

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

—

The Assembly met in the Assembly Chamber, Shillong at 10 A. M.  
on Tuesday, the 1st March 1966.

PRESENT

Shri MAHENDRA MOHAN CHOUDHURY, B. L., Speaker in the  
Chair, seven Ministers, two Ministers of State, two Deputy Ministers and  
forty-one Members.

**QUESTIONS AND ANSWERS**

—

**STARRED QUESTIONS**

(To which oral answers were given)

Starred Question No.7 was not put and answered as the hon. Ques-  
tioner was absent.

**UNSTARRED QUESTIONS**

(To which answers were laid on the table)

**Re: Selection of tribal representatives for going to Delhi on  
the Republic Day Celebration, 1966**

**Shri JOY BHADRA HAGJER North Cachar Hills (Reserved  
for Scheduled Tribes)] asked :**

16. Will the Minister, Tribal Areas be pleased to state—

- (a) Whether there were tribal representatives from Autonomous Districts of Assam selected to go to Delhi on the occasion of the Republic Day celebrations in 1966 ?
- (b) If so, their names and addresses and the districts they represented.

**Shri CHATRASING TERON (Minister, Tribal Areas and  
W. B. C.) replied :**

16. (a)—Yes.

- (b)—(1) Rev. Luaia of Lungleh, P.O. Lungleh, Mizo District.
- (2) Shri Langsing Tiso, Chairman, Mikir Hills District Council, Diphu, United District of Mikir and North Cachar Hills.
- (3) U Span, Doloi of Raliang, Jowai, United Khasi and Jaintia Hills District.
- (4) U Iliam, Sirdar of Mawlong, United Khasi and Jaintia Hills District.

Of them U Iliam, Sirdar of Mawlong could not attend due to personal difficulties and Shri Langsing Tiso could not go due to in disposition and in his place Shri Sar Rongpi, Executive Member of Mikir Hills District Council attended the celebrations.

**Calling Attention to a matter of Urgent Public Importance—  
Stampede death following a public meeting at Tinsukia  
addressed by Shrimati Indira Gandhi, Prime  
Minister of India, on 5th February, 1966.**

**\*Shri NARENDRA NATH SARMA (Bokakhat)** অধ্যক্ষ মহোদয়, যোৱা ৫ ফেব্ৰুৱাৰীত তিনিচুকিয়াত যি জন-সভা হৈছিল ব'ত প্ৰধান মন্ত্ৰী শ্ৰীমতী ইন্দিৰা গান্ধীয়ে ভাষণ দিছিল তাত সভা ভগাৰ পিচত যেতিয়া জনতাই সোনকালে ওলাই যাবৰ বাবে আঙুৰাই আছিল তেতিয়া জনতাৰ ভিতৰ যি দুৰ্ঘটনা ঘটিল তাত বহুত মানুহ মৃত্যুৰ মুখত পৰিল আৰু বহুত জখম হল। চৰকাৰে কি ব্যৱস্থা হাতত লৈছে আৰু যিসকল মৃত্যুৰ মুখত পৰিল তেওঁলোকক কিবা compensation দিয়া হৈছে নে নাই তাকে জানিবৰ বাবেই এই calling attention অনা হৈছে।

Sir, I beg to call the attention of the Chief Minister under Assembly Rule 54 regarding the accident that occurred during the last Tinsukia public meeting addressed by our Prime Minister, Shrimati Indira Gandhi, where several people died and were injured due to police stampede and mismanagement.

It is a matter of great public interest as many public who attended the public meeting had died and were injured. I, therefore, want to know the following information :—

- (1) Causes resulting in death and injuries to public attending the meeting ?
- (2) Number of persons killed ?
- (3) Number of persons injured ?
- (4) What compensation have been paid to the victims and their families ?
- (5) Why Police started stampede and was it justified ?
- (6) What steps the Government is taking to prevent such mishap in such important public meeting when addressed by important Government leader like the Prime Minister ?

**\*Shri BIMALA PRASAD CHALIHA (Chief Minister) :** Mr. Speaker, Sir, the Prime Minister of India, Shrimati Indira Gandhi, visited Assam on the 5th and 6th February, 1966. The main purpose of her visit was to address the Miching Bane Kebang at Kulajan in the district of Lakhimpur on 6th February. Her itinerary included, among others, a public meeting to be addressed by her at Tinsukia on 5th February, 1966.

The visit of the Prime Minister was a tremendous success. Wherever she went large crowds attended her meetings and collected on road-sides to give her a rousing reception. There was great enthusiasm among all sections of the people who as in the case of her illustrious predecessors wanted to come near and have a close 'darshan'. Her personal popularity was also

abundantly clear from the beginning. These very desirable trends posed special problems of crowd/traffic control for the Police, who on the whole rose admirably to the occasion assisted by volunteers and N. C. C. cadets in some places. It is, therefore, highly unfortunate that an incident took place immediately after the conclusion of the public meeting at Tinsukia on 5th February which was the last public engagement of the Prime Minister on the south bank according to the official programme.

The Prime Minister arrived Tinsukia at 7.40 P.M. and went straight to the public meeting. There were about 50,000 people inside the stadium where the meeting was held and about 10,000 along the road leading through the town to that place. The arrival and departure of the Prime Minister at the venue of the meeting was quite orderly in spite of large admiring and curious crowds who thronged both sides of the road. The meeting was also very orderly. However, just at the conclusion of the meeting when the Prime Minister was leaving for Dibrugarh there was a sudden rush through the gate meant for the general public. It was apparently felt by a large section of the gathering that there would be another reception to the Prime Minister at Congress Bhavan at Tinsukia. A section of the crowd rushed for the Congress Bhavan. The Prime Minister and her entourage was able to leave without much inconvenience. When she stopped in front of the Congress Bhavan her way was practically barred by a section of the people. It was the large number of people apparently who in their eagerness to reach the Congress Bhavan in time made a rush through the gate and caused the stampede. There was also the usual crowd of enthusiasts who are always noticed at public meetings making a dash for the roads to have a last close 'darshan' of the V.I.P. There was also a section of the crowd anxious to avail the special trains and buses arranged to take those hailing from places outside Tinsukia proper.

As already mentioned the meeting at Tinsukia was held in the stadium. The stadium was surrounded by a 9' high brick wall enclosing a space of about 3,00,000 (three lakhs) square feet. The space was ample for the size of the audience. In fact, there seemed to be sufficient vacant space at the back. There were three gates of which one (6' wide) was reserved for the V. I. Ps., another (3' wide) for women and children and the third (12' wide) for the general public. The stadium was adequately lighted and particular attention had been paid to the gates. The barricades and deployment of policemen had been made according to the rules and as stated earlier there was no over-crowding inside the stadium.

Therefore, while other causes like existence of a single gate, rush for availing special trains and buses were no doubt contributory factors. The main cause which led to the stampede was apparently the eagerness of a large section of the crowd to get to the Congress Bhavan in time.

Thirteen persons died as a result of the stampede—12 on the 5th and one later in the hospital. 23 persons received injuries. Government very deeply regret this loss of lives. The police and other officers present arranged to evacuate the victims to the hospital in private vehicles with the assistance of the public and N.C.C. cadets. The Officer-in-charge, Tinsukia Police Station personally supervised the evacuation of the last batch of 5 casualties.

COMPLAINT RE: INADEQUATE FACILITIES  
FOR REPORTING THE PROCEEDINGS  
OF THE HOUSE IN THE ASSAMESE  
AND BENGALI LANGUAGES

[1st Mar.,

The Government have sanctioned Rs. 1,000-00 as an *ad-hoc* relief grant to each of the families of persons who lost their lives in the incident.

The Sadar Sub-divisional Officer, Dibrugarh, who held an enquiry into the incident has submitted his report recently and is under consideration.

Detailed instructions on the basis of experience of this incident have been issued to all district officers to avoid recurrence of such mishap in future.

**Shri DULAL CHANDRA BARUA (Jorhat)** : May I know from the hon. Chief Minister that though there was an enquiry by the Sub-divisional Officer but the people are demanding a high-power judicial enquiry commission and whether the Government is contemplating to appoint the same ?

**Shri BIMALA PRASAD CHALIHA** : The Sadar Sub-divisional Officer made an executive enquiry but he has mentioned in his report that there should be a judicial enquiry, therefore, we propose to have a judicial enquiry but it has not as yet been decided who will conduct the enquiry.

**Shri NILA KANTA HAZARIKA (Dergaon, Reserved for Scheduled Caste)** : মুখ্যমন্ত্রীৰ পৰা জানিব পাৰোনে তাত পুলিচৰ দ্বাৰা লাঠি চালনা কৰিছিলনে ?

**Shri BIMALA PRASAD CHALIHA** : লাঠি চালনা কৰা নাই।

Complaint for inadequate facilities for reporting the proceedings  
of the House in the Assamese and Bengali Languages

**Shri LAKSHMI PRASAD GOSWAMI (Laharighat)** : অধ্যক্ষ মহোদয়, অসমীয়া ভাষাক ৰাজ্য ভাষা কৰাৰ পিচৰ পৰা এই সদনত অসমীয়াত বক্তৃতা দিয়া সদস্যৰ সংখ্যা বাঢ়ি গৈছে ; কিন্তু অসমীয়া ৰিপৰ্টাৰৰ সংখ্যা বঢ়া নাই। গতিকে আনি যি বক্তৃতা দিও সেইবোৰ কেতিয়াবা নতুনকৈও লিখি দিবলগীয়া হয়। বঙালী আৰু হিন্দীৰো একে অৱস্থা। কিয় এনে হৈছে কৰ পৰা নাই। তেওঁলোকৰ সংখ্যা কম কাৰণেই এনে হৈছে নে কৰ নোৱাৰো। অসমীয়া reporter ক আহিলাপাতিবো যোগাৰ দিয়া হোৱা নাই। তেওঁলোকক অসমীয়া type writer ও দিয়া হোৱা নাই গতিকে তেওঁলোকে হাতেৰে লিখিব লাগে। অসমীয়া ৰিপৰ্টাৰে যিবিলাক অল্পবিধাৰ সন্ধান হব লগায়া হৈছে সেইবোৰ দূৰ কৰাৰ লগতে তেওঁলোকৰ সংখ্যা বঢ়াবলৈকো অনুৰোধ কৰিলো।

**Mr. SPEAKER** : We have already taken up the matter with the Government. The number of Assamese reporters is not adequate. We have only three reporters and the number of speeches in Assamese is increasing. Therefore, we have already moved the Government to increase the number of Language reporters and also to improve their quality. Our Secretary is in correspondence with the Chief Secretary and I hope something will be done very soon.

**Maulana ABDUL JALIL CHOUDHURY (Badarpur)** : The position is same with Bengali also.

**Mr. SPEAKER** : Yes, both Assamese and Bengali. There will be the same set of reporters for both.

### Private Members' Resolutions

**Mr. SPEAKER:** There are no Bills. We take up the Private Members' Resolutions now.

**Shri DEVENDRA NATH SARMA (Gauhati):** Mr. Speaker, Sir, with your permission, I would like to make some amendment to my resolution. The resolution which I would like to move will be this:

"This Assembly recommends to the Government of India to convert the Railway system in Assam to Broad Gauge and to extend the existing Broad Gauge Railway line to Gauhati immediately".

**Shri DULAL CHANDRA BARUA (Jorhat):** On a point of order, Sir. The resolution has been put in a different form in the printed list of resolutions.

**Mr. SPEAKER:** Yes, but he wants to amend it and if the House agrees, I have no objection.

**Shri DULAL CHANNRA BARUA:** But the amendment should be circulated to us first.

**Mr. SPEAKER:** If the House now agrees to take up the resolution in the amended form there cannot be any objection. Does the House agree to it?

(Voices—Yes, Sir.)

**Shri DULAL CHANDRA BARUA:** We may also like to move amendments. It would, therefore, have been better if Shri Sarma's amendment were circulated to us.

**Mr. SPEAKER:** He has already amended his resolution. You may move any amendment you like to his amended resolution. The resolution as amended reads: "This Assembly recommends to the Government of India to convert the Railway system in Assam to Broad Gauge and to extend the existing Broad Gauge Railway line to Gauhati immediately".

**Shri DULAL CHANDRA BARUA:** This is self contradictory. He wants the entire railway system to be converted to Broad Gauge and at the same time he says that the Broad Gauge line should be extended to Gauhati.

**Mr. SPEAKER:** There is no contradiction. Conversion of the entire railway system to Broad Gauge will take some time. Pending this, he wants the Broad Gauge line to be extended to Gauhati immediately.

**Shri DEVENDRA NATH SARMA (Gauhati):** Mr. Speaker, Sir, I beg to move that this Assembly recommends to the Government of India to convert the Railway system in Assam to Broad Gauge and to extend the existing Broad Gauge Railway line to Gauhati immediately.

Sir, in moving this resolution, I would like to mention here briefly the history of development of railways in Assam. The first railway line in Assam was introduced in 1885 by the Assam Railway Trading Company Limited. It was a 98-mile railway connecting the extreme points of the Dibrugarh district. The next railway that came to be opened was the Jorhat Provincial Railway in the year 1891 with only 55 miles and confining itself to the Sibsagar district. The ex-Assam Bengal Railway with its headquarters at Chittagong undertook extensions of the railway lines to

Assam in 1901, but could only do so in 1905. The *ex*-Eastern Bengal Railway in 1884 had also extended its track to reach Amingaon from Parbatipur. The history of the development of Railways in this province is, therefore, disconcerted. All the above named Railways were merged with the State Railway on 1st January, 1942, 1st October, 1943, and 1st April, 1945 and named as the Bengal Assam Railway with its headquarters in Calcutta. The *ex*-Bengal Assam Railway was required to be bifurcated on 15th August, 1947 consequent on the partition of the country. The major portion of the *ex*-Bengal Assam Railway left to the Indian Union got disconcerted from the rest of the Railway and a new Railway named the Assam Railway was then created with its headquarters at Pandu. Then in the name of developing the zonal system, the headquarters of this Railway was shifted to Gorakhpur, connecting this Railway with the O.T. Railway. A great agitation developed here in Assam against the removal of the railway headquarters from Pandu to Gorakhpur. Then, due to the sympathy shown by the then Railway Minister Babu Jagjivan Ram, the NorthEast Frontier Railway was created, having its headquarters at Pandu. It is also through his efforts that we managed to get the present Brahmaputra bridge for which we are grateful to Babu Jagjivan Ram. But still the transport problem of Assam was not solved.

Sir, the problems of Assam, particularly the transport problem, were neglected by the Centre till 1962 when the Chinese launched a naked aggression on the soil of Assam. Then the Government of India took serious notice of the problem and the then Finance Minister Shri T. T. Krishnamachari, along with some experts, was pleased to visit Assam and passed necessary orders for extending the broad gauge line to Jogighopa *via* Bong-aigaon. As a result of this a partial solution of the transport bottleneck in Assam was solved, but up till now we have not been able to solve this problem in toto. Assam possesses immense natural resources which have not been yet properly tapped.

There is scope for establishment of innumerable industries based on forestry, mineral resources and agriculture. When these industries will be established the transport problem will become more acute. With the present railway system now available in the State, I think, it will not be possible to meet the need of transport of the State. It is, therefore, very necessary to develop the railway system throughout the State. Sir, in this respect I would like to mention that in Assam several districts like the Mizo Hills, Khasi Hills, Garo Hills and the major portions of other districts are not connected with railway. Nearly 14 lakhs people have been kept deprived of railway communication. Besides, Assam happens to be a frontier State and as a frontier State it has to defend the frontiers of our country. So for defence purposes we require extension of the railway system in our State. Sir, in this respect I like to mention that during the British regime when there was no development of industries and when there was no acute transport problem in the North West Frontier province of India, the then Government of India extended the railway line with broad gauge up to Peshwar only for the sake of Defence. But now because the defence of India has been more important in the Eastern side than that of the Western side the demand for extension of broad gauge line throughout the State is justified and it has become more necessary from that angle. I hope the Government will consider extension of Broad Gauge line throughout Assam and immediately to Gauhati. Sir, it is a known fact that Assam produces nearly 349 million pounds of tea annually and

nearly 700 million pounds of jute. These tea and jute are to be transported from Assam to the Port, *i. e.* Calcutta. Sir, I do not think that the present railway system is capable of transporting these volumes of tea and jute, not to speak of any other things or materials and defence personnel for the purpose of Defence. Sir, the present State of the railway in Assam is compelled to hamper the trade and it is bound to be dependent on the riverine traffic and here also the steamers have to ply through waters of a foreign country and it takes more time in transport which causes the prices of consumer goods to outbalance the prices of consumer goods in the rest of the country. From this angle also Assam's demand for extension of the broad gauge line throughout the State and immediately to Gauhati is vitally important. I, therefore, request the Government of Assam to press the Government of India immediately to extend the broad gauge railway line to Gauhati for its fuller development of the State and also for defence purposes. Sir, I saw in a railway magazine that this year the N. E. F. Railway has been able to lift jute and tea and they placed at Badarpurghat 2,533 metre gauge wagons and at Lumding district 4,196 metre gauge wagons. They say that the railway authorities have been able to meet the demand partially for lifting tea and jute from Assam to Port, *i. e.*, Calcutta but they also pleaded that they have not been able to lift the whole quantity of tea and jute from Assam to the Port, *i. e.*, Calcutta. So, even in spite of extension of the broad gauge line up to Jogighopa and in spite of making a railway line, *i. e.* a linking line, they have not been able to meet fully the demand of transport of tea and jute from Assam. I, therefore, hope that the Government of India will be favourably disposed of to introduce a broad gauge railway line to Gauhati immediately so that the problems of Assam may be solved and also so that the problems of defence of this eastern area of our country can be successfully met. With these words, I appeal to the House to support my resolution and I hope that the introduction of a broad gauge line up to Gauhati immediately would solve our transport problem to a certain extent and as a result we shall be able to march towards industrialisation and it will help the defence purpose to a great extent.

