

1917-18-19.

THE PARLIAMENT OF THE COMMONWEALTH OF AUSTRALIA.

Senator Eales

Pursuant to Statute
By Command
In relation to Order

R E P O R T.

SENATE, 1917-18-19.

10-10-1918. FROM THE

JOINT COMMITTEE OF PUBLIC ACCOUNTS

U P O N

"COMMONWEALTH RAILWAYS"

MEMBERS OF THE COMMONWEALTH PARLIAMENT JOINT COMMITTEE
OF PUBLIC ACCOUNTS.

(Second Committee)

JOHN THOMSON, Esquire, M.L., Chairman.

MATTHEW CHARLTON, Esquire, M.L., Vice-Chairman.

<u>Senate.</u>	<u>House of Representatives.</u>
Senator Thomas William Crawford,	Llewelyn Atkinson, Esquire M.L.
Senator the Honorable John Earle,	James Howard Catts, Esquire M.L.
Senator Allan McDougall.	James Edward Fenton, Esquire M.L.

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LARGE DRAFT OF THE COMMITTEE.

The taking of evidence in the enquiry into "Commonwealth Railways" (all lines) was commenced on 10th June 1919 and terminated on 1st September 1919.

Thirty-two witnesses were examined and during the course of the enquiry a Sub-Committee visited Adelaide and Port Augusta and inspected railway activities and workshops at the latter place.

Altogether eighteen meetings have been held in Melbourne, Adelaide and Port Augusta and the following witnesses have been examined:-

Artlett, William Langridge	Superintendent, Transportation & Stores, C'w. Rlys. Port Augusta.
Ballard, Edward Henry	Chief Engineer of Way & Works Vict. Rlys. Melb.
Bell, Morris Garrett	Commonwealth Railways Commissioner Melb.
Brennan, Thomas Francis	Chief Accountant Victorian Railways Melbourne.
Rustolli, William Joseph	Loco Accountant Victorian R.R. Melbourne
Cossens, Charles	Superintendent of Buildings C'w. Rlys. Pt. Augusta.
Day, Alfred Morwood	General Traffic Manager, Sth. Aust. Rlys. Adelaide.
Deane, Henry	Member of the Institute of Civil Engineer Melbourne.
Edwards, Charles Thomas	Manager, Provision Stores, C'w. Rlys. Port Augusta.
Fitzgerald, John Christopher	Member of House of Assembly for Port Pirie SA
Fortescue, Leslie	Coutts Clerk, C'w. Railways, Port Augusta.
Gahan, George Alfred	Chief Mechanical Engineer C'w. Rlys. Port A Augusta.
Hofler, George Alexander	Engineer of Way & Works C'w. Rlys. Port Aug
Holdsworth, James	Town Clerk, Corporation of Town of Port Augusta.
Kenast, W. Edward Nicholas	General Passenger & Freight Agent, Vict. RLYS Melbourne.
Melomby, Thomas Berry	General Superintendent of Transportation Vic Railways Melbourne.
Moncrieff, Joseph Cowen Bain	Chief Engineer, Sth. Aust. Railways, Adelaide.
Monro, John Patterson	Acc't & Traffic Auditor, C'w. Rlys. Melbourne.
Mower, Frank Edwin James	Car & Wagon foreman C'w. Rlys. Port Augusta
McGregor, Alfred Edward	Storekeeper, Port Augusta.
McGuire, James.	Railway Commissioner for Sth. Australia, Adelaide.
Pickering, John	Controller of Accounts, Sth. Aust. Rlys. Adelaide.
Poynton, Joseph James	General Superintendent C'w. Rlys. Melbourne.

Ashton, Benjamin Franklin	Chief Mech, Engineer, S.A.Mlys. Adelaide.
Saunders, Frederick Walter Theodore.	Supervising Engineer C'w Mlys. I.Augusta
Gedgley, Walter Henry	Inspector Transportation & Stores Branch C'w Railways, Port Augusta.
Shoehan, Herbert Arthur Heness	Actg.Mech,Superintendent C'w Mlys. Port Augusta.
Simms, Edward	Secretary to Commissioner C'w Mlys. Melb.
Smith, Alfred Ernest	Chief Mech,Engineer Vic. Mlys. Melbourne
Stephen, Frederick Wilber	Chief Asst.Engineer S.A.Mlys. Adelaide.
Sutton, George Henry	Secretary, Victorian Railways, Melbourne
Truss, William	Accounts and Audit Officer,C'w Railways Port Augusta.

A F C T

of the

JOINT COMMITTEE OF PUBLIC ACCOUNTS.

