোলোৱাটো বাইজ আৰু স্কুলৰ বোর্ড ন ভিতৰত হ'ব পৰা মীমাংসাৰ কথা।

**Shri GOPESH NAMASUDRA** : Will the Minister be pleased to place on the Library table list of the names of these schools?

**Shri HARESWAR DAS** : Yes, Sir, if it is the desire of the House.



**Shri DEVENDRA NATH HAZARIKA (Saikhowa) :** Whether this High School receives any recurring aid from the Government?

**Shri HARESWAR DAS (Minister, Forest) :** Not yet.

**Shrimati KOMOL KUMARI BARUA (Katonigaon) :** May I know when this School was started?

**Shri HARESWAR DAS :** possibly Class X has been opened only this year?

**Shri SARBESWAR BORDOLOI (Titabar) :** বি বিলাক স্কুল বোর্ডে এতিয়াও লোৱা নাই সেই বিলাক বোর্ডে নোলোৱা লৈকে Forest Department এ সহায় দিবনে?

(No reply)

**Shri BHUBAN CHANDRA PRADHANI (Golakganj) :** Has this High School got University affiliation?

**Shri HARESWAR DAS :** It is yet in the venture stage, Sir.

**Shri MOHI KANTA DAS (Barchalla) :** May I know whether these schools are inspected by any agency?

**Shri HARESWAR DAS :** Schools which have been taken over by the School Boards are regularly inspected and other Schools are inspected by officers of the Education Department.

#### **X-Ray Plant at Silchar Civil Hospital**

**Mrs. JYOTSNA CHANDA (Silchar-West)** asked:

39. Will the Minister, Medical be pleased to state—

- (a) How long the X-Ray Plant at Silchar Civil Hospital has remained unworkable causing immense difficulties to both patients and physicians?
- (b) Whether Government propose to take suitable steps to remedy this state of affairs?
- (c) Will Government be pleased to constitute an expert committee to investigate into the causes of such breakdowns of brand new X-Ray Plants?
- (d) Whether Government are aware that the documentary films shown in Cachar District by the State Health Department Units are not well understood by the public due to the fact that the films shown are mostly in Hindi?
- (e) If so, whether Government propose to send Bengali versions of the films only to Cachar?



**Shri RUPNATH BRAHMA (Minister, Medical)** replied:

39. (a)—The X'Ray Plant of Silchar Civil Hospital was out of order from May 1958 to January 1959. In the meantime arrangements were made by the Civil Surgeon with a local Pharmacy (M/S. P. K. Das Limited, Philanthropic Dispensary) for radiological work of Hospital patients. The X'Ray Plant is in working condition.

(b)—Yes, but breakdown of machineries are inevitable.

(c)—Breakdown of new machineries is not uncommon. The defects have since been removed by the Engineer of the Company which supplied the Plant. Constitution of a Committee is not considered necessary.

(d)—The films produced by Government of India are mostly in Hindi and English versions which are supplied for show.

(e)—Yes, as and when received from the Government of India.

### **Regarding position of Rice in Cachar District**

**Mrs. JYOTSNA CHANDA (Silchar-West)** asked:

40. Will the Minister of Supply be pleased to state—

(a) Whether Government are aware that rice is disappearing from Cachar market and that the price of rice is registering unprecedented rise—much above the level fixed by the Government?

(b) If so, what steps are being taken by Government to ease the rice situation in Cachar?

(c) Whether Government propose to mobilise people's support in a more realistic way to the great task of running nationalised foodgrains trade smoothly?

**M. MOINUL HAQUE CHOUDHURY (Minister, Supply)** replied:

40. (a)—The price of rice ruled high for a short period during the first part of February, 1959 as there were inadequate supplies to the market.

(b)—The following measures have been taken to ease the rice situation in Cachar.



(1) Enforcement of Price Control Orders both in Rural and Urban Areas.

(2) Checking of movements by unlicensed dealers and seizure of stocks hoarded by them.

(3) Taking over of the stocks of millers and non-miller dealers for sale at controlled prices.

(4) Suspension of licenses of dealers and millers in Silchar Subdivision and direct purchase of paddy by Government for building up a buffer stock.

(5) Maintenance of normal flow of rice into market by allowing petty dealers to carry on business in rice and

(6) Import of rice from other surplus areas of the State into Cachar for sale through Fair Price Shops, if considered necessary.

(c)—Yes. Minister, Supply accompanied by Special Officer, Supply also visited Silchar on 20th January, 1959 and discussed the problem with representatives of all parties.

### **Price of rice in Cachar District**

**Dr. RAM PRASAD CHAUBEY (Lakhipur)** asked :

41. Will the Minister of Supply be pleased to state—

(a) Whether Government is aware that the price of rice in Cachar has now shot up to Rs.25 around a maund in spite of Government having fixed ceiling price for rice in the District ?

(b) If so, what measures Government propose to take to check the speculation of private traders and to keep down the prices ?

**M. MOINUL HAQUE CHOUDHURY (Minister, Supply)** replied:

41. (a)—Yes. There was a temporary rise in price of rice in Cachar during the first part of February, 1959.

(b)—Apart from the fact that the Minister, Supply accompanied by the Special Officer, Supply visited Silchar and called a meeting of the representatives of all interests and discussed the steps to be taken to tide over the difficulties, the following steps were immediately taken to bring down the price:—

1. Enforcement of Price Control Orders both in Rural and Urban Areas.



2. Checking of movements by unlicensed dealers and seizure of stocks hoarded by them

and

3. Taking over of the stock of millers and non-miller dealers for sale at controlled prices. Besides, Government have decided to take the following measures to arrest rise in prices of rice in Cachar District :

1. Suspension of licenses of dealers and millers in Silchar Subdivision and direct purchase of paddy by Government for building up a buffer stock.

2. Maintenance of normal flow of rice into market by allowing petty dealers to carry on business in rice

and

3. Import of rice from other surplus areas of the State into Cachar for sale through Fair Price Shops, if considered necessary.

**Shri Tarunsen Deka's Point of information relating to molestation of women by Pakistani force in the Border**

**Shri TARUN SEN DEKA (Nalbari-West):** On a point of information, Mr. Deputy Speaker, Sir, on the 5th of March the 'Natun Assamiya' published a very startling news about the molestation of a few ladies in the District of Cachar and this being.....

**Mr. DEPUTY SPEAKER :** Order, order.

You mentioned this matter once previously when I was in the chair when I told you that such matters might be brought in only by Calling Attention Notices and otherwise this is not the procedure.

**Shri TARUNSEN DEKA :** I already submitted that on the 5th March last under rule 54 of the Assembly Rules. But it is the 8th day since the submission of my question and yet no information has been received. So, Sir, I am anxious to know whether it has been admitted by the Chair or it has been rejected outright.

**Mr. DEPUTY SPEAKER :** That information will be given to the Member in due course. I think in the meantime something is being done in this regard, as the Secretary tells me.



## **The Assam Students' and Juvenile Drinking Prohibition Bill, 1959**

**Shri DEVENDRA NATH HAZARIKA (Saikhowa) :**

Sir, the time is not ripe enough at present to move this Bill. Therefore, I propose not to move this now.

**Mr. DEPUTY SPEAKER :** All right. Then let us come to Resolutions.

Other Members may now take part in the discussion on Shri Talukdar's Resolution which was moved the other day.

### **Private Members' Resolutions**

**Further discussion on the Resolution moved by Shri Ghanashyam Talukdar for the Constitution of a N. E. S. Block Comprising Karija, Bijni, Demakachabansi and Ruposi Mouzas of Barpeta Subdivision**

**Dr. SRIHARI DAS (Barpeta) :** Mr. Deputy Speaker, Sir, in supporting the Resolution I want to speak a few words on this block as suggested by Mr. Talukdar. This block comprises Kharija, Bijni, Damkachabansi and Ruposi. These Mouzas are on the western side of the turbulent river Beki. Culturally and socially the people of these Mouzas are one and the same irrespective of the regions. But Kharija Bijni Mouza had already been tagged with the Gabardhana N. E. S. Block. But Kharija Bijni is separated by the turbulent river Beki causing immense difficulty to the people of that Mouza and as a result it is difficult for the people of one part of this Mouza to come to the other part of the block. Moreover, the headquarters of Gabardhana N. E. S. is at Barpeta road. So, when the people have to come to this area they have to come a long way *via* Sorbhog, existing Beki Public Works Department ghat, Howli and Barpeta road. So really it is not convenient to the people of this area to come to the headquarters. Sir, in this connection I want to go a step further to say about the Barpeta N. E. S. block. The Barpeta N. E. S. Block was constituted with the Ghilazari Mouza, Barpeta Mouza and Nowgong Mouza and the headquarters of this block was also located at Ganakkuchi in which connection some preliminary works were done and some amount of money was spent. In one of the meetings of the Barpeta Subdivisional Development Board where Mr. Trivedi, the Deputy Development Commissioner, was also



present, it was decided that in any circumstances there would not be any change in the Block. This principle of not reorganising the block was taken in that meeting though Mr. Talukdar was dissenting. But surprisingly enough the boundary of the Barpeta N. E. S. Block has been changed and the newly organised block includes Barpeta Mouza, Nowgong Mouza and Paka Mouza with its headquarters being shifted to some other locality. If this is so, then is it not a disregard to the principle already adopted by the Barpeta Subdivisional Board? One of the hon. Members Mr. Surendra nath Das, Member, Legislative Assembly of this House who is also a member of that Board vehemently opposed for the addition of the Paka Mouza along with the Barpeta Mouza as people of Paka Mouza are culturally akin to the people of the adjacent block comprising Sariha, Pub-Barja and Uttar Barja and Paka. So, ventilating all these points Sir, when that principle adopted by the Board was not honoured I support this Resolution moved by my Friend Shri Talukdar and with these words I resume my seat.

**Shri TARUN SEN DEKA (Nalbari-West) :** Sir, on this small Resolution of Shri Talukdar regarding constitution of an N. E. S. Block, I am also willing to speak a few words as this is a matter which involves a principle.

I was also a Member along with the 16 Members of this august House who submitted a representation to the Hon. Chief Minister for constitution of an N. E. S. Block comprising—Kharja, Bijni, Damkachakabansi and Ruposi Mouzas of the Barpeta Subdivision, and when the Chief Minister kindly invited us to have our views in his Secretariat we went and assembled there where some Government officers and perhaps the Parliamentary Secretary concerned were also present. So far as I remember an impression was taken by the Chief Minister and the officers that there should be an N. E. S. Block as proposed. As it is an important matter it has also come before the Assembly for discussion.

I have gone through the Report of the Committee set up by the Central Government on N. E. S. Blocks and Community Projects. This Committee was headed by Shri Balavantray Mehta and in the first volume of the Report it has been clearly stated that the aims and objects of these Community Development projects should be to develop the community socially, economically and educationally, etc. We all know that our State is a backward State socially, economically and educationally and that being so we welcome the very aims and objects



as enunciated by that Committee headed by Shri Mehta. With that aim in view we suggested to the Minister concerned also, many a time to see at the time of allotment of N. E. S. Blocks and Community Projects so that the people can come forward themselves with their own participation, because whatever projects or plants there may be, if there is no proper participation of the people then they will be ended in failure. After the attainment of our independence as we want to organise our national economy it is a very important factor to see that there is participation of the people in such plans. So, Sir, as we suggested many a time, this time also we suggest that in the selection of such projects or blocks the area should be such where the people can come forward to give their contribution voluntarily. But regarding this block, Sir, when 16 members of this House placed an objection against the division of the proposed N. E. S. Block and when Mr. Ghanashyam Talukdar, the Member, Legislative Assembly of that locality, who knows every corner of that area, says that if the block is not constituted according to his proposal the peoples' participation will not be there. Government should change their views in this respect if they really want the economic and social improvement of the people. Sir, I know the area myself since I hail from that district.

Mouza Kharija-Bijni is mainly inhabited by backward tribal people, most of whom are Kacharis. Kharija-Bijni has direct relation, both in trade and otherwise, with the Sorbhog railway station. It is on the northern side of the railway station and the boundary of that mouza starts about a mile's distance northwards from the station. This is the most backward area in the district. There are six big rivers including Beki. Everybody in this House knows that Beki is a forceful river and at the time of flood the width of this river becomes one to two miles in some places; the current is very strong and it is difficult to cross the river by boat. There is no permanent bridge over the river and, therefore, it is difficult to have a communication link of the Kharija-Bijni mouza with other side of the river. You can, therefore, very well understand the backwardness of the area and the majority of the people who are tribals whose interests should be looked into with special care and attention. Sir, the Report of the Study Team of the Central Government also gives special stress on the work in tribal areas. In Section 6 of that Report it has been stated that special care should be given by



these blocks and the scheme-drawings of these blocks to the tribal areas, so that their economic and other conditions improve. In doing so, their specific culture, their specific economic condition and other things should be taken into consideration. Furthermore, it has also been stated that as most of the tribal areas are dominated by some moneylenders and other exploiters, the authorities of the Development Blocks should draw up such plans by which money and other requisite necessities of life are supplied to them, so that they can be saved from the exploitation of moneylenders and other exploiters. So, Sir, my main object in stating this point is this: when the Report of the Study Team also suggests that specific plans and programme for the development and improvement of the tribal people should be drawn up for the Blocks, the Kharija-Bijni area, which is mainly dominated by backward and poor classes of tribal people, should receive special attention. That area has practically no good communication with the people living on the other side of the Beki river, which falls in Gobardhana Mouza. Then, Sir, Mouza Ruposi, which falls on the southern side of the Sorbhog railway station and bazar, Damkachabansi, Kharija-Bijni are contiguous mouzas and from the point of view of economy, culture, education, etc., they are very much related and the entire area comprising these three mouzas is known as Barnagar. Sir, you may remember that in our history also there is a reference to Barnagar, where Chandi Barua, the great Assamese hero, lived and had his township. This is the historical background of that area comprising these three mouzas, which from time immemorial have cultural affinity also. In the British regime also, everybody of this House knows how the people of the Baranagar area fought tooth and nail against the British and how a great revolutionary upsurge swept that area, how the Sorbhog aerodrome was burnt. This background should be seen and the cultural affinity of these three mouzas should also be seen. From the point of religion also, though religion does not count much now-a-days, we know that there is religious affinity among the people of these three mouzas. The tribals live on the northern side and the Hindus and Muslims live in the other two mouzas and they have very friendly and brotherly relation among them. Though there are different people with different religions still due to their cultural affinity they do not feel that they belong to different religious faiths.

Then, Sir, Sorbhog railway station is the only big railway



station in that area and the Sorbhog bazar is the dominant bazar of that area. Sorbhog police station is the only police station of that locality and the Sub-Deputy Collector's circle at Sorbhog is the only circle in these three mouzas. Now, these offices also establish some link with the people of the adjoining areas, as they have to come to Sorbhog for different purposes and meet each other. This brings about a feeling of solidarity amongst the people living in that area. This factor should also be looked into.

Then, Sir, one point strikes me as very strange. I have come to learn, and a telegram has also been sent to Mr. Ghanashyam Talukdar, that a Project Officer has already been appointed before finalisation of this Block. When Resolution with regard to this matter is being discussed on the floor of this House, I do not understand how a Project Officer can be appointed before we have come to a final decision in regard to this matter. Sir, this block, as proposed by Mr. Ghanashyam Talukdar, is still under discussion in this House by way of a resolution. This resolution may or may not be passed. But before a final decision on this resolution, how a Block, which is going to bifurcate these mouzas can be constituted ?

**Shri FAKHRUDDIN ALI AHMED (Minister, Community Project, etc.):** On a point of information, Sir, the hon. Member does not know that so far as Kharija and Biini Mauzas are concerned these are already in a Block. The activities of this Block was extended from 1956 to these Mauzas.