**Mr. DEPUTY SPEAKER:** Resolution moved.

**\*Shri SARAT CHANDRA GOSWAMI (Kamalpur):** Mr. Deputy Speaker, Sir, I support the resolution moved by my hon. friend Shri Sarma and in this connection I would like to add something besides what has been stated by Shri Sarma. Shri Sarma has very ably put before the House the necessity of extending the broad gauge line immediately to Gauhati, if not to the eastern most region of the State and also converting the present railway system into broad gauge so that this part of the State can also be linked with the rest of India. Sir, the resolution as moved by Shri Sarma has got two parts; the first part of the resolution says that the existing railway system in Assam should be converted into broad gauge, and this is very necessary because of the fact that while the rest of the country has got one system of railway line *i. e.*, broad gauge, this part of the State has only metre gauge railway system and, thereby whenever any traffic or any wagon is to be moved to this part of the country there ought to be by necessity the change over from broad gauge to the metre gauge, and, therefore, there is handling trouble, and due to this transshipment it causes delay and other associated

troubles. So, Sir, if the entire country has got only one system, viz. one gauge, movement may be made quicker and there will be no trouble in shifting from one wagon to another wagon. Loss of time can be avoided and also unnecessary expenditure can be avoided and thereby commodities which are booked at the point of production can be sent easily to these places and the price of goods also to a certain extent be less. Sir, it has always been said that Assam is rich but the people are poor, and this poverty of the people is due to the fact that in spite of rich potentialities in different spheres—forest products, mineral products and oil deposits and so on, and though nature has endowed so many wealth to this State—these have not been exploited mainly due to the transport bottleneck. Due to this bottleneck the cost of production in Assam becomes very high and do not get the same market as other products in the rest of the country. So, if the same gauge could be extended to Assam more industries could be very easily set up and the products which come from these industries will get ready market in the rest of the country. Sir, as regards economic development the points have been very ably put by Shri Sarma and I would not want to repeat them; but I feel that the minimum necessity of converting the system from metre gauge to broad gauge system and also extending the broad gauge railway line to the other parts of the State has become imperatively necessary for defence purposes. Sir, we had seen that when this part of the country was attacked by China in the year 1962 there was heavy rush on the available metre gauge railways and the metre gauge could not cope with the heavy onrush not to speak of others even of military personnel and defence equipment. Further, Sir, the military equipment and military stores that had to be moved from different points of the country in broad gauge railway wagons had again to be put in metre gauge wagons, and this caused extreme delay and such delay sometimes may completely frustrate the very purpose of such movement. Sometimes due to unloading from broad gauge wagons and re-loading the same to metre gauge wagons causes delay of four or five days. In such circumstances the very necessity of the defence purpose may be frustrated and the country may be over-run by the enemy. Therefore, Sir, I feel very strongly, that at least for defence purpose the same gauge, i.e., broad gauge, should be extended to different parts of the country, and specially to Assam as the danger to this country is on the eastern front. As Mr. Sarma has already said that during the British days when there was not so much danger to the country's frontiers the broad gauge system was extended to Peshwar with the purpose that the same gauge will connect the important cities and important places of the country specially Calcutta, Bombay and so on. So there was a direct link between Calcutta-Bombay and Peshwar with the purpose that whenever there is defence necessity, military personnel, equipment and military stores could be easily moved for defence purposes. At that time the danger was from the West and the British Government smelt that if India is to be attacked or if there was any trouble then the trouble will come from the western side, and, therefore, they made provision of thorough communication on that Peshwar side even though traffic was not very much and also from the economic development point of view there was not so much necessity of extending the broad gauge line. It was done actually for the purpose of defence. Similarly though in this part of the country we have rich potentialities for economic development which also needs the extension of the same gauge, we want the broad gauge to be extended to this part of the country mainly for the purpose of defence. This part of the country shall have to be defended. We had seen in 1962, after the fall of Bomdilla, we were extremely surprised

to learn that there was a move to shift defence from this part of the State to further west leaving this part to its own fate. The people of the State resented the move and they felt that we cannot be left unprotected. Why this move to shift the defence line to further west? It was only because of the difficulties in the movement of military personnel, equipment and stores. We do not know about any military strategy but this is how the people felt at that time. So, Sir, we feel that this part of the country shall have to be protected, and if so, all the necessary facilities for defence purpose will have to be clearly thought out and planned. It is no doubt a fact that there will be heavy expenditure to extend the broad gauge line to the easternmost point of the State upto Sadiya. But no amount of expenditure can be considered too heavy for defending the country, and, therefore, if the danger again comes from the eastern side, as a matter of fact after the Tashkent Declaration we hope that our relations with Pakistan will be better, and this danger has been redoubled by the fact that we have not been able to bring peace settlement with our Naga brethren. If there be such a danger from Communist China this country will have to be defended and we will not be prepared to hear the same argument that in this part of the State there is no good communication, and, therefore, military personnel and equipment cannot be moved easily, and, therefore we feel and also we demand that in good time there should be proper planning and proper move to connect this State with the rest of India by broad gauge railway line so that goods may be loaded and unloaded without any disruption at any point. The present system of loading in the broad gauge and then unloading to metregauge takes much time. So I feel that other consideration may wait for instance, economic development, tapping of resources, etc. These can wait but defence cannot wait. So the existing metregauge should be immediately converted into broad gauge. If this cannot be extended to Dibrugarh and Sadiya at the moment it should at least be extended upto Gauhati so that bulk of the military equipments can be placed inside this State which may be moved speedily.

In this connection I also feel that the present railway tract of metre gauge which serve the Gauhati, Tinsukia and Dibrugarh and which has gone through such areas it cannot serve the people in general. So I feel that some alternative arrangement should be made immediately. This point was discussed on the floor of the House. I therefore strongly feel that an alternative railway line connecting Gauhati, Jakhlabandha, Jorhat and Dibrugarh should be constructed. If that is done through this alternative route depreddation which has been facing in the Nagaland border can also be avoided. These areas are thickly populated areas and this alternative route will be very helpful to the these people. But this may be a long term plan; we need the present broad gauge line to be extended to Gauhati immediately at least for the defence purpose. With these words, Sir, I support the motion moved by my friend Shri Sarma and I hope this will be accepted by the House.

**\*Shri SHRIMAN PRAFULLA GOSWAMI (Nalbari-West):** Mr. Deputy Speaker, Sir, I am very glad to support the Resolution moved by my friend Shri Devendra Nath Sarma. Sir, this is a long felt demand of Assam that Assam should be connected with broad gauge line. I remember that during the last budget session and in some other sessions also this matter was discussed on the floor of this Assembly. We are also aware

that our State Government have moved for extending the broad gauge line from Jogighopa to Gauhati with a bridge over the Brahmaputra. Sir, without the bridge this line will not be very helpful because it will take long time in loading and unloading goods at Jogighopa from broad gauge wagons to steamer and then to truck. As a result of this loading and unloading from train to steamer and truck, the goods become very expensive. The price of consumer goods has become higher and higher because of the motor transport from Jogighopa. It is therefore highly necessary that a bridge should be constructed over the river Brahmaputra so that the broad gauge line may be extended to Gauhati without disruption. This will of course require lot of money and lot of time ; but without a bridge it will not be helpful. Immediately it may not be possible for the Central Government to get money and technical hands, so it should be done through the metre gauge. It is easy to extend this line to Gauhati by the metre gauge because already there is a bridge over Brahmaputra. Only the tracts of the metre gauge should be replaced by the broad gauge line. This is urgently required for the defence purpose and it will not take long time to change the line. It can be completed within some months. Changing of metre tract will take only some time and some money.

Therefore we urge the Central Government that immediate steps should be taken to connect Gauhati with Jogighopa with broad gauge line. My friends Shri Sarma and Shri Goswami have clearly indicated how difficulties are faced by the people of Assam in exporting Jute and Tea and other commodities which are earning foreign exchange. The present system has been taking quite a long time in loading and unloading of goods at Jogighopa from steamer to railways. Previously goods from Assam were exported through river transport. Now we can no longer depend on this river transport which go through the foreign territory. During the last war with Pakistan export of goods through the river transport completely suffered and as a result huge loss has been sustained. So for the defence purpose and also to maintain normal life in these eastern regions, namely, Assam, N. E. F. A, Manipur and Tripura, this metre gauge should be immediately replaced by the broad gauge. If other places cannot be covered immediately, it should be extended to Gauhati. Extension of broad gauge to Gauhati is an absolute necessity for the defence purposes as well as for the maintaining of normal life.

Sir, during the British time Assam was a Planters' Raj. There were British Planters. For carrying their tea they depended on river transport and they constructed only metre gauge to serve their purpose. These people did not develop Assam. They made Assam a Planters' Raj. So after the independence Assam has become vitally important because Assam is full of natural resources and to tap these resources and to explore these resources this communication is vitally important. So for these purposes and for the purpose of defence and maintaining normal life the broad gauge line should be extended from Jogighopa to Gauhati immediately. With these words, Sir, I support the resolution.

**Shri DULAL CHANDRA BARUA (Jorhat):** Mr. Deputy Speaker, Sir, while supporting the resolution moved by the esteemed Member Mr. Sarma I want to make a few observations in this respect. Sir, almost 19 years have passed after the achievement of independence and we have passed three plan periods, but till to day no improvement in respect of communication of this frontier State has been made. The old system of communication

still continues. The other States, though some of them are strategically less important, have seen the light of proper development in all respects, especially industrial development because of better communication, particularly railway communication. But here no improvement has been made although the Central Cabinet Ministers always mention in their speeches about the importance of this frontier State. From the strategic point of view this State has to act as the head of the country in respect of defence, but till to-day no serious thought has been given by the Central Government to the development of communication, particularly railway communication of this State. Sir, this time the Governor has mentioned that there is a proposal for expansion of the broad gauge railway line upto Gauhati, but Sir, you will be surprised to know that in the Railway Budget the Railway Ministry has not mentioned anything about this. I do not understand whose fault is this, whether it is due to the fault of the State Government in pressing our need before the Central Government or the Central Government has not given any importance to this aspect in spite of repeated requests from the State Government. Only in 1962 when the naked Chinese aggression took place the Central Government was compelled to open their eyes and attached importance to the road communication of this frontier State. Sir, as an hon. Member has now stated, we are always telling that Assam is the best State but the people are very poor. This is because of the fact that though Assam is full of natural resources there is no attempt either on the part of the State Government or the Central Government to exploit the resources by providing facilities to the people in Assam. Every time we hear that due to transport bottleneck many commodities cannot reach the destination in time for which our people suffer. The cost of living index in Assam is also increasing day by day; it is the highest in comparison with other States. Therefore, we have observed that due to lack of proper communication the people in all walks of life are facing great crisis. For instance, in Cachar the only communication link with the rest of the State is the old hilly railway line though that district is very important in so far as security and defence aspects are concerned. Till to-day no improvement whatsoever has been made in that direction by the Central Government. Therefore, it is not enough to convert the railway line into broad gauge upto Gauhati; it should be done upto Margherita in the South Bank and in the North Bank upto Morkongselek. Three of the hon. Members including the Mover of the resolution said that the Government of India felt the necessity of constructing border roads only when the Chinese aggression came. They did not give any importance to the development of communication of this frontier State before that. There was also no industrial development because unless there is proper railway communication or transport facilities the products which will be produced in the State cannot be sent out and the machineries which will be required cannot be brought easily from outside. Therefore, Sir, considering all these aspects the Government of India should give serious thought to this matter and without further delay they should convert the railway lines to broad gauge lines. Not only that. Conversion of the railway line in the plains will not serve the purpose unless the hills are also connected by rail.

Sir, the hon. Member Shri Goswami said that we are now trying to develop river navigation. You know, Sir, that till the other day Pakistan had a hostile attitude towards our country and you also know how we suffered during the period of emergency. The communication was cut off. Of course, after the Tashkent declaration river navigation may function properly but we cannot be definite about it because it is simply an

agreement and at any time, at the instigation of any hostile country they may create trouble. Therefore, the safest mode of communication is the railway communication. When the Government of India feel that this country should be defended and the State should play a vital role, necessary measures for improvement of communication should be taken. One hon. Member has rightly pointed out that during the Chinese aggression apprehension came to the minds of the people because some of the military installations were shifted from this State to other places as there is no proper communication to meet the emergent situation if the Chinese come. That is why, Sir, it is evidently clear that though the Government of India is giving emphasis on this project in consideration of defence and industrial development, I feel and the people feel, Sir, that this is only a lip sympathy. Therefore, I would earnestly request the Government of Assam just to impress upon the Government of India to take up this project immediately so that the country, particularly the industrially and economically backward State of Assam can see real light of development along with other sister States of India. Sir, I have already referred that these States of our country which are developed industrially and economically have been enjoying much better and more efficient lines of transport and communication. It is because that they are having sufficient road and railway communications. Sir, as we have been neglected for a pretty long time in respect of development of railway and other communication we are far lagging behind in comparison to other sister States of India. Therefore, Sir, it should be the earnest endeavour of the State Government to make an all out effort to convince the Government of India about the conversion of all the metre gauge railway lines into broad-gauge lines as early as possible and it should not only be extended unto Gauhati but it should be extended upto both ends of the State; i.e. it should be extended up to Margherita in South and Morkongselek in North. As I have already told North Bank should not be neglected in respect of railway lines because every time the Chinese on the North are knocking at our door and from the point of view of defence strategy this North Bank line should also be converted into broad-gauge line.

**Mr. DEPUTY SPEAKER :-** Mr. Barua, what is about the Karimgang line in Cachar? What is your opinion?

**Shri DULAL CHANDRA BARUA:** Yes Sir, I have already mentioned about the Karimganj railway line. That also should be converted into broad-gauge. Since the installation of the Karimganj railway line there has not been any improvement whatsoever done to it. The Britishers constructed this line for their ownself-interest. Though the railway line had been installed earlier in Karimganj, it was not for the convenience of the people living in this part but the business purposes. That was their policy just to fulfill the interest; they had installed such kind of railway line but since then no attempt has been made by the Government of India to improve the railway communication line there. We have heard from the Cachar Members about this; they have complained a lot about it and they have been justified particularly from the supply point of view and security point of view and it is essential to have much better railway communication. That is why, Sir, I have told that all the existing railway lines in the whole of Assam should be converted into broad-gauge and also the hill areas should be better linked up with the plains districts by constructing railways, if not possible by broad gauge, at least by metre-gauge immediately and that will facilitate our endeavour for economic and industrial development as well as for our defence purposes.

I may also point out in this connection that in many places of hills, many separatist and other tendencies are making their appearance because of neglecting the development of railway and other communications and also other development works, and I think, Sir, you will be convinced if I say that it is only because that there is no business link or cultural link or other links through communication and it is because of this lacking that these things are going on. That is why there are many separatist tendencies.

Apart from this, Sir, I remember I have raised certain other points in course of the debate on Governor's Address the other day and I was expecting replies thereto yesterday from the hon. Chief Minister, but unfortunately I did not get any reply from him as regards the attitude of the Government in respect of merger of NEFA with the rest of Assam. I have not received any reply on this issue yesterday. For the same reason, Sir, we have been advising for the merger of NEFA with Assam immediately and at first action in this direction should be connecting NEFA with rest of our State by providing better communication system

**Mr. DEPUTY SPEAKER :** Mr. Barua, you are to confine yourself to the point of the Resolution only. Merger of NEFA is a separate thing.

**Shri DULAL CHANDRA BARUA :** Sir, I am speaking about the Resolution. From the point of view of industrial and other development of this area it is very essential that this should be linked up in a better way with the people of Assam and therefore, Sir, it is very essential to have all the metre-gauge lines converted into broad gauge lines for facilitating smooth functioning of the administration and for the purpose of defence strategy as well as for industrial development. That is why, Sir, I support the Resolution and impress upon the House that this Resolution be passed by the House that all the metre-gauge lines should be converted into broad-gauge lines, and I hope that the Government will take a serious view of this. I would again urge upon the Government of Assam to impress upon the Government of India to give a serious thought to this matter and try to implement the same as early as possible in consideration of the defence strategy of the North Eastern part of the country and also in consideration of accelerating development—industrial as well as economical—of the backward State of Assam. Thank you, Sir.

**Mr. SPEAKER :** Mr. Kheruka, perhaps you know we have only one Hindi Reporter, but unfortunately he has fallen ill and is absent to-day. Therefore, I would request you to give a gist of your speech in Hindi afterwards to the Secretary.

**\*Shri RADHA KISHAM KHEMKA (Tinsukia) :** माननीय उपाध्यक्ष महोदय ! माननीय सदस्य श्रीशर्मजिने सदन के सामने जो प्रस्ताव रखा है, उस प्रस्ताव का मैं समर्थन करना हूँ। इस प्रस्ताव में कहा गया है कि हमारे अरुण प्रदेश में जो रेलवे लाइन है उस लाइन को ब्राड गैज लाइन के रूप में परिवर्तित करके immediately पौहाटी तक लाना जरूरी है।

माननीय उपाध्यक्ष महोदय ! आज इस प्रस्ताव के द्वारा केंद्रीय सरकार की दृष्टि आकर्षित करते हुए जो मांग कर रहे हैं वह मांग आज नहीं बल्कि आज से १५ वर्ष पहले ही हमें इस सदन में कहना चाहिये था । क्योंकि कि हमारा यह प्रदेश एक सीमा प्रदेश है और एक सीमा प्रदेश होने के कारण और इस प्रदेश के आस पास बर्मा चीन और पाकिस्तान आदि अन्य देश हैं । उन देशोंसे अपने देश की और इस प्रदेश की सुरक्षा की व्यवस्था करना बहुत ही आवश्यक है । मैं समझता हूँ कि एक सीमाना प्रदेश होने के नाते हमारी सुरक्षा की व्यवस्था करना सबसे बड़ी आवश्यकता है । तो हमारे यहाँ जो रैल लाइन है उस लाइनको जल्द से जल्द ब्राड गैज लाइन में परिवर्तित करना चाहिये तथा द्वितीय में कहा गया है कि गौहाटीतक **immediately** लाना चाहिये । इसके स्थापन पर मैं सरकार से अनुरोध करता हूँ कि यह ब्राड गैज लाइन केवल गौहाटी तक ही नहीं बल्कि डिब्रुगड़ और सदिया तक **immediately** लाने की व्यवस्था करनी चाहिये । अगर यह लाइन डिब्रुगड़ तक बढ़ा दिया जाय तो देशकी सुरक्षा के दृष्टिकोण से नागा लैंड नेफा और मणिपुर आदि राज्योंके लिये बड़ी अच्छी सहुलियतें प्राप्त होंगी । और साथ ही हमारे सीमान्तवर्ती अंचलके लिये पेट्रोल कोयला तथा अन्य आवश्यक सामानोंके लाने में आज हमें जो असुविधा होती है वह दूर होगी और इस बड़ी लाइन से हमारे प्रदेश की एक बहुत बड़ी कमी की पूर्ति होगी । इसके साथ ही आज हम इस बात पर विचार करें कि सन १९६२ के चीनी आक्रमण के समय हमें बड़ी लाइन के न होने से कितनी कठिनाइयोंका सामना करना पड़ा था । इसके साथ ही हम प्रथम द्विती तथा तृतीय वंच वार्षिक परिकल्पनाओंको पार कर चुके हैं । किन्तु अब तक हमारे प्रदेश में बाड गैज रैल लाइन हम नहीं ला सके हैं । मुझे आशा है कि हमारी सरकार इसपर विचार करेगी और डिब्रुगड़-सदिया तक **immediately** बाड गैज लाइन लाने की चेष्टा करेगी ।

माननीय उपाध्यक्ष महोदय ! इसके साथ ही मैं और एक बातकी और सरकार की दृष्टि आकर्षित करना चाहता हूँ । वह यह है सुरक्षा की दृष्टि से जो रैल लाइन लिडु तक गयी हुई है उसे आगे बढ़ाकर जयरामपुरतक ले जाना चाहिये । इससे नेफा के लिये यातायात की सुविधा होगी और देशकी सुरक्षा व्यवस्था मजबूत होगी । साथ ही तिनसुकिया से ढोला तक जो रैल लाइन है उसे बढ़ाकर नामसाई और चौखाम तक ले जायें तो देश की सुरक्षा की व्यवस्था बहुत शक्तिशाली होगी । इसी तरह मुरकांगसेलेक स्टेशन से वह रैल लाइन ब्रह्मपुत्र को पार करके तिनसुकियातक बढ़ा दे तो मुझे विश्वास है कि हमें शक्ति मिलेगी । इसीतरह शिमलुगड़ स्टेशन से मोरान तक जो लाइन है उसे भी बढ़ाकर डिब्रुगड़ तक पहुँचा देना चाहिये, क्योंकि कि इस दिशा में डिब्रुगड़ तक कोई संबंध नहीं है ।

