

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. ALAGESAN): (a) The Mysore Government did not join the N. H. Scheme at the time of Federal Financial Integration. In August 1952, however, they proposed to the Government of India that they might be permitted to join the N. H. Scheme on condition that the credit to be afforded to the Centre in consideration of the Centre taking over certain roads as N. H.s should be calculated at a rate based on the average expenditure in the past few years on these roads which was lower than the rate of Rs. 2,000 per mile demanded by the Centre.

(b) The Mysore Government's proposal could not be accepted because in the past few years practically no renewal of road surface has been done in respect of these roads in Mysore and the actual expenditure is less than what would be ordinarily required to maintain the roads to a reasonable standard.

SHRI GOVINDA REDDY: Is that the present position or have the Mysore Government submitted any revised proposal?

SHRI O. V. ALAGESAN: I am not aware of any revised proposals, the only proposal they made was in August 1952.

SHRI M. VALIULLA: According to that proposal what was the length of the roads to be included in the National Highways?

SHRI O. V. ALAGESAN: Roughly 330 miles.

SHRI C. G. K. REDDY: What is the cost of maintenance of these roads per mile? The hon. Minister referred to the figure as being too low. Does it refer to macadamised roads or even for tarmac roads?

SHRI O. V. ALAGESAN: The calculation was made on an average. This rate of Rs. 2,000 per mile was applicable to all the Part B States

who agreed to join the National Highway Scheme and except Mysore all the Part B States came into the scheme, because Mysore refused to agree to this figure of Rs. 2,000. It applied equally to all the other Part B States.

IMPORT OF MILO

*310. SHRI D. NARAYAN: Will the Minister for FOOD AND AGRICULTURE be pleased to state:

(a) the quantity of milo imported in the year 1952 and up to the end of June in 1953; and

(b) the amount of imported milo allotted to the Bombay State during the same period?

THE DEPUTY MINISTER FOR FOOD AND AGRICULTURE (SHRI M. V. KRISHNAPPA): (a) During 1952 a quantity of about 6.3 lakh tons of milo was imported from abroad and about 1.0 lakh tons up to the end of June in 1953.

(b) A quantity of 286 thousand tons was allotted to Bombay State during 1952 and 67 thousand tons up to the end of June in 1953.

SHRI D. NARAYAN: Were the allotments to Bombay made according to their demands?

SHRI M. V. KRISHNAPPA: Allotments are made in proportion to their demand and in proportion to the total availability in the country.

SHRI D. NARAYAN: Is it not a fact, Sir, that milo not being available, the public was obliged to purchase wheat at a higher rate in Bombay?

SHRI M. V. KRISHNAPPA: We have made milo available according to the total availability, but the problem is that milo is as costly as wheat. This year, we tried with all countries but the cost of milo is not less than wheat, and so we have decided not to import any milo. So, we have got only what is available in surplus States like Madhya Bharat and Madhya

Pradesh and also import, if we can get at less prices; we have up till now got about 1,30,000 tons. Bombay had a carry-over of 75,000 tons at the beginning of this year. We have given them 67,000 tons of imported milo and another 59,000 tons from the surplus States of Madhya Pradesh and Madhya Bharat. So, the carry-over and the allocations that we have made will go a long way to meet their demand. Added to this, we have made available to Bombay about 2 lakh tons of wheat at a subsidised rate, at the rate of Rs. 14 per maund in place of milo.

SHRI D. NARAYAN: What was the difference between the selling rates of milo and wheat in January last?

SHRI M V KRISHNAPPA: Milo was costing us Rs. 17-14 per maund and our pooled price was Rs. 11-8 entailing, as I said, a subsidy of Rs. 6-6 per maund.

SHRI B V KAKKILAYA: Are the Government aware of the fact that recently *datura* seeds have been found in the milo supplied to Madras and on account of that, deaths have occurred in the Madras State? If so what steps have Government taken to remove the milo and to see that no such milo is supplied to Madras?

SHRI M V KRISHNAPPA: This question refers to Bombay whereas the question put by the hon Member concerns the two deaths in Chittoor District after eating milo. Anyway I shall answer that question.

It has been reported that two people died after eating the milo, but, there are no general complaints. We got about 5,000 tons of *sargam* from Australia and distributed it in Madras. We did not get any complaints from anywhere else excepting Chittoor District where it is said that people ate some mixture, milo or some other seeds like *datura*—it is not definitely known—and they say that it is on account of *datura* seeds that the people died.

SHRI B. V KAKKILAYA: Did not the Government make any enquiries?

SHRI M V KRISHNAPPA: We are making enquiries, the whole matter is under consideration.

SHRI RAJAGOPAL NAIDU: Are there any instances where more allotments than were necessary were made to States?

SHRI M. V KRISHNAPPA: That is because the States over-estimate their deficiencies in the beginning of the year and demand more from the Centre. When we actually respond to their request and send them the quantity asked for, they find it very difficult to dispose it of. The hon Member refers to the case of Madras last year. They had 1,30,000 tons to dispose of, because of their fault in over-estimating their requirements.

DR SHRIMATI SEETA PARMANAND: Have the Government placed order for milo for this year and, if so, for what amount?

SHRI M V. KRISHNAPPA: No.

*311. [The questioner (Shri H. C. Mathur) was absent.]

9 A.M.

MATERNITY LEAVE IN THE RAILWAYS

*312. SHRIMATI VIOLET ALVA: Will the Minister for RAILWAYS be pleased to state.

(a) whether the Railway Board has made the maternity leave admissible only once in three years for its women employees, and

(b) what is the period for which, in the days of maternity, leave with pay is granted?

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O V. ALAGESAN): (a) Yes

(b) Leave with pay is granted for a period which may extend up to three months from the date of commencement of the leave or six weeks from the date of confinement.