

[श्री राम चन्द्र प्रसाद सिंह]

एग्रेरियन बिल पास हुआ था। उस समय के जो किसान थे, उन पर नील की खेती करने के लिए पूरा दबाव डाला जाता था और तिनकठिया पद्धति से खेती कराई जाती थी। इस वजह से जितने भी किसान थे, उनकी आर्थिक स्थिति बहुत खराब हो गई थी। उस समय जब वहां महात्मा गांधी गए थे, तो एक पूरी कमेटी बनी थी और 8 हजार किसानों के साक्ष्य लिए गए थे। सर, उसमें उनके दमन की जो बात आई थी, वह तो अलग है, लेकिन मैं जिस मुद्दे पर हूँ, वह यह है कि जो नील की खेती थी, उसका बहुत बड़ा दुष्प्रभाव जमीन पर पड़ता था। जमीन की जो उर्वरता थी, वह घट रही थी, जिसके चलते वहां के जो किसान थे, उनकी आर्थिक स्थिति खराब हो रही थी। इस पर जो रिपोर्ट आई थी, उसमें यही बताया गया था कि इसको बंद कर देना चाहिए और यह सौ साल पहले बंद हो गई थी। यह बिल अप्रैल, 1918 में पास हुआ था, लेकिन सौ वर्ष के बाद, बिहार में केरल की एक कंपनी है, जिसने आरा जिले के साहार ब्लॉक में फिर से इसकी खेती शुरू करवाई है। इस पर कोई स्टडी नहीं है, लेकिन हमारी सरकार ने इसको संज्ञान में लिया है। मैं यहां पर इस बात को इसलिए रखना चाह रहा हूँ कि केंद्र सरकार इस बात को देखे कि सौ साल पहले जिस खेती को इस कारण से बंद कर दिया गया था कि यह हमारी जमीन को खराब करती है, जमीन की उर्वरक शक्ति खत्म करती है, उसी खेती को फिर से जमीन पर उगा रहे हैं। मेरा आपके माध्यम से सरकार से अनुरोध है कि इस पर एक स्टडी करनी चाहिए और इसकी खेती पर रोक लगानी चाहिए। आपका बहुत-बहुत धन्यवाद।

श्री हरिवंश (बिहार): सभापति जी, मैं स्वयं को इस विषय से संबद्ध करता हूँ।

श्रीमती कहकशां परवीन (बिहार): सभापति जी, मैं भी स्वयं को इस विषय से संबद्ध करती हूँ।

श्री राम नाथ ठाकुर (उत्तर प्रदेश): सभापति जी, मैं भी स्वयं को इस विषय से संबद्ध करता हूँ।

Food Adulteration in the country

SHRI K.G. KENYE (Nagaland): Mr. Chairman, Sir, thank you very much for giving me this opportunity. Food safety is of the highest priority for any Government. In the State of Nagaland, of late, there has been serious food adulteration. Chemicals like Formaline, Rhodamine-B, Sudan, Etholin, Calcium Carbide and synthetic dyes are highly toxic and carcinogenic. Food items like fish, fruits and fresh vegetables, which are imported from the mainland to the State of Nagaland and the other North Eastern Region, have been found by the Food Safety and Health Department of these States to be adulterated with these poisonous chemicals. We are grateful to the Government that their laboratories and test equipments have come timely. And God knows for how many years, for how long such rackets have been taking place. This has placed the health of lakhs of people of the State and the Region at stake. There is a racket which is operating across many States from the mainland. So, a certain State authority or police, the executive forces, cannot arrest this racket. So, we plead that the Centre orders a high level investigation, like the CBI investigation, which we feel will be appropriate to tackle this menace. Sir, this is a strategic State of the country. This morning, the Standing Committee on Commerce has

also pointed out the report regarding influx and inflow of goods from the neighbouring countries. We feel that there is a deeper, a larger conspiracy to block the inflow of the goods from the mainland and encourage to find an entry point from the North-Eastern part of the country. Thank you.

SHRI B.K. HARIPRASAD (Karnataka): Sir, I associate myself with the matter raised by the hon. Member.

SHRI V. VIJAYASAI REDDY (Andhra Pradesh): Sir, I also associate myself with the matter raised by the hon. Member.

SHRI BISWAJIT DAIMARY (Assam): Sir, I also associate myself with the matter raised by the hon. Member.

Shortage of Loco-Pilots and Assistant Loco-Pilots in Kerala

SHRI K. SOMAPRASAD (Kerala): Sir, with your permission, I would like to draw the attention of the Government to an urgent matter related to the pathetic situation which resulted due to the shortage of loco-pilots in Southern Railway in Kerala. The railway safety in Kerala is in peril, and the situation warrants immediate intervention of the Railway Ministry. The shortage of loco-pilots and assistant loco-pilots is very acute in Trivandrum and Palakkad Divisions. More than 30 per cent posts of the total sanctioned strength of loco-pilots are vacant. When a new train is sanctioned, appointment of one loco-pilot and one assistant loco-pilot is mandatory. But no such postings were made in the last several years. The Railway Recruitment Board has stopped direct recruitment. Transfers from other divisions are also held up with some cases pending in the Railway Tribunal. Due to the shortage, the present loco-pilots are compelled to work for several hours continuously. Due to this insufficiency of loco-pilots, even the off duty was not granted to those who had worked continuously for more than 48 hours and thus became eligible for it. Instead of 270 loco-pilots required for Trivandrum, Ernakulam and Kollam depots, only 189 loco-pilots are working at present.

Sir, through you, my appeal to the Government is that it should instruct the railway authorities to provide adequate number of loco-pilots and assistant loco-pilots at the earliest.

Thank you, Sir.

SHRI K.K. RAGESH (Kerala): Sir, I associate myself with the mention made by the hon. Member.

MR. CHAIRMAN: This is the way of putting things.