UNDER THE "COMMITTEE OF PUBLIC ACCOUNTS ACT 1917" WHICH

"COMMONWEALTH RAILWAYS"

INTRODUCTION.

The Railways of the Commonwealth comprise four separate lines: The first of these is the Trans-Australian Railway of 1,052 miles (4ft.6in. gauge) stretching from Port Augusta to Kalgoorlie; the second the Port Augusta to Ceduna line of 44 miles; (3ft.6in. gauge); third the Port Darwin to Katherine River line of 200 miles (3ft.6in. gauge); and the fourth from Swanbeyan to Canberra, a distance of 5 miles. (4ft.8in. gauge); a total of 1,736 miles. These lines are being operated in different ways which will be set out later in this report.

In consequence of the loss which is being entailed annually on each of these lines the Committee undertook this investigation in an endeavor to ascertain the reason thereof, and if possible, suggest remedial measures.

The Prime Minister (the Hon W. M. Hughes) stated in the House that "The Public Accounts Committee is to enquire into expenditure in connection with the East-West Railway."

CONTROL. On 2nd September 1917 an Act was passed by which all the Commonwealth Railways are vested in a Commissioner. (Cited as the Commonwealth Railways Act 1917)

The Act "inter alia" sets out the Commissioners duties, powers limitations, and the entire management is in his hands subject to a few exceptions relative to construction, contracts, and power to call ^{for} reports, wherein he is subject to the consent of the Minister for Works and Railways.

The Commissioner may further make arrangements with States for the connection of State and Commonwealth Railways and the running of Commonwealth rolling stock on State Railways and vice versa.

In addition to obligations of a Common Carrier he has duties in regard to construction, maintenance, repair and inspection of the railways. He prepares estimates of receipts and expenditure, and furnishes periodical statements, as well as an annual report to Parliament. ~~In either event, the Commonwealth has all the obligations of a railway company, and a Common Carrier.~~

Mr. Henry Deane was Engineer-in-Chief from 1st January 1912 until 14th April 1914.

Mr. W.G. Bell was appointed to the position of Engineer ^{from 1st April 1914, & was appointed Commonwealth Commissioner} in-Chief of Commonwealth Railways ~~A~~ Commissioner on 7th November 1917.

TRADE AND COLONIAL LINE.

HISTORICAL.

An Act passed in 1907 provided for the expenditure of a sum of £10,000 for a preliminary survey of a railway line connecting Western Australia with the Eastern States. This survey was commenced in 1908 and was completed in March 1909. A route from Port Augusta in South Australia via Tarcoola to Kalgoorlie in Western Australia was mapped, a distance of 1063 miles. This mileage was afterwards reduced to 1,052 by deviations at the Western and Eastern ends.

In December 1911 an Act was passed by the Commonwealth Parliament authorising the construction of the line. In South Australia an Act was passed enabling the Commonwealth to acquire land for the railway in South Australia not exceeding one-eighth of a mile wide on either side of the line, but no town lands are to be included at any time. In Western Australia an Act was also passed by which all necessary lands are to be granted to the Commonwealth for railway purposes. The border between South and Western Australia is

reached at a point 598 miles from Port Augusta: thus the line runs through 598 miles in South Australia and 464 miles in Western Australia. A railway Construction Department was created by the Commonwealth Government to carry out the work, which was commenced by the turning of the first sod at Port Augusta on 14th September 1912 and at Kalgoorlie on 12th February 1913. At first preparatory work at each end of the line had to be done, and it was not until March 1913 that any platoelaying had ^{begun} to be carried out, a commencement being made at the depots at either end.

Platoelaying on the main line was commenced on the Eastern Division in April 1913 and on the Western division in May 1913. The line is laid on the Standard gauge of 4ft. 8½ in.

The permanent way consists of rails weighing 80 lbs; to the yard and is a single line throughout. The rails vary in length, some being 37 feet and others 45 feet, the latter having been adopted to reduce the number of rail joints. The sleepers are standardised at 8 ft. 6 in. long, 1 in. wide and 5 in. deep.

Ballasting has been effected over some 428 miles to date, and is being carried on through not on a very extensive scale at present.

The Stations at the terminal points are of the usual pattern with raised platforms and verandah roofs: that at Kalgoorlie is an extension of the station belonging to the West Australian Government Railways. At Port Augusta it was necessary to erect a new platform on a fresh site. The Station Buildings accommodate the officials of various branches connected with the line. Engineering and other shops are in operation to carry out the erection and repair of the locomotives and rolling stock.