आशा है कि सरकार इन बातों पर विचार करेगी और जल्द से जल्द स प्रस्तावको कार्यान्वित कराने की व्यवस्था करेगी ।

### **Shri KHOGENDRANATH NATH (Goalpara):**

माननीय उपाध्यक्ष महोदय, मैं बन्धु श्रीदेबेन्द्र नाथ शर्मा डाँडूबीराई आज़ि এই সন্দর্ভে দিচ্ছি প্রশংসা ডাঙি ধৰিছে এই তাঁক সবান্ত কৰণেবে সমর্থন কৰিছো । আসান অসমৰ বেৰ পৰিবহণ ব্যৱস্থাৰ প্ৰথম পৰাই অভাৱ । অসমত বেৰ বাট গাভ এটা--যোৱা চীনা

যুদ্ধৰ সময়ত কেন্দ্ৰীয় চৰকাৰে আমাৰ অসমৰ ৰেল পৰিবহণৰ অত্যাৱশ্যকীয়তা উপলব্ধি কৰি বৰ্তমান শিলিগুৰীৰ পৰা যোগীষোপালৈ Broad gauge line দিয়াত কিছু সুবিধা হৈছে। তাৰ পিচত যোগীষোপাৰ পৰা যদি গুৱাহাটীলৈ নাহে তেন্তে অসুবিধা হব।

ইয়াত কৈছে “Extend the existing Broad gauge line to Gauhati immediately” গতিকে যোগীষোপালৈ Broad gauge line আহি তাৰ পৰা গুৱাহাটীলৈ আনিবলৈ কেন্দ্ৰীয় চৰকাৰক জোৰ দিব লাগে। ই এটা বুদ্ধিমুদ্ৰত কথা। কাৰণ ইয়াৰ দ্বাৰা অসমত এটা alternative ৰেলপথ গঢ়ি উঠিব। এই লাইনৰ বিশেষ দৰকাৰ কিয়নো শিলিগুৰীৰ পৰা যিটো metre gauge line আছে সেইটো বাৰিষাৰ সময়ত আই নদী, মানাহ, ভোলকাডোবা আৰু বেকী নদীৰ প্ৰকোপত বাধাৰ সৃষ্টি কৰে।

যোৱাৰো যেতিয়া মাননীয় প্ৰধান মন্ত্ৰী শাস্ত্ৰীজী গুৱাহাটীলৈ আহে—তেতিয়া অসম প্ৰদেশ কংগ্ৰেছ কমিটীৰ পক্ষৰ পৰা Memorandum দিছিল। তাতো উল্লেখ আছে যে যোগীষোপা পঞ্চবস্ত্ৰৰ মাজত আৰু এখন বুদ্ধপুত্ৰত দলং দিব লাগে। অসম চৰকাৰৰ তৰফৰ পৰাও কেন্দ্ৰীয় চৰকাৰক সেই মৰ্মে জনাইছে। মই আশা কৰোঁ যে তাতে এই লাইন সোনকালে গঢ়ি উঠে; তাৰ কাৰণে অসম চৰকাৰে চেষ্টা কৰিব লাগে। এই লাইন যদি গুৱাহাটীলৈ সম্প্ৰসাৰণ কৰা হয়, তেন্তে গুৱাহাটীত বস্ত্ৰৰ যি দুৰ্ভূলা হৈছে সেইটো সাম কাটিব। বৰ্তমান যোগীষোপালৈ যি বস্ত্ৰ আহিছে, দলং নথকাত পৰিবহণৰ খৰচ বেচি হৈছে। দলংখন হলে সেই বস্ত্ৰৰ দাম বহুত কমিব। তেনেকৈ অসমৰ পৰা বাহিৰলৈ যোৱা বস্ত্ৰৰো দাম কমি যাব। তদুপৰি প্ৰতিবন্ধকৰ ফালৰ পৰাও যদি চোৱা যায় এই লাইনৰ নিতান্ত প্ৰয়োজন। চীনা যুদ্ধ আৰম্ভ হোৱাৰ সময়ত এই লাইনটোৰ প্ৰয়োজনীয়তা উপলব্ধি কৰিছে আৰু যোগীষোপালৈ দিছে—তাবিচত সেই লাইন গুৱাহাটীলৈ সম্প্ৰসাৰণ কৰাৰ উদ্দেশ্যে। অকল সেয়ে নহয় অসমৰ প্ৰত্যেক চহৰেই Broad gauge line ৰে সংযোগ কৰিব লাগে।

বৰ্তমান যি Broad gauge লাইন যোগীষোপালৈকে আছে সেই লাইন গুৱাহাটীলৈকে নগলে ইয়াৰ উপকাৰ সম্পূৰ্ণ ভাবে নাপাব।

অসমখন এখন Frontier Province ইয়াৰ গুৰুত্ব আৰু দায়িত্ব বহুত বেচি। কিন্তু দেখা গৈছে যিটো লাইন বৃষ্টিছে প্ৰতিষ্ঠা কৰিছিল সেইটো তেওঁলোকে বেপাৰৰ সুবিধাৰ কাৰণেহে কৰি লৈছিল। গুৱাহাটীৰ পৰা তিনিচুকীয়ালৈকে যিটো লাইন আছে সেইটো লাইনে অসমৰ প্ৰায়বোৰ Headquarters কে স্পৰ্শ নকৰে। নগাঁও, যোৰহাট, শিৱসাগৰ আদি Headquarters এ এই লাইনৰ পৰা সুবিধা পোৱা নাই। কিন্তু অসমৰ প্ৰত্যেক Sub-divisional headquarters লৈকে ৰেল লাইনৰ সুবিধা থকা উচিত। বৰ্তমান ডিব্ৰুগড়ৰ পৰা গুৱাহাটীলৈ যিটো লাইন আছে তাতো প্ৰায়ে ব্যাঘাত ঘটি থাকে। বৰ্তমান লাইনৰ টোৱে ওখন চহৰৰ Service কৰিব পৰা নাই। গতিকে মই কওঁ যে এটা Broad gauge line যোগীষোপাৰ পৰা গুৱাহাটী আৰু তাৰ পৰা নগাঁও, গোলাঘাট, যোৰহাট, শিৱসাগৰ তিনিচুকীয়া এই কেইখন ঠাই স্পৰ্শ কৰাকৈ হব লাগে। যোগীষোপাৰ পৰা লাইনটো যদি গুৱাহাটীলৈকে আহে তেনেহলে গাঁৱো পাহাৰৰ প্ৰাকৃতিক খনিজ আৰু বনজ সম্পদ যি পৰি আছে সেইবিলাক সম্পদ আহৰণ কৰাত সুবিধা হব আৰু গাঁৱো পাহাৰত যি coal mine আৰু

**Thermal Project** কৰাৰ কথা আছ তাৰ কাৰণেও বহুত স্ক্ৰিবিধা হব। গাঁৱো পাহাৰত চৰকাৰে Thermal Project ৰ কাৰণ নৈছে যদিও মাতায়তৰ অস্ক্ৰিবিধাৰ কাৰণে সেই Project কাৰ্য্যকৰী হব পৰা নাই। গাঁৱো পাহাৰৰ খনিজ আৰু বনজ সম্পদৰ উন্নয়ন কৰিবলৈ হলে বেল লাইন অতি প্ৰয়োজনীয়। সেই কাৰণে, Broad gauge লাইনটো যদি গাঁৱো পাহাৰৰ কাষেদি অনা হয় এই প্ৰজেক্টৰ কাৰণেও স্ক্ৰিবিধা হব। সেই কাৰণে প্ৰস্তাৱটো অতি প্ৰয়োজনীয় বুলি বিবেচনা কৰি এই প্ৰস্তাৱটোৰ সমৰ্থ জনাইছো-।

**\*Shri NARENDRA NATH SARMA (Bokakhat):** মাননীয় উপাধ্যক্ষ মহোদয়, মাননীয় সদস্য শ্ৰীদেবেন্দ্ৰ নাথ শৰ্মা ডাঙৰীয়াই যি প্ৰস্তাৱ ডাঙি ৰাখিছে মই তাৰ সমৰ্থন জনাই কব খোজো যে আমি যদি অসমক গাঁৱামুৰীয়া ৰাজ্য হিচাবে গণ্য কৰি অসমৰ গুৰুত্ব উপলব্ধি কৰোঁ তেনেহলে দেখিবলৈ পাম যে অসমৰ বৰ্তমান railway system বৰ্তমান সময়ৰ উপযোগী নহয়। গতিকে বৰ্তমান যোগী-ঘোপাতলৈকে যি Broad gauge line আছে সেইটো গুৱাহাটীলৈকে আনিব লাগে আৰু সেই লাইনটো গুৱাহাটীৰ পৰা ডিব্ৰুগড়লৈকে হব লাগে আৰু সেই লাইনটো নগাঁও, গোলাঘাট, বোৰহাট, শিৱসাগৰৰ মাজেদি ডিব্ৰুগড়লৈ যাব লাগে। বৰ্তমান যিটো বেল লাইন আছে সেইটো অসমৰ সকলো জিলাৰ মানুহৰ কাৰণে স্ক্ৰিবিধাজনক হোৱা নাই। বৰ্তমানৰ লাইনটোত অশান্তি ঘটিলেই আছে; সেই কাৰণে এই সদনত প্ৰস্তাৱ গৃহীত হৈছিল চাপৰমুখৰ পৰা বাদুলীপাৰালৈ এটা লাইন হব লাগে। কিন্তু সেইটো কাৰ্য্যত পৰিণত হোৱা নাই। অসমৰ যিবিলাক অঞ্চলত এতিয়াও কোনো বেল লাইনৰ ব্যৱস্থা নাই সেইবিলাকত যাতে বেল লাইনৰ ব্যৱস্থা হয় আৰু সেইটো যাতে Broad gauge লাইনৰ যোগেদি হয় তাৰ বাবে ব্যৱস্থা লব লাগে। বেল ব্যৱস্থাৰ উন্নতি হলেহে অসমৰ Strategy বন্ধা কৰিব পাৰিব। অসমৰ industry বঢ়াব লাগিলে Broad gauge লাইন অতি প্ৰয়োজনীয়। বৰ্তমানে আমাৰ যি ইণ্ডাষ্ট্ৰী হৈছে তাতে আমি বেল লাইনৰ অস্ক্ৰিবিধা অনুভৱ কৰিছো। ভাৰতৰ পূব অঞ্চলটোক দেশৰ প্ৰতিৰক্ষা ক্ষেত্ৰত গুৰুত্ব দিয়া হৈছে। গতিকে লাইনটো Broad gauge কৰাৰ বাবে দাবী জনাবৰ উপযুক্ত সময় হৈছে। গতিকে যিটো লাইন গুৱাহাটীলৈ আহিব সেই লাইনটো নগাঁও গোলাঘাট, বোৰহাট, শিৱসাগৰৰ মাজেদি হব লাগে আৰু সেয়ে হলে অসম তথা সমগ্ৰ দেশৰ প্ৰতিৰক্ষা শক্তিশালী হব।

**Shri SAYED AHMED ALI (Gauripur):** Mr. Deputy Speaker, Sir, I fully support the resolution moved by the hon. Member Shri Devendra Nath Sarma. The resolution as it stands is very clear that the existing broad gauge Railway line should be extended from Jogighopa to Gauhati via Goalpara, but one of the hon. Members of Nalbari has interpreted the resolution in a different way. He has described it in such a way that if the existing broad gauge line be extended from Jogighopa to Gauhati via Goalpara then another bridge will be necessary over the Brahmaputra and that it is not feasible at present time, but, Sir, he said that the broad gauge line should be extended via Nalbari and Rangia to Gauhati. Sir, if my friend supports the resolution moved by our friend, Shri Devendra Nath Sarma and if he want to justify his support by the contention made by him then his contention is contradictory and if he stands by his explanation then he does not seem to support the resolution. The resolution itself is very clear. "There are two parts in this resolution. The first part is, "This Assembly recommends to the Government of India to convert the Railway system of Assam into Broad Gauge" which naturally means that the existing metre gauge lines at present upto Gauhati

from Bongaigaon need be made broad-gauge. The question of extending broad gauge from Bongaigaon *via* Nalbari Gauhati does not arise at all, according to the first part of the resolution and the second part of the resolution it is very very clear, which states, "and the existing broad gauge Railway line be extended upto Gauhati immediately". When the question of extension comes in support of this resolution then automatically we support the extension of the broad gauge line *via* Goalpara to Gauhati. If we do not support in this way then there will be contradiction to the resolution and which will mean that the hon. Member does not support the resolution moved by Shri D. Sarma, if we have to accept the contention of the former. There is a proverb that:—"All roads lead to Rome". If we extend the broad gauge line from Bongaigaon to Gauhati *via* Nalbari, Rangia, etc., by the new Trunk Road then again we will have to cross over the Brahmaputra Bridge at Amingaon-Pandu. Now, the first and foremost consideration of the Government would be from the Defence point of view and from the Defence point of view it is most essential to have another bridge over the Brahmaputra river. If another aggression comes to Assam and unfortunately the present Brahmaputra bridge is damaged, in that case, the whole of Assam will be seriously affected and for that reason it is most essential to have another bridge over the Brahmaputra at Jogighopa. Moreover, Sir, my friend said that if a bridge is constructed over Brahmaputra at Jogighopa it will be very costly, but, Sir, if extension of the broad gauge line from Bongaigaon to Gauhati *via* Nalbari is made then for the conversion of the present meter gauge and reconstruction of bridges over Aic, Manas, Bekie Bhulkadoba, etc., for broad gauge line, it would cost four times the cost of one bridge over the Brahmaputra river. So, I doubt very much whether Government of India or the Railways will accept this suggestion. As I have already said there are two parts of this resolution which are quite clear. The question of conversion in 1st Part of the resolution—means that the existing meter gauge line from Bongaigaon to Gauhati *via* Nalbari should be converted into broad gauge. And the word "extension" in the second part of the resolution means that the existing broad gauge line upto Jogighopa should be extended on the south bank of Brahmaputra upto Gauhati. Sir, why the broad gauge line has been constructed upto Jogighopa? Were the Engineers so inexperienced that they constructed this broad gauge line upto Jogighopa without any future plan or idea? They have done it with a definite purpose. This was constructed with a future plan and idea upto Jogighopa and naturally it means to connect it with Gauhati with a bridge over Brahmaputra at Jogighopa.

With these few words, I support the motion moved by my friend, Shri Devendra Nath Sarma.

\***Shri MANIK CHANDRA DAS (Tengakhat)**: মাননীয় উপাধ্যক্ষ, মহোদয়, সদস্য শ্রীদেবেন্দ্র নাথ শর্ম্মাৰ প্ৰস্তাৱটো সমৰ্থন কৰি কওঁ যে দেশ স্বাধীন হোৱা ১৬ বছৰ হ'ল যদিও কেন্দ্ৰীয় চৰকাৰে অসমৰ প্ৰতি অমনোযোগী হৈ আছিল। ৰাজহুৱা সভা আৰু প্ৰতিবেদন আদিৰ জৰিয়তে কেন্দ্ৰীয় চৰকাৰৰ দৃষ্টি আকৰ্ষণ কৰাৰ ফল স্বৰূপে অসমত বেল সংযোগৰ কথা বিবেচনা কৰিবলৈ ধৰিলে যাতে অসমৰ দৰিদ্ৰ অৱস্থাৰ কিছু উন্নতি কৰিব পাৰে। ইতিমধ্যে ১৯৬২ চনত চীনে যেতিয়া আমাৰ দেশ আক্ৰমণ কৰিলে তেতিয়া অসমৰ প্ৰতি কেন্দ্ৰীয় চৰকাৰৰ দৃষ্টি হ'ল আৰু উত্তৰ পাৰেদিও বেল সংযোগ হ'ল যিটো লাইন মূলকংচেলেক পৰ্য্যন্ত সম্পূৰ্ণ সাৰণ কৰা হ'ল। অসম

এখন সীমান্ত ৰাজ্য । গতিকে ভাৰতৰ লগত ঠেক ৰাস্তাটোৱেদি যি সংযোগ ৰখা হৈছে সেই সংযোগেৰে অসমৰ লগত পৰিবহণ ব্যৱস্থা উন্নত হব নোৱাৰে । গতিকে শ্ৰীশ্ৰীমা ডাঙৰীয়াৰ প্ৰস্তাৱটো সমৰ্থনযোগী হৈছে আৰু আশা কৰোঁ কেন্দ্ৰীয় চৰকাৰেও সমৰ্থন কৰিব । মই শুনিবলৈ পাইছো, কিন্তু কিমান দূৰ সঁচা কব নোৱাৰো যে ৪ৰ্থ পৰিকল্পনাত অসমৰ বাবে ৰেল লাইনৰ পৰিকল্পনা লোৱা হোৱা নাই । যদি সেয়ে হয় তেন্তে বৰ দুঃখৰ কথা হব । সীমান্ত ৰাজ্য হিচাবেও অসমৰ কাৰণে পৰিবহণ ব্যৱস্থা উন্নত কৰা উচিত আছিল । অসমৰ বিষয়ে কালি মুখ্যমন্ত্ৰীয়ে মন্তব্য কৰিছিল যে “Assam is rich but the people are poor.”