**Shri TARUN SEN DEKA (Nalbari-West):** I refer about a Block about which this proposal has come. This Block is proposed to be constituted comprising of Kharija—Bijni Damkachanbasi and Ruposi Mauzas of Barpeta Subdivision. My information is that for this proposed Block an Officer has been appointed. My point is, when for that particular Block this resolution is coming to this House, how the Government can appoint an officer for that Block disregarding the final decision of the House on this resolution. I think, it is contrary to the spirit of democracy. Further, I would like to submit about another important point. I just came to know that the Subdivision Development Board of Barpeta has unanimously passed a resolution this year that for this year the Bhabanipur Block only should be undertaken by the Government and not any other Block. If that is so, how can the Government appoint an officer for the proposed Titapani, Ruposi, Damkachabansi



Block. This means the Government has not respected the recommendation of the Barpeta Subdivisional Development Board. I do admit that when Government has power they can disregard the recommendation of the Subdivisional Development Board, but I think, when an unanimous or majority decision is there regarding undertaking certain specific Block why that recommendation has not been respected. I think (*Voice*—Undemocratic)—Yes, undemocratic.

In this connection, I would like to say that during the last Session of the Assembly I went to the Minister-in-charge of National Extension Service Blocks and in his chamber I gave a representation from public that in my West-Nalbari constituency, which is very backward, culturally, economically and educationally, there should be a National Extension Service Block. I gave my own opinion also on the representation that this case deserves special consideration but, Sir, the Minister told me that unless there is recommendation from the Subdivisional Board concerned, this cannot be done without that.

Then, Sir, I approached the Medical Minister, Shri Rupnath Brahma, regarding opening of a Primary Health Unit in village Chamata. The Medical Minister informed me that when there would be a National Extension Service Block then this would be given. If the opening of National Extension Service Block is meant for improving an area, culturally, educationally, economically and in all other respects, why the replies from Minister should be such that if the Subdivisional Development Board does not recommend then there cannot be a Block and if that is so why the Government appointed an officer for a proposed Block although the Board has not made recommendation for this Block. I want a clarification from the Minister on this point.

**Mr. DEPUTY SPEAKER :** Are you finishing ?

**Shri TARUN SEN DEKA (Nalbari-West) :** Yes, Sir. I will take a few minutes more.

**Mr. DEPUTY SPEAKER :** You may take 5 minutes more.

**Shri TARUN SEN DEKA :** Of course, I do not bother about establishment of an National Extension Service Block, whether it is at Sarbhog, Ruposi or anywhere else but I would like to know why Titapani Mauza is not included in some other



National Extension Service Blocks ? Sir, is it because this Titapani Mauza is inhabited by people coming from East Bengal, now East Pakistan ? We should not have any difference between people of this State and people who have come to Assam many years ago and settled down as permanent inhabitants. We want one Assam, strong Assam and united Assam. So all people irrespective of castes and creed should be made united. It cannot be done by force but it can be done by love, propaganda and good understanding. My point is this that this Titapani Mauza is mainly dominated by Muslims peasants coming from East Bengal, they may have some difference of language, some difference of mode of living from the people living in Damkachabansi and Ruposi Mouzas, where Assamese people, both Muslims and Hindus are living. Therefore, this Titapani Mauza should be in the National Extension Service Block with some other blocks as mentioned by Shri Talukdar. The papers are probably about this Block is with the Minister-in-charge. I hope, the Minister will look into the matter.

In this connection, I would read out some extracts from the Report of the Team for the Study of Community Projects and National Extension Service, Volume I, regarding the role of Government :—

“In this Community Development “the role of the Government is to plan and organise the programmes on a national basis according to a well-conceived policy and to provide the technical service and basic material which go beyond the resources of the communities and of the voluntary organisation. In relation to the people, community development is essentially both an educational and organisational process. It is educational because it is concerned with changing such attitudes and practices as are obstacles to social and economic improvements, engendering particular attitudes which are conducive to these improvements, and, more generally, promoting a greater receptivity to change. It is organisational not only because people acting together are better able to pursue the interests which they have in common, but also because it requires the reorientation of existing institutions or the creation of new types of institutions to make self-help fully effective and to provide the necessary channels for governmental services”.

And also, Sir, the Directive Principles as have been referred are those—The three main directions in which community development programme should work are ; “First, increased



employment and increased production by the application of scientific methods of agriculture, including horticulture, animal husbandry, fisheries, etc., and the establishment of subsidiary and cottage industries; secondly, self help and self-reliance and the largest possible extension of the principle of co-operation; and thirdly, the need for devoting a portion of the vast unutilised time and energy in the countryside for the benefit of the community".

So, Sir, other relevant portions also will show that Government is not to impose something upon the people in the name of Community Project and National Extension Service Block. It is the duty of the Government only to give technical help and other necessary help where the resources of the locality are not adequate. So I like to submit that when there is objection from the local M.L.As. and also from the other 16 M.L.As regarding the constitution of the Block, I think this is the voice of the people and the voice of the people should be regarded if this is really a democratic Government. Sir, I have taken much time of the House on a trifle subject matter but the principle is not trifling, rather much more serious. So, Sir, with these words, I support the Resolution moved by my Friend, Shri Ghanashyam Talukdar and I hope the Minister-in-charge will see into the matter in a realistic manner. Of course one point is told by some people which I do not think it is proper but still I like to say it. Of course, I think the Minister will not take it seriously. It is said that as the Minister has been elected from the Titapani Mauza, perhaps he had some commitment made at the time of election and so he is just to disregard the opinion and proposal given by my Friend. If this is a fact, then it is a matter of grave concern. I hope Shri Ahmed is not a man of that type to make a commitment of that nature.

**Shri GHANASHYAM TALUKDAR (Sorbhog):** Mr. Deputy Speaker, Sir, in addition to what I have said, I want to refer to one point that the Subdivisional Development Board in its meeting which was attended by the Deputy Development Commissioner at Barpeta it was decided against my dissenting opinion that there will be no change in the Block and while the Minister-in-charge of Community Project went to Sorbhog, I pressed him for changing of the Block. He said he was not going to change the Block. But after a few months the Barpeta National Extension Service Block was changed. About 1½ years this Block was constituted with a headquarter near Barpeta and continued for 1½ years. A Project Executive Officer was



also appointed. A couple of months ago, the Barpeta National Extension Service Block was changed and new one constituted. That is what I want to make clear. Again, about the appointment of the Project Executive Officer, in our Subdivisional Development Board, we recommended the Bhabonipur National Extension Service Block to be taken up and not this Block. But inspite of that, the Project Executive Officer has been appointed before the Block was opened and has gone to Sorbhog. I do not think this is proper and I think the Minister-in-charge of Community Project will look into it. It is the demand of the people that an National Extension Service Block should be constituted comprising Kharija-Bijni, Damkachabansi and Ruposi mauzas. I do not want to go further on this subject but I press the Resolution on principle. If there is some change in one National Extension Service Block why not make a change in other Block also.

**Shri MAHADEV DAS [Barpeta (Reserved for Scheduled Castes)]:** উপাধ্যক্ষ মহোদয়, মোৰ বন্ধু শ্রীযশশ্যাম তালুকদাৰে আজি N. E. S. Block নতুনকৈ খাৰিজা ও বিজনী, দমকাচাৰাবংশী আৰু ৰূপসী মৌজা লৈ সংগঠিত হব লাগে এই অভিপ্ৰায়ে যিটো প্ৰস্তাৱ এই সदनত দাঙি ধৰিছে সেই প্ৰস্তাৱটো সমৰ্পণ কৰিব মোৰাবাত মই নিজে দুখ পাইছোঁ। কাৰণ এই প্ৰস্তাৱটো Proper channel ৰে অহা নাই। সেই কথাটোকে মই চকুৰৈ কম। প্ৰথম পঞ্চ বার্ষিক পৰিকল্পনাৰ শেষ হব লগা ৰূপৰচোৱাৰ ভিতৰত দ্বিতীয় পঞ্চবার্ষিক পৰিকল্পনা তৈয়াৰ কৰাৰ অভিপ্ৰায়ে ১৯৫৪ চনত গৱৰ্ণমেণ্টৰ পৰা প্ৰত্যেক মহকুমাতে একোখন Sub-divisional Development Advisory Board গঠনৰ কাৰণে নিৰ্দেশ দিয়ে। সেই নৰ্দেশ তাত থকা স্থানীয় এম, পি, এম, এল, এ, আৰু বিশেষ বিভাগৰ জনা বৃজা লোকসকলক লৈ একোখন সমিতি তৈয়াৰ কৰি দিয়ে। সেই Board খনে বৰপেটা মহকুমাৰ ৮ টা N.E.S. Block গৱৰ্ণমেণ্টৰ চাৰকুলাৰৰ মতে তৈয়াৰ কৰি দিয়ে। সেই চাৰকুলাৰৰ মুখ্য কথা আছিল প্ৰত্যেক Block ৰ ভিতৰত থকা মৌজা কেইখনৰ ওচৰাওচৰি সম্পৰ্ক থকা জনসংখ্যাৰ আৰু গাঁওৰ এটি নিৰ্দ্ধাৰিত সংখ্যা নিৰূপণ কৰি দিয়া। যথা বিধিতে আমাৰ মহকুমাতে লাগতিয়াল ৮টা Block তৈয়াৰ কৰি দিয়াৰ পিচত অসম গৱৰ্ণমেণ্টে Central Block ৰ কাম আৰম্ভ কৰি তাৰ অনুমোদন আনি জালাহ আৰু গোৱৰ্দ্ধনা N.E.S. Block ৰ কাম আৰম্ভ কৰি তাৰ কাম কিছু আগুৱাই নিছে। এই কথা সকলো বাহিৰে ভালকৈ জানে। আজি প্ৰায় ২ বছৰ অতিবাহিত হোৱা গোৱৰ্দ্ধনা Block ৰ ভিতৰত থকা খাৰিজা বিজনী মৌজা খন মোৰ বন্ধু তালুকদাৰ ডাঙৰীয়াই উলিয়াই নি নতুন এটি Block ৰ লগত যোগ কৰিবলৈ প্ৰস্তাৱ অনাত কিমান যে যুক্তি আছে সেইটো আপোনা-সকলে অনুভৱ কৰক। কাৰণ তেওঁৰ মতে খাৰিজা বিজনী মৌজাক দুবাৰ সন্নিবিধা দিব ওলাইছে। গোৱৰ্দ্ধনাৰ লগত কিছু বছৰ সন্নিবিধা পালে আৰু নতুন Block ৰ লগত সোমাই আকৌ সন্নিবিধা দিব ওলোৱাটো মোৰ মতে যুক্তিৰ বাহিৰা কথা বুলি ভাবো। এই কথাৰ প্ৰসঙ্গতে মোৰ বন্ধু ডাক্তৰ শ্ৰীহৰি দাসে কৈছে যে বৰপেটা Block টো কি কাৰণত অদল বদল কৰিব লগাত পৰিল আৰু সেই Block ত থকা বৰপেটা মৌজা, নগাওঁ মৌজা, খিলাজাবী মৌজা এই তিনি খনৰ পৰা ওপৰৰ নিৰ্দেশমতে খিলাজাবী মৌজাখন বাহিৰ কৰি তাৰ ঠাইত কিয় পাকা মৌজাখন যোগ কৰিলে?



অধ্যক্ষ মহোদয়, মই তেওঁৰ উত্তৰত এইখিনিকে কওঁ আপোনাসকলৰ অবিদিত নহয় যে N. E. S. Block বোৰ পিচপৰা গাঁও বিলাকৰ পৰা তৈয়াৰ কৰিব লাগে আৰু এই Block ৰ ভিতৰত চহৰ আদি থাকিব নালাগে যিহেতু আমি দেখাত চহৰ আৰু গাঁওৰ ভিতৰত পাৰ্থক্য আছে। সচৰাচৰ চহৰবোৰ গাঁওতকৈ উন্নত এইটো নিশ্চয় কথা হেতুকে দেশৰ নঙ্গলকাষী লোকসকলে ভাবিচিন্তি চাই N.E.S. Block ৰ পৰা চহৰ বাদ দি ৰাখিব লাগে বুলি যুক্তি দিয়ে। সেই যুক্তিৰ আলম লৈ বৰপেটা Block ৰ ভিতৰত থকা ৰাইজে গৱৰ্ণমেণ্টৰ ওচৰত অভিযোগ দাখিল কৰিলে যে বৰপেটা Block ৰ ভিতৰত বৰপেটা চহৰ থকাত আমাৰ পিচ পৰা গাঁওৰ ৰাইজৰ এই Block ৰ কোনো উপকাৰ নহব। গতিকে অনুৰোধ বৰপেটা চহৰ অতি সোনকালে এই Block ৰ পৰা বাহিৰত ৰাখিব লাগে আৰু ইয়াৰ লগতে Development Advisory Board য়েও চহৰ খন বাহিৰত ৰাখিব লাগে বুলি অভিমত দিয়ে। সেই মৰ্মে গৱৰ্ণমেণ্টে চহৰ খন বাহিৰ কৰি দিয়াত প্ৰায় তিনিবৰ্গমাইল মান বিলাজাৰী আৰু বৰপেটা মৌজাৰ ভিতৰত ব্যৱধান হৈ পৰিল। আনপিনে মৌজাৰ যোগাযোগ নেকাকিলে সি এটি চলক হব নোৱাৰে এইটো কথা আপোনাসকলে বেচ জানে। গতিকে যোগাযোগ নথকা বিলাজাৰী মৌজাখন বাদ কৰা দি ওচৰত থকা পাকা মৌজাখনক লৈ বৰপেটা মহকুমাত থকা Development Advisory Board ৰ অধিক সংখ্যক সভাৰ মতামতে গৱৰ্ণমেণ্টে বৰপেটা, নগাওঁ আৰু পাকা এই তিনি খন মৌজা লৈ বৰপেটা Block তৈয়াৰ কৰে। মই কব গলে এই Block যদিও মোৰ বন্ধু সকলে ওপৰৰ পৰা গৱৰ্ণমেণ্টে তৈয়াৰ কৰি দিয়া বুলি অভিমত প্ৰকাশ কৰিছে সেইটো নহয়, Development Board ৰ মত মতেহে এই বৰপেটা Block তৈয়াৰ হৈছে আৰু এইটো আইনমতে তৈয়াৰ হৈছে নে নাই আপোনাসকলে ভাবি চাওক।

অধ্যক্ষ মহোদয়, সদনৰ সভ্যসকলৰ অবিদিত নহয় যে তালুকদাৰ ডাঙৰীয়াই যোৱা বাৰো এই N.E.S. Block সম্পৰ্কে ১৬ জন M.L.A. ৰ দস্তখত দি গৱৰ্ণমেণ্টৰ ওচৰত এখন দৰ্খাস্ত দিছিল আৰু সেই অভিপ্ৰায়ে Development Commissioner ডাঙৰীয়াই বৰপেটা মহকুমাত থকা Development Board ৰ সভা সকলৰ মত বিচৰাত সভ্য সকলে তালুকদাৰ ডাঙৰীয়াৰ সপক্ষে দিব নোৱাৰাত দুখ পাইছিল; তাৰ কাৰণ মোৰ বোধেৰে এইটোৱে বুজো যে M.L.A. বন্ধু সকলে বৰপেটাৰ ভৌগোলিক অৱস্থাটো হয়টো বেচি ভাগেই নজনা তালুকদাৰ ডাঙৰীয়াৰ মততে স্বাক্ষৰ কৰিছিল। যদি ঠিক ধৰণে জানিলেহেঁতেন তেন্তে এই ঘটনা কেতিয়াও নহলহেঁতেন। আজি অসমত N.E.S. Block হিচাবে কম বেচি অনুযায়ী সকলো ঠাইতে কিছু বেমেজালি আছে এইটো সকলোৱে বুজে। গতিকে এই এটি সৰু কথা ইয়াক Assembly ত প্ৰস্তাৱ আকাৰত আনি যদি গৃহীত কৰা হয় তেন্তে অসমৰ N.E.S. Block ৰ বেমেজালিৰ ওৰ নপৰিব আৰু ৰাইজৰো কোনো উপকাৰ নহব বুলি মোৰ বিশ্বাস। সেই কাৰণে এই প্ৰস্তাৱটো সমৰ্থন কৰিব নোৱাৰি তেওঁক প্ৰত্যাখ্যৰ কৰাৰ কাৰণে অনুৰোধ জনাই মোৰ বক্তব্যৰ সামৰণি ৰাখিলো।

**Shri FAKHRUDDIN ALI AHMED (Minister, Community Project, etc.):** Mr. Deputy Speaker, Sir, I have with attention listened to the mover of this Resolution and his supporters, but I am afraid I cannot accept his Resolution. In the first place, as I read the Resolution I find that in this Resolution it is stated that, "this Assembly is of opinion that a National Extension Service Block be constituted comprising Kharija" .....after Kharija there is a comma—"Bijni, Damkachakabansi and Ruposi Mauzas of BARPETA subdivision". Now



according to his Resolution he wants that the National Extension Service Block should be constituted comprising of these four Mouzas.