. The intermediate Stations on the line have no platforms the passenger rolling stock being designed so that passengers can get on or off the train without difficulty at the rail level.

Reservoirs have been constructed to provide water and

this question will be dealt with later in this report.

A telegraph line runs alongside the railway throughout the route.

In addition to construction work the railway department had to cater and provide accommodation for the staff entirely.

These duties have still to be performed for the permanent staff employed along the line.

The greatest elevation of the line above Sea level is 1,326 feet and with the exception of a short distance of 1 in 80 the ruling grade is 1 in 100.

The rails from either end were linked up on 17th October 1917 and the first through train left Port Augusta on 22nd October 1917.

ESTIMATES AND CAPITAL COST.

The Estimate upon which the Department started to construct this line was provided by the late Engineer-in-Chief, Mr. H. Deane, and is dated 20th September 1911. Mr. Deane's Estimate for the completed line of 1,063 miles was £4,046,646. Mr. Bell the present Commissioner gave an estimate on 22nd March 1917 shewing the cost of completing the line of 1,052 miles at £6,667,360.

The actual cost, inclusive of land, buildings, rolling stock and other equipment to 19th April 1919 is £6,749,828. Figures showing details of these amounts are appended hereunder:-

TRANS-AUSTRALIAN RAILWAY

COST OF CONSTRUCTION AND EQUIPMENT.

Statement showing Mr. Deane's Estimate (20-9-1911),
 Mr. Bell's Estimate (22-3-1917) and Actual Cost at
 19/4/19, ~~including all Estimates as completed 20-9-1911~~.

Heading	Mr. Deane's Estimate Dated 20/9/1911	Mr. Bell's Estimate Dated 22/3/1917	Actual Cost at 19/4/19
Clearing & Grubbing	15,874. 14. 6	56,226. 4. 9	26,728. 17. 6
Fencing, Gates & Grids	8,915. 0. 0	11,428. 11. 4	10,929. 16. 7
Earthworks	388,908. 10. 0	685,172. 3. 0	768,913. 0 6
Bridges, Flood Openings & Culverts.	61,414. 2. 7	112,606. 5. 5	118,089. 19. 6
Road Overbridges	H 1 1	8,654. 2. 0	7,296. 16. 4
Plateslaying, Ballasting, Lifting etc..	465,383. 10. 6	967,878. 5. 8	694,151. 16. 10
Mile and Grade Posts	2,314. 2. 0	5,226. 3. 7	1,125. 0. 9
Fitching, Metalling, Blinding & Reinforcing Walls	3,372. 15. 0	5,595. 11. 0	6,578. 9. 3
Water Supply & Local Water Stations	484,760. 0. 0	520,328. 6. 7	374,192. 1. 8
Station Accommodation	128,036. 1. 6	170,725. 4. 9	162,973. 2. 5
Running Sheds, Workshops etc.,	54,910. 0. 0	108,787. 5. 4	102,869. 3. 1
Office Buildings	51,350. 0. 0	42,792. 19. 8	42,181. 9. 9
Permanent Way Material	1,819,484. 0. 3	2,992,432. 5. 8	3,097,196. 7. 5
Telegraph & Telephone Signals, Interlocking & Electric Staff	62,85. 18. 3	120,547. 14. 7	128,883. 7. 2
Temporary Sidings & Deviations	H 1 1	1,976. 11. 6	25,783. 9. 5
Road Diversions and Level Crossings	25. 7. 6	1,381. 15. 7	7,375. 5. 4
Port Augusta Wharf	H 1 1	22,750. 6. 7	24,186. 9/4
Surveying Ahead	H 1 1	20,050. 13. 9	28,417. 18. 2
Land Purchase & Survey	10,000. 0. 0	56,532. 6. 3	55,630. 0 6
Plant	24. 55. 0. 0	29,415. 19. 6	27,658. 11. 6
Miscellaneous	128,906. 11. 10	177,488. 10. 5	186,444. 0. 9
TOTAL CONSTRUCTION	3,720,646. 1.11	6,221,356. 18. 4	5,862,175. 16. 10
Rolling Stock	315,000. 0. 0	885,880. 0. 0	858,616. 18. 8
Workshop, Plant and Machinery	H 1 1	29,000. 0. 0	89,045. 16. 8
TOTAL	4,045,646. 1.11	7,136,236. 18. 4	6,749,838. 12. 2
Deduct Credits:-			
Plant & Material		115,584. 3. 6	
TELEGRAPH accommodation for P.A.G.	H 1 1	23,000. 0. 0	H 1 1
Rolling Stock		325,292. 0. 0	
Miscellaneous		4,000. 0. 0	
TOTAL FINAL COST	£4,045,646. 1.11	£6,607,360. 14.	1026749,838. 12. 2

The difference between the Estimate originally supplied and the total cost given above is £5,764,192.