এই মানুহবিলাকক দুৰ্গতিৰ পৰা মুক্ত কৰিবলৈ সকলো ফালৰ পৰা চিন্তা কৰি এটা স্বেচ্যৱস্থা কৰিব লাগে । গতিকে আজি এই প্ৰস্তাৱৰ জৰিয়তে আমাৰ সকলো বিপদ কেন্দ্ৰীয় চৰকাৰৰ দৃষ্টি গোঁচৰ কৰিব লাগে । অসম সদায় পিচপৰি থাকিব নোৱাৰে । ইয়াৰ কাৰণে কেন্দ্ৰীয় চৰকাৰে ঢোকা নজৰ দিব লাগিব । বৰ্ত্তমান প্ৰস্তাৱৰ জৰিয়তে আমাৰ চৰকাৰে কেন্দ্ৰীয় চৰকাৰৰ ওপৰত হেচা দিব লাগিব যে বৰ্ত্তমানে Broad Gauge line গুৱাহাটীলৈ আনিব লাগে আৰু সেই লাইন গুৱাহাটীতে আৰম্ভ নাৰাখি ডিব্ৰুগড়লৈ হব লাগে । যোৱা চীনা আক্ৰমণৰ সময়ৰ পৰা অসমৰাসীৰ মনোভাৱ কেন্দ্ৰীয় চৰকাৰৰ অবিদিত নহয় । যেতিয়া চীনা সকলে আহি অসমৰ সীমা পাইছিল সেই সময়ত প্ৰধান মন্ত্ৰীয়ে যেতিয়া অনাতাঁৰ ঘোষণা কৰিছিল, তেতিয়া মানুহৰ মনত বহুতো ভুল ধাৰণা হৈছিল । এতিয়া স্বেচ্যৱস্থাৰ দ্বাৰা সেই ধাৰণা দূৰ কৰিব লাগিব । চীনৰ পৰা আমাৰ অসমৰ ভয় এতিয়াও হ্ৰাস হোৱা নাই । বৰ্ত্তমানৰ মিটাৰ গজ লাইনটো নগা সীমান্তৰ ওচৰেৰে যোৱাত যাত্ৰী, মালবস্তু একোৱেই নিৰাপদ নহয় । গতিকে তাকো ভালকৈ কেন্দ্ৰীয় চৰকাৰক বুজাই দিব লাগে । আৰু এটা নতুন Broad Gauge line গুৱাহাটীৰ পৰা নগাঁৱৰ শিলঘাট-বাদুলীপাৰা গোলাঘাট-যোৰহাট হৈ ডিব্ৰুগড়লৈ সম্পূৰ্ণ কৰিব লাগে ।

ইয়াকে কৈ মই শ্ৰীশ্ৰীমা ডা বীয়াৰ প্ৰস্তাৱটো সমৰ্থন কৰিলো ।

**Shri PROBIN KUMAR CHOUDHURI (Boko):** Mr. Deputy Speaker, Sir, I rise to support the resolution moved by hon. Shri Sarma. I fully endorse the views brought forward by hon. Shri Sayed Ahmed Ali. Due to the bottleneck of transport in Assam the cost of living in Assam is very great. During the pre-partition days we used the river route for exporting and importing goods. Now, after the partition the river route is very uncertain and we are to carry our goods through railway as well as road transport. Road transport is very costly and so we have to pay heavy price for food stuffs that are brought to Assam. Now there should be an alternative route, i.e., an alternative railway line. So, the railway line existing now upto Jogighopa should be extended upto Gauhati and then to Dibrugarh. This is very important also for the Defence purpose of our country. During the last conflict with Pakistan when Pakistan came upto destroy the Brahmaputra bridge, that day we thought that we would be practically cut off, because there is no other alternative bridge over the Brahmaputra. So, if there is an alternative bridge over the Brahmaputra, it will be very helpful for Defence of the country. But, Sir, I am afraid, I cannot agree with hon. Member, Shri Shriman Prafulla Goswami that it would be very costly to construct another bridge of the Brahmaputra. During the pre-British and pre-partition days we used to cross the wagons through steamer. This was possible in Pandu and the same can be done

also by transshipment arrangement for crossing the wagons in Jogighopa through steamer. Sir, this line from Jogighopa to Gauhati is very essential immediately. Through the North Bank the distance is 125 miles whereas in the South bank the distance from Jogighopa to Gauhati *via* Goalpara is only 90 or 95 miles. So the distance of the route in the south will be lesser than that in the North. Shri Nath rightly said that in the North Bank there is likelihood of breaches in the Bridges. In the south bank no big bridges will be necessary and the cost of construction of such small bridges will be much lesser if the line is brought through the south bank. So I wholehearted support the resolution and I support the contentions-of Shri Sayed Ahmed Ali.

**Shri BAZLULBASIT (South Salmara)** : Mr. Deputy Saker, Sir, hon. Member Shri Devendra Nath Sarma has moved a very important resolution and I support the resolution wholeheartedly. When I support the resolution, Sir, I like to speak a few words in this connection

Sir, Assam is in a peculiar geographical position. It is surrounded by foreign countries almost on every side of it. So there has been a long-felt demand of the people of Assam to have better communication for the defence of the Country and for other purpose also. Sir, almost all of our essential commodities are brought from outside through the river route. Many of them are brought from Calcutta *viz* Pakistan by steamers. It is very unfortunate that during the last conflict with Pakistan they suddenly disrupted this route and as a result Assam had to face a very difficult situation and the price of essential commodities rose considerably. Sir, the other routes which connect Assam with other parts of the country are also not sufficient. Therefore, to convert all the railway lines of Assam into broad gauge and to extend the present broad gauge line from Jogighopa upto Gauhati are very important. Therefore, I support the resolution wholeheartedly. Sir, in this connection I felt difficulty to understand my friend Shri Shriman Prafulla Goswami's observation when he said that it would be difficult on the part of the Government to construct a bridge over the Brahmaputra near Jogighopa. The resolution itself is very clear. It reads that the existing broad gauge line should be extended upto Gauhati. The line already existed up to Jogighopa and this is only to be extended. So there is no necessity of saying about the impossibility of construction of the bridge as there will be no meaning of it when the question of extension of the line arises. The question is to extend the existing line upto Gauhati and it must be extended. The reading of the resolution explains very clearly that the line is to be extended from Jogighopa to Gauhati and it is better to do so *viz* Goalpara.

Now, Sir, Assam is full of natural resources like jute, tea, forest resources mineral wealth, etc. Therefore, it is very necessary to convert all the railway lines of Assam into broad gauge and it is also necessary to extend the existing broad gauge from Jogighopa to Gauhati immediately, and, if possible, from Gauhati to Sadiya. In doing so we can get Assam in better position as regards communication and we can do some good to Goalpara and Garo hill districts which are very backward in economy, education and in other respect. With these few words I conclude my speech. Thank you, Sir,

**Moulana ABDUL JALIL CHOWDHURY (Badarpur):**

মাননীয় উপাধ্যক্ষ মহোদয়, যে প্রস্তাব শ্রদ্ধা মহাশয় উত্থাপন করেছেন তাহা সমর্থন করে দুই একটি কথা বলব। আমার বলার বিশেষ ইচ্ছা ছিল না কিন্তু আসামের রাস্তাঘাটের উন্নয়নের প্রশ্নে কাছাড় বাদ পড়িতেছে দেখে দাঁড়াইলাম। আসামকে বহিঃশত্রুর আক্রমণ থেকে রক্ষা করবার জন্য এবং আভ্যন্তরীণ অশান্তি থেকেও রক্ষা করবার জন্য আমাদের যাতায়াত ব্যবস্থা যথেষ্ট নয়। এখন আভ্যন্তরীণ অশান্তি বা শিবসাগর জিলায় প্রায়ই ঘটছে তাতে জনসাধারণ রেল ব্যবস্থার অসম্পূর্ণতা উপলব্ধি করছে। সেই জন্য কেন্দ্রীয় রেলওয়ে আসামের রেল ব্যবস্থাকে উপযুক্ত স্থান দেওয়া উচিত। আসামের প্রত্যেক জিলায় রাজধানীর সঙ্গে যোগাযোগের সুব্যবস্থা থাকা প্রয়োজন। পৃথিবীর চারি দিকে জলবেষ্টিত স্থানকে দ্বীপ বলে। চারি দিকে পাহাড় বেষ্টিত স্থানকেও এক প্রকার পাহাড় বেষ্টিত দ্বীপ বলা যাইতে পারে কাছাড় জিলাটি সেই ভাবে পাহাড় দ্বারা বেষ্টিত সেই জন্য রাজধানীর সঙ্গে যোগাযোগ রাখার ক্ষেত্রে কাছাড়ের প্রতি ও গুরুত্ব দেওয়া একান্ত প্রয়োজন। কাছাড় জিলায় রেলের কোনো সুব্যবস্থা নাই। আমাদের খাদ্য সরবরাহের জন্য মাত্র দুইটি পথ একটি রেল অর্থাৎ বদরপুর-লুমডিং পাহাড় লাইন অপরটি ট্রেন্সপোর্ট অর্থাৎ জুওয়াই-বদরপুর Road। কিন্তু ট্রেন্সপোর্ট ব্যবস্থায় খরচ বেশী পড়ে। সুতরাং রেলের উন্নয়ন অতি প্রয়োজনীয়। আজ আমাদের সদস্যগণ ডিব্রুগড় পর্যন্ত Broad gauge লাইনের প্রয়োজনীয়তার কথা বলেছেন কিন্তু কাছাড় জিলায় রেলের ব্যবস্থা স্থাপনের বিষয় কেহ বলেন নাই। কাছাড় জিলাকে আসামের একটি সিংহ দ্বার বলা যায়। সেই দিক দিয়ে শত্রুর আক্রমণের আশঙ্কাও কম নয়। তদুপরি কাছাড়ের খাদ্য বস্ত পঠানোর জন্যও সুব্যবস্থা নাই। সেই জন্য গোহাটীর সঙ্গে কাছাড়ের উপযুক্ত যোগাযোগ ব্যবস্থা থাকার জন্য Broad gauge লাইন গোহাটী হইতে হাফলং হইয়া বদরপুর পর্যন্ত নেওয়া অত্যাবশ্যকীয়। কাছাড়ের যোগাযোগ ব্যবস্থার অসুবিধার কথা আমাদের সকল সদস্যের জানা আছে। অথচ কেহ এই বিষয়ে বলেন নাই। সেই জন্য আমি বলতে বাধ্য হলাম। যদি প্রস্তাবিত লাইন ডিব্রুগড় পর্যন্ত যেতে পারে-যোড়হাটে যেতে পারে, সেটা কাছাড় পর্যন্ত কেন যেতে পারে না? কাছাড়ের জনসাধারণ মুখ্যমন্ত্রী এবং আমাদের ট্রেন্সপোর্ট মন্ত্রীদ্বয়কে হাফলং হইয়া রেল লাইনের একটি সেপ দিয়েছেন এবং অনুরোধ জানিয়েছেন যে বর্তমানে যে রেলপথ আছে ইহা নিরাপদ নয় এবং জুয়াই-বদরপুর রাস্তার কিয়দংশ পাকিস্তানের সীমায় লেগে থাকার জন্য অপর একটি রেল লাইন হওয়া উচিত। সেই জন্য আমি বলতে চাই আমরা আসামের ভিতর Broad gauge line এর কথা চিন্তা করার সঙ্গে সঙ্গে এই লাইনের যাতে কাছাড়ের সঙ্গেও যোগাযোগ থাকে সেই কথা চিন্তা করতে হবে।

**Shri SIBA PRASAD SARMRA (Mangaldai):** উপাধ্যক্ষ মহোদয়,

মাননীয় সদস্য শ্রীদেবেন্দ্রনাথ শর্মা ডাঙরীয়াই অসমের সকলোবোৰ মিটাৰগজ বেলৰ লাইন ব্ৰড্‌গজলৈ ৰূপান্তৰিত কৰা আৰু সম্পূৰ্ণতকৈ নতুনকৈ তৈয়াৰ হোৱা ব্ৰড্‌গজ লাইন অতিসোনকালে গুৱাহাটীলৈ বঢ়োৱাৰ বাবে সদনত যি প্ৰস্তাৱ আনিছে মই তাৰ সমৰ্থন জনাইছোঁ। ইংৰাজৰ আমোলত মিটাৰগজ বেলৰ লাইন তৈয়াৰ কৰিছিল চাহৰ ব্যৱসায়ৰ সুবিধাৰ কাৰণে আৰু যিবিলাক অঞ্চলত চাহৰ খেতি হৈছিল বা অন্য ব্যৱসায়ৰ সুবিধা আছিল সেইবোৰ ঠাই বেলেবে সংযোগ কৰিছিল। যোৱা দ্বিতীয় মহাসমৰৰ সময়ত অসমক বাহিৰৰ লগত যোগাযোগ ৰাখি যুদ্ধৰ সামগ্ৰী আৰু খাদ্যৰ যোগান ধৰিবৰ কাৰণে গুৱাহাটীলৈ উল্ল মিটাৰগজ লাইন উল্ল লাইনলৈ ৰূপান্তৰিত কৰিছিল। যোৱা মহাসমৰৰ পিচত উল্ল উল্ল লাইন উঠাই দিয়া হয়

আৰু স্বাধীনতা পোৱাৰ পিচত আমাৰ দেশখন বিধিত হোৱা বাবে আমাৰ অসমলৈ বস্ত অনা-নিয়াত ভীষণ অসুবিধা হৈ পৰে। যোৱা ১৯৬২ চনত চীনৰ আক্ৰমণৰ সময়ত এই অসুবিধা বৰ বেচিকৈ অনুভৱ কৰা হৈছিল। আৰু তাৰ ফলস্বৰূপে ভাৰত চৰকাৰে আমাৰ অসুবিধাৰ কথা উপলব্ধি কৰি যোগীঘোপালৈ ব্ৰডগেজ লাইন আনি দিলে। তথাপিও ৰেলৰ দ্বাৰাই আমাৰ লাগতীয়াল বস্ত অনা-নিয়াৰ সুবিধা কৰিব পৰা নাই। তাৰপিচত ৰোড ট্ৰেন্সপোর্টেৰে কলিকতা বা বাহিৰৰ পৰা বস্ত অনা-নিয়া কৰাৰ উপৰিও এয়াৰপোনেৰে বহু বস্ত কঢ়িয়াব লগা হৈছে। সেই হেতুকে বহু বস্তৰ দাম ভাৰতৰ আনবোৰ ঠাইতকৈ অসমত অত্যাধিক বেচি।

আজি অসমত বিভিন্ন শিল্প প্ৰতিষ্ঠান হোৱাৰ লগে লগে হেজাৰ হেজাৰ মানুহ অসমলৈ অহাবোৱা কৰিবলৈ আৰম্ভ কৰিছে। ফলত ৰেল গাড়ীত যাত্ৰীয়ে ঠাই পোৱা অসম্ভৱ হৈ পৰিছে। যোৱা পাকিস্তানৰ আক্ৰমণৰ পিচৰ পৰা পাকিস্তানৰ মাজেৰে জাহাজ চলাচল বন্ধ কৰি দিয়াত খাদ্য সামগ্ৰী অসমলৈ অনানিয়াত অসুবিধাৰ অজুহাতলৈ অসম মেইল আৰু গোহাটি এক্সপ্ৰেছ গাড়ী দুখনৰ ঠাইত এখন গাড়ী হিচাবে চলাচল কৰিছে। ফলত বহু যাত্ৰী বাৰাউনী আৰু অন্যান্য ষ্টেচনত ২৩ দিনলৈকে বৈ কষ্ট ভোগ কৰিব লগীয়া হৈছে। ৰেলওৱে কৰ্তৃপক্ষই মালগাড়ী চলাচলৰ সুবিধাৰে কাৰণে তেনেকৰা হৈছে বুলি যুক্তি দেখুৱাইছে। এনে অৱস্থাত কেন্দ্ৰীয় চৰকাৰে এই পৰিস্থিতিতৈ চকু নিদিয়াতে বৰ দুখৰ কথা।

আগৰ দিনত কেবল চাহৰ ব্যৱসায়ৰ সুবিধাৰ কাৰণেই তেনে ব্যৱসায় থকা অঞ্চলৰ মাজেৰে লাইনবোৰ নিয়া হৈছিল। কিন্তু বৰ্তমান ৰাজ্যৰ বিভিন্ন অঞ্চলৰ যোগাযোগ আৰু উন্নয়নৰ কাৰণে ৰেলৰ লাইন ৰেলৰ সংযোগ নথকা অঞ্চলবোৰলৈ বঢ়াবৰ আৱশ্যক হৈছে। আৰু তাৰ বাবে অসমত ব্ৰহ্মপুত্ৰ নদীৰ ওপৰত দলং এখনৰ ঠাইত বিশেষকৈ দেশৰ প্ৰতিৰক্ষাৰ বাবে দুই তিনিখন দলঙৰ প্ৰয়োজন হৈছে। মঙ্গলদৈ চহৰ খনৰ লগত ৰেলৰ সংযোগ নাই আৰু খাৰুপেটীয়া অঞ্চলত মৰাপাট, সৰিহয় আদিৰ প্ৰচুৰ উৎপাদন হোৱা স্বত্বেও বাইহাটা ষ্টেচনৰ পৰা মঙ্গলদৈ, খাৰুপেটীয়া, দলগাঁও হৈ বোতা ষ্টেচনলৈ ৰেলৰ লাইন এটি নোহোৱাত সেই অঞ্চলৰ মানুহৰ বিশেষ অসুবিধা হৈছে আৰু উন্নয়নত বাধা জন্মিছে। উক্ত বিষয়ে বহুবাৰ কেন্দ্ৰীয় কৰ্তৃপক্ষৰ দৃষ্টি গোচৰ কৰা স্বত্বেও আজিলৈকে তাৰ কোনো প্ৰতি বিধান কৰা হোৱা নাই। মই মোৰ বন্ধু শ্ৰীদেবেন্দ্ৰনাথ শৰ্ম্মাৰ প্ৰস্তাৱ সমৰ্থন কৰাৰ লগতে এই বিষয়ে মঙ্গলদৈবাসী বাইজৰ অসুবিধাৰ কথা দৃষ্টি গোচৰ কৰিলোঁ, যাতে আমাৰ ৰাজ্যিক চৰকাৰে উক্ত বিষয়ে কেন্দ্ৰীয় চৰকাৰৰ লগত যোগাযোগ কৰে।

**Shri AKSHOY KUMAR DAS (Sarbhog) :** Mr. Deputy Speaker, Sir, while rising to speak in support of the Resolution I may be permitted to point out that there is an atmosphere like "কালনেমিৰ ল ভাগ"। Sir, our resolution is very simple. It is only for the conversion of the existing railway system to broad gauge system and, if possible, to extend this system as early as possible to Gauhati. This is the whole resolution. But meanwhile the consideration of one's own constituency has played upon one's mind. After all we are not discussing the entire railway budget here. In doing this, rather are we pointing out the merits and demerit of a particular alignment? The hon. Member from Gauripur has spoken something about some bridges like Bholuka bridge, Beki

bridge and some other bridges. He is forgetful of the fact that for the construction of the National High Way, the Government of India have spent crores of rupees for strengthening the bridges and these bridges are perfectly fit to bear any load. That is why piers have been driven 75 feet below the ground. So there is no question of weakness in the existing bridges on the railway line from Bongaigaon to Gauhati; but even then, if sense of economy and science advise the railway administration to construct or extend to broad gauge some other way we should accept it cheerfully. We should not grudge it. Nobody in this House will grudge any extension of line *via* Jogighopa, Goalpara to Gauhati. So we should give a united support leaving the particular alignments to Engineers and for that matter to the Railway administration.

Sir, I also cannot check the temptation of referring back to what hon. Member from Gauripur said about the brain of the Engineers who made the alignment of the Broad Gauge line to Jogighopa. He has mentioned that because the alignment has been made to Jogighopa, so the idea was to take it eastward *via* Goalpara only. It may be so but it may be his private knowledge or information. It is very clear from long before the Pakistan aggression that there was a serious thought to link Assam with the rest of India. So there was also a talk of constructing Ganga Brahmaputra Canal also. But the benefit of river transport is not to be abandoned or ignored. This is a good facility which is very economic to the people. May be the Engineers who made this alignment might have the idea to extend this line to Jogighopa and then direct the traffic by boat by the Brahmaputra. So the brain of the Engineer who made the alignment was right, otherwise too.

Sir, the hon. Member from Badarpur is very touchy in saying that nobody has mentioned about Cachar. But it is not so. So far as I remember a preceding speaker did mention about Cachar. It is natural to speak about his own constituency. The resolution as it is does not exclude Cachar from consideration. With these words, Sir, I support the Resolution and I hope we will have a united support.

