

ed in it or not is a minor detail. They may put a separate question.

Shri Subiman Ghose: In the report, it is revealed that 500 wagons remain unaccounted for, bills were never submitted and freight charges never recovered.

Mr. Speaker: The hon. Minister said that these reports are submitted in the usual course. If pointed attention is drawn to any single report, he will consider that.

Shri S. M. Banerjee: The hon. Minister said that on 31st March, 1958 the amount outstanding was Rs. 7 lakhs out of which Rs. 6 lakhs have been realised. I want to know what is the amount outstanding for 1959, whether it is regular payment or even on 31st March, 1959 something was outstanding. I want that figure also.

Shri Shahnawaz Khan: I have given the figures.

Mr. Speaker: Evidently he has got some suspicion that the amount of Rs. 6 lakhs is the amount due in that year and not by way of arrears. He wants to know what exactly are the outstanding at the end of the year 1959.

Shri Shahnawaz Khan: I have said that at the end of December, 1959, the outstanding would be to the extent of Rs. 1,58,000 for both the Northern and the North-eastern railway.

Introduction of Metric System in P. & T.

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*1485. { **Shri S. M. Banerjee:**
Shri Taagamani:

Will the Minister of Transport and Communications be pleased to state:

(a) when the 'Metric System' is contemplated to be introduced in the Posts and Telegraphs Department; and

(b) what steps have been taken to educate the public and to popularise the scheme and to train the staff?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) and (b). A statement is placed on the Table of the House. [See Appendix III, annexure No. 98].

Shri S. M. Banerjee: From the statement, it is found that the metric system has been introduced with effect from 1-4-1959 for certain types of work in the Telegraph Engineering Branch and with effect from 1-4-1960 for payment of charges for conveyance of mails by rail and by air and for calculating the basis of certain charges relating to telephone traffic. Since the system has been introduced in those sections. I want to know whether any difficulty has been experienced and, if so, what is the nature of difficulty and what steps are taken to rectify them.

Dr. P. Subbarayan: I could not follow the question, because the hon. Member is always in the habit of talking in long sentences and not putting the question.

Shri S. M. Banerjee: With effect from 1-4-1960 the metric system has been introduced for payment of charges for conveyance of mails by rail and by air. I want to know whether the introduction of the system has created any difficulty and, if so, what steps have been taken to remove that.

Dr. P. Subbarayan: I do not know what the hon. Member exactly wants. His question was such a long sentence that I could not follow it.

Mr. Speaker: He wants to know whether the introduction of the metric system has led to any difficulty in calculating the rates etc.

Dr. P. Subbarayan: The difficulty in the change-over from the old system to the metric system is that the employees have got to be instructed in this matter. We are doing it gradually so that they will begin to understand the working of the new system. The tables of new as well as old rates are issued to them so that they would learn the change from one system to the other.

Shri Tangamani: The railways have introduced it from 1-4-1960. May we know by what time the system will be introduced in the other departments like postal department?

Dr. P. Subbarayan: We are trying our best to see that the system is introduced as soon as we possibly can, but giving instructions to the employees etc. will take some time.

Shri Tangamani: May I know.

Mr. Speaker: There is nothing to ask on this. The hon. Minister has stated that he is trying his utmost to see that the change-over takes place without any difficulty.

Shri Tangamani: In the Works, Housing and Supply Ministry.....

Mr. Speaker: He is not responsible for that.

Shri Tangamani: There was a conference of the Central Government...

Mr. Speaker: The hon. Minister is responsible for posts and telegraphs. What is the good of asking him about Works, Housing and Supply Ministry?

Shri Tangamani: I want to know whether the DG, P. & T. will meet the various heads of circles to discuss with them, and also the employees representatives, the difficulties and the remedial measures.

Mr. Speaker: It is a suggestion for action which need not be answered.

Bhogdoi Bridge at Jorhat

*1466. **Shrimati Mafida Ahmed:** Will the Minister of Transport and Communications be pleased to state:

(a) whether expansion of the Bhogdoi bridge at Jorhat has been included in the development plan for the existing National Highways in the State of Assam; and

(b) if so, the details thereof?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) There is no proposal to widen the existing bridge

at Jorhat. There is, however, a proposal to construct an entirely new bridge.

It is hoped that this proposal will be included in the 3rd plan.

(b) The site for the bridge is not yet finalised, but it may be stated that the bridge will be built to suit modern standards of traffic and loading.

Shrimati Mafida Ahmed: In reply to a previous question, two years back, the hon. Minister stated that the question of widening the bridge, or constructing a new bridge, is under consideration in consultation with the State Government. May I know why it is taking so much time?

Shri Raj Bahadur: The obvious reason is that this particular bridge lies in alignment with the existing highway and the existing highway does not admit of widening because it runs through the city. Therefore, we are trying to have a by-pass and we want to have a new bridge on the by-pass. Recently, I discussed this matter with the State Chief Minister and he has promised to personally look into it and tell us what he would like us to do.

Shrimati Mafida Ahmed: May I know whether the State Government have accepted the proposal for a by-pass?

Shri Raj Bahadur: That is the crux of the matter. If we decide to have a by-pass, there are certain areas which might suffer from water-logging. If we take the national highway through the town, then some buildings have to be demolished. Therefore, the State Chief Minister proposes to look into the matter.

Shri Amjad Ali: May I know whether this crossing forms part of the national highway?

Shri Raj Bahadur: At present the national highway runs through the town. Now, as a matter of fact, the volume of traffic in that area is increasing and, therefore, we want to