The Accountant & Traffic Auditor in explanation of this difference provided a statement showing "Amounts in Excess of Estimate of 26-9-1911 which are due to alterations authorised subsequent to that date and not provided for in that Estimate":- viz:-

<u>I T C H.</u>	<u>A C C U N T I V E L V E D.</u>
Weight of rails increased from 76 lbs to 86 lbs per yard	191,266
Pallasting with broken stone or gravel instead of earth and increasing quantity of ballast from 613 c.yds. (estimate of CC-3-1) to 1640 c.yds. per mile as now decided upon	501,996
Additional earthwork due to ruling grade being reduced from 1 to 80 to 1 to 100 and to flattening of slopes in drift sand cuttings from 1 to 1 to 2 to 1; also to line being run direct into Kalgoorlie (instead of joining Kanowna Railway Cm. from Kalgoorlie) and direct into Port Augusta (instead of joining Godnadatta Railway 2 miles from Port Augusta) ...	153,326
Provision of Electric Staff	8,428
Improvements of Wharf and Jetty at Port Augusta	24,186
Road Overbridges at Port Augusta and Kalgoorlie	7,297
Road Diversions and Level Crossings at Port Augusta and Kalgoorlie	7,350
Terminal Accommodation at Port Augusta and Kalgoorlie, including workshops, machinery acquisition of land, etc..	204,671
Payment for Public Holiday and Accident Pay and Compensation for Injured Workmen ...	47,715
	<hr/> <hr/> <hr/>
	£1,246,265
	<hr/> <hr/>

The original Estimate was compiled eight years ago, and the Committee ascertained that many additions not included in the foregoing statement were due to alterations not provided for in the line as originally designed, the principle of these showing the amounts involved are:-

<u>ITEM.</u>	<u>AMOUNT INVOLVED.</u>
Increased Cost of Rails (inclusive of freight)	544,868
Cost of rails for 18.6 additional mileage	26,845
Extra Cost of Fish Plates	12,257
" " " Fish bolts	11,458
" " " Dog Spikes	35,096
" " " Washers	1,321
" " " Points & Crossings	16,221
" " " Sleepers	289,575
" " " Crossing timbers	3,617
Increased weight of Materials	26,717
	<hr/>
	1,068,075

From this sum must be deducted the value of construction of 11 miles shorter line, than was provided for in Mr. Deane's Estimate. (at £6,416 per mile):-

76,576

997,499

So that the total value of the additions & alterations due to subsequent authorisations and not provided for in Mr. Deane's Estimate is £2,243,764. Were this sum deducted from the amount of the difference between the cost of the line to 19th April & his Estimate of September 1911 (£2,704,192) there would remain a sum of £460,428 in excess of his Estimate, without taking into account the increased cost of wages which amounted to 31'.

To the Cost of the line given above (£6749,830) must be added the estimated amount ^{required} ~~estimated~~ to complete ballasting viz. £418,973: and credit will probably have to be given (generally on the completion of ballasting) as under:-

Holling Stock	326,192
Plant Permanent Way Material	115,084
'xtraneous	3,199

£445,775

These adjustments would leave a deficiency of £4,3,626 on Mr. Doane's estimate with the same proviso regarding increase in rate of wages already mentioned.

Mr. Bell in evidence told the committee that there are numerous items as being responsible for the increased cost, "the main are accounted for above and much of this additional expenditure was due to subsequent alterations. The line as a whole, he said, "compares favorably with similar lines built elsewhere by State Authorities:" The final cost including rolling stock works out at £6,416 per mile.

Mr. Doane's estimate on the same basis and a mileage of 1,62 miles was £2,806 per mile: this did not include ridges temporary Sidings and Deviations, Port Augusta Wharf, surveying ahead, or Workshop Plant and Machinery.

The average cost per route mile open (including rolling stock) of 20,660 route miles of line belonging to the six States of the Commonwealth is £10,210.

Mr. Deas in his evidence to a Committee in 1912, thus:-

"It would have been quite impossible to make a really accurate estimate, because the survey was merely a trial survey. In fact, I said at the time it was simply a traverse. Then the surveyors were not fully satisfied, but they were traversed and put up on the plan. There is one comparison which I made, which is that a surveyor would not supply the accuracy of a Government survey, or the distance in hand if he were compelled to write."