**Shri SIDDHINATH SARMA (Minister, Transport):** Mr. Deputy Speaker, Sir, I am very grateful to the hon. Member for bringing this Resolution before the House and I fully agree with the Resolution and also I accept it on behalf of the Government. Sir, this Government has moved the Government of India to extend the broad gauge railway line from Bongaigaon or Jogighopa to Gauhati immediately. As far back as January, 1964 the Minister, Transport had submitted a memorandum in this connection with other matters to late Shri Dasappa, the then Union Minister for Railways. In January, 1965 again an *Aide Memoire* was prepared for submission to Shri S. K. Patil, Union Minister for Railways. The matter contained in the *Aide Memoire* were personally discussed by the Minister, Transport with Shri Patil on 3rd January, 1965 at Gauhati. The question of extension of broad gauge line to Gauhati was also put up before the Eastern Zonal Council meeting held

at Calcutta on 28th and 29th January, 1965 by this Government. The Minister Transport had also personally pressed the matter with Dr. Ram Subhag Singh, Minister of State, Ministry of Railways, during his last visit to Assam in the middle of last year. The Chief Minister and the Minister-in-charge of Planning, Assam have also personally pressed for the extension of the broad gauge line to Gauhati at the appropriate levels. The matter was referred to the Member, Transport, of the Planning Commission during his visit to Assam in November, 1964. The Government of Assam is also in touch with the Ministry of Defence in this respect. Apart from that necessary contacts have been made by the Secretary, Transport with the Chairman, Railway Board and other officers during the last one year. So, Sir, from all this it will be seen that the Government of Assam is trying its level best to convince the Government of India and authorities to extend the broad gauge line upto Gauhati immediately and to extend it to the Eastern region for the interest of all concerned.

Sir, some members also referred to other Railway lines in the State. In my memorandum which I submitted to Shri H. C. Dasappa in January 1964, I mentioned about all these lines. I mentioned about the line from Pancharatna Ghat (on the other bank of the Brahmaputra, opposite Jogighopa) to Gauhati via Goalpara. Then I mentioned about the new Railcum-road bridge at Jogighopa and to connect "Pancharatna to Gauhati" Line with the Railway Line suggested for Garo Hills near Dudnoi. To connect Mariani with Dibrugarh was also referred to. The improvement of supply line towards Surma Valley and Mizo hills areas of Assam and Tripura and Manipur is also referred in my memorandum. So, Sir, all lines referred in the speeches of the Hon'ble members have been mentioned in my memorandum. Therefore, Sir, if the resolution is adopted by the House, it will be submitted to the Government of India with a request to take actions as suggested in the resolution.

**Shri DULAL CHANDRA BARUA (Jorhat):** On a point of clarification, Sir. The hon. Minister has said that he has personally submitted a memorandum and the Chief Minister has also pressed for it, and the Government of India has assured to consider the matter. May I know from the hon. Minister whether Government has received any information from the Government of India and if so when? We know that these things have not been mentioned in the Railway Budget of the Union Railway Ministry.

**Shri SIDDHINATH SARMA:** We have not received any reply as yet. It may not be taken up by the Railway Ministry, it may be considered by the Defence Ministry due to Chinese threat. It depends entirely on the Government of India, the Railway Ministry and the Defence Ministry, I cannot say anything more as this is a Central Subject.

**Mr. DEPUTY SPEAKER:** I put the question. The question is that the resolution moved by Shri Devendra Nath Sarma be adopted.

(The question was adopted)

**Mr. DEPUTY SPEAKER :**

Now, Resolution No. 2 — Shri Mohananda Bora — absent.

Resolution No. 3 — Shri Khogendra Nath Barbaruah — absent.

Resolution No. 4 — Shri Tarapada Bhattacharjee — absent.

**Shri DULAL CHANDRA BARUA (Jorhat):** Sir, I have been authorised by Shri Barbaruah to move his resolution.

**Mr. DEPUTY SPEAKER:** I mentioned about that resolution but you did not say anything at that time and now we have come to resolution No. 5.

**Shri MAHADEB DAS (Bhabanipur Reversed for Scheduled Castes):** মাননীয় উপাধ্যক্ষ মহোদয়, মই সদনৰ মাননীয় সদস্যসকলৰ আগত এটা প্ৰস্তাৱ ডাঙি ধৰিব খুজিছোঁ। মই আশা কৰোঁ সদনৰ সদস্যসকলে প্ৰস্তাৱটো সৰ্বসন্মতিকৰণেৰে সমৰ্থন কৰিব।

প্ৰস্তাৱটো হৈছে—I beg to move that this Assembly recommends to the Government of Assam to take up the Manais River Valley Project as early as possible.

মহোদয়, মোৰ এই প্ৰস্তাৱটো ডাঙি ধৰাৰ একমাত্ৰ কাৰণ হৈছে, আজি কামৰূপ জিলাৰ বেকী নদীৰ কথা ভাৰতৰ বহুতে জানে। বিশেষকৈ অসমৰ মানুহে ভালকৈ জানে। এক ঠাইৰ পৰা তিনিটা নদী ফাটি গৈছে—এটা হল আই নদী, আনটো হল মানাহ আৰু তৃতীয়টো বেকী নদী। বেকী নদী বেকাবেকী ভাবে গৈছে গতিকে তাৰ নাম বেকী। ই বৰ খৰশ্ৰোতা মহাপৰাক্ৰমী নদী—মানুহে বহুদিনৰ পৰা মানস কৰি আছিল—সেই মানস পূৰ্ণহোৱাত সেই ভাগক মানাহ বোলে আৰু আই নদীক বৰ প্ৰতাপী কাৰণে মানুহে “আই” বুলি সম্বোধন কৰোতে, তাৰ পৰা আই নদী হ’ল।

যিহেতু এই তিনিওটা নদীৰ সমষ্টিকে মানাহ ভেলি বা মানাহ, বেকী আৰু আই নদী বুলি কয়। এই তিনিটা নদী বিশেষকৈ আমাৰ কামৰূপ জিলাৰ বৰপেটা মহকুমাৰে আৰু গোৱালপাৰাৰে বৈ গৈ গোটেই দুয়োখন জিলাকে জুকলা-জুপুৰা কৰিছে।

মহোদয়, ১৯৬১ চনৰ Census Figure লৈ চকু দিলেই দেখা যাব যে প্ৰায় ৪০ লাখৰ ওপৰ অৰ্থাৎ অসমৰ এক তৃতীয়াংশ মানুহক এই তিনিটা নদীয়ে বিশ্বস্ত কৰিছে ; কৃষিক্ষেত্ৰত এই নদীয়ে অসমৰ অপূৰণীয় ক্ষতি কৰিছে। এই নদীৰ গৰাখহনীয়াই কৃষক ৰাইজৰ হাজাৰ হাজাৰ বিঘা মাটি চিৰদিনৰ কাৰণে খেতিৰ অনুপযুক্ত কৰি সেই নদীৰ গভত লীন নিয়াইছে। আজি বৰপেটা আৰু গোৱালপাৰাত ভূমিহীন খেতিয়কক দিবলৈ মাটি নাইকীয়া কৰি পেলাইছে।

গভৰ্ণমেণ্টৰ নিয়ন্ত্ৰিত আইন অনুসাবে economic holding ৰ বাবে একোটা পৰিয়ালক ১২ বিঘাকৈ মাটি দিয়াৰ কথা আছিল। কিন্তু আমাৰ দুৰ্ভাগ্যৰ কথা এই সদনৰ সদস্যসকলে Land Advisory Committee ত থাকি উপলব্ধি কৰিছে। এতিয়া ১২ বিঘাৰ ঠাইত বৰপেটা মহকুমাত ৪ বিঘাকৈ দিয়াৰ হে মতামত লোৱা হৈছে। কিন্তু বৰ পৰিতাপৰ বিষয় যে বৰ্তমান পৰিস্থিতিত ৪ বিঘাকৈ দিবলৈকো মাটি নাই।

মহোদয়, অসমৰ জন সংখ্যা দিনে দিনে বাঢ়িছে কিন্তু ৰাজ্যত মাটিৰ পৰিমাণ বঢ়া নাই। তেনেস্থলত থকা খিনিকো নদীৰ বুকুত লীন নোযোৱাৰ এটা ব্যৱস্থা কৰিব লাগে। সেইফালৰ পৰাও এই মানাহ নদীক নিয়ন্ত্ৰণ কৰাৰ নিতান্ত দৰকাৰ হৈ পৰিছে।

মানাহ নদীক নিয়ন্ত্ৰণ কৰিলে অকল কৃষিজাত বস্তুবেই উৎপাদন বাঢ়িব এনে নহয়, ব্যৱসায় বাণিজ্য আদি সকলো ক্ষেত্ৰতে উন্নতি হব। বিজুলীশক্তি বৃদ্ধি পাব। ব্যৱসায় বাণিজ্যৰ উন্নতি কৰিবলৈ হলে power ৰ নিতান্ত প্ৰয়োজন। আজি আমি সকলো ক্ষেত্ৰতে নতন নতুন পদ্ধতিত আগবাঢ়ি যাব লাগিব। আজি মানাহ নদী নিয়ন্ত্ৰণ কৰিলে যিখিনি বিজুলী শক্তি উৎপন্ন হব সেই বিজুলী শক্তি অকল অসমকে নহয় বেঙ্গলকো যোগান দিব পাৰিব। আমি যেতিয়া সৰু আছিলো সেই বৃষ্টিৰ দিনতেই এই নদী নিয়ন্ত্ৰণৰ কাৰণে তথ্যপাতি যোগাৰ কৰা হৈছিল। দেশ স্বাধীন হোৱাৰ পিছত স্বৰ্গীয় গোপীনাথ বৰদলৈ যেতিয়া মুখ্যমণী আছিল ইয়াৰ বাবে তথ্য সংগ্ৰহ কৰিবলৈ চেষ্টা কৰা হৈছিল আৰু এতিয়া শেষ সিদ্ধান্তত উপনীত হব পৰা গৈছে যে এই নদী নিয়ন্ত্ৰণ কৰিব লাগিব। কিন্তু dam system ৰ কাৰণে ভোটান গৱৰ্ণমেণ্টৰ লগত যোগাযোগ কৰা হৈছিল কিন্তু সেই সময়তে বৰদলৈ ডাঙৰীয়াৰ মৃত্যু হোৱাৰ বাবে সেই বিষয়ে আৰু অগ্ৰসৰ নহল আৰু সমগ্ৰ বিষয়টো বন্ধ হৈ থাকিল। কিন্তু বৰ্তমান আজি দুবছৰৰ আগতে ভোটান গৱৰ্ণমেণ্টে অনুমতি দিছে যে অসম চৰকাৰে তেওঁলোকৰ এলেকাত dam সজাত তেওঁলোকৰ কোনো আপত্তি নাই আৰু এই dam ৰ বাবে তেওঁলোকে মাটি দিব বুলি কৈছে। সিদিনা বেকী, ভলুকাডোবা নদীয়ে ভীষণ ভাৱে প্লাবিত কৰি তুলিলে। গতিকে মানাহ নদী নিয়ন্ত্ৰণ অতি প্ৰয়োজন।

আমাৰ প্ৰিয় নেতা শাস্ত্ৰীজীয়ে তেখেতৰ last tour ত কৈ গৈছিল, “জয় জোৱান”, “জয় কৃষাণ”। যদি সেয়ে হয় তেনেহলে নিশ্চয় আমি নদী নিয়ন্ত্ৰণক আগ ভাগ দিব লাগিব। কাৰণ নদী নিয়ন্ত্ৰণ, পানী যোগান আদিৰ মাজতে কৃষি উৎপাদনৰ সকলো কথা সোমাই আছে। তেখেতক শ্ৰদ্ধা জনাবৰ কাৰণে হলেও আমি কৃষক ৰাইজৰ সৰ্ব্বতোপ্ৰকাৰ মঙ্গলৰ কথা চিন্তা কৰিব লাগিব। মই আগতে কৈছো কামৰূপ জিলাৰ আৰু গোৱালপাৰা জিলাৰ কৃষকৰ সকলো কথা মানাহ নদী নিয়ন্ত্ৰণৰ ওপৰত নিৰ্ভৰ কৰে। গতিকেই মই অনুৰোধ জনাইছো যে মোৰ এই প্ৰস্তাৱটোত সকলো সদস্যই যেন সমৰ্থন দিয়ে, ইয়াকে কৈ মোৰ স্বস্ত্য সাধৰণি মাৰিলো। জয় হিন্দ।

**Mr. DEPUTY SPEAKER :** Mr. Akshoy Kumar Das will speak now.

**Shri AKSHOY KUMAR DAS (Sorbhog):** Mr. Deputy Speaker, Sir, I rise to support the resolution. In doing this, I have very little to add to what the mover of the resolution has stated. Only I cannot check the temptation of saying that I had a chance to see something about this in a small book published by the Power and Works Organisation of the Central Government years back which says that the study of this Manas Project did make a good headway. But as the mover of this resolution has said, just now, there has been some willingness on the part of the Bhutan Government to allow the bund to be constructed for this Project within their territory which cannot be raised anywhere else. Sir, as to the feasibility of the programme we may be cautioned regarding the availability of funds. But I would like to suggest, Sir, that when the Kopili Valley Project was taken up, there was also the question of money, the question of fund, and probably a much bigger fund, but still it was taken up. Now, the time has changed. Probably we have been carried to a more stringent condition, but still caution regarding fund should not be a stumbling block altogether for any thinking on this line. If we were correctly given to understand, the Kopili Valley Project is not going to be implemented in the near future. So, Sir, if the Government takes a bold step and assert the desirability before the Central Government, then the Central Government may agree to consider this Manas River Project being taken up. Sir, regarding utility of the scheme I need not speak. The Government is probably fully aware of it. Besides supply of power, I am more keen on the flood-control aspect of the plan, because if this portion is taken up, a good portion of the Goalpara district and at least half of Barpeta subdivision will be benefited. Three years back, Sir, this river gave a slight turn towards the East and that created a havoc for as many as 8 mouzas of the subdivision. This is a very strong river and its destruction potential is very great. It would be evident from the fact, Sir, that the present railway bridge over this Beki river constructed by the Railways suffered from damages by the current 8 times. This is the ninth railway bridge. This time they have made it extra strong and probably this is not being disturbed by the river any more. But that has not made the areas both below and at the upper level of the bridge less vulnerable. Only three years back, three mouzas within the Barpeta subdivision above the railway bridge have been very badly affected. The Supply Minister and the Irrigation Minister are probably fully aware of this fact. Large areas of cultivable land are being flooded annually damaging the standing crops, and as the mover of the resolution has said, the pressure of population in Barpeta subdivision is very high, only second in Assam and second to Karimganj on subdivisional basis. This inroad on agricultural land is a very great menace.

**Mr. DEPUTY SPEAKER :** Order, order, it is already 12-30.

### Adjournment

The House was adjourned till 2 P. M. for lunch.

(After Lunch)

**Shri AKSHOY KUMAR DAS:** Mr. Deputy Speaker, Sir, the Manas River Valley Project comprises at least three powerful streams *viz.*, Bhalukadaba, Manas proper and Beki, and besides this for the last three years the same valley is feeding the Aie river at its lower course and this has resulted in creating havoc in a good portion of Goalpara Subdivision as I pointed out at the start.

**Shri RUPNATH BRAHMA (Minister, Supply):** Does the Burisuti river fall in the Manas River Valley ?

**Shri AKSHOY KUMAR DAS:** The Bhalukadoba river gets the supply entirely from the Manas Valley and, Sir, it will not be wrong to say that Aie river also is being fed by the Manas Valley partially. Next, Sir, we are not so much concerned with power supply as we are with flood control and secondly irrigation facilities. Our main concern is to prevent further eating away of the agricultural lands and displacing very very old habitations and villages. And for that reason we earnestly appeal to the Government that they do take this proposal up with the Government of India for speedy consideration.

With these words, Sir, I conclude.

**Mr. DEPUTY SPEAKER:** Any hon. Member taking part ? All right, Mr. Sarat Goswami ?

**\*Shri SARAT CHANDRA GOSWAMI (Kamalpur):** Mr. Deputy Speaker, Sir, I support the resolution moved by my Friend Shri Mahadeb Das regarding taking up of the Manas River Valley Project. Now, Sir, this project has been agitating and we also took up the matter on several occasions on the floor of this House and also there have been correspondences with the Bhutan Government regarding taking up of this project. But up till now, so far as we can gather, though the Bhutan Government agreed to allow the Government of Assam or the Government of India, as the case may be, to take up investigation of the project, the investigation has not yet been taken up due to paucity of funds or something like that. But, Sir, I feel that no further time should be wasted to take up the project and investigation should be started immediately. Now, this Manas River Valley Project is one of the most important schemes so far as protection of flood in the areas of districts of Kamrup and Goalpara is concerned. It has been said that this valley has been feeding the rivers, at least three very big rivers, namely, Manas river, Beki river and Aie river. There is another river named and as a matter of fact all the big rivers which are flowing in that region from the Bhutan border in the districts of Goalpara and Kamrup either are directly fed or the streams from that source are feeding the different rivers. Now, Sir, we are all aware that the Aie river specially has been creating havoc to the bridges on the railway tracks and also to the national highway on several occasions and the traffic had to be suspended because of the breach of the bridges on Aie river. Similarly, the Beki river is one of the most turbulent rivers and the region has been eroded on both sides of the bank and the villages have been eaten up already by this river. Similarly is also the case with Manas river. Therefore, if the

flood control measure is to be effective, merely constructing some embankments will not solve the problem. We have already constructed several thousands miles of embankments on the tributaries and also on the rivers in our State. But, Sir, these embankments have only proved to be very temporary measure, and though protection of flood to some extent has been checked, there are other associated evils along with it also because these embankments are more or less embankments with earth work. Whenever there is heavy pressure of flood water at certain vulnerable point, the embankments give way thereby the havoc is created by the onrush of flood waters to those areas. Therefore, I feel that along with the construction of embankments, we must go for permanent flood control measure which can be effective only if we can train the rivers at their source. Therefore, the River Valley Control Project will be the permanent measure to control further erosion, and this project, the Manas River Valley Project is one of the important projects of the area. I, therefore, feel that we should not waste further time. When taking up investigation and also when this project can be effectively constructed, the possibility of controlling flood and erosion in that area are to be examined. As has already been stated by Shri Das, this River Valley Project need not be only a power project, it must be a multi-purpose project. As a matter of fact, this project will have to be utilised mainly for agricultural purposes so that agricultural fields are not inundated or on the contrary affected by draught if the project can be successfully taken up and if dams and such other schemes which are associated with it can be effectively constructed. Then the flood will be protected and can be controlled, and also at the time of need, water which is very essential for our agriculture can be given out. Therefore, Sir, I feel that we should give pressure on the Government of India to allocate more funds on irrigation schemes. If funds can be made available, we can carry on the project successfully. With these words, I support the motion and also commend that the resolution be accepted by the House.