**Shri GHANASHYAM TALUKDAR (Sorbhog):** The comma there is a mistake Sir, (*laughter*).

**Shri FAKURUDDIN ALI AHMED (Minister, Community Projects) :** I am glad because it will make my task easier to reply to the Resolution moved by him. Now Sir, what he wants is that the National Extension Service Block should be constituted comprising of the three mouzas, namely, Kharija-Bijni, Damkachakabansi and Ruposi of Barpeta subdivision. I suppose this is the purpose of his Resolution. My first objection to this acceptance of the Resolution that I want to place before the House is this: That National Extension Service Blocks cannot be constituted, have not been constituted and are not constituted by adoption of a Resolution in this House. The entire State has been split up for the purpose of these Blocks on the basis of population and also to a certain extent, on the basis of the areas. The number of the Blocks on population basis has been allotted to every subdivision and it is the Subdivisional Board which takes a decision with regard to the area to be comprised in a Block which are to be constituted in that subdivision and this task of dividing Barpeta subdivision into National Extension Service Blocks was undertaken long before I even became a Minister and according to that decision I find the eight Blocks were constituted for this subdivision. Out of these eight Blocks one is Gabardhana Block which comprises of 1. Kharija-Bijni, 2. Gobardhana and 3. Howli mauzas. Another Block is the Ruposi-Roha Block comprising of 1. Damkachakabansi, 2. Ruposi and 3. Titapani mauzas. So, the impression which some of my Friends wanted to create, that I was interested in Ruposi Block to comprise of Damkachakabansi, Ruposi and Titapani because I happen to represent two of these latter mouzas is entirely incorrect. This decision took place long before I became a Member from this constituency and hon. Member from that area will bear me out when I say that when this Subdivisional Board considered the question of splitting up the areas of the Blocks, I had nothing to do whatsoever, to influence the decision as I was not even present in these meetings. So I do not know how this Resolution can be moved at all, because the Gobardhana Block comprising Kharija-Bijni mauza, where the work of development which are in operation and the Shadow Block has been in progress for over two years and other blocks have been constituted by the Subdivisional Board. There is nothing which remains to be



constituted for which a Resolution can be brought in this House. Therefore I submit that his Resolution, although the hon. Member may have the pleasure of moving it, is infructuous and cannot be accepted. Now, we have been told that the constitution of a Block should not depend on assurances given by a Member to his Constituency, but it should depend on consideration of such factors as are likely to give benefit to the people for whom these Blocks are constituted. When I approached my voters, I did not give any such assurances. On the other hand, Sir, I find from the Resolution which has now been moved, that the consideration which has weighed with Mr. Talukdar is perhaps the pressure put upon him by a certain sections of the people in his constituency. After he repeatedly failed to have the constitution of these Blocks as he wants-attempts which were made on not less than three times before the Subdivisional Board, and having failed he has now come with this Resolution before this House. This matter was agitated by him for the first time when the Subdivisional Board met to take into consideration, as was rightly pointed out by my Friend Shri Mahadev Das, whether the town area of Barpeta should also be comprised in Barpeta Block. At that time the question of changing the boundary of Goburdhana and Ruposi Blocks were also agitated before the Board but the suggestions were not accepted by the Subdivisional Board. In spite of this my Friend Shri Talukdar, after he failed in his attempt, collected a number of members mostly of his party....

**Shri GHANASHYAM TALUKDAR (Sorbhog):** I submitted a petition with signatures of 16 Members before I came to the Subdivisional Board.

**Shri FAKHRUDDIN ALI AHMED (Minister, Community Projects, etc.):** Please have patience. You will be sorry when I come to that aspect also. After he failed to persuade the Subdivisional Board to change the boundary of the Block as he wanted, he came to Shillong, collected many of his friends, and obtained their signatures and submitted a representation to the Chief Minister.

**Shri GHANASHYAM TALUKDAR :** I submitted a representation during the last budget session. I did not come to Shillong only for that.

**Shri FAKHRUDDIN ALI AHMED:** The fact remains that the signatures were collected by him and the representation



was submitted to the Chief Minister. Sir, when going through these signatures. I may tell you that many of them have not been to that area at all and do not know about the locality and the kinds of people living there. These representatives were given a hearing by the Chief Minister. After hearing the representatives, the Chief Minister said—"Well, if you are so insistent, I shall forward your representation to the Subdivisional Board." It is incorrect for Shri Talukdar to say that the Chief Minister had promised to change the boundaries of these areas. I find from the record, there was nothing of the kind. As I know the Chief Minister and as a matter of fact no Minister can make a commitment in respect of a matter the decision of which rest with the Subdivisional Board, it is not correct for him to say that Chief Minister had made a promise to change the boundary. The Chief Minister undertook to refer the matter to the Subdivisional Board where Mr. Talukdar might take a chance. This matter was therefore again sent to the Subdivisional Board where my Friend Shri Talukdar notwithstanding his agitation and effort failed to secure the change. After that, when I paid a visit to Sarbhog, he approached me and I told him that after a decision has been taken by the Subdivisional Board it will not be proper for me to change the boundaries of the areas. There are difficulties as well. He wants Kharija-Bijni to be brought in Ruposi Block. This cannot be allowed for the simple reason that Kharija-Bijni is included already in a Block called Gabardhana which has been receiving the benefit since 1956. It will be improper for this area, which is receiving benefit for the last two or three years, to be taken out and included in another new Block. I told him that event if a change in this case had been made by the Subdivisional Board I must have allowed this. Now, therefore, it is incorrect for him to say that at any time any assurance or any hope as given either by the Chief Minister or by me or by any one in the Government to change the boundaries of these Blocks. For the third time again the matter was agitated by Shri Talukdar recently about two or three months ago before the Subdivisional Board. Again my Friend met with the same fate. Now having failed in these attempts he has come forward with this Resolution which, Sir, it cannot be accepted.

He tried to find fault with me for agreeing to change the boundary of the Barpeta Block after my categorical. No, in his case. So far as the Barpeta Block is concerned, it is very unfortunate that till now no decision has been taken with regard to its site that is to say where that Block is to be situated. On several previous occasions this matter came up



before the Subdivisional Board but it failed to take any decision. Failure to arrive at a decision, it was found essential that area of the block should be changed. This was considered by the Subdivisional Board which decided to make some alteration in a few blocks. I merely accepted their proposal and no order was passed by me without taking into consideration the view expressed by the Subdivisional Board. It is under these circumstances the boundary of the Barpeta Block has been changed. I submit, Sir, there is no justification for making a change in the boundaries of Ruposi Block. I was, indeed, very sorry to hear from several of my Friends when they dragged in of religion, culture and what not in justification for acceptance of the Resolution. I would like these Members to bear in mind that so far as we are concerned, our intention is to serve the people irrespective of the question of cast, creed or colour, irrespective of the fact whether one belongs to the Muslim religion or to any other religion. So far as these developmental activities are concerned we must look upon every one as the citizen of Assam, citizen of India. We should further bear in mind that so far as religion is concerned, it should not be imported in matters which are concerned with the development of the State. I am really amazed when such things are mentioned in the speeches by the hon. Members. What business the hon. Member had to say that because in the Titapani Mauza, an overwhelming number of people profess a different religion they should not be tagged with the people of Domkacha bansi whose religion is different. Sir, this is entirely a wrong approach and I wish the sooner we forget about it, the better it is for all of us. It appears that the block is sought to be changed because it is felt that there is fear and suspicion in the minds of a section of the people.

**Shri TARUN SEN DEKA (Nalbari-West) :** The Hon'ble Minister has not been able to follow me quite correctly. I did not oppose the measure on communal basis.

**Mr. SPEAKER :** Let the Hon'ble Minister proceed with his speech. If, something is not correctly understood, it is for the House to judge.

**Shri FAKHRUDDIN ALI AHMED (Minister, Community Projects) :** I am afraid, Sir, the hon. Member had not been to that area.

**Shri TARUN SEN DEKA :** Yes, Sir, I had been to that area.



**Shri FAKHRUDDIN ALI AHMED (Minister, Community Project, etc.):**) Had he been to that place, Sir, I am sure, he would not have talked in that manner because while he took exception to Titapani being tagged to that block, but he has no objection to Rupohi being tagged to Damakacha bonsi. If my Friend has any knowledge of Damakacha-bonsi he will surely know that in this Mouza also a part of the population is of the same category as the population of Tetapani and Rupohi. I entirely agree with him that the tribal people are very backward, educationally and economically. As such they have got to be tagged together in a compact blocks. I repeat, my Friend has no information about this area. There is an overwhelming number of tribal population in Kharija-Bijni and Gobordhan Mauzas. The river Beki, which is between the Kharija-Bijni and Gobordhana mauzas no doubt causes certain difficulty in the matter of communication. But on that ground alone, I think, there is no justification to claim for a change. We have been told that, due to Beki river it will be difficult, for the people of Kharija-Bijni to go to Gobordhana Block. In fact they have been going from one place to the other all these two years since the opening of this block in 1956. I have not so far seen any representation from the people of Kharija-Bijni that they are experiencing any difficulty in going to Gobordhana Block. This question cannot arise because of a number of jeepable roads and also of the Public Works Department Marboat which enables people to cross the river Beki without any difficulty.

**Shri GHANASHYAM TALUKDAR (Sorbhog):** If Project Officer has to come to this Block from Barpeta, he has first to go to Hajo via Sorbhog and then only he can come to the place.

**Shri FAKHRUDDIN ALI AHMED:** I cannot understand why my Friend should be so anxious about the difficulties of officers.

Another curious objection has been taken to the appointment of a Project Officer for Ruposi mauza during the pending of this Resolution before the House. I do not know what kind of irregularity has been committed by us. It is not the business of this House to constitute and determine the boundaries of a block. This is a Resolution based on parochial outlook and has not been brought to serve the interest of the people. The Government can accept this kind of Resolution. If they do so there would be endless trouble. Every one would then be entitled to demand the change of the block when its location does not



suit him. I submit that no irregularity has been committed by us by passing an order to appoint the officer. Nor we have become undemocratic and I take the entire responsibility about it. I again say that by sending the officer to Sorbhog or to Ruposi we have not committed any irregularity or taken any undemocratic method. I do not know why this kind of arguments have been advanced. I have been asked why Bhabanipur Block was not taken and why preference has been shown to other blocks. Sir, If we have to give preference to the backward areas we have to consider many factors. Hon. Members may realise that Titapani is a backward area where there is no educational and other facilities. In view of that I do not see any reason why any objection should have been taken from any side. In giving preference to those blocks I feel that in those areas a block was long over due. I know that after constituting a block there the purpose for which the community development work is taken will be more than fulfilled. In giving preference to such areas it cannot also be said that we have not taken into consideration the wishes of the Subdivisional Board. After the Subdivisional Board and their recommendations, it is for the Government to decide which particular area should be taken first. Moreover, I ask the hon. Members not to show much concern as within 6 or 7 years' time all these within the State will be covered by blocks. It is only a question of time. Some will be taken this year and some next year and in that way all will be taken ultimately. So, I do not know why this objection has been raised which has nothing to do with the Resolution moved by Shri Talukdar. I submit, Sir, that though this Resolution is infructuous I have taken pain to satisfy the hon. Members and also to acquaint them with regard to the real situation. I further submit that when the Mover failed three times to get a decision changed before the Subdivisional Board it was not proper for him to waste the time of the House by bringing this Resolution. I therefore oppose this Resolution.

**Mr. DEPUTY SPEAKER :** Does the hon. Member want to withdraw his Resolution ?

**Shri GHANASHYAM TALUKDAR (Sorbhog):** No, Sir.

(The Resolution was put to voice, vote and lost).



**Resolution re: to move the Central Government to take immediate steps for extending Railway lines connecting Pandu and Goalpara with Tura in Garo Hills, and Rangapara North with Lakhimpur North in the State of Assam to facilitate exploitation of mineral and forest resources and for industrial and economic development**

**\*Shri RAM NATH SARMA (Lumding):** Mr. Deputy Speaker, Sir, I beg to move that this Assembly is of opinion that with a view to facilitate exploitation of the mineral and forest resources, and for industrial and economic development, the Government of Assam do move Central Government to take immediate steps for extending Railway lines connecting Pandu and Goalpara with Tura in Garo Hills, and Rangapara North with Lakhimpur North in the State of Astam.

উপাধ্যক্ষ মহোদয়, আমাৰ দেশত প্ৰাকৃতিক সম্পদ যথেষ্ট আছে বিশেষকৈ খনিজ সম্পদ আৰু বনজ সম্পদ। এই সম্পদবোৰ ভাৰতৰ অন্যান্য প্ৰদেশৰ তুলনাত কোনো গুনেই কম নহয়। আমাৰ দেশত কৃষি সম্পদো যথেষ্ট আছে। এই আটাইবোৰ সম্পদৰ আমি উন্নতি কৰিব পৰা নাই একমাত্ৰ বান-বাহনৰ অসুবিধাৰ কাৰণে। আজি ভাৰতবৰ্ষৰ শতকৰা ৮০ ভাগ মান সৰববাহ কৰা হয় বেল পৰিবহনৰ জৰিয়তে আৰু শতকৰা ৭০ ভাগ যাত্ৰীবোৰ যাতায়াত এই বেল পৰিবহনৰ জৰিয়তেই।

(A voice from the Treasury Bench: "Please speak in English")  
If the Chair permits I can speak in English.

**Mr. DEPUTY SPEAKER:** I have no objection if he speaks in English.

**\*Shri RAM NATH SARMA :** Sir, 80 per cent of the goods are carried by the Railway in different parts of our country and 70 per cent of the goods are carried by railway in our State. Sir, you know that the total mileage covered by railway in India is 32,000 which is the greatest in Asia. This is done for the development of the country and also to develop our mineral and other products like forest, agriculture, etc. But, I am sorry to say that in the first Five Year Plan our railway took 380 miles of new roads dismantling some narrow gauge lines at some places but in Assam not a single mile of road was taken. Some people say that the portion between Fakiragram and Alipurduar is a new road that has been taken by the Centre for Assam. This is a new

\*Speech not corrected.



railway route taken by the Centre in Assam. But that is a miscalculation. It is not a new route or extension of an existing road; it is only rehabilitation of our former railway line. A portion of our railway line went to Pakistan and so in order to establish a link between Assam and the rest of India this route was constructed. So, this is only rehabilitation and not extension or construction of any new route.

