

in order to supply track and materials for military requirements—the Dalbandin-Mirjawa Extension.

(b) Yes, as many as twelve.

(c) Yes, as soon as the requisite permanent way material becomes available.

(d) Yes, the work has been taken in hand but has been delayed for want of permanent way material.

(e) Government are unable to specify a date by which it is hoped that this line will be restored and in working order, but owing to difficulties in regard to rail and sleeper supply it is regretted that it is likely to be some months before this line is ready for re-opening.

(f) The reply is in the affirmative; whilst Government much regret the inconvenience and loss caused by this delay, it may be pointed out that the shortage of track material for relaying this line is largely due to causes beyond their control.

JACOBABAD-KASHMORE LINE.

107. **Mr. Wali Mahomed Hussanally :** Will the Government be pleased to state :

(a) When was the working of the Jacobabad-Kashmore feeder line stopped, and why?

(b) Is it a fact that Government have all along paid a heavy dividend, out of public funds to the shareholders? If so, what is the annual amount?

(c) Is it contemplated to return the locomotive engines borrowed from this Railway? If so, when?

Colonel W. D. Waghorn : (a) Working on the Jacobabad-Kashmore Railway was closed down on the 6th June 1919 as the military situation necessitated the transfer of the engines and rolling stock to other narrow gauge railways on the frontier.

(b) The only payments made, were of the nature of rebate under the ordinary guarantee terms applicable to branch lines. The payments made were as follows :—

	Rs.
1915-16	26,442
1916-17	30,127
1917-18	60,373
1918-19	24,786
1919-20	1,04,441

(c) The Jacobabad-Kashmore Railway stock will be returned as soon as the military situation on the frontier permits of this being done. The Government regret the inconvenience which has undoubtedly resulted from the closing of the railway, but in the circumstances it was unavoidable.

BARRAGE ON THE INDUS AT SUKKUR.

108. **Mr. Wali Mahomed Hussanally :** Will the Government be pleased to state :

(a) When was the project for the Barrage on the Indus at Sukkur and the two canals above it, first started?

(b) Has that project been finally completed and approved of by Government of India and the Secretary of State?

(c) When is it likely that the work of construction will begin? And what time will it take to complete?

(d) What amount of area of land will the project irrigate? What will be the revenue to be derived therefrom, and the percentage of interest on the capital cost?

(e) Do the Government intend to expedite the matter?

(f) Will the two canals above the proposed Barrage at Sukkur irrigate all the available irrigable land in Sind? If not, is it proposed to command the remainder?

Colonel Sir S. D'A. Crookshank: (a) The detailed investigation and survey of the project was sanctioned in December 1906.

(b) The Sukkur Barrage and Canals project was forwarded to the Secretary of State for sanction on the 16th December 1920.

(c) Once the project is sanctioned, the commencement of its construction is a matter which rests entirely with the local Government.

It is estimated that it will take 12 years to complete.

(d) On full development of the scheme the area irrigated will be 5,300,000 acres and the ultimate net revenue per annum will amount to Rs. 194 lakhs which represents a return of 10½ per cent. on the capital outlay.

(e) The Honourable Member is referred to the answers to parts (b) and (c) of his Question.

(f) The canals cannot irrigate the whole of the irrigable area in Sind, part of which lies above the Barrage. No other project has up to the present been received from the Local Government.

RESERVED ACCOMMODATION.

109. **Mr. Wali Mahomed Hussanally:** Do Government propose to order that there should be no compartments reserved for any class on Indian Railways, except those intended for ladies?

Colonel W. D. Waghorn: Government do not at present propose to make the order suggested, as, on the information before them, they have no reason to believe that the practice is opposed by any large number of Indian passengers.

INDIAN COMPANIES ACT, 1913.

110. **Mir Asad Ali Khan Bahadur:** (a) Is it a fact that the Indian Companies' Act of 1913 is not in force in Bangalore and Secunderabad?

(b) Have any representations been made by the inhabitants of either station to bring the Act in force in their respective areas?

(c) If so, do Government propose to accede to their request?

Mr. S. P. O'Donnell: The Indian Companies' Act of 1913 is in force in the Civil and Military Station of Bangalore, but not in the Secunderabad cantonment.