**Dr. HOMESWAR DEB CHOUDHURY (Patacharkuchi) :**

মাননীয় অধ্যক্ষ মহোদয়, মোৰ বন্ধু দাস ডাঙৰীয়াই আগবঢ়োৱা প্ৰস্তাৱটো মই সমৰ্থন কৰিছো। বৰপেটা ব'দ ঠেছনৰ উত্তৰ শিতানত থকা সুন্দৰ বননিখনৰ মাজেৰে গৈ থাকিলে অলপ পিচতেই এখনি বিতোপন ঠাই পায়, য'ত মনে হয় যেন প্ৰকৃতিৰ নিগুচ সকলো সৌন্দৰ্য্য বুকু উদং কৰি ধালি দিছে—মানুহৰ মন-প্ৰাণ হৰি নিয়ে—আপোন পাছৰা হৈ ব লাগি চাই থাকে। সেই কাৰণেই আমাৰ চৰকাৰে বৰ্তমান চনৰ যি Calender কৰিছে, তাতো তাৰ মনোমোহা চৰি এখনি ডাঙি ধৰিছে। সেয়ে মঠনগুৰি বোলা ঠাই।

সেই ঠাইখিনিতে মানাস নদী ৩ ভাগত ভাগ হৈছে। নাম লৈছে মানস, বেকী আৰু ভলুকাডবা আৰু এটা স্মৃতি গৈ আই নদীত পৰিছে। এটা সোতৰ পৰাই ৪খন নদীত ভাগ হৈছে। এইখিনি এনেকুৱা ঠাই যেন এখন বন্য কানন। তাত নানা গছ-গছনিয়েই যে আছে এনে নহয়, বনৰীয়া বাঘ, হৰিণ, হাতী আদিয়েও বিহাব কৰে। Tourism ৰ ফালৰ পৰা যদি ইয়াক স্মগন কৰা হয়, তেন্তে বহুতো Tourist ৰ সমাগম হব।

মহোদয়, এই নদী যদি নিয় ৭ কৰা হয়, ইয়াৰ দ্বাৰা আমাৰ ৰাজ্যৰ নহয় অসমৰ ওচৰে পাছৰে থকা ভাৰতৰ আন ঠাইবো উপকাৰ হব।

এই নদী নিয়ন্ত্ৰণ কৰিলে অকল Powerয়েই নহয়, তাৰ দ্বাৰা যেনেটকৈ জলসিঞ্চণৰ কাম হ'ব, বানপানী নিয়ন্ত্ৰণ হ'ব আৰু ফলত বহুতো খেতিৰ মাটি বাহিৰ হ'ব।

আজি বেকী নদীৰ প্ৰবল সোতে বহুতো মানুহক বিধ্বস্ত কৰিছে। বেকী নদীয়ে বিধ্বস্ত কৰা বহুতো লোকৰ আজিলৈকে চৰকাৰে আন ঠাইত মাটি দি পুনৰসংস্থাপন কৰিব পৰা নাই। ইয়াৰ নিয়ন্ত্ৰণৰ দ্বাৰা সেই লোকসকলৰ বাহিৰেও আৰু বহু লোকৰ উপকাৰ হ'ব।

তেনেকৈ মানস আৰু ভলুকান্দবা নদী কোন সময়ত কিৰূপ ধাৰণ কৰে ব'ব নোৱাৰি। এই নদীবিলাকৰ আকস্মিক উৎপাতৰ কাৰণে বেল লাইনৰ আৰু P. W. D. আলিৰ দলং ৰাখিব নোৱাৰি। মোৰ মাননীয় শ্ৰীঅক্ষয়কুমাৰ দাস ডাঙৰীয়াই ইতিপূৰ্বেই কৈ গৈছে যে বেকীনদীৰ বেলৰ দলং খন এবাৰ নহয় দুবাৰ নহয় ৯ বাৰ ভাঙিলে। ই আগৰ ঠাইৰ পৰা বৰ্তমান বহুদূৰলৈ আন ঠাইলৈ গৈছে। আগৰ দলং য'ত আছিল এতিয়া তাত সুন্দৰ খেতি পথাৰ। P. W. D. য়ে এই তিলিখন নদীৰ ওপৰত দলং দিব পৰা নাছিল—এবছৰ আগলৈকে। এই নদীৰ আৰু দলং অভাৱৰ কাৰণে বৰপেটাৰ পৰা পশ্চিমলৈ বা গোৱালপাৰা জিলাৰ পৰা পূবলৈ অহা যোৱা প্ৰায় বন্ধ আছিল। এই নদী নিয়ন্ত্ৰণ কৰিলে মানুহে এনে দুখ দুৰ্গতিৰ পৰা মুক্ত হ'ব; আৰু বেলৰ দলঙৰো অনিষ্ট বন্ধ হ'ব।

কিছু সময়ৰ আগতে এই সদনত বেল আলি সৰুকে লোৱা প্ৰস্তাৱত কোৱা হৈছে যে অসমৰ সকলো কেন্দ্ৰস্থললৈ Broad Gauge Line সম্পূৰ্ণৰূপে কৰিব লাগে। কিন্তু নদী ভালকৈ নিয়ন্ত্ৰণ কৰি দলং দিব নোৱাৰিলে বেলৰ দলং ৰখা টান হ'ব। যদি ব্ৰড্‌গজ লাইন বন্ধিয়াই গুৱাহাটীলৈ আহে তেনেহলে এই কেইখন নদীৰ ওপৰেদি আহিব লাগিব। একমাত্ৰ বেকী নদীৰ দলঙৰ বাবে বেলওৱে বিভাগে বহুতো টকা খৰচ কৰিছে। কিন্তু এইটো নদী বৰ খৰচহোতা আৰু সোত বদলি থাকে। বহু টকা খৰচ কৰা স্বত্বেও, বেকী নদীৰ দলঙৰ ওচৰত নদীৰ স্ৰোত অলপ পশ্চিমলৈ গৈছে। দলংৰ বিপদ অহা যেন লাগে। এই নদী নিয়ন্ত্ৰণ কৰিলে সেইবোৰ বিপদৰ হাত সাৰিব পাৰিব। মোটৰ ওপৰত জাতীয় উন্নতিৰ ফালৰ পৰা চাবলৈ গলে এই নদী নিয়ন্ত্ৰণ কৰাটো অপৰিহাৰ্য্য।

মহোদয়, কেতিয়াবা বেকী নদীৰ পানী বেচি হলে মানস আৰু ভলুকান্দবাৰ পানী কমি যায় বা ভলুকান্দবাৰ পানী বেচি হলে বেকী নদীৰ পানী কমি যায়। ফলত এফালে বানপানীত খেতি নষ্ট হয় আৰু আনফালে পানীৰ অভাৱত খেতি নহয়। এই নদী নিয়ন্ত্ৰণ কৰিলে সেইবোৰ আহকাল দূৰ হ'ব। মঠনওৰিত নদী নিয়ন্ত্ৰণ কৰি বিজুলীশক্তি উৎপাদন কৰিব পাৰিলে যি বিজুলীশক্তি উৎপাদন হ'ব তাৰ দ্বাৰা অকল বৰপেটা আৰু গোৱালপাৰা জিলাৰে নহয়, North Bengal আৰু ভটান চৰকাৰকো দিব পাৰিব। ফলত আমাৰ উত্তৰৰ ভূটানৰ লগত বিজুলীশক্তিৰ জৰিয়তে আমাৰ সন্মুখ গঢ়ি হ'ব। এইবোৰ নানা ফালৰ পৰা পৰ্য্যালোচনা কৰি আমাৰ চৰকাৰৰ তৰফৰ পৰা দাস ডাঙৰীয়াৰ প্ৰস্তাৱটো উত্থাপন কৰা প্ৰচেষ্টাটো লোৱাৰ কাৰণে ভাৰত চৰকাৰক জোৰ দিব লাগে।

জানিব পাৰিছো, এই প্ৰচেষ্টাত প্ৰায় ৩০:১১ কোটি টকা খৰচ হ'ব আৰু Survey ৰ কামত ৪০-৫০ লাখ টকা খৰচ হ'ব। দেখাত ডাঙৰ টকাৰ সংখ্যা যদিও এই টকাৰ অপব্যয় নহয়। সকলো কথা কেন্দ্ৰীয় চৰকাৰক ভালকৈ বুজাই দিব পাৰিলে নিশ্চয় এই কাম কৰিবলৈ চৰকাৰে আগবাঢ়ি আহিব।

ইয়াকে কৈ মই প্ৰস্তাৱটো সমৰ্থন কৰিলো।

**Dr. GHANASHYAM DAS (North Salmara, Reserved for Scheduled Castes):** Mr. Deputy Speaker, Sir, I strongly support the resolution moved by my friend Shri Mahadeb Das about this project. Many hon. Members have already stressed about the importance of this project. In the past, on several occasions, the question of taking up the Manas Valley River Project was raised, but perhaps due to financial stringency or some other reasons this could not be taken up. Sir, I have fair knowledge of the devastation and miseries caused by these furious rivers because I come from that part. I am an elected member from the Bijni-Srifangram area and as a social worker also I had to go to that area for relief duties. I have myself seen about the great devastation and havoc caused by these rivers. A few years back when a survey was made by the Embankment and Drainage Department, it was revealed that only by the notorious Aie river alone 73,000 big-has of cultivable land were destroyed. Only in terms of paddy land, the loss would run to crores and crores of rupees. Not only that. The Public Works Department roads from Abhayapuri to Lengtisingha and other places were constructed at huge cost, but those roads could not be protected from the destruction of these rivers.

My friends have already given description of it. I feel it now high time that the Government should take up the matter with right earnest now. Initially, the cost may be very heavy, but this area is comprised of more than two lakhs of agricultural people. As I have learnt from the people there, the economic condition of the people is deteriorating day by day due to these notorious rivers, and as a result, the agriculturists suffer very heavily. Formerly they were happy and prosperous. But now they are to migrate from this place to other places in search of cultivated lands elsewhere and earned their bread.

Sir, Government is spending huge amounts for rehabilitation and relief measures and repair of roads and bunds. So, if the whole thing is studied to control these rivers, crores and crores of rupees which are spent year to year, will be saved and it will, I believe, add to the improvement of the economic condition of the people. In this area about 99 per cent are agriculturists. So, they will be much benefited. Besides that a good deal of forest wealth including wild lives will also be saved. I remember, about twelve years back, so many elephants and other animals were wash d away by the current of this notorious river. Therefore, I request the Government to make proper investigation for taming this river and push up the matter in right earnest with the Government of India so that they may be convinced of its importance. With this words, I strongly support the resolution moved by Shri Mahadeb Das.

**Shri RUPNATH BRAHMA (Minister, Supply):** Mr. Deputy Speaker, Sir. I take my stand to give my full support to the resolution moved by the hon. Member Shri Mahadeb Das. Sir, Manas is one of the biggest tributaries of the mighty Brahmaputra with enormous volumes of water. This Manas river is coming through Bhutan and meets our side at a place called Mathanguri in the North Kamrup within one Game Sanctuary. Sir, I had the opportunity of going to our border there with our late Chief Minister Gopinath Bordoloi to these places round about those areas and the hon. Speaker Shri Choudhury was also there and I think my friend Shri A. K. Das who has just spoken on the subject was also there. It was probably fifteen or sixteen years back, when this proposal was first put up.

At that time, we came to know that the actual site for the dam would not be suitable within our side and that would have to be done inside Bhutan. With that idea we have taken up the matter, but since then the matter has not been materialised. The main difficulty came from the Bhutan side. We could not get approval of the Bhutan Government for the construction of the dam in their side. But, Sir, Bhutan is our friendly State and we are happy to learn that ultimately they have agreed to give a dam site. If that is so, Sir, there will be no difficulty in having a dam site in Bhutan now.

Sir, regarding the devastation and havoc created by this mighty Manas my friend who comes from that area has already spoken about it. Sir, I had the opportunity of touring in this devastated area with the Deputy Food Minister, Mr. Thomas of Government of India. We took the whole day starting in a boat and saw the devastation created by the Beki. My friend Dr. Das's constituency falls in this area. There is a river called Kakila which falls there. The devastation started from the border of Kamrup and the Goalpara Districts and spread right up to Baghbar Hill which is by the side of the Brahmaputra. During rainy season it looks like a sea with vast sheet of water. Then again I had the opportunity to accompany the Power and Irrigation Minister Dr. K. L. Rao while we took him to Tarabari in a plane. From Tarabari I took him right up to Baghbar and showed him this vast flooded area. He was very much impressed. He was convinced that, that area was really a distressed area. People cannot have cultivation there, during the whole rainy season. Sir, this is the meeting place of so many rivers thus actually there are seven rivers, that is why this place is called Satmukhi which means confluence of seven rivers. There is Bhelenga river also. So, the entire area is overflowed. Nobody can imagine what is the extent of devastation of river Manas. My friend Shri A. K. Das said that the Aie river is flowing through this. But I do not know whether the Aie river water is going through this Manas actually.

**Shri AKSHOY KUMAR DAS:** It is not that the river Aie is going through Manas, but a stream of Manas falls in the later portion of Aie.

**Shri RUPNATH BRAHMA:** But these two rivers are quite independent ones—Aie and Manas. They are very troublesome rivers. There is also another stream called Burisuti which is also an independent river and now that river joins Manas. The whole volume of water is now running through Beki. I have seen this place many times. We had rich tribal people there with rich paddy fields. They were good cultivators but their paddy fields have been totally damaged by the Manas and Beki rivers. There are some streams also in that area. There is a stream called Naw-Khanda and another Hakna and there is Beki—waters of these three rivers come from Manas river. Beki is actually a branch of Manas.

Sir, there is a vast forest area there which falls in a Game Sanctuary which is also being damaged from year to year by the erosion of Beki. The entire area was a paddy growing area. Due to devastation of the area by Beki, people had to leave their homes and hearths. Some of the area falls within the Constituency of our former Finance Minister, Shri Fakhruddin Ali Ahmed who is now Power and Irrigation Minister in the Union Cabinet and it is a flood and erosion devastated area.

**Mr. DEPUTY SPEAKER:** You have said that the Manas is a dead river, if it is so, how can the project be called Manas project ?

**Shri RUPNATH BRAHMA:** Beki river is the main river now. Manas which goes along the Goalpara border is fed by Beki. The entire volume of water in the upper portion of Beki is the water of Manas and Volukaduba and other rivers. What I want to point out from my personal knowledge of the Beki river is that at the upper portion of the Game Sanctuary the vast areas of land which are mostly under water now can be converted into beautiful paddy land. There are vast areas of land lying fallow in the Goalpara district, now mostly under thatch, can be converted into paddy land if irrigation facilities are made available by the Manas project when it is taken up. I think, Sir, this project should be a multi-purpose project along with the hydro-electricity, with which the vast devastation created by erosion and flood down below in the Barpeta subdivision will be protected. This will also give irrigational facilities in both sides of the river apart from tapping electricity. As a matter of fact, the whole northern area right from the border of West Bengal irrigational facilities from this multi-purpose project will go a great way in developing and increasing agricultural production.

I hope, all hon. Members of this House will give their whole-hearted support to this resolution so that our Government can move the Central Government for this very important project.

**Shri DULAL CHANDRA BARUA (Jorhat):** Mr. Deputy Speaker, Sir, while I want to fully associate with the hon. Mover of this resolution and other hon. Members including the Minister of Supply who have supported this resolution, I want to make a few general observations. As has been pointed out by the Supply Minister that the water potentiality in the State of different rivers is very high and for that reason if it is possible on the part of the Government, they should make a survey of such other rivers in the various parts of the State to find out how best their water resources can be utilised for development and betterment of industries and agricultural production in the State. This particular resolution concerns the taking up of the Manas River Valley Project in the Goalpara district. Sir, many of the hon. Members have pointed out that the river Beki with water mingling in it from Manas has created havoc and is causing extensive damages every year due to devastating flood and heavy erosions. In consideration of the heavy amount of loss that our people are suffering every year, it will be proper on the part of our Government to take up this matter with the Government of India to start this Manas River Valley Project as early as possible. As already hon. Supply Minister has pointed out, our Union Minister of State for Irrigation and Power visited that area and was fully convinced about the pitiable condition of the people of that area, especially, people of Goalpara district and Barpeta Sub-division how they have been suffering due to flood and erosions, more particularly, it has been observed from a statement of the Union Minister that he was convinced about the future potentiality of this project that it should be taken up in due course. Of course, many of the hon. Members have pointed out that although the initial cost of the project may be high but ultimately we will gain in more than one way if we can take up the project as a multi-purpose project, which will help greatly in the growth of cottage as well as major industries in those areas. Apart from this it will also be able to supply electricity at a cheaper rate in our State because the Minister-in-charge, Industries the other day pointed out that we are having sufficient power from certain project, but there are less number of consumers for which the rate of consumption per unit

is increasing. Therefore, only producing sufficient power will not solve our purpose, unless and until we can utilise the power by focussing our attention to the development of cottage and other industries in our State. Therefore, Sir, by considering all aspects and considering that this project will help in development of our agricultural and industrial projects and will give better facility for irrigation, if this project is taken up a vast area of land will be saved from flood and erosions and these areas can be utilised for cultivation by introducing modern method, which can help to a great extent in the successful implementation of our grow-more-food campaign.

Sir, one of the Speakers on this subject has rightly pointed out that people in those areas were rich but due to constant annual recurrence of flood and erosions these people have undergone enough of miseries and their economic condition is deteriorating day by day. To uplift their economic condition and in helping to improve agriculture and industry in these areas I hope, our hon. Minister-in-charge of Industries and the Chief Minister will take up the matter with the Government of India with right earnest so that this project is taken up in the 4th Five Year Plan.

Sir, apart from that I would especially request the hon. Minister, Industries, and Chief Minister to arrange to make proper survey of all the rivers of Assam, as we are surrounded by a large number of rivers and the mighty Brahmaputra and in this effort we should take the aid of the Government of India so that we can have sufficient number of projects by controlling these rivers which would benefit the people of this backward State. I hope, the hon. Minister of Industries and hon. Chief Minister will consider all the points expressed by the hon. Members so that they can convince the Government of India to take up this project without any further delay.

**Shri DHANI RAM TALUKDAR (Barpeta):** Mr. Deputy Speaker, Sir, I want to speak a few words regarding this Beki river. In the year 1906...

**Mr. DEPUTY SPEAKER:** Mr. Talukdar, the resolution is confined to the Manas river and not to Beki river.

**Shri DHANI RAM TALUKDAR:** Sir, at that time this river Beki was not as big as now. It was a very small river. The present place is popularly known as Mothanguri or Moth because there was a popular demarcating boundary post between Assam and Bhutan—it is about 2 hundreds years ago. In the year 1942 a big tree obstructed the Manas river and the whole water passed through the Beki and as a result the Beki bridge was washed away. I am interested in this way that the Beki river eroded a great portion of the Mouza Ghilajari which is a part of my constituency. So I am interested. Now, Sir, I am not a technician, but I think one of those two river—Manas or Beki can be stopped without much difficulty. The other river—Bholukadoba is a new river and the Beki river passes through the Bholukadoba which was a dead river and that portion was cut off. The greater portion of Beki water went through the Bholukadoba. It is a new river, I think one of those rivers—either Beki or Manas can be stopped at the source, I mean, nearabout that place. That is my suggestion, Sir.