As regards the Second Plan, Sir, Government have contemplated to take 842 miles of new route, build 1607 miles of double track and convert 267 miles from metre to broad gauge. But two and half years of the plan period are over and not a single mile of railway track was extended within the State of Assam. The other day the Finance Minister has also referred in his address to the apathetic attitude of the Centre towards Assam as revealed in the Railway Budget. In the Parliament, Sir, our learned representative Shri Bhagawati, also discussed this point elaborately, but it seems it has had no effect. On the last occasion also we passed a Resolution requesting the Central Government to construct a railway line from Rangapara North to Murkongselek *via* North Lakhimpur. Though we passed this resolution, no action was taken, as will be seen from the Railway Budget which was passed in the Parliament yesterday. But, Sir, what is the position? From Tezpur to North Lakhimpur, a stretch of about 130 miles, there is no other communication except one road. Previously we had river transport, but this had to be stopped after the great earthquake as no cargo boat can ply. There is also no railway. The only means of communication is one road which also has got two or three big ferries like Jia-Bhorali, and the one in the middle just on the boundary of North Lakhimpur and Tezpur. During rainy season it sometimes takes not only one day but two to three days to reach North Lakhimpur from Tezpur. Sir, there are about 100 tea gardens between Tezpur and North Lakhimpur and this part of the country is mainly dependent on agriculture. The agricultural produce of this area is renowned. Government have got to depot centres, one at Gomari and the another at Badati. There are forest products and agar mahals. But for want of facility of communication the people of these areas are finding great difficulties. The agriculturists are not getting proper prices for their produce only due to lack of proper communication. Therefore, unless and until this portion of the railway route is constructed, the entire economy of the people will remain in a stand-still condition and the development of that part of the State will also remain stand-still. Therefore, Sir, in the interest of the development of a part of the country itself the



Central Government should take this up very seriously and should construct this line without any further delay.

As regards the other portion, *via.*, Pandu to Tura in the Garo Hills, I would like to say that from Mirza Hill upto Phulbari is full of valuable forest and we get our forest products mainly from that part of the State. But what is the position now? We cannot operate our forests properly due to lack of railway transport and the people also do not get the forest products at a cheaper rate due to difficulty of communication. Moreover, this place is renowned for agricultural products also, but the agriculturists are not getting adequate or reasonable prices for their products for want of railway communications. Then from Kushi if you go upwards right to the interior of the Garo Hills, you will find the whole belt full of minerals, especially coal. We could not tap those mineral resources and the coal fields for lack of good transport. In the Khasi Hills there is coal, but there is only one good road from Shillong to Gauhati and the people find it difficult to transport coal from Shillong to Gauhati. From Agia to Tura, even the road is not very good. Sometimes it becomes only jeepable and it becomes difficult to ply heavy trucks. Due to this lack of adequate transport, the whole coal field is lying untapped and the entire development of the country is being retarded. Sir, we always utter good and sweet words that we are thinking on the economic development of the hill people, but we are not giving them adequate facilities for this purpose. We have so far failed to provide adequate transport facilities without which they cannot raise their economic condition. What is the use of saying so many sweet words if we fail to do anything substantial for them? So, Sir, for the development of the hill people and for betterment of their economic condition we must first provide adequate transport facilities, particularly railway communication from Pandu to Garo Hills. Otherwise it will not be possible for the hill people to improve their economic condition, however nice words we may say in sympathy for the hill people. Today, what is the feeling of a man living in Garo Hills? He does not get any good market for his agricultural produce and other products. No industrialist or industrial concern goes to the Garo Hills to tap the mineral resources for the development of the country itself. It is difficult in the present set-up to take all these things under the public sector. Even if public sector takes them up, railway facilities will be essentially necessary. Unless and until railway facilities are given to Garo Hills, the rich mineral resources of that area will remain as



jewels under the depth of sea. Therefore, for the development of the country itself within the periods of the Plans envisaged we should develop the whole country and in this the Central Government should be equal to all the States. The backward areas to which access is difficult but which are full of natural resources and undiscovered wealth, in order to tap them and derive benefit from them by the State Government and its people and the country as a whole, communication by railway, which is the only means of access to such areas, should be opened early. People living in those inaccessible areas in the midst of forests can hope to have better standard of living if development of communication is taken up.

Therefore, Sir, when it is the earnest desires of the peoples not only of Garo Hills but of the whole State of Assam that there should be railway connection from Pandu to these areas, which will not only help the people living in these areas to have modern amenities of life but will also help in unearthing the natural resources which will not only enrich the State of Assam but the country as well, immediate steps should be taken by the Central Government to construct this railway line.

Sir, as regards the other portion of my resolution that the railway line from Rangpara North should be extended to Lakhimpur North, this should be done considering the difficulties now undergone by the tea industry, agricultural producers, the people in North Lakhimpur Sub-division and major part of Tezpur Sub-division. The economic condition of the people, in those areas cannot improve unless there is railway connection. You cannot expect to improve agriculture, forest, tea industry and other things of those areas. If this railway connection is extended not only the people of Lakhimpur and Darrang districts will derive benefit but the entire State and the country will be benefited.

Sir, we have heard high sounding words very often from high officials and persons coming to Assam. During their stay when they visit these places, they give us great many hopes and assurances. But with their departure there and then the assurances go the melting point.

Sir, the first plan is over, this is the ending of the second year of the second plan and third plan is in the making but as the hon. Finance Minister himself said in the course of his budget speech the other day that uptill now practically nothing has been done in regard to railway in Assam. It seems we are not getting anything for Assam. On the other hand, we see that whenever any cut in the plans are required it is from Assam and not from other States. We have seen from the



budget speech of the hon. Finance Minister that there is a heavy cut on Irrigation from the 2nd plan. The departments of the Central Government which are stationed in Assam, we practically derive no benefit from them. In the inudstrial side, no new industry worth the name has been set up in Assam, the hope of refinery for Assam is still in the papers, its location has not yet been fixed not to speak of installing it.

In regarding to railway, of course, this State is provided with a Zone. What will be that Zone for if we cannot get any benefit from it? There is this Zone but there is not the slightest extension of railway line. Facilities for passengers, such as, platform, waiting room, etc. have not been improved. Our youths are not getting jobs as they ought to have. Even restaurants and stalls are settled with the people of outside this State. Contracts are not given to our people. By this railway zone it seems there may have been the growth of some new buildings or some big officials. When the Zone was established in Assam then we had great expectation but now it appears no useful purpose for the sons of this State has been derived. Unless the purpose for which it was established in Assam that the people of the State would derive benefit from it, it is meaningless to have the Zone in Assam.

Sir, Assam is not only a backward State wanting development but it is a frontier State surrounded on almost all sides by foreign countries. If this is so, how can this State be neglected? When India is ours and Assam is a part and parcel of India, it is the primary duty of Government of India to see that this backward State is developed side by side with other States. While other States are going far ahead in the development in all spheres our State is lying backward.

Therefore, Sir, the Centre must consider the case of Assam like what they have considered the case of Uttar Pradesh or Madhya Pradesh. In the last Railway Budget only a railway line in Tripura has been taken and 2 railway lines in Southern India have been taken. But this Assembly requested the Central Government in the last Session to extend this line to Tezpur and North Lakhimpur. We do not know why this has been turned down by the Centre. Our Member of Parliament, Shri Bhagawati, pressed the case and gave an illuminating speech in the Parliament regarding the Railway Budget but no consideration has been given in that respect too. I know we are small in population and our representatives in the Parliament are few in number. But even then, we are a strong Nation and we are also a part of India and we claim the same facilities given to other States of the country and Government at the Centre must not deny our demands and our necessities and when we can make the Central Government feel that we



are a part and parcel of the country, they must give us the equal treatment and give us our legitimate demands. This extension of railway line is our legitimate demand for the development not only of the State alone but of the country as a whole. I think if the Centre does not care for the development of our State then that is their negligence of their duty for the interest of India as a whole. Therefore, if there are any lovers of India, they must think of Assam also in the same way. Therefore, the Centre must consider our case, they should consider our case and they should at any cost extend this railway line as suggested in my Resolution. With these words, I move my Resolution.

**Mr. DEPUTY SPEAKER:** The Resolution moved is that this Assembly is of opinion that with a view to facilitate exploitation of the mineral and forest, resources and for industrial and economic development, the Government of Assam do move Central Government to take immediate steps for extending Railway lines connecting Pandu and Goalpara with Tura in Garo Hills and Rangapara North with Lakhimpur North in the State of Assam.

**\*Shri MOHI KANTA DAS (Barchalla):** Mr. Deputy Speaker, Sir, I have an amendment to move with regard to this Resolution. Sir, I beg to move an Amendment to the Resolution as follows—

“Replace the word “Tura” appearing in the 6th line after the word “with” and before the word “in” by the words “coal bearing areas” so that the whole resolution will read as follows in the amended form—

“This Assembly is of opinion that with a view to facilitate exploitation of the mineral and forest resources and for industrial and economic development, the Government of Assam do move Central Government to take immediate steps for extending Railway lines connecting Pandu and Goalpara with coal bearing areas in Garo Hills, and Rangapara North with Lakhimpur North in the State of Assam”.

Now Sir, with this Amendment I support the Resolution. In this connection, I want to make a few observations. Now Sir, the mover of the Resolution has explained in vivid terms what injustice has been done to the growth and development of this State by not sanctioning the adequate facilities such as



railways and others by the Central Government. It is not only this instance that this Resolution has been moved in this august House but twice. Such a resolution was also moved for the construction of a railway line from Rangapara to Morkongselek. As regards the railway line from Pandu to Garo Hills, I understand the proposal was mooted out when Shri Medhi was the Chief Minister here a few years back. But we do not find any construction of even one foot of railway line from Pandu to Garo Hills though we know that survey was taken up and all necessary steps were also taken up for construction of this railway line and there are other places also which need connection by railway such as Bongaigaon, Jogighopa, etc., about which also the Member of this august House spoke in unequivocal terms about the necessity for this railway line for the purpose of uniform development of the State of ours. Our demand is very modest. We have not made any extravagant demand but we waited for the good wishes and for the good will of the Central Government for the last 11 years since Independence. Several hundreds of miles of railways were being constructed in different parts of the various States of India whereas unfortunately for us, and it is a matter for the people of Assam to regret most that in this respect the Central Government has not done justice to us and to this alone, this want of development, this state of undeveloped condition of Assam may be attributed, i.e., the indifference of the Central Government to grant the necessary facilities for the purpose of developing the various resources of the State of ours. Rightly, the people of Assam are rather very much discontent with the dealing that has been meted out to us by the Central Government so far as granting the facilities for the purpose of exploiting the various resources in the State of Assam is concerned. We have got bamboo, but we do not see the light of a paper mill. We have got coal in abundance, but we do not find any coal factory or anything which may exploit this very valuable mineral resources into valuable products. We have got oil, but we have no refinery and as stated by my Friend, the mover, we do not know when the oil refinery of Assam will see the light of the day. There have been doubts entertained at several quarters as to whether there will be any refinery in Assam. Teams after teams have come to Assam and have referred to the North Bank and the South Bank but have not upto now been able to decide where the site for the oil refinery should be established. This would naturally rouse curiosity in the minds of the people of Assam and may rightly question whether we are going to have the oil refinery in Assam where oil-resources are more than abundance. Even we have seen in the paper



recently publishing a news that even in Mangaldai some crude oil has been traced by the Subdivisional Officer there. There are abundant resources here—coal resources, mineral resources, cement and lime stone and other things. We know that we have gold in the River Subansiri. During the days of the Ahom Rajas, gold was extracted from the sands of the river Subansiri. If proper attempts are made, we may find here sources of gold even. There are so many avenues for development. We have got jute in abundance, yet we have no jute mill here. We have got sugar cane in abundance and fortunately through the co-operation of the people we have got one sugar Co-operative mill in the State. Sir, these resources are there in abundance in our State since the British days but up till now these have not been exploited for the benefit of the people and also for the benefit of the State as a whole. Therefore, the people of Assam have a legitimate demand for a minimum number of miles of railway. Sir, you have seen the other day our M. Ps., met the Prime Minister and they also raised the same question, that is, for construction of a railway line from Rangapara North to Murkong Selek. And also during the discussion of the Railway Budget in Parliament you have seen our M. Ps. expressed concern and regret because there was no provision for construction of even one mile of railway in Assam. For this lack of sympathy of the Central Government towards this State the people of Assam naturally have become frustrated. They have become frustrated due to want of facilities and help which have not been extended to them to develop themselves.

Then again Sir, on the one side hon. Members have seen that there are vast resources in Garo Hills, there is coal in abundance there, there are raw material resources for manufacturing paper, if these resources are properly tapped and exploited it will certainly enrich our brothers and sisters in the Garo Hills and if a railway line is constructed, it will not only enrich the people but the nation as a whole. Sir, you cannot expect to have industrial development worth the name through bullock carts, buses and lorries. It is simply fantastic. If we really want to develop the Garo Hills, or for the matter of that, the entire State, it can be done not by bullock carts, buses or lorries. It is impossible. Heavy machineries have to be carried to these places and this can be done only by constructing railways.



Sir, in the North Bank also hon. Members know with what difficulties the inhabitants of those areas are living. They have to pass through many turbulent rivers, it takes days for those people to come down to the South Bank. Specially in rainy season one cannot come from Ragapara North even on bullock carts. If the Central Government is really serious to develop this poor State of ours which is considered by them to be strategically important from the defence point of view, then they should come to our help to construct railways connecting the South Bank with the North Bank. But what have we seen? As a matter of fact we have seen that for the last 11 years after Independence not even a foot of railway line was constructed in our State. Now Sir, this Resolution has clearly indicated two things. We do not want to embarrass the Central Government with fresh demand for construction of railways at different places, but we only want what was committed and what was assured by them, that is the railway line from Pandu to Garo Hills through Goalpara should be completed without delay, otherwise the simple people—our brothers and sisters living in these areas will feel frustrated and our leaders will not be able to show their faces to them and speak about development schemes etc., when they see that not even a railway line to Garo Hills which the Central Government have committed, has been constructed. Similarly, Sir, our leader cannot face the people of the North Bank living in North Lakhimpur or Murkong Selek and speak to them about development when they see that they remain where they were while other areas have been developed. Sir, the Central Government may say that they cannot develop this part of our State in the North Bank because there are so many difficulty because there are so many turbulent rivers and so on. But I must say that that is not enough. Those of us who have seen the Bharka Nangal projects in other parts of India, they come here with a very disconsolating heart to see the vast areas from Rangapara North to Morkong Selek in utter neglected and undeveloped stage as if we are still in the British days. Sir, we cannot shut our eyes to the deplorable condition of these areas and do nothing. Therefore, Sir, I associate myself with the feelings expressed by my Friend the mover of this Resolution and also commend this Resolution to the acceptance of the House. Sir, this is not a local problem but it concerns the entire State and it is only the antipathy and injustice done to this State of ours which has hampered its development. So unless there is a railway line connecting these areas, whatever efforts this Government may make, they will not be able to develop this State of ours in the way other States have been developed. It will



remain always in an undeveloped stage. Sir, this State of ours is a problem State. Here people of diverse religions, culture, languages and customs live and unless the Central Government open their heart fully and help, it will not be possible for our poor Government to develop the State. Then we have also the hill people and the people living in the border areas. We know how much these people living in the borders are suffering. In order to mitigate their hardships as also the difficulties of the people living in the North Bank areas who live like the hills people, we badly need the help from the Central Government because it is not possible for this poor Government of ours with limited resources to effect all these developments.

**Mr. DEPUTY SPEAKER :** Are we concluding Mr. Das ?

**\*Shri MOHI KANTA DAS (Barpeta):** No Sir, I will require some more time.

### Adjournment

The Assembly was then adjourned for lunch till 2 p. m.

