

to Pasighat on the east in Arunachal Pradesh to connect N.N. 37 via Bogibeel road-cum-rail bridge.

Now, by the Special Mention, I demand of the Ministry of Surface Transport not to go back on its assurance for taking up the construction of the bridge in the most backward area of Assam. Otherwise, the people of the area will deem it to be an act of betrayal on the part of the Central Government of its assurance and promises for improving communication and other infrastructures in the region.

Establishment of Public Sector Industries in Anantapur District of Andhra Pradesh

SHRI SAIFULLAH (ANDHRA PRADESH): Mr. Vice-Chairman, Sir, I would like to draw the attention of the Government through this Special Mention to Anantapur district of Andhra Pradesh which is known throughout India. It is known in the entire country that there are two districts which are drought-prone areas. One of these districts is Anantapur and the other is in Orissa. These districts have been declared as drought-prone areas by the Central Government. As Anantapur has been declared a drought-prone district, I would like to tell the Government as to what they have to do for this district. In Anantapur district, the water level has completely gone down. Even if we drill a bore, we are not able to get water. This is the state of affairs in Anantapur district. As there is no water, no agricultural crop is there; no agricultural labour is there. There is a lot of unemployment. It has become a problem for the people to live there. I demand that something should be done in this regard. Earlier also there was a demand from the people of Andhra Pradesh in this regard. But the previous Government went on delaying the issue. Now again on behalf of the people of Andhra Pradesh, I demand that a Maruti car manufacturing unit should be started there in Anantapur. It will solve the unemployment problem there. Sir, for transport purposes, National Highway No. 7 is there.

The broad gauge railway facility is also available there. There are direct trains from Bangalore to Delhi, from Bangalore to Bombay and from Bangalore to Hyderabad. So, all these facilities are there. Sir, keeping in view all these facilities, a Maruti car manufacturing unit

should be set up there. It will solve the unemployment problem there. If this is done, the Government will be coming to the rescue of the people of that area on moral and humanitarian grounds. I am very sorry to mention that in Andhra Pradesh, on the one hand, there is flood and, on the other, there is drought. But here they say there is no money; the Finance Commission is coming in the way, so they cannot give money. They give something and say "See, Chandrababu Naidu is doing a lot of work." They only show some sympathy. But they are not giving the money. The other day, Shri S.B. Chavan, though he belongs to Congress, spoke very sympathetically about Andhra Pradesh. I am very happy to say that he demanded that the rules of the 10th Finance Commission should be amended. Till now the Government has not taken any action in this regard. I also request the Government that the Government should make amendments, as far as 10th Finance Commission is concerned, so that if there is any calamity like drought or flood, the Government is able to release the money immediately. In order to save Anantapur area, the Government should make up its mind to set up a Maruti car manufacturing unit there. I humbly request the Government of India to consider this demand on moral and humanitarian grounds because it has already declared that area a drought-prone one. Thank you.

Need to change the colour scheme and size of hundred rupees currently note to avoid confusion especially in the rural areas

PROF. RAM KAPSE (MAHARASHTRA): Mr. Vice-Chairman, Sir, I would like to inform the House about the need to change the colour design and size of the currency notes of new one hundred rupees denomination so as to avoid confusion with the five hundred rupees denomination notes. Sir, recently the Reserve Bank of India has introduced new currency notes of rupees one hundred denomination. This hundred rupees denomination note is alarmingly similar to rupees five hundred denomination note. There is no difference between the five hundred rupee note and the one hundred rupee note. This had created a problem. On close examination, one notices

there things; the colour of five hundred rupee note and the one hundred rupee note is very similar; the size is also the same. The five hundred rupee note is 167 x 73 mm. While on hundred rupee note is 158 x 73 mm. Both the notes have the same picture of Mahatama Gandhi. These notes look alike and are not different from each other. Due to oversight, many persons have either been cheated or have lost their hard earned money. Sir, an uneducated person can distinguish only by colour and size as he cannot read. This has created a lot of problem in the market. I request that circulation of these notes of rupees one hundred denomination should immediately be stopped.

Since we are talking about the currency notes, I would like to mention two more points. The first point is, every year, during Diwali time, the Reserve Bank of India ensures that additional new note are introduced into circulation. However, this year, this has not been done adequately and as a result, the banks could not supply the same to their customers. I hope, in future, this will not happen again. The second point is, we need to change the paper on which these currency notes are printed. I suggest introduction of such material which cannot be stapled. I think, everyone will agree that stapling needs to be done away with so that notes have a longer circulation life like the pattern of US Dollar. Sir, I request you to direct the Government to have an interaction with the Reserve Bank of India and save the people. Thank you.

आप जरा सरकार को कहिए कि वह कुछ करें।

उपसभाध्यक्ष (प्रो. विजय कुमार मल्होत्रा): मैं समझता हूँ कि यह बात काफी महत्व की है। काफी दिक्कतें एक जैसे नोट होने से हो रही हैं। सरकार के पास जब यह जाएगी, सरकार इसका जवाब देगी।

Railway Division at Ahmedabad

SHRI BRAHMAKUMAR BHATT (GUJARAT): Mr. Vice-Chairman, Sir, today I read in newspapers that the handicapped demonstrators presented a hearing-aid to the Government. I do not know whether that 'hearing-aid' will be of any use to the Government or not, because, generally, the Government does not hear anything. That is why they must have given a hearing-aid.

The important point is, between promise and performance there is a large distance to travel. To make a number of promises is one thing but to implement them is quite another. Therefore, there is a distance between promise and performance. Sir, I am referring to a function which took place several months before when the then Railway Minister, Mr. Kalmadi, was in Ahmedabad. He inaugurated a Railway Division in Ahmedabad. Since then there is no movement. The announcement about a Railway Division in Ahmedabad is only on paper. Nothing is going on in regard to construction of any locoshed or workshops or anything. Now, as a matter of fact, Ahmedabad is one of the largest industrialised and commercialised cities in our country. Ahmedabad has a population of more than 40 lakhs, as of now. It is as good in population as Bombay was in 1961. I was surprised when the Railway Ministry announced certain Railway Zones and those zones are in cities like Bangalore, Bhubaneshwar, Jaipur, Jabalpur, Allahabad and in Hazipur. Now, I submit, except Bangalore, there can be no comparison of any of these cities with Ahmedabad. It is a very fast growing city in terms of population, industry and commerce. Sir, Ahmedabad is a proper place for a zonal headquarters, but it has been granted only a divisional headquarters and even that has so far not been implemented. It is simply on paper. So, my question is very simple. When is the Government of India going to implement the promise which is given to the people of Ahmedabad and Gujarat? The more important is this.

The headquarters of the Western Railway is in Bombay since the British *raj*. Originally, it was Bombay-Baroda Central India Railway known as BCCI Railway. During the time of the British *raj*, Bombay was the headquarters of the Western Railway. How much is the railway line in Maharashtra so far as the Western Railway is concerned? It may be around 400 kms. or 500 kms. I would like to submit that more than 2,500 kms. of the Western Railway line is in Gujarat. The maximum of the Western Railway line is in Gujarat and the strange thing is that the headquarters of this Railway is in Bombay. Some friend in Lok Sabha has said, 'If the