**Shri KAMAKHYA PRASAD TRIPATHI (Minister, Planning, Labour, etc):** Mr. Deputy Speaker, Sir, while Shri Talukdar described the upper ridges of this river system, he became all most lyrical. The description brought to my mind the beautiful scenes of that area which I saw while I was touring that place along with Shri Brahma. There are beautiful places, vast tracts of land in which you can run a car without making a road. There are herds of wild buffaloes, deer and many other types of animals. They can be seen loitering there. Our Governor at one time chased these herds of deer on a car where there were no roads. How he did it I do not know. Now, it is really a very beautiful area. If it were possible to make a road for the tourists to go there within one hour from Gauhati, I have no doubt that this place would be such a centre of tourist attraction, the type of which, it will be difficult to match anywhere. But unfortunately the type of the road necessary in order to connect this area will have to be an extra-ordinary one. I hope, in the gradual process it will be possible to develop this area into such a tourist spot. If the river control measure can be undertaken in this region, I have no doubt that the inter-communication of this region with Gauhati by such a road may be feasible. Therefore, I, for one, am interested in undertaking the control of this river system—whether two, three or four rivers, we need not go into controversy. It appears that from the same source is the centre from which the Manas, the Beki and then the Bhalukdoba and similar other rivers are coming and it is the same river in different shapes and forms like our God taking many forms like Maya-Mruga as my hon. friend reminds me (referring to Mr. Mookerjee). Therefore, if we can undertake the control of that river system the multiplicity of the river will disappear and as Shri Talukdar said, by controlling this river system much land will be made available for agriculture which is now inundated. Now, there is certain difference of opinion between Government and hon. Members about investigation; we have been looking forward to undertake control of the river system and as far back as 1949-50 the C.W.P.C. undertook an investigation of this river. In fact, they undertook investigation not merely of this river, but of the Brahmaputra river itself. But after 1950 when the great earthquake came this area was declared as in the earthquake zone and the wisdom of taking measures for undertaking heavy construction in this Himalayan region was doubted and thereafter further investigation of Brahmaputra was given up. Now, it is true that the intensity of the earthquake at that time—in 1950 was felt highest in the northern region and much less in the western region. Therefore, the idea of controlling the Manas and her tributaries continued and after that it was found by the State Planners as well as the experts, and I think that it may be possible to continue in that line. Now, why did not we carry on further investigation, it was not due to earthquake but it was due to certain difficulties imposed upon us by the Bhutan Government which was not workable in character. The result was that we had to discontinue the investigation of the Manas river. Later on some correspondence was going on with the Centre regarding how the matter should be taken up. The Government of India suggested that our State Government should contact the Prime Minister of Bhutan to find out whether there was any possibility of an agreement on this issue. In pursuance of that suggestion discussions were held on 1st March 1961 between the Minister, Flood Control and Irrigation Wing with the Prime Minister of Bhutan.

Among other things that were discussed and agreed to the Prime Minister of Bhutan stated that there was no objection to the proposal for carrying out surveys and investigation in the catchment area of the river

Manas. That shows that the Bhutan Government has agreed to the carrying out surveys and investigations in the catchment area of river Manas. Now, obviously other conditions were not discussed then. I think the idea is that there should be further follow-up. Since we were in a position to take up the investigation Central Water and Power Commission was accordingly requested to send in advance details of survey party for the purpose of investigation of the proposal and the discussion was proposed to be held in June or July, 1961 in Shillong. Accordingly the Central Water and Power Commission sent an estimate amounting to Rs.21.31 lakhs for carrying out investigation of the Manas River Valley Project. This figure of Rs.21 lakhs, as you know, is very old and would have to be revised because the cost of Public Works Department has completely changed thereafter. It may be mentioned here in this connection that the scheme if found feasible will be a multi-purpose project, multi-purpose in the sense that it would involve irrigation, flood-control, power and even navigation may be involved. The difficulty was at that time that in the Third Plan no funds were provided for undertaking this project. The Plan allocation for investigation of power was so inadequate that there was no scope at all to include it at that stage in the Plan as the Government of India informed that the entire expenditure involved in the investigation will have to be borne by the State Government, and you know at that time our funds were meagre, and, therefore, it was not possible for us to undertake it at that time. Therefore, the meeting was proposed to be held in Shillong in June-July, 1961; the Finance Minister was apprised of the situation and requested to agree in principle to the fact that the entire expenditure will be borne by the State Government. Finance, however, declined and stated that necessary fund may be provided for this project in the Irrigation sector of the Third Plan by adjustment in consultation with the Planning and Development Department. This was not possible in view of inadequacy of the Third Plan allocation, that is, 35 lakhs made by the State Government for investigation, collection of data and research on flood control. As this is primarily a power project as desired by the Minister, Flood Control he requested me to meet the expenditure thereof out of the Plan allocation for Power project. The Assam State Electricity Board was informed and asked whether it would be possible for them to undertake this with the consequent expenditure of Rs. 21 lakhs. The matter was fully discussed between the Chief Minister and the Minister of Electricity and subsequently the Minister of Irrigation and Power in Delhi in January, 1962. As a result thereof, it seems, the investigation of the Manas River Valley Project was deferred. One of the reasons given by the Electricity Board at that time was that the amount of funds which they could visualise for the future 15 years for undertaking the river development for power would not include Manas at all. That means no funds which they could allocate or could expect to provide for the purpose out of Power would not be available for the next 15 years. That seems to have been one of the reasons why it was deferred.

**Shri AKSHOY KUMAR DAS (Sarbhog):** Sir, was the opinion of the Assam State Electricity Board putting the limit of 15 years for inclusion of the Manas Project derived from the fact of Kapili Valley Project being under consideration of the Board?

**Shri KAMAKHYA PRASAD TRIPATHI:** Sir, with regard to the Kapili Valley Project the expenditure already incurred would run to about 40 lakhs and, as you know, even today the Kapili Valley project is not ready

because the technical problem of limestone has not yet been solved. We have already consulted American and Yugoslav experts and they have advised further investigation.

**Shri AKSHOY KUMAR DAS:** Sir, probably, I am not clear. My question was whether the opinion of the State Electricity Board... ..

**Shri KAMAKHYA PRASAD TRIPATHI:** The hon. Member's question and the import thereof was understood. Now, Sir, it is not true that we have not been able to obtain the Kapili Valley Project report. The technical advice is that it may be feasible for us to get the Project Report and to undertake the Kapili Valley Project, and, as you know, in the Fourth Plan we have provided adequate funds for the purpose of completing investigation of the Kapili Valley Project. The Kapili Valley Project if it is ready obviously will get priority over Manas. Now, you will appreciate, Sir, that investigation of River project takes a long time. The collection of data on the basis of which a project could be undertaken takes several number of years. As you know the Damodar Valley Project could be taken up just after independence because we had the record of data of the last 30 years of that area. On the basis of 30 years data we could take up that project. So it would appear that the investigation of River Valley is not an easy and quick process. It is a time-consuming process because you have to have the record of rainfall, which is a very material factor, over a number of years. So I say that the investigation of the River Valley Project at Manas is bound to consume time, and, therefore, there would not be a sort of race between the two River Valley projects at any time whatsoever. In fact Manas Valley project if the investigation is started would take a part of the Fifth Plan for collection of data on the basis of which it may be possible to prepare a Project report. Therefore, the competition for the two projects would not be there, and the possibility of the Kapili Valley Project over-riding over Manas would continue. Therefore, I say there is no competition in Assam because very few schemes have been investigated. The problem which was raised by the Electricity Board was the necessary personnel. The number of persons which they had, I mean technical persons, were very few and they were inadequate for the purpose of undertaking simultaneously the investigation of Kapili Valley and Manas since all this team of investigators were occupied in Kapili Valley. We had asked for further team to be released by the Flood Control Department and the Flood Control, I think, had no surplus persons to carry out investigation of the Manas Valley Project with the result that the problem of personnel would not also be solved—first the agreement with Bhutan, second the availability of funds and the third is the availability of persons which stood in the way of investigation of the Manas Valley Project.

The Government of India agreed two years back to the undertaking of the investigations for the Manas River Valley Project by the Government provided funds could be found out by the State Government by adjustment, but sought confirmation about availability of suitable technical staff with State Government. Thus it will be seen, Sir, the Central Government did not give us fund, they wanted us to divert the fund from other department and unfortunately there was no fund in other department for the purpose of diversion.

Sir, this matter was discussed by the Secretary, Power with the Chairman, Assam State Electricity Board on the 12th February, 1963. The Chairman was of the view that the only major river valley project which will find a place in the 4th and 5th plans of Assam is the Kapili Project which has not yet been fully investigated. For carrying out the investigations of Manas Project, a big organisation is required and as this project is not likely to be taken up during the next two five year plans it would not be expedient to make a start on the investigations now. Further in the present emergency, it would not be advisable to take up this work which lies mainly in Bhutan. The work can be taken up only after the detailed investigation of the Kapili project has been completed when the technical staff now engaged in the Kapili Valley Project will be available. Then and then only the question of undertaking investigation of Manas River Valley project would be taken up. Sir, this is the history and background on which the discussion on Manas Valley project was taken up.

Now, Sir, we feel that the investigation of the Manas should be re-opened. Now that the 4th plan is there we should be able to complete investigation of Kapili Valley Project within about 2 years. That means by the middle of 4th Plan the investigation of the Kapili Valley Project will be completed. In that case in the 4th Plan itself we will be able to utilise the technical personnel engaged in the Kapili Valley Project for the purpose of undertaking investigation of Manas. But it now boils down to a question how to find out funds in the 4th plan for the purpose of undertaking investigation of Manas. I feel that our Assam Plan should include investigation of Manas in the 4th Plan and so I have no difficulty in accepting the proposal before this House. Whether it will be a power project or a project for flood control and irrigation remains to be seen. As I have told you original conception was to make it a power project as well as flood control and irrigation project. As you know, Sir, the irrigation scheme of the Tennessy Valley project which is a river valley project was built on the river of sorrow. Sir, in Assam also Manas is called the river of sorrow. When the ex-Finance Minister Shri Deshmukh came to Nowgong he described the river Kapili as the river of sorrow. When he went to Tezpur he described the river Jia Bharali as the river of sorrow. Even if anybody goes to North Lakhimpur he will also describe the river Sobansiri as the river of sorrow. Sir, why has it been so? The reason is that the rainfall in this region is tremendous. Rainfall in this region is not constant in winter and summer with the result that the size of the river in winter and summer does not bear any comparison whatsoever.

Sir, Mr. Talukdar has explained the mechanism of how the rivers change their courses. He says that sometimes when big tree is uprooted it blocks the normal course. It is the case not only with Manas but with all other rivers. This happens not only in this case but it happens in other cases also. There is the Mora Kalong, Mora Bharalu. The river bed of Mora Bharalu is 10 miles. With even a shortest snag develops in the river, the river changes its course. This is the case with the rivers of the Northern Bank. But this is not the case with the rivers of the Southern Bank. These rivers in the Southern Bank have a firm bank. So there is the necessity of controlling these rivers in which case lot of amount will be available for agriculture. Therefore, both points of view that from the point of view of flood control and also from the point of view of curving lot of land for

agriculture it is necessary that these northern rivers might be controlled. Now, Sir, you will appreciate that the difference in volume of water carried by the Northern rivers is more because these rivers are both rain fed and snow fed. The difference of the volume of water in rainy season and winter season is therefore very large.

Sir, I have no doubt that if anybody wants to control the river Brahmaputra it would be possible to control him if his tributaries are controlled. I call the river Brahmaputra 'he' because it is a mighty river and we know why we call it a male river. So if we can control the tributaries of Brahmaputra we will be able to control the Brahmaputra himself. Because the volume of water of Brahmaputra get augmented further from these tributaries. Hence the importance of controlling the tributaries. Sir, our Government has finalised a scheme of 311 crores. It is called a Marshy Plan for flood control in the Assam Valley.

Sir, I am now told that our plan has been slashed down and it has now come to Rs.300 crores. So we have to change our conception of flood control scheme. It will not be in 5 years or in 10 years but it may take half century. May be by the end of the century if we have adequate resources and adequate technical personnel. In that case we will be able to undertake a major project which will bring relief to this valley from flood.

**Shri SARAT CHANDRA GOSWAMI (Kamalpur) :** In the meantime many new rivers will form.

**Shri KAMAKHYA PRASAD TRIPATHI :** The new rivers are formed by the old rivers, as it was explained by Shri Talukdar. It is a question of diversion. When Manas died Bhalukduba, Aie and other rivers arose. Therefore, it is a question of diversion. The total amount of water which is poured down by Heaven and discharged by the mighty Himalayas is constant. So, since the total amount of water is constant, therefore, if any new river arise, another river dies. Therefore, that problem is not difficult. The problem arises how to get resources. Now, Sir, we are in contact with the Ford Foundation and the Ford Foundation people are also in contact with us, and we are trying to get foreign technical advice in this matter so that we may be able to undertake a river control system in this area. Now, one of the reasons why we want to undertake this is not merely technical advice but fund and resources because I am told that if there is any part of the world in which there is so much rain and water to be controlled, it is Assam and therefore, Assam's flood control problem is a major world problem, not merely Indian problem, but world problem. What is a major world problem that has to be tackled in a major way by the world itself. Therefore, I have no doubt that Assam is becoming known to the world. Assam is already known to the world because of Dalai Lama coming here. Assam has appeared in the map of the world and the name of Tezpur is already known to the world. Then with the Chinese aggression Assam became more important in the world. Therefore, it would be necessary that the world also look to Assam for solving this major problem. Sir, we are told that anything gigantic attracts Americans. Here is a gigantic problem and therefore, it should attract Americans. Therefore, I am looking for a gigantic effort.

Now, Sir, I think it should be a multipurpose project, for flood control, irrigation and power. Now, as you know, Assam valley is a narrow valley and many people think that so far as irrigation is concerned, river control and dams are not a good idea. Whether it is a good idea or not I do not know, but what I feel is that in this case Manas valley is not narrow but a wide one and if in any river we can undertake flood control and irrigation simultaneously by dam then I think it is the river. Therefore, in this we can combine both flood control, irrigation and power, and I have a feeling that this should be undertaken from that point of view. Now, Sir, I was talking about Tennessy Valley scheme. The Tennessy Valley, after the river got controlled, has become most beautiful and the deep flowing river has thrown out vast lands for cultivation. The river has ceased to inundate the areas which it used to inundate and power has been generated which electrified the whole area, and what is more, the river has become navigable in character, with the result, steamers can rise up from the sea bed on to higher river itself. Whether such a navigable status should be given to this river or not I do not know. It will depend on future industrial development so that it may take its results. I think so far as we are concerned, for the time being we are interested with flood control, irrigation and power. Therefore, investigation of this river should be undertaken from that point of view. We are glad that Bhutan Government is willing to permit us to undertake the investigation. Further details thereof would naturally be agreed upon between ourselves and themselves so that we may be able to undertake the same. I have no doubt that further funds which will be necessary should be provided in the Fourth Plan so that we may be able to undertake the investigation of the same. The huge resources which will be necessary for river control would be partly provided in Fourth Plan and partly in the subsequent plans. Now, in the Fourth Plan we have not been able to provide any corpus for undertaking this project. Of course, investigation is a separate matter. I think that in the Fourth Plan so far as Manas is concerned, undertaking of the project itself would not be necessary. In the Fifth Plan certain funds will have to be provided for undertaking the scheme so that it may be undertaken in a big way in the Sixth Plan. Now, I personally feel that this is a productive scheme because the amount of land that will be thrown out will be fit for cultivation. As somebody said, nearly 70,000 acres of land would be available for cultivation. It was an estimate of that particular area and if the entire area which will be free from flood is taken into account then the average would run into lakhs of acres. Therefore, it is a productive scheme. Now, when I say productive scheme it obviously means that certain part of it would be founded by raising a levy from the agriculturists for the scheme itself. It has been seen that somehow or other we have not been able to convince the people when a scheme is ready that they should contribute a levy. The people have been made to think that they should get things free. Therefore, it will be necessary for the people, particularly the leaders of public opinion, to create a climate in the State that for every benefit a counter-balancing contribution has to be made. If such a contribution is made then the tempo of development of the State will rise. But if all funds get sunk irretrievably in the sense that there is no return then the tempo is reduced. I would, therefore, suggest that a tempo or a climate is created by the leaders of public opinion so that for every benefit which they sustain they would be willing to contribute, however small that contribution may be.

Now, so far as the Aie river is concerned, of course that is a separate river. Aie river is equally a river of sorrow. That river has hardly any bed. It must be flowing on the cultivable fields. Now, a river which has

no bed is very dangerous indeed, and therefore, something should be done for desilting of the river and consequently it may find a bed and thus control the river. Now if you control the river and make the river flow at the same channel then it cuts into the bed and the bed automatically is raised. Therefore, all the rivers which have no beds in the North bank can be made to have beds if they are made to flow systematically for a long time. In Tezpur area I have seen certain rivers which are often flowing across paddy fields and they bring sand with the result that paddy fields themselves got raised and damaged. In many places I have seen that the river bed is higher than the level of cultivation sites and the river flows into the paddy fields. Now if you want to erect a dam on such a river, it would cause further damage to the fields. So to erect a dam in such a river without a bed would be an absurd proposition. If a river is flowing at a higher level than the cultivation field, then who can guarantee that the dam itself will not be broken and if the dam is broken then there would be devastation in the country-side. Therefore, it is very dangerous to have dam constructed on the river which has a bed at a higher level than the level of the fields beside it. Therefore the most suitable course of action is to bring the river bed below the level of the paddy fields by the side of it. So you see this theory brings us back to the same position, that is, the river should be brought back to flow into its channel so that the river bed gets deep. In that way it may be controlled. Now this can be done by barrages and dams. If you have barrages and dams then the river can be brought to the channels. But to bring the river into its channel by human hands is a very costly affair.

**Shri SARAT CHANDRA GOSWAMI :** Sir, it is a fact that if the mouth of the river becomes shallow and gets silted up the current of the river becomes slow and because the current is very slow there is silting. But if the current is made stronger by opening the mouth of the river, then the silt is carried away and therefore gradually the river bed will be deeper. Therefore automatically, as the Minister has already said, that if the mouth of the river can be dredged out and current can be made more severe then this problem of rising of river bed as a result of silt deposit can be obviated. So will the Minister be pleased to give his thought on this matter ?