### (After Lunch)

**\*Shri MOHI KANTA DAS:** Mr. Deputy Speaker, Sir, as I have already stated in my speech that we are moving in a vicious circle. When we demand any industries the plea is taken that there is transport bottleneck. If this argument goes on I cannot imagine when and how Assam is going to industrialised. How industry and commerce can develop in Assam ? This is a very serious question which is engaging the attention of the people of Assam. Therefore, Sir, this House and others outside are very much anxious that our railway line should be stabilised. The demand for doubling the line is there but it is not taking place. We are glad we have got the Eastern Zone of Railways. But we expect that some more things would follow the establishment of the Eastern Zone. Mere establishment of the Eastern Zone will not meet the aspiration of the people of Assam so far as the development of this State is concerned. It should be followed by the establishment and construction of necessary railway lines to those areas which are very much backward and where practically there is no industrial or commercial development and also to



those areas where we can exploit the mineral resources and natural resources existing in those areas. Therefore, Sir, I request that our Government would take all necessary steps and try to impress upon the Government of India about the feeling of frustration that has overtaken the mind of the people of Assam. Unfortunately there is a feeling that we are being neglected, specially the people of those areas from Rangapara North to Morkongselek and also the people of Garo Hills have been neglected in the matter of transport facilities, in the matter of railway facilities. Therefore, I have moved this amendment in this House with the hope that the whole House will give its support to my amendment. Sir, before I conclude I also voice the expression made by the mover that we must do something for the people of Assam especially for the younger generation with regard to the problem of unemployment which is growing to such a proportion that unless we do something early it will go beyond our control. In the railway employment our youth of the country should also find employment.

With these few words, Sir, I commend my amendment for the acceptance of the House.

**Mr. DEPUTY SPEAKER:** The amendment moved is that replace the word "Tura" appearing in the 6th line after the word "with" and before the word "in" by the words "Coal bearing areas" so that the whole resolution will read as follows in the amended form—

"This Assembly is of opinion that with a view to facilitate exploitation of the mineral and forest resources and for industrial and economic development, the Government of Assam do move Central Government to take immediate steps for extending Railway lines connecting Pandu and Goalpara with coal bearing areas in Garo Hills, and Rangapara North with Lakhimpur North in the State of Assam."

**Shri TARUN SEN DEKA (Nalbari-West):** Mr. Deputy Speaker, Sir, I welcome this resolution and I think this is the united voice of the people of Assam. Although we may differ in ideological, political or religious thoughts. But when, there is the question of improvement of our railway lines, improvement of our transport, improvement of our industries agriculture, etc., we are one, and I hope this oneness will remain till last. Sir, last year when I had the opportunity to go to the Punjab, I saw many projects including Bhakra Nangal project and also the railway lines and stations which



have been improved after the attainment of independence. I saw the capital town of the Punjab also which is recently been established and developed. After seeing all these new installations of industries and some projects really I felt where we were. It has rightly been stated by my Friend, Shri Ram Nath Sarma that this sort of negligence by the Central Government is not only a loss to this State, but to the country as a whole. If any part of the country remains undeveloped it will reflect on other part of the country. Sir, everybody knows Government of India also know that Assam is the State which is full of so much resources such as coal, oil, timber, etc. Still after knowing these facts I do not know why our case is not taken into consideration. Not only in this august House but outside also lakhs of people from Dhubri to Sadiya from Cachar to Bhutan Hill border, are experiencing transport difficulties and for that our industries cannot be developed. This should have got priority in our Five Year Plans. In spite of that, in spite of the united demand of the people of Assam, why do the Central Government not take up our case? Sir, it is really an injustice done to the people of Assam. There should not only be a line from Pandu to Garo Hills and to the coal areas of Garo Hills and also to the North Lakhimpur areas but also I suggest to this Government to place before the Central Government that more railway lines in hills areas like Khasi and Jaintia Hills and other hills should be made because in hills districts there are so many resources which are not yet processed and utilised in absence of railway communication. Without the assistance of the Central Government is not feasible for the State Government with the meagre amount at his hand to utilise these resources. Of course, on the other day while United States Trade Mission were addressed by the Minister in charge of Industries he appealed to them that although we have ample resources nobody has come forward to our rescue. Almost all important points have been touched by him. Another important point which I want to indicate here is that railway lines are not only necessary for utilising our resources but from the point of defence also railway lines are very necessary. Everyone of us know that we are surrounded by foreign countries like Pakistan, China, Burma and Bhutan and ours being a very small State and being surrounded by so many foreign countries, the defence line should be most strengthened and to make the defence strong the railway is needed to be improved and made up-to-date. I may refer to recent aggression of Pakistan. To resist that aggression of Pakistan our Government had to spend a huge amount because of lack of good



communication. This is one of the factors for the huge expenditure. Just a few days back, *i.e.*, on 5th of March the so-called Ankara Pact was signed for which our Prime Minister was also anxious to know the explanation in which cases the Ankara Pact would be applied. The contradictory versions from the United States spokesmen and the foreign Office spokesman of Pakistan are really to be considered very seriously. When our Prime Minister sought explanation the United States spokesman of course in a diverting way replied in the Press Conference that in case of India it will not be applied. But side by side there was another military pact which has been signed with Pakistan. Furthermore, it is most striking that when the Pakistan Foreign Minister said "In all cases this Pact will be applied" it also means that it would be applied in case of India also. So when there are conflicting statements from two Governments' spokesmen, Sir, we must realise that there is ample fear for us. We, therefore, must strengthen our border.

We know that incessant attacks by Pakistani forces in our border areas are going on. Not that Pakistan has ample forces to attack us, not that Pakistan has sufficient resources to attack us. They know that the forces of India are mightier than those of Pakistan. Still, why they have enough courage to attack us? Because there is the magic hand of the United States from whom Pakistan has obtained so many arms aid. So, Sir, it is very much a point to be noted by this august House that after this Ankara Pact there were series of aggression against the border people. So from the point of defence also, to safeguard our motherland, to safeguard our border people from the distress, the railway line should be much more strengthened and broadened. The railway lines at present we have are of metre train gauge and they are so much mismanaged by the authority that sometimes when people come from other States to them in comparison with the other types of railway line in those States it appears as if our railway lines are "cart-lines" because the movement of trains is so slow, the line is so small and the stations are so congested that it really deserves consideration. So, not only we want these railway links as spoken by hon. Friends, side by side we demand that our railway lines should be much more strengthened.

Sir, it has been rightly stated by hon. Shri Sarmah that in the sphere of employment also proper consideration should be given to our youths. I know if many cases that under some pleas of trifling matters, some of our deserving cases are rejected. There are ample examples of this. So a very strong demand



should be made before the Government of India so that first priority should be given to the sons of the soil in the sphere of employment.

Another point I would like to refer to, is that limited number of bogies are provided in our passenger trains that there are not adequate seats or shelters to the passengers. If one is to undertake a railway journey he is to be ready for all kinds of sufferings and inconveniences. He is to fight with his co-passengers for a seat. In some cases he is to lose something in the train. I know there is lack of space in almost all the trains and generally quarters take place between passengers train for seats. So it is really a very disappointing affair and it should be noted by the Central Government that railway bogies which have been given at present should be more in number. Furthermore the number of trains which are running are also not sufficient to meet the growing demands of the travelling population. Therefore number of trains should be increased.

Sir, when some thing is spoken of the food problem and supply of our daily necessities our Supply Minister who is perhaps to some extent justified in some cases though not in all that due to transport difficulty prices of those articles are high and could not be supplied in time and that due to transport bottleneck the cost of living in Assam is very high.

True, in some cases, of course, due to the transport bottleneck, the cost of living in Assam has gone up very high. Whenever I have an opportunity to go other places in the country, I had occasion to study the price structure prevalent in different places and I find that Assam is the most costlies place in regard to the cost of essential commodities of living. When a man can have his daily meal in between four to eight annas, in other places, here in Assam one has got to spend not less than Rs. 2 per for his two meals a day. This has caused tremendous difficulty not only to the Government but also to the poor people with very limited daily income irrespective of caste, colour or creed and political affiliations. We all know, Sir, the people living in Shillong, the capital town of the State, are facing unspeakable difficulty because of the high cost of living here. If we want to remove these difficulties, surely our first demand should be that our Railway lines should be improved.

Sir, our communications by Steamer over the Brahmaputra river are also facing tremendous difficulty. The Steamer



Company carrying on the transport business over this river are now not so keen in regard to this matter as they were previously. Another cause of this difficulty is due to the fact that our steamers have to pass through Pakistan with whose Government our relation is not at all friendly at present. As a result of this, some of our commodities are held up in this portion. Recently also we read in the newspapers that some steamers were held up in the Pakistan territory. So transport of commodities through this river is also not at all safe. Therefore, from that point of view also there is sufficiently strong ground for strengthening and widening the railway lines to Assam.

I, therefore, suggest that Government should take not only the case of these two railway lines as proposed by the mover of the Resolution, Shri Ram Nath Sarmah, but they should move for certain other lines also such as the line to join this capital town of Assam and such other lines which will connect other hill stations with the plains where there are sufficient raw-materials, such as woods and other valuable forest produce, etc. The existing railway lines should be improved and strengthened. And for that a strong representation should be given to the Central Government. If the Central Government do not agree favourably to consider our proposal, then with a view to prevail upon the Central Government to accede to our just and essential demands. I appeal to the Government and also to the people of Assam as a whole to unite themselves and put up their joint demand in such a way so that the Central Government will realise that our demand is based on bare minimum justice and cannot but be fulfilled just like the demand the people of Assam not long before put up before the Centre for the Oil Refinery with successful result.

**Dr. GHANASHYAM DAS [North Salmara (Reserved for Scheduled Castes):** Mr. Deputy Speaker, Sir, I congratulate the mover of the Resolution, Shri Ram Nath Sarmah as he has sought to focus the attention of the Government of Assam and of the Central Government to a very vital problem affecting the interest of Assam by this Resolution. I am sure, no body will differ that we must develop our country economically, industrially and commercially. There are no two opinions about it. The purpose of bringing this resolution is to draw the pointed attention of this Government to this very urgent problem so that our Government may take steps and serious notice of this vital question with which the whole State is concerned. So far as the question of extension of the railway line from Pandu



*via* Goalpara to Garo Hills is concerned, this question was once taken up a few years back and we had to take a deputation to the then Union Minister for communication with a view to bring home to him the urgency of this very vital problem. At that time we were told that for want of steel, this matter would take some time to materialise. But during these few years we have seen that such or similar projects have been taken up by the Government of India in certain other States. This shows, probably, our Government remained silent for these few years. Therefore, I would request the Government to take up immediate steps now for the establishment of the railway line. In this connection I would like to say that the railway line to Garo Hills deserves all priority. So far as the Garo Hills is concerned, it is, so to say, the kingdom of forests, it is of very resourceful district. It is so rich in mineral resources that if they are properly exploited, it will not only change the economic face of this State alone, but will be in a position to contribute very substantially towards the economic development of India as a whole. As my Friend, Shri Deka has stated just now that this State should get priority on the strategic point of view too. I do not think there is any difficulty to implement this when the district is so resourceful, so rich in its mineral potentials and forest wealth like timber, bamboos, lac, etc. It has been learnt from the Geological Survey of India's report that about 65 thousand tons of coal can be collected from the Garo Hills alone. It is known to our Friends, that the timber business in this State could not be carried on in any satisfactory manner since the partition of the country. Therefore I think it is high time that some provision should be made for the export of timber from this district to other parts of the country. While speaking on the resolution, I want to make one suggestion, not in the form of any amendment to it, of course, but only as a supplement to it, that there should be extension of the railway from Bongaigaon to Jogighopoa to Garo Hills having transshipment arrangement on the Brahmaputra to facilitate easy and guide transport of goods and to serve as an alternative route in case of emergency. Sir, this question also was once examined. I hope Government will be pleased to take it up with the Government of India and revive this question too.

Now, coming to the North Lakhimpur side, everybody knows that this area has been neglected all the time and should be developed as early as possible. Sir, this is a surplus area and is abundant with agricultural forest produce. If we want to develop this area, we must try to devise ways and



means for transport of the produces in this place and for this the establishment of a railway line connecting this place is an imperative necessity. I therefore would like to request our Government that they will be pleased to move the Central Government in such a way that they may be convinced of the urgency of this matter and accept our proposal. We must not leave merely by bringing a resolution and having it passed in this House. We must pursue this matter with greater and greater vigour in the way we did in the case of having a oil refinery in this State. For this purpose, if necessary, a mission should go to Delhi and convince the Government of India so that they now feel compelled to implement the promise once given by them when they asked us to wait till the steel position in the country would improve. The question is very urgent and I think nothing will stand in our way if the matter is properly pursued.

With these few words, Sir, I whole-heartedly support the resolution and request our Government to take up this question very seriously

**Shri MOHANANDA BORA (North Lakhimpur) :** Mr. Deputy Speaker, Sir, I rise to support the Resolution as amended by my Friend, Shri Das. Generally we have seen that Assam though not backward in all respect but so far as railway communication is concerned it is the most backward State in India. Here in Assam we have only one railway line connecting one end of the State to the other, that is to say the line that comes from Sadiya and connects the Link Line via Gauhati. During the British rule in Assam for about 121 years the railway communication in Assam was also utterly neglected. Only one single line was constructed there due to the tea and oil interest in Assam. Had there been no such interest in Assam then we would have failed to understand what would have been the Assam's fate regarding railway communication, I think this line would not have been there. The north bank of the Brahmaputra is totally neglected even from the British days. During this period of 11 years after independence this part of the State is also neglected accordingly. From Mangaldai up to the end of North Lakhimpur and Dhemaji the entire portion was cut off from the rest of the country till a few years back. Now a railway line has been constructed from Rangiya to Rangapara and to Tezpur and this was also started very late. From Tezpur to our side there is no reliable communication system. There was practically no train communication facilities till the year 1957 and in the year 1957 the North



Trunk road was nationalised and the State Transport service has been started. It is a long road of 135 miles from Tezpur to North Lakhimpur and in this road we have to cross several big and turbulent rivers. Therefore, this transport line is also not running according to the convenience of the people as well as reliable. For transport of essential commodities to North Lakhimpur there is only one steamer line. This is a small rickety steamer line which runs from Subansirimukh to Bardutighat. You will be surprised to hear that the nearest steamerghat of North Lakhimpur town is 31 miles from the North Lakhimpur and the nearest railway station of North Lakhimpur is 121 miles away from the town. Sir, I beg to state that even the road communication to our side is neglected by our Government. The North Trunk Road from North Gauhati to North Lakhimpur though has a nationalised transport is not a national high way whereas the South Trunk Road is a national high way even though there is railway communication side by side. The passengers travelling in the North Trunk road in transport buses have to undergo much difficulties. Sir, North Lakhimpur is a Subdivisional headquarters and yet due to lack of communication and other facilities the whole area had to suffer during the British days. From Jiabharali to Dhemaji the whole area is a rice producing area with a population of 6 to 7 lakhs and yet the entire population were left uncared for the last 150 years. Therefore, Sir, a railway line to North Lakhimpur from Rangapara North is of immediate necessity. Last year this august House was pleased to agree to move the Centre to extend the railway line to Markongshellack *via*, North Lakhimpur and our M. P.'s also moved in the Parliament on this line, but to our great surprise nothing has been done up till now. A Government can not neglect such a big area without giving communication facilities to such a big population. Sir, some people say that in this area there is no industrial prospects. But I say that unless communication is made available industrial progress can not be made and raw materials which are abundant cannot be exploited. My Friends have elaborately described that there are about 100 tea estates in the area extending from Tezpur to North Lakhimpur, but those estates are running under much handicap due to lack of communication, lack of transport facilities. Sir, last time the whole House supported a resolution that our Government also should move the authority to extend the railway line. But to no effect. You will be surprised to hear that when cement is selling at Rs. 7 at Tezpur or Jorhat it is selling at about Rs. 10 or 11 at North Lakhimpur. This is the condition in regard to those and other essential commodities which come from outside. Besides, from the river



Buroi upto the Ranga river it is a paddy producing area and the people of this area have to sell their paddy at a cheaper price than anywhere else in Assam. In this way those poor people have to suffer a loss. On the one hand they do not get proper price from their paddy and on the other they are to purchase other essential commodities at a higher rate than other places of Assam. For this reason also I stress the need for a railway line in that area. Thereby I do not minimise the importance of a railway line to connect Garo Hills while there are some coal fields and such other things. So, for that part of the State also a railway line is essentially necessary and should be made available as early as possible. While I had been to Otacamund or oaty I found a railway line to connect this place which is about 7,500 feet above sea level. But we have no railway to our capital place Shillong. Often times people say that railway line can not be constructed at such heights. Then, how could a railway line be constructed to Ootacamund, which is higher than Shillong ?

