

GODOWN AT FEROPZORE

*1564. **Shri K. P. Sinha:** (a) Will the Minister of Food and Agriculture be pleased to state whether it is a fact that foodgrains stored in Government depot at Ferozapore District have decayed?

(b) Is it a fact that foodgrains in the depot are insect-eaten and mixed with stones?

(c) Have Government received any complaint with regard to foodgrains stored in Ferozapore District?

(d) If so, what steps have Government taken in this direction?

The Deputy Minister of Food and Agriculture (Shri M. V. Krishnappa): (a) to (c). It is not a fact that the foodgrains stored in Government depot, in Ferozapore district, have decayed. A few facts are however briefly given in a statement placed on the Table of the House.

(d) Instructions have been issued that grain containing dirt or high percentage of weevilling should be cleaned before issue.

STATEMENT

The Central Government have their depot at Kasu Begu near Ferozapore and the stocks in February 1953 were 33,800 tons. The State Government stocks in the District in February 1953 were 14,655 tons. Due to methods of disinfection and fumigation the damage by insects has been kept under check, but even then in some stock there has been slight weevilling of grain. Only one complaint was received from Himachal Pradesh Government with respect to supplies to Mandi where it was reported that a quantity of 20 tons was heavily weevilled and six bags contained dirty grain due to the presence of chaff, dust and stone. 400 tons were lifted by Himachal Pradesh Government from Kasu Begu in January 1953 out of which 91.6 tons went to Mandi. From depot records, however, it is observed that the percentage of weevilled grain supplied to Mandi ranged from 1 to 5.2 per cent. The representative of Himachal Pradesh Government was present at the time despatches were made and he raised no objection.

Shri K. P. Sinha: Is it a fact that a sample of this wheat was produced before the Government of India and it was verified whether the sample contained sand and insects?

Shri M. V. Krishnappa: In each depot, there will be some officials in charge of it and there will be an entomologist attached to it. They will be in charge of these samples and they will verify whether they are up to the specifications given.

Shri K. P. Sinha: My question is whether on receipt of the sample, it was verified as to whether there were insects or stones in the grains?

Shri M. V. Krishnappa: I do not know who sent the sample from Ferozapore. We had supplied 400 tons of wheat to Himachal Pradesh. Two months after the supply, there was a complaint lodged by the Himachal Pradesh Government that out of the 90 tons of wheat supplied to Mandi district, about 20 tons was highly weevilled. When that wheat was supplied, there was a representative of the Himachal Pradesh Government on the spot and he had no objection. Only two months after the supply an objection was raised.

Shri K. P. Sinha: May I know whether it was foreign wheat or wheat procured in this country?

Shri M. V. Krishnappa: Mostly imported wheat.

Shri M. S. Gurupadaswamy: The Minister said just now that instructions have been issued that not more than 5 per cent. mixture of mud and stones should be there. Does it not follow that there can be a mixture of 5 per cent.?

Mr. Speaker: Order, order. I do not think it needs a reply at all.

Shri M. V. Krishnappa: I did not say so.

Shri Nanadas: May I know the structure of the godowns? Is it of concrete, or is it thatched, or it is of corrugated iron sheets?

Shri M. V. Krishnappa: Wherever we have built godowns, we have built them rat-proof, insect-proof, damp-proof, everything. Whenever we have to go in for additional accommodation we cannot insist on all these things.

Mr. Speaker: We will go to the next question.

Shri Nanadas: I want to know about the particular godown.

Mr. Speaker: Whatever it may be, he has given the answer.

Shri Nambiar: Still rats get in.

Mr. Speaker: Everything cannot be absolutely fool-proof.

Shri Raghuramalah: I wanted to know whether it is also fool-proof.

Mr. Speaker: I just now said it cannot be like that.

TAMENGLONG MOTOR ROAD

*1565. **Shri Rishang Keishing:** Will the Minister of Transport be pleased to state:

(a) the progress so far made in the Tamenglong Motor Road and the time by which the road is contemplated to be completed;

(b) the estimated cost involved to complete the road;

(c) whether any scheme has been drawn up to construct motorable roads in any part of the hills of Manipur during the year 1953-54;

(d) whether Government propose to construct a motorable road between Imphal and Ukhrul; and

(e) if so, when?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Only the first section of the road (26 miles) has been taken up under the current five year plan. A 10 ft. wide formation has been completed in about 21 miles of this Section. Widening this to 16 ft. and construction of slab drains are in progress. This section is expected to be completed by 1956. Construction of the second section (50 miles) will be taken up after completion of the first section.

(b) About Rs. 75 lakhs.

(c) Yes. Three roads viz. Imphal-Tamenglong - Churachandpur - Tiddim, and Tadabi-Tungjoi roads are being made motorable.

(d) and (e). There is already a motorable road from Imphal to Litan on the way to Ukhrul, while the road from Litan to Ukhrul can be negotiated by cars with a little difficulty. A motorable diversion for Litan-Ukhrul section is being investigated.

Shri Rishang Keishing: May I know the amount of money spent by the Government so far on these roads?

Shri Alagesan: On the first road so far 3.7 lakhs have been spent.

Shri Rishang Keishing: May I know whether there has been a dearth of labourers as a result of the rise in prices in Manipur and the refusal of the contractors to pay reasonable wages to the labourers, and whether the said factors have affected the progress of the road?

Shri Alagesan: Yes, there were certain set backs on account of scarcity and high prices prevailing there. Also the monsoon intervened and the work could not be carried on. But, now the work is in progress.

Shri Rishang Keishing: May I know whether the Litan-Ukhrul road, about 25 miles long, the hill cutting of which was almost completed and on which the Government had spent about 1 lakh of rupees prior to the integration of the State, has been neglected by the present Government and if the reply be in the affirmative, what action the Government will take to complete it?

Shri Alagesan: These roads are being constructed by the Assam P.W.D. Between Ukhrul and Litan, they are now investigating a new diversion. As regards the amount spent on the road that has been abandoned, as my hon. friend says, I should like to have notice.

Shri Rishang Keishing: Are Government aware that an all-weather motorable road between Imphal and Ukhrul is indispensable on account of Ukhrul being the most important and the biggest in area and population of all the sub-divisions in Manipur?

Shri Alagesan: Yes, Sir. There is now a motorable road between Imphal and Litan on the way to Ukhrul. This is about 23 miles long.

Shri N. M. Lingam: May I know if the road is classified as a provincial highway or a national highway, and if it is both, the mileage in each category?

Shri Alagesan: I should like to have notice.

MAIL TRAIN SERVICE BETWEEN AJMER AND UDAIPUR

*1566. **Shri Bheekha Bhai:** (a) Will the Minister of Railways be pleased to state whether there is any proposal to run Mail train service between Ajmer and Udaipur?

(b) If so, when?

(c) If not, do Government propose to attach more direct carriages from Ajmer to Udaipur?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shah Nawaz Khan): (a) No.

(b) Does not arise.

(c) No.

Shri Bheekha Bhai: May I know, Sir, whether any official or non-official representation has been made in this regard?