**Shri KAMAKHYA PRASAD TRIPATHI :** Sir, I think the hon. Member is hundred per cent correct. I myself hold this opinion that the river mouths, that is, the mouths of the tributaries that are flowing to Brahmaputra if they get silted up, the tendency of the river beds to rise up has been noticeable and this led gradually to the disappearance of the bed itself. Therefore, if you can keep the mouth of the tributary clear in that case that problem would not arise. I think the hon. Member will remember that this is the very theory that I advanced in support of the dredging operation of the Brahmaputra river. But at that time, Sir, I was severely criticised by the Flood Control Department. They were saying that here was a Minister who was not in charge of Embankment and Drainage Department but who was concerned with the Embankment and Drainage and was speaking about Embankment and Drainage. Sir, I may tell you that there was a Central Engineer, Shri Dhir by name of the Central Water and Power Commission. He wrote an article which was published and he wanted to prove that my theory was absurd. He stated that dredging

of Brahmaputra would require 4200 crores of rupees and 42 years to complete and by the time it would be completed the river would be silted up again and therefore it is absurd. You know that geometrical proposition the Q. E. D. and that is why it is absurd. I may tell you, Sir, that gradually later on my theory has not been completely thrown over board, and the Flood Control Board at last agreed to have experimental dredging and they have said they would go in for placing orders for two dredgers, and I understand orders have been placed, but they have not yet arrived. So far so good; a beginning is necessary and a beginning would have been made. And therefore we will start dredging. Now if we find that by dredging, say any rivers, let us take the Manas and let us take the Jiaboroli and get them dredged and if we find that the rivers flow into their channels for at least 2-3 years then let us see what happens. If we find that the mouths are cleared as a result of dredging and therefore the river beds of Jiaboroli and Manas are becoming deeper and deeper and the rivers are tending to flow back into their channels then our theory would be correct. More and more of dredging of the mouths of the tributaries would keep the flow of the tributaries into their channels. Now I will tell you, Sir, for dredging of every ten miles of every tributary you will require a couple of dredgers, because while the operation is in the process, one of the dredgers may get out of action, so you will have to engage the other dredger to continue the operation. Thus after 4-5 years, you will find that the rivers have been flowing into their channel with the result that all the riverine areas which are being flooded every year would be free from this devastation. Therefore I feel that investment in dredgers would be the right line and it would be very helpful for flood control also. Now we are looking forward to the arrival of those dredgers ordered for, but I do not know when they will arrive. Sir, one of the areas in the whole of India where the largest numbers of dredgers is necessary is Assam. Sir, I went to Cochin. Cochin is a port and there the dredgers are continuously working to keep the Port functioning. Why? Because, in a Port there is continuous inflow of income and that income can be sustained by dredging. But here that may not be possible. The amount of income which is flowing here is so small that perhaps the maintenance of dredgers would not be feasible. Therefore I again come back to the same thing. Whenever a particular benefit is to be enjoyed from a particular project, that benefit has got to be paid for. Here the land that would be saved from flood and brought out for cultivation as a result of this dredging, those cultivators should be able to contribute so that the cost of dredgers can be met. Sir, the effect of dredging is almost like the effect of the dam because the dam controls a river by preventing overflow of water in season, and out of season. The dredger makes the water to flow continuously into the channel so that the channel gets deeper and therefore the retention of water in the upper reaches for the purpose of cultivation is provided. So you see the effect of the dredgers and the effect of the barrages and dams are almost similar. Therefore, I say that the benefits should be coordinated. If we coordinate the benefits in that case we will get the river channels flowing continuously. Sir, when I went to the United States, I went to Pittsburg, and there I went to see the working of the Dravo Corporation, because at that time the question of carrying petroleum by Brahmaputra was the point at issue. Now the river which was shown to me was a river having a width of about say 300 ft. Not much. But they were maintaining a constant depth of 9 ft in the river. It is not like Brahmaputra which has at some place a depth of 5 ft., somewhere 10 ft., somewhere 15 ft and somewhere else 50 ft. Now if you have such a river with uneven depth,

navigation cannot be properly planned. For navigation you will require a continuous depth so that you can ply steamers which have a draught of 9 ft or 8 ft. Thus the cost of river transportation can be cut down to 1/4th. The freight which we have to pay for goods being carried from Calcutta to Assam is now equal to that of the railways. Now I may tell you in the whole world the freight which is the cheapest is the river transport freight; far cheaper than the railway freight. Why should it not be so in the case of Assam as well? Although we have got a river transport system because of the un-uniform nature of the draught and because we do not have deepening facilities. Therefore cargo carrying capacity of the vessel is comparatively very low. Therefore, the cost of transport becomes rather high and if we can increase the cargo carrying capacity, in that case the cost will be much reduced. Therefore, I hold that the control of the river will lead to the deepening of Brahmaputra so that the river will be flowing continuously into its channel and the width of the Brahmaputra will be much reduced. To-day it is narrowest at Gauhati, one mile, the second narrowest place is Goalpara, 1 $\frac{1}{4}$  mile; the third narrowest is Silghat, 5 miles and so on. If this Brahmaputra, I can tell you, can be controlled, then the channel would become deeper and the width of the river need not be more than a mile and if the Brahmaputra become only one mile in breadth throughout then find out what amount of land surface would be thrown out by Brahmaputra for the purpose of habitation and cultivation. Therefore, I say that the control of the river and its deepening is the solution for Assam, and this can be done both by dredging and by erecting barrages or dams in order to control the inflow of the water. Therefore, I hold, Sir, that the master plan of 11 crores which has been drawn, if and when it can be implemented may bring great boon to the State of Assam, and a lot of land will be thrown up for the purpose of cultivation. Now, as I was saying that in Pittsburg where I went to see the Dravo Corporation, the river was flowing and one tug that is the modern Push-tow system was carrying several boats tied one after another. Now, what is the system in Brahmaputra? Here it is one steamer which ties one boat this side and one boat on that side. Now, you know when three boats advance simultaneously side by side the speed gets very much checked and the speed is very low. But in the Push-tow system there is one tug which pushes several barges tied together one after another in a row and I saw 12 barges tied in a row having no engine but they were pushed by a single tug. By this method the number of employees is very few. In one barge system I saw only one man who is tied at the top; there was a driver, then there was a girl attendant and only 4 or 5 persons are running the whole system. Obviously it is so cheap. You know in America, human labour is the costliest and if they were to engage a fleet of persons as we do in the Brahmaputra, then they would have been insolvent. But unfortunately, in our country we have not been able to introduce that system. The Joint Steamer Company introduced the first system of Push-tow barges in Sylhet and Karimgani. But somehow or other that system did not work successfully and it has not been a grand success. When I went abroad I had a discussion with the river expert in Geneva who had been brought to India for the purpose of consultation as regards transportation in the Brahmaputra. He had given his opinion that the Push-tow system in the Brahmaputra is not feasible. When I asked him in Geneva whether he still stuck to his opinion he said, 'Yes, that is true, but the contrary opinion is also true'. If I may safely say, the opinions of the experts

are two-edged weapon which can be pushed this side and that side also. So I came fully prepared with the theory that the Push-tow system of barges would be feasible for Brahmaputra as their own fleet is out of date. In the first place they did not agree but later on they agreed with me and they decided to pull out. Since they have not been investing any money and now they are out of it The Government of India has purchased it and taken over.

Now, therefore, I say, Sir, that so far as the question of river control is concerned, it is a 'must' for Assam. We must be able to control the rivers if we want to get out of our problems. Now, with the benefit of this flood control and irrigation I want to tie power because even from barrages you can produce power. In Geneva, my friend Shri Das, will bear me out I mean Mr. Omeo Kumar Das who has gone to Geneva, the river flows out of a lake and at a point about 10 feet high, they are having a small barrage, and there they produce electric current by the driver at the level which flows through the turbine; that electrifies part of Geneva and other parts of the country. So, Sir, even from the barrage you can produce power. But from dams, of course, you can produce more power. And I may tell you, Sir, that the power potential of Assam is very great. 11 billion kilowatts can be produced and we are now exporting tea and jute. Do you know that we can export power also; we can export power through the grid system throughout the country and earn a lot of money. So, power is the biggest export earner for Assam. Now, we have got a grid system. The grid systems in Assam are interlinked. The Nahorka Thermal Station is interlinked with Gauhati; Gauhati with Umiam and Umiam with Kapili, Kapili with Manas, and in this way all these systems will be interlinked by the grid system. Therefore, it will be possible for us to export electricity outside the State. We have already agreed to export electricity to Nagaland, to Tripura. And if Manipur comes forward, we will agree to export to Manipur also.

We have agreed or we are offering to export electricity to N.E.F.A. and a discussion with the North Bengal for the purpose of exporting electricity is going on. So, the time will not be far distant when we will be able to export electricity to Calcutta and even to Delhi. Therefore, I say that the possibility of development of power in this region in a big way is there, and it can remove the shortage of power for the whole of North Eastern Region of India. I, therefore, think that Government of India should consider investment particularly in power not merely for Assam, but for the rest of India. To think of investment only for Assam is a wrong theory. The theory which is necessary to accept is that investment of power, as Shri Dulal Chandra Barua has said the other day for Assam only and not for exporting power to outside, is a wrong theory, and this theory becomes unacceptable.

If I have to control rivers by dams only for the purpose of flood control, it will not be an economic scheme. Then the Government of India will say—"You are asking for 311 crores. Why we will give this amount? We want some return. What will be your return?" It will be just like the Steel Project where there is no return for the last ten years. If we say—"Yes, we will give return and give us the money instead of wasting it in some other plan like Cobra. Why do you not invest money in Assam and take power from us?" Then it will be quite correct. Then it will be quite possible to get money easily. Otherwise it is not an easy thing to get

money. Therefore, I say that it is very necessary that investment in power and flood control in Assam may be made only from the point of view of Assam, but from the point of view of India. In that case, to get Rs.311 crores will not be a difficult proposition—rather it will be an easy proposition. If by investment of Rs.21 thousand crores, you are going to plan for production of electricity of 12 million K.W. in the Fourth Plan from your resources, invest it. If you do not think that Assam Organisations cannot do it, do it with other sources—do it with Central assistance. If we want 11 or 12 million K. W. of electricity to produce, take money from the Western Boards. You may utilise that money for the purpose. But the money which is necessary for producing electricity for Bombay or Delhi, get the same money here. In that case, diversion of 300 crores or so,—100 crores per plan— from India into Assam is easily possible and in three plans all the water sources can be harnessed, and with that amount within 15 years time, we will be able to produce all the power that is required for the whole of the Eastern Region and there will be practical benefit also. Therefore, the suggestions which I have made is not only merely for the interest of Assam but it is in the interest of India. Government of India is looking it from the point of view of flood control problem only. They have big flood control programmes. Let them open their eyes. Not only for flood control but from the comprehensive point of view all the flood control, power and irrigation developments and the benefit likely to bring not only to Assam, but to whole of India, plus the residuary benefit to Assam. If they change their outlook, I have no doubt they will, the whole picture will be changed outright, and the whole scheme of 11 hundred thousand crores will become feasible, in the 4th plan 21 thousand crores, in the 5th plan 35 thousand crores and in the 6th plan 55 thousand crores. We want 100 crores in the 3rd plan, another 100 crores in the 4th plan and 100 crores in 5th plan. That can be easily done. I think it can be easily managed. Therefore, I think, Flood Control Board of Assam and India will be a new look in this proposition and see whether such reorientation can be made in right direction. Obviously in that case Manas will be an easy proposition.

**Shri SARAT CHANDRA GOSWAMI:** Sir, can it be a multi-purpose project? If the project is taken up a huge quantum of power will be generated. Can we approach the Bhutan Government through the Government of India because Bhutan Government may be interested and some portion of power may be diverted to them?

**Shri KAMAKHYA PRASAD TRIPATHI:** North East Frontier Agency has already accepted. If Manas dam is built on the Bhutan soil, obviously, the first benefit will go to the Bhutan Government. Therefore, so far as power supply to Bhutan Government is concerned, I think, it will be one of the thing welcome and in our discussion with the Bhutan Government we will take suggestions of my friend into consideration so that this might be one of the reasons of inducement to accept our proposal. Moreover, naturally they will like to get a lake for fishing purposes. Sir, the only point which I am trying to impress upon is that control of northern rivers is not an easy proposition. One of the hon. Members suggested that the Himalaya Mountains are the youngest in the world. Rock formation of this mountain is not proper for construction of a dam because all these are sandy in nature. Therefore, the amount of money that will be required for the dam will be very high just in the case of Bhakra Nangal. Even today grouting is going on. Therefore, the cost of ration may be a little

high. Our dam will be a full-proof ones. There are cement concrete dams and rock-filled dams. As you know this is an earthquake zone, it should be rock-filled dam like Kapili Project. But this will be a matter for the technicians to design, because of the earthquake possibility. The reinforcement of this dam will be fairly costly from that point of view. A system which is completely full-proof.

Now, Sir, the system of flood control which is thought to be best on the dam is the release of water in co-ordination. There will be a co-ordinated functioning of this dam in the release of water. For instance, Brahmaputra when it begins to rise at Sadiya in that case the release of water of Subansiri will have to be so co-ordinated that by the time the water of Brahmaputra come to the confluence of Subansiri rush of water will not be heavy. If this process of interlinking the dam through information channel is possible in that case the control of water will be possible and simultaneously the release of water will be so controlled that flood will be controlled. Therefore, we should have a series of dams and proper control of water and bring about flood control in that valley which should be almost full-proof if not full-proof. There is nothing like full-proof. In this we should take into consideration the rush of water which may cause cloud bursts. In a particular case there may be so much run or accumulation of water that bursts are possible and therefore it would be necessary to have sufficient safety margins in the control of water. I think, all this may be possible. I may inform the House that the Government of India and C. W. P. C. in the last few years since the Electricity Board was formed in 1958 in Assam have been very much impressed by the functioning of our engineers and in fact they have asked our engineers to join the C. W. P. C. Within this short time our engineers have been able to show their capacity and they have already become favourites to the C. W. P. C. and rest of India. The amount of experience which a man in our State gains in the construction of a dam cannot be gained from other parts of India. For instance, in Umiyam Project construction the vast experiences gathered by our engineers are not comparable with any other part of India, although in the South they have monopolised so far as dam construction but there is no earthquake-proof dams there like ours and so they lack this immense experience. Now, we are going to gain the experience of limestone also. Limestone experience so far is a monopoly of Czechoslovakia. So our engineers are benefited by a volume of experiences which may not be possible in other areas. In that way, it may be possible that our engineers are becoming experts in the world in dam making. And I forecast a day after 20 years instead of our inviting engineers of the world they will invite our engineers for their new experiences. I say that the people of Assam should have a large heart. We have a great future not only for Assam and for India but for the world because of the vast resources and scopes in our State, starting from tiger-haunted Mathanguri to the earthquake-haunted Subansiri, which my hon. Friends from Dibrugarh knows. We are today beggars for engineers from other parts of the world but tomorrow we may be the givers. The world may come to our aid today so that we can compensate them tomorrow. I am looking forward to the statesmen of the world to come forward to assist us in large measures in development of Assam and India.

I have taken, Sir, lot of time of the House and digressed into subjects which do not concern this subject, but I wanted to give a comprehensive picture so that we may be in a position to know the various considerations

of this project. I hope, I have been able to give some basic ideas of what is behind in the mind of the Government in this matter and I am looking forward to great developments in the score in future. I have no difficulty in accepting the resolution before the House.

**Mr. DEPUTY SPEAKER:** The resolution moved is—“This Assembly recommends to the Government of Assam to take up the Manas River Valley Project as early as possible.”

(The resolution was adopted)

**Shri SYED AHMED ALI (Gauripur):** Sir, next resolution No. 6 is to be taken up now but I would suggest that this resolution be not taken up today because this is an important resolution and it would be better if this is discussed in presence of the hon. Minister-in-charge concerned who is to reply is absence from the House to-day.

**Mr. DEPUTY SPEAKER:** That does not matter.

**Shri SYED AHMED ALI:** Sir, in view of some important resolutions as many of the movers of resolutions are not in the House now, so the House may be adjourned today.

**Mr. DEPUTY SPEAKER:** I cannot accept that. But if it is the desire of the House that they do not want to take up any more resolution today, I have no objection.

**Shri DULAL CHANDRA BARUA:** Sir, it is proper of course that the Minister concerned should be present but when the Minister is absent as a rule the moving of the resolution cannot wait but if the House desires that it may adjourn today as only half an hour remains it is upto you to decide.

**Mr. DEPUTY SPEAKER:** If you do not move the resolution today it will lapse.

**\*Shri NARENDRANATH SARMA (Bokakhat):** Sir, I want to move the Resolution. উপাধ্যক্ষ মহোদয়, মোৰ প্ৰস্তাৱটো হৈছে এই “This House recommends to the Government of Assam to extend the Brahmaputra Dyke from Dhanbari (Bokakhat) to Baguri with a view to save Kaziranga Game Sanctuary as well as the cultivators of the whole areas who have been subjected annually to immense suffering from high floods”. অসমৰ ভিতৰতে নহয় গোটেই ভাৰতৰ ভিতৰতে কাছিমঙা অভয়াৰণ প্ৰসিদ্ধ—বিশেষকৈ ইয়াত থকা গড়, হৰিণ আদি আপুৰুগীয়া জন্তুবোৰৰ বাবে। কিন্তু এনেকুৱা এখন প্ৰসিদ্ধ অভয়াৰণ ব্ৰহ্মপুত্ৰৰ বানপানীৰ ফলত বহুত ক্ষতিগ্ৰস্ত হব লাগিছে। বানপানীৰ ফলত এই অভয়াৰণত থকা জন্তুবোৰ—বিশেষকৈ হাতী, গড়, হৰিণ আদি জন্তুবোৰ চেন্দেলি—ভেদেলি হৈ পৰে। কিছুমান মিকিৰ পাহাৰত উঠে আৰু কিছুমান পলাই যাওঁতে আতুৰত গাওঁ পায়গৈ আৰু ৰাইজৰ অশেষ ক্ষতি সাধন কৰে। আনাক মানুহ গৰু আদিক আক্ৰমণ কৰি মৃত্যু পৰ্য্যন্ত ঘটায়। এই বানপানীৰ ফলত ওচৰে—পাজৰে থকা পথাৰ বোৰৰ খেতি নষ্ট কৰে, আনকি গাঁৱৰ ঘৰ-বাৰীৰ ক্ষতি সাধন কৰে। গতিকে ব্ৰহ্মপুত্ৰ Dyke টো বোকাখাটৰ পৰা বাগবীলৈকে

extend কৰিব লাগে। তেতিয়াহলে এই কাজিৰঙা অভয়াবনখন বন্ধ কৰাৰ উপৰিও ওচৰৰ পথাৰ আৰু গাওঁবোৰো বানপানীৰ গৰাহৰ পৰা বন্ধা পৰিব। এই কাজিৰঙা খন বন্ধ কৰা আজি চৰকাৰৰ এটা কৰ্ত্তব্যও। কাৰণ ইয়াৰ পৰা চৰকাৰৰ অশেষ লাভ হয় বিদেশী অৰ্থকাৰী সকলৰ জৰিয়তে। গতিকে এই Dyke টো বঢ়াই দিবৰ বাবে চৰকাৰক অনুৰোধ কৰিলো। বোকাখাটিৰ পৰা বাগবীলৈকে বান্ধটো বঢ়াই দিলে একালে কাজিৰঙাৰ আপুৰুগীয়া জন্তুবোৰ বাৰ্ধি থোৱা হব আৰু আনফালে বানপানী প্ৰপীড়িত ৰাইজকো বন্ধা কৰা হব। ইয়াকে কৈ প্ৰস্তাৱটো সদনত দাঙি ধৰিলো। আশা কৰোঁ সদনে এই জৰুৰী প্ৰস্তাৱটো গ্ৰহণ কৰিব।

**Mr. DEPUTY SPEAKER:** Is it the consent of the House that we should rise ?

(Voices: Yes, Yes)

### Adjournment

The Assembly then adjourned till 10 A. M. on Thursday, the 3rd March, 1966.

Shillong,

The 7th July 1966

R. C. CHAUDHURI,  
Secretary,  
Legislative Assembly, Assam.