Sir, the railway needs of our State have been thoroughly neglected. I hope our Government will move the Central Government strongly so that railway communications in our State improve. Unless the railway system improves we can not expect to see our State industrialised and we can not make any progress. I do not like to take more time of the House. I support the Resolution and I hope our Government will strongly press the Central Government for these lines so that our communication system is improved.

**Shri BHUBAN CHANDRA PRADHANI (Golakganj) :**  
Mr. Deputy Speaker, Sir, I take my stand to associate myself with the feeling expressed by the hon. mover of the Resolution Shri Ramnath Sarma, and in support of the resolution I beg to say a few words.

Sir, we often say that Assam is the granary of mineral and other natural resources. But these rich resources remain dormant for want of proper exploitation. If we can make best use of them, I am sure Assam will be the richest State in India, and not only in India she will take a position in the whole world.

Sir, communication is one of the main factors to judge the development of a civilised country ; if the communications are not developed the country can not be developed. Sir, for the exploitation and best use of our mineral and other resources adequate and cheap communications are necessary. Railway communication is the cheap most quick one uptill now in the modern age. The Garo Hills and that portion of our State on the North Bank from Rangapara to North Lakhimpur are so backward that people from other state cannot imagine. Sir, I



remember once in 1944-45 a survey was made for a railway line from Pandu to Tura *via* Jogighopa. A scheme like this which could be thought of then by the then Central Government under foreign control. I do not understand how this can be abandoned after we achieved our independence. Again, Sir, whenever we approach to Central Government, they make a survey and give us hope. In the last Session I moved a Resolution for an alternative rail link and on the assurance of the Minister I withdrew it. But I do not know how far it will be implemented. Sir, we often lament about our transport bottleneck. Though we are facing so much difficulty on account of this bottleneck we have not been able yet to have a second alternative rail link. Whenever we press our demand, a fresh survey is undertaken, and nothing further is done. In this way, the Central Government is resorting to dilatory tactics. Sir, we say that our railway route mileage in India is the greatest in Asia and fourth in the whole world and we feel proud of it. But what is the position of our State in this regard? It is easily the last not only in India but in the whole world. Sir, in the First Five Year Plan, as my Friend Mr. Sarma said, 500 miles of new railway lines were constructed but not a single inch was constructed in our State. Then in the Second Five Year Plan, about 2,000 miles of new route are being constructed, and yet there is no new scheme for our poor State. So, Sir, we have a feeling that we are receiving step-motherly treatment from the Central Government. We should not come back rubbing our tears in the handkerchief; we should be strong and determined and strive to attain our objective.

With these few words, I support the Resolution.

**Shri DEVENDRA NATH HAZARIKA (Saikhowa) :**

Mr. Deputy Speaker, Sir, I take my stand to support the Resolution moved by hon. Shri Ramnath Sarma, as amended by hon. Shri Mahi Kanta Das.

Sir, last year a separate Railway Zone with head-quarters at Pandu was created. We had some hope that with the establishment of the new zone, our railway system would improve. We also hoped that the employment provision for the people of the State would also improve. But, Sir, we find now that there is practically no improvement at all. As regards the branch lines, the same condition is prevailing. For example, the hill section of this zone could not get any improvement. Previously this section was a main line, but after partition the fate of this line also became similar to other branch lines. Sir, we had also hoped that there would be some extension of railway line here and there, but instead of extension I would like to point out that even the Dangari-Saikhowa portion of the old D. S. Section of this zone has not yet been restored. As the hon. Members know,



it was suspended due to the earthquake. In the last Session of the Assembly a resolution was moved urging upon the Government of India to extend the railway line from Rangapara to Murkongselek *via* North Lakhimpur. I remember to have spoken about the necessity of that line. That railway line would not only benefit the eastern portion of the Darrang district and the North Lakhimpur subdivision of the Lakhimpur district but also the Murkongselek transferred area of the Dibrugarh subdivision. It would also benefit the North East Frontier Agency as well. For example, the Subansiri division and Siang division of the N. E. F. A. are facing difficulties for want of communication. The only communication there is the air communication and the Government of India have been sustaining great loss in transporting necessities of life to that region by air for want of other communication. If the railway line is extended towards that direction, in my opinion, it will be not only helpful to the people of Assam and N. E. F. A. but it will be helpful also to the administration of N. E. F. A. The natural resources in that region is lying unexplored. If the railway line is extended, these resources can be tapped which will ultimately enrich our country.

Similarly, the railway line from Pandu if extended to Garo Hills, in the coal bearing region, I am sure, it would give enough of scope for exploiting the natural resources for the benefit of the country.

Sir, people living in the Garo Hills are living a primitive life. If communication to this region is not made the people there will remain backward and out of touch from the modern and daily changing world. If the railway line is established in that case industries will grow up there and people will derive great benefit thereby.

With these few words, I support the resolution as amended by my hon. Friend, Shri Mohi Kanta Das. I hope, this will be passed by this House unanimously and the Government of India will give effect to it without further delay.

**Shri KHOGENDRA NATH NATH (Goalpara) :**

মাননীয় উপাধ্যক্ষ মহোদয়, আজি মোৰ বন্ধু শ্ৰী ডাঙৰীয়াই যিটো প্ৰস্তাৱ এই সदनত দাঙি ধৰিছে সেইটো আমাৰ কাৰণে এটা বৰ গুৰুত্বপূৰ্ণ প্ৰস্তাৱ। ইতিপূৰ্বেও এই সदनত এনেধৰণেই এটা প্ৰস্তাৱ গৃহীত কৰি অসম চৰকাৰৰ তৰফৰ পৰা কেন্দ্ৰীয় চৰকাৰৰ ওচৰত দাঙি ধৰা হৈছিল। কিন্তু দুখৰ বিষয় কেন্দ্ৰীয় চৰকাৰে সেই প্ৰস্তাৱৰ প্ৰতি অলপো ভ্ৰক্ষেপ নকৰিলে। তাতে এটা আশোঁৱাহ দেখুৱালে যে বৰ্ত্তমান আমাৰ লোহাৰ অভাৱ গতিকে অসমত বেল লাইন এতিয়া হ'ব নোৱাৰে। যেতিয়া আমাৰ দেশত লোহা তৈয়াৰ হ'ব তেতিয়াহে নতুন বেল লাইনৰ কথা ভাবিব পৰা হ'ব।



এতিয়া আশা কৰা যায় কেন্দ্ৰীয় চৰকাৰে ভাৰতত দুটাও লোহাৰ কাৰখানা খুলিছে, বৰ্ত্তমান লোহাৰ অভাৱ বুলি আমাৰ দাবী অগ্রাহ্য কৰিব নোৱাৰে। কথা হ'ল; আজিৰ যুগত বেলৰ কথাই নাই অন্যান্য উন্নত দেশৰ মানুহে **Aeroplane, Rocket** আদিৰ কথাহে ভাবিছে। তেওঁলোকে পৃথিৱীৰ ওপৰত যাতায়াত কৰাৰ কথাত আৱদ্ধ নাথাকি মঙ্গল গ্ৰহ চন্দ্ৰ গ্ৰহলৈ যোৱাৰ কথা ভাবিছে; অথচ বৰ লাজৰ কথা যে এই যুগতো অসমত মাত্ৰ এটা বেল লাইনেৰে চলি আছে তাৰ প্ৰতি কেন্দ্ৰীয় চৰকাৰে অলপো অসমৰ বিষয় কোনো বিবেচনা কৰাই নাই। ভাৰতবৰ্ষৰ আন আন দেশৰ বেল লাইন চকুত পৰিলে আমাৰ দুৰবস্থাৰ কথা মনত পৰিলে দুখ লাগে। আমি দেখিছো আমাৰ ৰাজ্যত যি পৰিমাণে বেল লাইন আছে অসমত সেই পৰিমাণে থকাতো দুৰৰ কথা ইয়াত এটা মাত্ৰ বেল লাইন আছে—ইও **Metre Gauge**। ইয়াত **Broad Gauge** ৰ কোনো নামগোন্ধেই নাই। ই বৰ লাজ আৰু পৰতাপৰ কথা। এই এটিমাত্ৰ লাইনৰ ষ্টেচন-বিলাক সেই তৈয়াৰ হোৱা দিনৰ পৰা একে অৱস্থাত পৰি আছে। তাৰ অৱস্থা ইমান বেয়া তাত পানীৰ ব্যৱস্থা নাই, যাত্ৰী থকাৰ ঠাই নাই, **Amenity** ৰ কোনো ব্যৱস্থা নাই। অথচ অন্যান্য দেশত **Electric** ৰ সহায়তো বেল চলিছে।

বেল চলাচল নাথাকিলে অসমে কোনোমতে উন্নতিৰ পথত আগবাঢ়ি যাব নোৱাৰে। এই বেল লাইনৰ সুব্যৱস্থা নথকাৰ কাৰণে অসমলৈ যাবতীয় মাল আকাশী জাহাজেৰে আহিব লগা হোৱাত সকলো বস্তুৰে দাম বাঢ়ি যায়। ই অত্যন্ত দুখৰ কথা।

গতিকে আজি যি প্ৰস্তাৱ আনিছে আৰু শ্ৰীযুত মহীকান্ত দাস ডাঙৰীয়াই তাৰ ওপৰত সংশোধনী আনিছে সেইমতে গাৰো পাহাৰৰ পৰা গোৱালপাৰাৰ পাণ্ডুলৈ আৰু তেজপুৰৰ পৰা উত্তৰ লক্ষীমপুৰলৈ লাইন খোলাৰ কথা উল্লেখ কৰিছে।

মই আগৰ প্ৰস্তাৱতো কৈছিলো যে এটা লাইন বঙ্গাইগাওঁৰ পৰা যোগীঘোপা হৈ গোৱালপাৰাৰে গাৰোপাহাৰলৈ যাব লাগে। কাৰণ বঙ্গাইগাওঁৰ পৰা পাণ্ডুৰে গাৰোপাহাৰলৈ যাবলৈ ১৫০ মাইল ঘূৰিব লাগে। গতিকে লাইনটো বঙ্গাই গাওঁৰ পৰা যোগীঘোপা-গোৱালপাৰা, গাৰোপাহাৰ হৈ পাণ্ডুলৈকে খোলা প্ৰস্তাৱটো আমি অসম প্ৰাদেশিক কংগ্ৰেছ কমিটিৰ নগাওঁ অধিবেশনতো পাচ কৰা মনত আছে।

কোনো কোনো বন্ধুৱে কৈছে যে গাৰোপাহাৰ খন প্ৰাকৃতিক সম্পদেৰে ভৰপৰ। এখন স্বাধীন দেশে যদি এই অনুদৃষ্টিত সম্পদ সমূহ উদ্ঘাটন কৰি দেশৰ উদ্যোগ সমূহ সমৃদ্ধিশালী নকৰি কেইটামান পুখুৰী আৰু দুই এটা পদূলী মুখীৰ বাস্তা নিৰ্মাণ কৰিয়েই দেশ উন্নয়নৰ কাম শেষ কৰে তেন্তে ইয়াতকৈ দুখৰ কথা আৰু নাই। আমি জনাত গাৰো পাহাৰত কয়লা, চিমেণ্ট, কাঠ, বাহ, আদা, কপাহ, কমলা, টেঙা আদি প্ৰচুৰ পৰিমাণে মজুত আছে। সেই বিলাক সংগ্ৰহ নকৰিলে দেশৰ উন্নতি হ'ব কেনেকৈ? কেৱল গাৰো পাহাৰত নহয় অসমৰ অন্যান্য ঠাইতো সেই একে অৱস্থা। ই এটা গুৰুত্বপূৰ্ণ কথা বুলি ভাবো।

বৰ্ত্তমান অসমৰ লাইনৰ প্ৰতি কেন্দ্ৰীয় চৰকাৰে অবজ্ঞা কৰি আছে। ইয়াৰ কাৰণ আমাৰ চৰকাৰে অসমৰ দাবী ঠিকমতে দাঙি ধৰিব নোৱাৰাটোও হ'ব পাৰে।

দ্বিতীয় পাচ বছৰীয়া পৰিকল্পনাৰ ভিতৰত নানা ৰাজ্যত কেন্দ্ৰীয় চৰকাৰে বহু উন্নয়নৰ কাম কৰি উঠিল কিন্তু অসমত আনকি এই তেলৰ যাতায়াতৰ সুব্যৱস্থাটোৱাই হৈ নুঠিল। এই অৱস্থা এখন ৰাজ্যৰ কাৰণে ডাঙৰ প্ৰতিবন্ধক। সেই কাৰণে আমাৰ চৰকাৰে এইবাৰ কেন্দ্ৰীয় চৰকাৰৰ ওচৰত ভালভাৱে প্ৰস্তাৱটো দাঙি ধৰিব লাগিব।



যদি তেওঁলোকৰ সমগ্ৰ দেশক সমৃদ্ধিশালী কৰি আৰু বঢ়াই নিয়াই উদ্দেশ্য তেন্তে অসমৰ বাতায়াতৰ যাতে সুব্যৱস্থা কৰি দিয়ে। কাৰণ এখন ৰাজ্যত বাতায়াতৰ ব্যৱস্থাই যদি নাথাকে তেন্তে কোনো মতেই তাৰ উন্নতি হ'ব নোৱাৰে।

মই বেচি কথা কৈ সদনৰ সময় নষ্ট নকৰো। মাত্ৰ মই এটা কথা কৈ সামৰণি মাৰিম।

বঙাইগাঁওৰ পৰা আমিনগাঁওলৈ থকা বেল লাইন ডোখৰ বছৰৰ ভিতৰত তিনি মাহ বন্ধ হৈ থাকে। কাৰণ ইয়াৰ ভিতৰত থকা নদী কেইখন বৰ উপদ্রবী আৰু তাৰ আজিলৈকে নিয়ন্ত্ৰণৰ কোনো ব্যৱস্থাই হোৱা নাই। তাৰ ফলত যাত্ৰী সকলে লৰা-ছোৱাল। মাল-বস্তু আদৰে নানা দুৰ্গতি কৰি বঙাই গাঁওৰ পৰা যোগীঘোপাৰে পাৰ হৈ গোৱালপাৰাৰে গুৱাহাটীলৈ আহিব লগা হয়। আমিনগাঁও-পাণ্ডু ব্ৰহ্মপুত্ৰৰ দলং হলে তাত আমাৰ কোনো আপত্তি নাই। কিন্তু এই লাইনখিনি স্থায়ী হোৱাৰ আশা নিচেই কম। তাৰ ফলত বছৰি বছৰি কেন্দ্ৰীয় চৰকাৰে লাখ লাখ টকা এনেয়ে নষ্ট কৰিব লগা হয়।

