

cross drainage works and three bridges. These works are in different stages of progress.

3. Andhra Pradesh . . . (70 miles)

The portion between Mahboobnagar and Rangapur (about 40 miles) has Water Bound Macadam surface. There are several unbridged minor crossings, estimates for which are under examination.

Between Rangapur and Kurnool a new link (length 29 miles) and 2 major bridges across Krishna and Tungabhadra are under construction. An estimate amounting to Rs. 4,90,300 for a bridge over Hindri has recently been sanctioned.

Shri Raghunath Singh: May I know if in this National Highway No. 7 which runs from my constituency of Varanasi to Cape Comorin there are 255 miles of road which are not still blacktopped? May I know how long it will take to blacktop it?

Dr. P. Subbarayan: I hope in the course of two years it will all be blacktopped.

Shri Raghunath Singh: It appears from the statement that two bridges on the Tungabhadra and Krishna rivers are under construction. How long will they take?

Dr. P. Subbarayan: It is impossible to say how much time it will take, but I am sure it will be finished as expeditiously as is humanly possible.

Shri Heda: May I know whether it is a fact that certain portions of just eleven or 14 miles have been left untouched, with the result that, in spite of the rest of the road being good, the National Highway becomes unmotorable?

Dr. P. Subbarayan. I will have this question examined.

Shri Tangamani: On this important National Highway, may I know whether any diversion is planned in madras State in Madura District and if there is delay, what is the reason?

Dr. P. Subbarayan: Diversions are made whenever we find the road goes through a very populous part of the city and of course, all suggestions made by the State Governments are given earnest consideration.

Shri Tangamani: I would like to know whether a diversion has been suggested by the Madras Government near Madura city, and the time by which that diversion work will be completed.

Dr. P. Subbarayan: I know the Madras Government have suggested this, and we are trying to see how quickly we can have this diversion accomplished.

Shri C. R. Pattabhi Raman: There are a number of bridges and culverts which are pending execution on this National Highway and are being delayed. Are the Ministry giving instructions regarding the expedition of these?

Dr. P. Subbarayan: There are 20,000 miles of roads under us as National Highways, and we have got to establish priorities. Very likely the bridge the hon. Member is thinking of is not in our priorities.

Dust-storm in Delhi

*1137. **Shri D. C. Sharma:** Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that a 98 miles per hour dust-storm hit the capital on the 7th March 1960 and paralysed the transport and communications; and

(b) if so, the estimated loss?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) Yes, but the transport and communications were only partially affected.

(b) Rs. 6000 on account of the break-down of the telegraph lines on the Delhi-Ambala and Delhi-Bareilly routes and some damage to civil aircraft and buildings at the Safdarjung airport.

Shri D. C. Sharma: What was the kind of damage to the civil airport at Safdarjung?

Shri Mohiuddin: One of the aircrafts moved away from its moorings and slight damage was caused on account of some hindrance.

Shri Feroze Gandhi: There is no dust storm here, but the papers are all blowing up.

Shri D. C. Sharma: May I know if the dust storm was of such intensity that even our airport could not provide sufficient protection against it?

Shri Mohiuddin: It was of sufficient intensity, and aeroplanes were diverted. As a matter of fact, the Meteorological Department had forecast the impending dust storm in the morning, that is to say at about 10 'o Clock again at 2 'o Clock and again at 3 'o Clock, and the aeroplanes were diverted.

Mr. Speaker: What can be done if there is a dust storm? I proceed to the next question.

If he wants to put one more question, I have no objection.

Shri D. C. Sharma: May I know if any precautions will be taken in future so that our air services are not dislocated like this?

Shri Mohiuddin: The only precaution that we can take is to warn the aerodromes as well as the pilots about the impending storm.

Shri Kalika Singh: May I know whether the Meteorological Department which is under the same Ministry, could not forecast this earlier than 10 a.m. on that day?

Shri Mohiuddin: No, Sir. The indications about the coming of the storm were observed only in the morning. It could not have been forecast earlier.

गन्ना का मूल्य

*११३८. श्री कुशवन्त राय : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि:

(क) पिछले दो वर्षों की अपेक्षा इस वर्ष चीनी के अधिक उत्पादन पर पचास प्रतिशत उत्पादन शुल्क कम करने के कारण मिल मालिकों को जो ल.भ हुआ है उसका कितना भाग किस प्रकार गन्ना उत्पादकों को दिलाया जायेगा;

(ख) क्या इस सम्बन्ध में कोई आदेश निकाला गया है; और

(ग) यदि हां, तो क्या उसकी एक प्रति सभा पटल पर रखी जायेगी?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) and (b). The profit that would accrue to factories due to 50 per cent rebate in basic excise duty on increased production of sugar this year as compared with the average production of last two years has been made shareable between growers and millowners in accordance with the Price Linking Formula which has been suitably amended for the purpose.

(c) A copy of the Order was laid on the Table of the Sabha on 18th March 1960.

Shri S. M. Banerjee: In reply to a previous question in this House, the hon. Deputy Minister, Shri A. M. Thomas had stated that some of the sugar factories were paying a higher rate, that is, higher than Rs. 1-10-0 I want to know which are those sugar factories. Are they in UP or in Bihar?

Shri M. V. Krishnappa: They are in UP; as for the names of the sugar factories, I have not got them before me just now. Some of the factories in UP have paid one or two annas more to attract more cane.