

of the barter agreement for one lakh metric tons of Soviet Wheat in 1951?

(b) What were the maximum export prices of the bartered commodities prevailing at that time, item by item?

The Deputy Minister of Food and Agriculture (Shri M. V. Krishnappa):

(a) The barter was for 1 lakh metric tons of Russian wheat against supply of the following Indian commodities:

Raw Jute—5000 metric tons.

Shellac—2500 metric tons.

Tobacco—5500 metric tons.

Tea—1850 metric tons.

(b) The prices differed from time to time. During 1951 the variations in wholesale prices were as follows:—

Raw Jute—from Rs. 290 to Rs. 420 per bale of 400 lbs.

Shellac—from Rs. 145 to Rs. 168 per maund.

Tobacco—from Rs. 2-8-0 to Rs. 2-11-6 per lb.

Tea—from Rs. 1-10-6 to Rs. 2-8-0 per lb.

Shri Nanadas: Was it advantageous to procure from Russia wheat on barter system and if so what are the advantages we derive from it?

Shri M. V. Krishnappa: Always in our barter agreement, whether it be with Russia or Argentina, we will be in an advantageous position.

Shri Nanadas: Is it a fact, Sir, that we could get wheat from Russia at the rate of Rs. 11 per maund whereas we have to pay Rs. 20 per maund to America?

Shri M. V. Krishnappa: No. It is not a fact.

Shri K. Subrahmanyam: May I know, Sir, how the Soviet Government prices compare with the prices of other countries of the world in 1951?

The Minister of Food and Agriculture (Shri Kidwal): About this particular barter, a dispute has arisen with Russia on certain points, which is still

going on. Therefore, it is difficult to say anything about these barterers as in one we had some advantage and in the other we had to suffer heavy loss.

Shri T. N. Singh: Have they fixed up the price of wheat?

Mr. Deputy-Speaker: We are not arguing this matter.

Shri Kidwal: As I told you there are some factors on account of which it is not possible to say what is our profit or loss.

Shri G. P. Sinha: Is it a fact that following the rise in prices of most of the commodities which India supplied in exchange, India had to pay more comparatively for this wheat?

Shri Kidwal: I said that we had two barterers with Russia. In one of them we had some advantage and in the other some disadvantage.

Shri T. N. Singh: What was the ultimate result?

Shri Kidwal: In one we suffered loss.

Mr. Deputy Speaker: Next question. I will allow three or four questions.

Shri Sarangadhar Das: May I know if it is proper for Government to indulge in haggling?

Mr. Deputy-Speaker: Next Question.

Shri M. L. Dwivedi: I request that Questions Nos. 71 and 72 may be answered together.

Mr. Deputy-Speaker: Yes.

CONTRACT WITH MESSRS. SCHLIEREN

*71. **Shri M. L. Dwivedi:** (a) Will the Minister of Railways be pleased to state whether consequent upon the visit of the Director of Railway Finance to Switzerland, the contract with Messrs. Schlieren has been revised and renewed for building All-Metal Light Weight Railway Coaches in India?

(b) What is the total sum of money in rupees paid to the firm so far for technical and other purposes?

(c) Do Government propose to place on the Table of the House a copy of the fresh Agreement with the above firm?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes.

(b) (i) Rs. 9.68 lakhs for basic fee upto 1951; and

(ii) Rs. 227.28 lakhs for the coaches supplied and advance made against those on order.

(c) A copy of the supplemental agreement which is under print will be placed on the Table of the House when ready.

ALL-METAL LIGHT WEIGHT COACHES

*72. **Shri M. L. Dwivedi:** (a) Will the Minister of Railways be pleased to state what is the number of All-Metal Light Weight coaches supplied so far?

(b) What are the reasons, if any, for the terms of the contract entered into in this respect not being fulfilled?

(c) Have the Light Weight Coaches supplied so far been put on the track and tested?

(d) If so, are they strong and durable enough in comparison to other coaches in use in Railways?

(e) By what time is the manufacture work of the coaches of Swiss type likely to commence in India and at what place?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) 68 coaches up to the end of June 1953.

(b) The delay in the deliveries of coaches was due to more time taken than first expected in finalising the design, changing the order for supply of unfurnished coaches to that of furnished coaches and difficulty in procuring raw material due to the international situation.

(c) Yes.

(d) The service obtained from the coaches has so far been satisfactory. As regards comparative durability it

is too early to draw any final conclusion, but they are expected to be as durable as other coaches in use in India.

(e) Second half of 1955 at Perambur (Madras).

Shri M. L. Dwivedi: May I know, Sir, if any defects were noticed by Government in the contract and if so whether any responsibility has been placed upon the persons who were responsible in this country?

Shri Alagesan: Sir, the delay in the deliveries of these coaches revealed certain defects in the agreement and as such a supplementary agreement was negotiated and finalised. There is no question of bringing to book anybody who is responsible for the original agreement.

Shri M. L. Dwivedi: With reference to the answer to part (c) of Q. 71, may I ask, Sir, whether in the revised agreement any provision has been made for proceeding legally in cases of breaches of contract?

Shri Alagesan: The whole agreement will be placed before the House. Now a penalty clause has been included in the agreement in case of delay in fulfilling the order.

Shri V. P. Nayar: May I know, Sir, whether this particular firm had any previous experience in the manufacture of similar coaches?

Shri Alagesan: They have a lot of experience.

Pandit S. C. Mishra: May I know whether Government have any knowledge or information that these metal coaches become very hot in India during summer and become oppressive?

Shri Alagesan: It is found that there is no difference between these coaches and the all metal Hindustan Aircraft Ltd. coaches.

Shri M. L. Dwivedi: What is the cost of the imported coach which you showed and which shall be constructed in India?

Shri Alagesan: The firm prices of these coaches have been fixed and it