সেই কাৰণে এটা লাইন বঙাইগাঁও-যোগীঘোপা-গোৱালপাৰা-গাৰোপাহাৰ হৈ পাণ্ডুলৈ থাকিলে আমিনগাঁওলৈ থকা লাইনটো বন্ধ হৈ থাকিলেও যাত্ৰী আৰু মাল অনা-নিয়াৰ অসুবিধা নহয়। সেই মৰ্মে অসম চৰকাৰে বৰ্ত্তমানে পাণ্ডু-আমিনগাঁওৰ চলি থকা বেল-ওয়ে ব্যৱস্থাপ্তিৰ যোগীঘোপা-পঞ্চবত্ৰ ব্ৰহ্মপুত্ৰ নদী ওপৰেদি পাৰাপাৰৰ ব্যৱস্থা কৰি দিবলৈ অসম চৰকাৰে প্ৰস্তাৱটো পেচ কৰাৰ সময়ত এই কথাটোলৈ বিশেষ দৃষ্টি ৰাখিব বুলি আশা কৰি মই বৰ্ত্তমান প্ৰস্তাৱটো সংশোধিত আকাৰে সমৰ্থন কৰিলো।

**Shri SARBESWAR BORDOLOI (Titabar):** মাননীয় উপাধ্যক্ষ মহোদয় শ্ৰীযুত শৰ্মা ডাঙৰীয়াৰ মূল প্ৰস্তাৱৰ ওপৰত শ্ৰীযুত দাস ডাঙৰীয়াই যিটো সংশোধনী প্ৰস্তাৱ আনিছে—তাৰ সমৰ্থন কৰিয়েই মই কিছু কথা কবলৈ ওলাইছো। এই সম্পৰ্কাৰ মোৰো এটা প্ৰস্তাৱ আছিল কিন্তু বেলতত ১৯৪ নং পৰিছে। কাষেই—সেই প্ৰস্তাৱটো চলিত এই অধিবেশনত ওলোৱাৰ আশা নাই। গতিকে এই প্ৰস্তাৱৰ সন্দৰ্ভতে মই কেইটা নান কথা কব খোজো।

অসমৰ বেল লাইনৰ যোগাযোগ সংস্থাৰ অসুবিধাৰ কথা সদনৰ সদস্য সকলে ভালকৈয়ে জানে। ইয়াৰ উপৰিও বাচ-মটৰ চলাচল কৰা বাট্টা ও সুবিধাজনক নহয়। অসমৰ উন্নতিৰ কাৰণে নতুন নতুন বেল লাইন খুলিব লাগে আৰু মটৰ-বাচ চলাচলৰ বাট্টা বিলাকো কৰিব লাগে আৰু বেলৰ লাইন বিলাক 'ব্ৰাদগেজ' আৰু 'ডাবল' লাইন কৰিব লাগে।

উপাধ্যক্ষ মহোদয়, বৃটিছৰ আন্দোলত ব্যক্তিগত কোম্পানীয়ে লাভলোকচানৰ কথা মনত ৰাখি যত লাভ হোৱাৰ আগন্তুক আছিল তাতো বেল লাইন খুলিছিল আৰু ই ব্যৱসায়িক আছিল। কিন্তু স্বাধীনতাৰ আগে এই বেলৰ লাইনবিলাক জাতীয়কৰণ কৰা হ'ল। ইয়াৰ উদ্দেশ্য এয়ে নহয় যে—জাতীয় কৰণৰ পিচতো আগৰ ব্যৱসায়িক লাভ-লোকচানৰ উদ্দেশ্যত নতুন লাইন খোলা বা নোখোলা হ'ব। ভাৰতৰ সৰ্বসাধাৰণ জনবাহিৰৰ সুযোগ সুবিধাৰ কাৰণে বেল চলাব লাগিব আৰু যদি তাকে কৰিব পৰা নহয়—তেনেহলে জাতীয় কৰণৰ উদ্দেশ্য ব্যৰ্থ হ'ব। সেইকাৰণে মই কওঁ ভাৰতৰ অন্যান্য ৰাজ্য সমূহৰ দৰে—অসমৰ উন্নতিৰ কাৰণে ও প্ৰয়োজনীয় অঞ্চল সমূহলৈ বেলৰ নতুন লাইন বঢ়াই দিব লাগিব। এই কাৰ্য্যত যদি অৰ্জীজৰ কোম্পানীৰ ব্যৱসায়িক মনোভাৱ থাকে তেনেহলে ই বৰ দুৰ্ভাগ্যৰ কথা হ'ব। অসমৰ সৰ্বসাধাৰণ ৰাইজ আৰু আওহতীয়া অঞ্চল সমূহৰ উন্নতিৰ কাৰণে খনিজ সম্পদসমূহৰ উদ্ঘাটনৰ বাবে আৰু বনজ সম্পদৰ



উদ্ধাৰৰ বাবে বেলৰ পথ বিস্তাৰ কৰিব লাগিব আৰু এই কাৰণে বেল পথৰ যে আৱশ্যক তাক কোনেও নুই কবিব নোৱাৰে। ই এটা সৰ্ব সন্মত কথা আৰু আজি যদি চৰকাৰে এই বেল পথৰ দখল লৈ ৰাইজৰ উন্নতিৰ কথাটো লক্ষ নকৰে তেন্তে—আমি আচল উদ্দেশ্য লৈ পিঠি দিয়া হব আৰু এনে হলে আমাৰ ৰাজ্যৰ কোনো ৰকমৰ উন্নতি নহব। সেই কাৰণে নই মাননীয় সদস্য সকলক আহ্বান জনাও যেন তেখেত সকলে এই প্ৰস্তাৱত একমত হয় আৰু চৰকাৰক অনুৰোধ জনাও যেন এই প্ৰস্তাৱ এই সন্মত গ্ৰহণ কৰি অসমত যাতে বেলপথৰ বিস্তাৰ হয় তাৰ কাৰণে কেন্দ্ৰীয় চৰকাৰক টানি অনুৰোধ কৰে। কাৰণ অসমৰ জনসাধাৰণৰ স্বাভাৱদ্বীতাৰ পথত বেল-পথ বিস্তাৰৰ নিবিড় সম্বন্ধ আছে আৰু অসমৰ তথা ভাৰতৰ ভবিষ্যত ইয়াৰ ওপৰত নিৰ্ভৰ কৰিছে।

মাননীয় উপাধ্যক্ষ মহোদয়, বেলপথৰ বিস্তাৰ নাহোৱাৰ কাৰণে আমাৰ ৰাজ্যৰ বহুলীয়া সম্পদৰাজী আজি নামমাত্ৰ 'ৰয়েলটী'ত বিদেশী ৰাফ্ট পাৰ্কীংস্থানক দিব লাগিছে। এই বিলাক বস্তু হৈছে—কয়লা আৰু চুনশিল। যোগাযোগ ব্যৱস্থাৰ অভাৱত এইবিলাকৰ 'কেষ্টেৰী' খুলিব নোৱাৰাৰ হেতু—পাৰ্কীংস্থানে আমাৰ বহুলীয়া খনিজ সম্পদ সমূহ হৰণ কৰিব লাগিছে নাম মাত্ৰ 'ৰয়েলটী' দি পাৰ্কীংস্থানৰ চাটক চিমেণ্ট কেষ্টেৰীত আমাৰ চুনশিল—চিমেণ্টলৈ ৰূপান্তৰিত হৈছে। চেৰাপুত্ৰীত কয়লাৰ খনি আছে চণশিল পোৱা যায় কিন্তু অন্য নিয়া কৰাৰ উপযুক্ত পথ নথকাৰ হেতু এইবিলাক আমাৰ ৰাষ্ট্ৰীয় উন্নয়ন আৰু পৰিকল্পনাৰ কামত অহা নাই। আন হাতে, উত্তৰলক্ষিমপুৰ যোৰহাটৰ নিম্নাতিৰ পৰা মাত্ৰ ২৭ মাইল দূৰত অৱস্থিত আৰু বাৰিষা কালত—তালৈ 'এবোপ্পেনৰ' বাহিৰে যোৱাৰ কোনো উপায় কেতিয়াবা নাইকীয়া হয়। আজিৰ দিনত এই ঠাই বিলাক এইদৰে আওহতীয়া হৈ পৰি থকাটো বৰ দৰ্শন কথা। সেই কাৰণে নই এই প্ৰস্তাৱ সমৰ্থন কৰি কওঁ যে যত যত খনিজ পদাৰ্থ আমাৰ ৰাজ্যত আছে—আৰু যত যত শিল্পৰ কেন্দ্ৰ হোৱাৰ আশা আছে তালৈ বেল পথ বিস্তাৰ কৰিব লাগে। গোৰা পাহাৰলৈ, তেজপুৰৰ পৰা উত্তৰ লক্ষীমপুৰলৈ আৰু উত্তৰ লক্ষীমপুৰৰ পৰা চকুৱাখানালৈ—বেলপথ বিস্তাৰ হোৱা নিতান্ত প্ৰয়োজন। এই প্ৰসঙ্গতে নই এই কথা উল্লেখ কৰিব খুজিছো আৰু পূৰ্ববৰ্তী বক্তাসকলৰ বহুতেই উল্লেখ কৰিছে যে আমাৰ ৰাজ্য খনৰ চাৰিওফালে বিদেশী ৰাফ্টই ঘেৰাও কৰি ৰাখিছে আৰু ভাৰতৰ অন্যান্য অংশৰ লগত বাণিজ্যিক বন্ধাৰ যি সত্ত্বে সেই সূত্ৰ-পথটো ইমান সংকীৰ্ণ যে—অনাতি পলমে ইয়াৰ বিকাশ সাধন নকৰিলে ভাৰতৰ স্বাধীনতা আৰু নিৰাপত্তা ক্ষেত্ৰত বিদেশীৰ হস্তক্ষেপ হ'লে—অস্থিৰতা আৰু দূৰ্যোগ আহি পৰিব গতিকে এম পঞ্চ বাৰ্ষিকী পৰিকল্পনাৰ প্ৰণয়নৰ সময়ত ডাঙৰ-ডাঙৰ পৰিকল্পনাৰ আচনী গ্ৰহণ কৰিবৰ বাবে অসম চৰকাৰৰ গুৰু দায়িত্ব আহি পৰিছে। আমি দেখিছো ১ম আৰু ২য় পৰিকল্পনাত অসম চৰকাৰে ভাৰত চৰকাৰক বৃজায় অসমত বৃহৎ আচনী গৃহীত কৰিব পৰা নাই আৰু তাৰ ফল স্বৰূপে আজি অসম উন্নয়নত পিচ পৰা। আজি যদি এম পৰিকল্পনাৰ প্ৰণয়নত আমাৰ চৰকাৰে ডাঙৰ ডাঙৰ আচনি হাতত নলয় আৰু তাক কাৰ্য্যকৰী কৰিবৰ বাবে ভাৰত চৰকাৰক মান্তি কৰাৰ নোৱাৰে—বিশেষকৈ যাতায়াতৰ ক্ষেত্ৰত তেন্তে অসম উন্নতি পথত কেতিয়াও আগবাঢ়ি যাব নোৱাৰিব। আগন্তুক পৰিকল্পনাত অসমৰ লগত ভাৰতৰ যোগাযোগৰ আলিৰাত বহল কৰা আৰু বেল লাইন 'ব্ৰড্‌গজ' আৰু 'দবল' লাইন কৰিবলৈ পৰিকল্পনা লোৱা প্ৰয়োজন। আমাৰ নেতাসকল অসমলৈ আহি বহুত সময়ত যাতায়াতৰ অস্থিৰতা ভোগ কৰিব লগাত পৰিছে। সেই কাৰণে আমাৰ অসমৰ উন্নতিৰ কাৰণে এম পঞ্চ বাৰ্ষিকী পৰিকল্পনাত ডাঙৰ-ডাঙৰ পৰিকল্পনা হাতত লবলৈ সৰ্বভোতৃপ্ৰকাৰ চেষ্টা কৰা উচিত।

**Shri DANDESWAR HAZARIKA (Morongi):** Mr. Deputy Speaker Sir, my Friends the hon. Members of this House who spoke before me have touched almost all the important



points in this resolution moved by my Friend Shri Ram Nath Sarma. It is not necessary to dilate upon the necessity of these two railway lines which have been discussed on the floor of this House in two consecutive sessions. It was the unanimous opinion of this House that these two lines should be taken up by the Government of India as early as possible. To that effect Sir, we could learn that the India Government sent some engineers and surveyors to survey the feasibility of this railway line to Garo Hills, but we do not know Sir, whether this project has been dropped or is not under the contemplation of the Government of India or the Railway authorities. It is really very sad Sir, to note that Assam is undeveloped in industries and it is also known to hon. Members of this House that due to transport bottleneck we are not in a position to develop our industries. We know that our Government is trying hard to bring private industrialists to this State to start industries, but due to difficulty of transport, after calculation, they refused to come to Assam to start industries. It is therefore, absolutely necessary Sir, that communication, specially rail communication in Assam should be improved by the Central Government without any further delay. Most of our friends who have gone outside India or even to other parts of India must have realised how backward we are in regard to railway communications. I think in our State Sir, railwayline will be a little over one thousand miles but in other advanced States in India like Bombay, West Bengal, the Punjab, etc., the railway lines will be from 6 to 8 thousand miles or even more. So we can easily realise how much backward we are regarding rail communication. Whoever comes here, whether from outside India or our own leaders from India always say that Assam is a very rich State in mineral and other resources but it requires to be developed.

Sir, regarding Garo Hills I think my Friends know that the district is full of mineral resources like coal, limestone, cement etc., but for lack of communication these natural resources have not been properly tapped and developed. Moreover, there are other natural resources also like timber and agricultural products like cotton, ginger, pineapples etc., For want of adequate transport facilities the growers of these commodities do not get fair price. It is high time Sir, that the Government of India or the Railway authorities should take up these two lines as early as possible—at least we hope Sir, that in the Third Five Year Plan we will get these railway lines from Pandu to Goalpara on to Garo Hills. Regarding the other line from Rangapara North to Lakhimpur North, it is needless to say much. My hon. Friends Shri Mohanand Bora, Shri Khogendra Nath Nath,



Shri Devendra Nath Hazarika and others have already spoken of the absolute necessity of this line. So, we hope that our Government will impress upon the Government of India the necessity of these lines so that these lines may be completed in the Third Plan.

With these words Sir, I support the Resolution moved by my Friend Shri Ram Nath Sarmah.

**Shri RAM NATH SARMAH (Lumding):** Mr. Deputy Speaker, Sir, it is gratifying to note that hon. Members from both sides of this House have strongly supported my motion and expressed their view points and covered those I have left. There is nothing more to commend on that, except of course the amendment moved by my Friend Shri M. K. Das. I find his amendment and my Resolution are almost the same, he only pointed out the existence of coal in the Garo Hills. Therefore, I have no objection to that and I gladly accept his amendment and I hope the House will accept my Resolution.

**Capt. WILLIAMSON A. SANGMA (Minister, Transport):** Mr. Deputy Speaker Sir, I am indeed grateful to Mr. Sarma for having introduced this very important Resolution. I am also glad to know that the hon. Members of both sides of the house have whole heartedly supported the Resolution. The hon. Members while supporting the Resolution have ably placed before the house various reasons justifying the need for immediate construction of these two railway lines *via*. (1) from Pandu to Goalpara then to the coal bearing areas in the Garo Hills and (2) from Rangapara to North Lakhimpur *via* Markongselek. This Government have fully realised the necessity for immediate construction of these two railway lines. Government have already moved the Railway Authorities to immediately take up the construction of these two railway lines in the past. We are still taking up the matter with the Government of India.

Regarding the railway line to the coal fields in the Garo Hills, as have been stated by some of the hon. Members, the Government of India have already taken some steps for implementation of the project. In 1956 traffic survey was already undertaken and completed. Thereafter location survey was also partly undertaken. From this it will be clear that the proposal to have a railway line to the coal bearing areas in the Garo Hills has been fully justified. Unless the Railway authorities were satisfied that there would be sufficient traffic orders for location



survey would not have been issued. Therefore, Sir, it is indeed a very welcome Resolution. As stated earlier this Government have already taken up this matter with the Government of India and have been constantly pressing them to take up the construction at an early date. The proposed line from Pandu to Garo Hills coal bearing areas will be about 109 miles only. Judging from the result of the traffic survey this particular project should have already been implemented. Our Chief Minister, Mr. Chaliha has, however, taken up this matter with the Deputy Minister for Railways during his recent visit to Shillong. The Chief Minister has also pressed the Deputy Minister for Railways for construction of a railway line from Rangapara to North Lakhimpur. The Deputy Minister stated that it might be possible to take up these projects. He further said up that the railway line from Pandu to Garo Hills might be taken during the Third Plan. We are, however, pressing that the work should be started earlier.

In fact we do not know why the location survey which was already started should be abandoned abruptly. In January last, however, we have been informed by the Railway Administration that this has to be done abandoned as the technical personnel engaged in this project had to be withdrawn for work in some other important projects. This was the only reason given by the authorities concerned. They have not stated that there is no justification for implementation of the project either from traffic point of view or from other points of view.

I may also inform the House that the geological survey indicates an existence of about 65 million tons of coal in the Garo Hills. It has also been indicated probable deposit of another 55 million tons of coal in the same area. It will therefore be seen that there are about 120 million tons of coal deposit in Garo Hills which can be immediately exploited. It is not only to exploit the coal that we need the railway line to Garo Hills. As it has been rightly pointed out recently by our Minister for Major Industries, we cannot think of any industrial development unless and until there is adequate and easy means of transport and power.

In the course of discussion of this Resolution the hon. Members have ably placed before the House the possibility of various industrial development in the State. They have also mentioned about the agricultural produces which have to be transported elsewhere from the producing areas. They also mention about the forest wealth of our State which are yet to



be exploited for want of transport facilities. So, Sir, I do not want to enumerate and repeat what has already been stated by the hon. Members. I have to simply thank them because they strengthened the Government's hand in this regard.

As you are well aware, the State of Assam is still very backward uptill to day in the matter of transport facilities. I hope, Sir, the authorities in Delhi will, as a result of these deliberations and observation, fully realise the urgent need of the people of Assam in the matter of transport facilities. I therefore, feel happy that this particular subject has been brought before this House and we have had an opportunity to express our feelings and views in this regard.

Now with regard to proposed railway line from Rangapara to North Lakhimpur. Another resolution in this regard has already been introduced in this House during last session by our Friend Shri Bora. The resolution has already been accepted by this House. This State Government has already taken up this matter with the Government of India. We are still collecting information regarding traffic of the area.

We are yet to collect more informations in this regard to make out our case. So far as the agricultural produces in that area, the annual productions are as follows :

1. Rice and Paddy	...	...	...	1,10,000 tons.
2. Jute	...	...	.. ..	846 „
3. Tea	...	...	... ..	14,000 „
4. Potatoes	...	...	... ..	4,300 „
5. Sugar Cane	...	...	.. ..	3,668 „
6. Rape and Mustard seeds	...	...	...	13,000 „

Besides these, there are rich and untapped forest wealth in the area for transportation of which we need easy means of communication.

I, therefore, personally feel that there is sufficient justification for early taking up of this particular Railway Project from traffic point of view. The abundant forest is bound to remain unexploited if easy means of transport cannot be provided. It will therefore be seen that there will be no dearth of



transportable commodities once the proposed Railway line is constructed. In fact, as the hon. Members are aware, no industry can grow and no human activity can be increased in respect of production of agricultural produces or in the exploitation of natural resources, unless and until the movement of the goods produced in the areas to other marketing centres is first ensured.

When I was in my home district I had an opportunity to discuss with the Traffic Survey Officers of the Government of India regarding traffic protentiality in Garo Hills in connection with the proposed Garo Hills project. The Traffic Survey Officers expressed doubt if there would be sufficient traffic and they also pointed out that the area through which the proposed railway line would pass was thinly populated. I pointed out to them that that might be the fact at that time but once the railway is constructed number of industries for proper utilisation of the mineral as well as forest wealth is bound to grow and the people living at present some 10 to 15 and even 30 miles away will come to the places near about the railway line in order to take advantage of the railway communication for transportation of their produces. Accordingly I have pointed out to them that we should not come to a decision only by taking the present traffic possibility. I emphasized that the possibility of increasing traffic in the near future should be taken into consideration before any decision is arrived at.

On the same analogy it will be a mistake to take any stand on the plea of inadequate traffic so far as the railway line on the Noth Bank, *i. e.* in regard to the proposed railway line from Rangagara to North Lakhimpur. We have taken into consideration the potentiality of the huge forest wealth which remains still untapped in that area. I therefore believe that there will be no difficulty on the part of the authority to accept our proposal. This particular matter was, for a number of times, placed before this august House and I am fully convinced that the hon. Members have put up very ably the reasons for taking up these two railway projects, and therefore I do not like to dwell upon the subject at any further length. As I have already told you, Sir, it was very kind of the hon. Members from both sides of the House to so unanimous in this particular matter, which will go to strengthen the hands of the Government. Government is very keen to stabilise the railway lines throughout the whole State ; we would like to have some new railway lines. But unfortunately as the Finance Minister has very rightly pointed out, we regret to find that no new proposal has been made by the Railway Ministry for construction of any



new line in the State of Assam. In the Second Plan period also save and except establishment of Railway Headquarters at Pandu, stabilisation of the Link-line from Amingaon to Siliguri and one or two other smaller projects, no other important work or projects have been included. So far as the establishment of these two new railway lines are concerned, although they are not included in the Second Plan period, I believe Government of India will fully realise that Assam needs special consideration and in view of this unanimous demand which has strengthened our hands, I only hope that this Government's efforts to persuade the Government of India will be successful. Government therefore has no hesitation to welcome this Resolution whole-heartedly.

**Mr. DEPUTY SPEAKER:** The question is that this Assembly is of opinion that with a view to facilitate exploitation of the mineral and forest resources and for industrial and economic development, the Government of Assam do move Central Government to take immediate steps for extending railway lines connecting Pandu and Goalpara with coal bearing areas in Garo Hills, and Rangapara North with Lakhimpur North in the State of Assam.

(The Resolution was adopted unanimously).

**Resolution re: to move the Government of Assam to take immediate steps to make the Borgong Bridge toll free both for public as well as vehicular traffic**

**Shri BISHNU LAL UPADHYAYA (Gohpur):** Mr. Deputy Speaker, Sir, I beg to move the following resolution for abolition of toll on the Borgong Bridge. The resolution runs like this:

“This Assembly is of opinion that the Government of Assam do take immediate steps to make the Borgong Bridge toll free both for the public as well as for vehicular traffic.”

Sir, this Borgong bridge was constructed and made open for public use in the year 1941. This bridge was constructed at such a time when a considerable portion of the North Trunk Road near the Manabarie tea estate was washed away by the strong current of the Brahmaputra. The people experienced immense trouble due to the erosion and diversion of this North Trunk Road seven miles towards the north. From that time onward people had taken to the use of this bridge and have been put to great hardship for having to pay toll fee for crossing this bridge. Even the poor students and the peasants who have to use this bridge as the



only means of communication have been paying toll fee for crossing this bridge for the last 18 years. Although as long as 18 years have passed since the construction of the bridge and making the same open for public use, the bridge has not been made toll free till this date. Sir, this bridge was built out of the loan fund of the Central Government. The loan taken by our State Government for construction of this bridge has been written off a long ago, i.e., when the new Constitution of India came into operation. The cost of maintenance of the bridge is almost totally realised by way of collecting tolls over the bridge. So, Sir, there is no justification to continue levying toll fee over this bridge. It is needless to mention that communication on the North Bank of the Brahmaputra is very far from satisfactory. In spite of our Government are taking some steps to remove these communication difficulties in the North Bank, many of the difficulties are still there. Due to the absence of any railway communication and water communication specially to the east of the Jia Bhorali river, the entire area upto the North Lakhimpur district remains hopelessly undeveloped although there are plenty of scope for development of the area commercially, industrially, educationally etc. These are things to be thought of and brought to living reality in the distant future. But what is going on today? When the prices of essential commodities including foodstuff is going up every day the people have to undergo immense hardship and feel much distress during the rainy season. In the construction of all the bridges no doubt some amount has to be spent, but in the bridges of the north bank of the Brahmaputra alone the toll is realised. This creates a great hardship. So, Sir, steps should be taken so that this toll no longer exists in our State. This demand is very sincere and just and I hope that this demand will not be turned down on the plea that only a negligible amount is being realised to maintain the bridge.

So, Sir, I request the Minister-in-charge to look into the matter and take favourable steps to exempt the toll from the early part of the next financial year.

With these few words, Sir, I press the Motion for the acceptance of the House.

**Mr. DEPUTY SPEAKER:** The Resolution moved is: "That this Assembly is of opinion that the Government of Assam do take immediate steps to make the Borgong Bridge toll free both for public as well as for vehicular traffic."



**Shri MOHANANDA BORA (North Lakhimpur):**

Mr. Deputy Speaker, Sir, I rise to support the Motion moved by Shri Upadhyaya. There are several big bridges over the rivers on the south trunk road also including the one on Kolong which has been constructed just one year before and there is no toll system there, but in all the bridges in the north bank there is this system. I cannot understand why this is so in the north bank alone where it is very difficult to cross those rivers, though some new bridges are under construction. In all the bridges including Ranganadi bridge and Borgong bridge there is toll system. What is the justification for realising such toll on the bridges of the north bank I do not understand. I think the Borgong bridge was constructed as far back as in 1941 and the Government have in the meantime realised enough money during these 18 years and realised near about Rs.1,80,000, if we hold it on an average of Rs.10,000 a year. So, Sir, I think Government should declare this bridge toll-free from the next financial year. On this point I support the Resolution and hope that the Government will be pleased to do so and thus give relief to the people, especially the cultivating people, who are to cross this bridge often times.

With these words, Sir, I support the Resolution.

**\*Shri MOHIKANTA DAS (Barchalla):** Mr. Deputy Speaker, Sir, I support the Resolution moved by Shri Upadhyaya. In the discussion in this House this forenoon about the difficulties of communication in the north bank the hon. Members are quite convinced that the people remaining in this area are experiencing great hardship, specially during the rainy season when the transport communication remains suspended because there are no bridges on those turbulent rivers. It so happens that some times the travelling people have to be diverted to Panpurghat which then becomes the only life line for transport from North Lakhimpur. We are very grateful for taking early steps for constructing a railway line from Rangia to Rangapara north and to Tezpur. And now there is a move for extending the line to North Lakhimpur for the consideration of the Central Government. In this regard our Government is quite sympathetic. But, Sir, we cannot understand why toll has to be paid for the bridges over the rivers in the north bank while for crossing similar kind of bridges in the south bank people have not to pay such toll.



This creates a confusion in the mind of the people. They fail to find the reason for making this disparity which can easily be removed by our Government. So, there is a request in the Resolution to make those bridges toll free considering the hardship caused to the people for difficult communication. In the rainy season the travelling people are always stranded with their commerce and industries. Over and above that they have to pay toll. I hope this matter will be considered sympathetically by the Government when it is a reasonable demand of the people. Also I cannot understand why the people have to pay toll still now for crossing the Borgong bridge which was constructed in the year 1941. I think within the last 18 years the original cost of Rs.1.50 lakhs has already been realised from this toll system. Why the people of the north bank should still now pay toll for this bridge? So, I request the Government to consider this matter and hope that they would make justice in this regard.

With these words, Sir, I support the Resolution moved by my Friend Shri Upadhyaya.

**\*Shri DEBESWAR SARMAH [Minister, P. W. D. (Road and Building)] :** Mr. Deputy Speaker, Sir, Government view this Resolution with sympathy. The points which have been urged by the hon. Members have considerable force in them. Now, this Borgong bridge was constructed in 1940-41; it was opened on 1st April 1941. The capital cost of construction was Rs.2,73,013-7-0. Now, I will not trouble the House with the details of repairs and maintenance. From 1941-42 to 1958-59, the repair and maintenance cost of this bridge has been very considerable, that is to say, Rs.2,82,431-1-3. Now, during these years, the tolls realised come to Rs.2,07,076-10-0. Thus a balance of Rs.3,48,367-14-3 is left unrealised out of the total capital cost plus cost of repairs and maintenance. (A Voice:—It will increase annually). Yes, it might. My Friend is perhaps right because these hill streams are turbulent and repair and maintenance expenses are very heavy. For instance in 1945-46, the maintenance and repairs expenses were Rs.26,621 and odd; in 1946-47, they were Rs.55,000 and odd; in 1947-48, they were Rs.54,000 and in 1956-57, they were Rs.42,000. Thus, the total amount in all these years from 1941-42 to 1958-59, as I stated before, comes to Rs.2,82,431 and odd. Now, some time in 1931 or so and again in 1954, Government adopted a policy that for bridges, the construction cost of which



exceeded Rs.1 lakhs, tolls should be realised till the cost of construction plus maintenance and repairs are realised. This is the accepted policy. Now, Sir, two of my Friends have said that the Government of India had written off our liabilities. But no such papers could be available in our Department. I should be grateful to the hon. Members if they could please supply me with some clue to find out the fact of writing off the amount in regard to this bridge. A few days before also I was asked by a Friend from Tezpur as to whether or not our liabilities had been written off by the Central Government. I enquired but my Department has not been able to place any material before me to show that these were written off. So, it would be helpful if our Friends assist us in finding that out.

Now, Sir, the question of abolition of tolls on one bridge, viz., Borgong, is linked with a bigger policy. It is this: if we abolish tolls on Borgong bridge, why not on others? If we abolish tolls on bridges why not abolish tolls on ferries? In bridges the capital cost is incurred once and for all, and for the service we realise tolls. In ferries every year we have to incur expenditure and, therefore, the toll is levied. So, by and large, generally speaking, both of them stand on the same footing. It may be urged why not abolish tolls on bridges as well as ferries? All the three friends spoke about hardship in respect of this payment. No doubt it is pleasing to receive goods and services and it is always a hardship to make payment for them because the overwhelming majority of our people are not so affluent that they can without a scratch in their mind give away money. I want a fountain pen and I would like to have it, but when I am told that a Parker costs Rs.63, I find it hard to buy it. Similarly, it is a hardship to pay for the goods and services received. We clamour for more roads, bridges, schools, dispensaries, etc., and urge on the Ministry of Finance to give us funds. But nobody will say that the Ministry of Finance has got the Alladdin's Lamp and they have only to put their hands in it and get the money to pay for these services. If we abolish tolls on bridges and ferries we loss a considerable amount and to that extent the revenue of the State is depleted. But on the contrary, if we realise tolls and these are ploughed back in developing and improving other roads and bridges, we create further amenities for the people. All these considerations are involved. However, I have only expounded the different sides of the problem, but I can assure the hon. Members that this matter is engaging the attention of Government. The whole matter will be gone into and examined in all these details. Government also wants to abolish all these things if circumstances permit and give free service to the



people as far as possible. In view of this, Sir, I hope the hon. Member will be pleased to withdraw his resolution.

**Shri BISHNULAL UPADHYAYA (Gohpur):** The Minister says that Government will think seriously about it. In view of this assurance, I beg leave of the House to withdraw my resolution.

(The resolution was, by leave of the House, withdrawn).

### Adjournment

The Assembly was then adjourned till 9 A. M. on Friday, the 13th March, 1959.

Shillong:

R. N. BARUA,

Secretary,

The 1st September 1960.

Assam Legislative Assembly.