In regard to the position of Ballarat by sea:-

"In no particular I am advised that waste of expenditure has taken place, namely, ballast. I do not think that freight rates have been put down than what necessary. A large amount of material, the little first is used to necessarily weight the ship more of ballast. The thinness of material, the lighter the ship, the less it is required in the case of coal. (1) is built closer to port than to starboard, so that the ballast is lighter, to even the ballast. The road, on the other hand, to provide ballast for port, the port in case of driven scuttles, in low surface construction nothing very difficult ballast is available, and probably in most cases selected gritty earth will be perfectly safe, and the cost of ballast, so as to give the ship the best running."

During a 10 years' period, so were held:-

"Estimating on journeys I selected the prices which were paid on a certain river, so as to me in our judgment by the Illinois River, which was not likely to be far wrong. The ballast freight to be regard in western Australia was taken in accordance with the iron ore by Mr. Anderson, then receiver, for an exceptionally low rate. Local provisions of the railway companies, which were found to be sufficient. The cost of steamship freight to port and port was estimated in accordance with other freights than ruling. It is well known that the shipping companies form a ring and fix their rates. When tenders were up and no steamer having bid not tendered, the general manager of the port, so as to get the port to bid him to take his estimate, but they amounted to only quite a small number of the chief requirements, and the company, the government had agreed the offer of the steamer, and the steam government to supply reconditioned rail sleepers, which I think were about 15,000 sleeper lighter than iron, due to which the Commonwealth railway department had to pay the bill for all his demands by the railway Commissioner of Western Australia and the bill at our freights of the shipping companies."

Mr. Deas - advocated the use of internal combustion engines and he gave the opinion that:-

"If the internal combustion principle had been adopted for the locomotive, relatively a third of the accommodation could have been sufficient, the overall locomotive would have been reduced, and boiler and other repairs would have been reduced to a minimum."

The following questions were asked in evidence:-
Question.- The amount spent in water supply and locomotive water stations was less than your estimate, and you said that the saving would have been greater had internal combustion engines been used?

Answer.- Yes; we should have required less water. In my estimate, furnished on the 25th September, 1911, I calculate that, if internal combustion engines were used, there would be a saving of about £20,000 on the total estimate.

Question.- Do you see any reason to modify that view?

Answer.- No. I am sorry that the idea of using internal combustion engines were abandoned. Had they proved practicable, they would have been of immense advantage to all railway systems operating in the interior. Even in the north-west of Victoria a good deal of expense has been incurred by the Railway Department on water supplies and boiler repairs. The South Australian Government have very great trouble. In New South Wales, and probably in Queensland, there would be an immense advantage in not being dependent on water supplies.

REVIEWS AND EXCERPTS.

The subjoined table shows the:-

INCOME, WORKING EXPENSES, RESULT OF WORKING

INTEREST ON CAPITAL, AND TOTAL LOSS, FROM 23/10/17 to 30/6/19.

PERIOD	Revenue	Working Expenditure	Loss in Working Capital	Interest on Capital	Total Loss
From 23-10-17 to 30-6-18	117,631:18:10	172,382: 0 : 3	54,750: 1: 5	140,384:12: 0	195,134:13: 5
From 1-7-18 to 30-6-19	175,134:8 : 3	243,988: 4 : 11	68,855:16: 8	217,179:15: 9	286,033:12: 5
TOTAL	292,766, 7: 1	416,370: 5 : 2	123,603:18: 1	357,564: 7: 9	481,168: 3: 1

The total loss on working the railway (including interest on Capital) from the date of opening (2nd October 1917) to 30th June 1919 is £481,168. Excluding interest (£367,564) the loss in working is £113,604.

Stage 16a

A Dissection of the revenue received over the whole period shows:-

162,389	from Passengers, Parcels, Excess, Luggage, Horses, Carriages, Dogs, & Mails.
7,067	from Goods & Live Stock.
53,310	from Wharfage, Tonnage, Shunting, Dining Car, rents etc.

£222,766 TOTAL

The proportion of revenue received from public traffic is equivalent to 90% and that received from departmental traffic 10%. Taking the gross revenue the amount received per train mile run was 7/4d whereas the working expenditure was 1/9 1/2d. Dissecting the latter sum a distribution of operating expenses to each branch shows:-

Maintenance of Way Works	2. 0. 0.
Traffic Branch	1. 8. d.
Locomotive Branch	5. 1. d.
General Expenditure	2. d.

Total 9. 9. d.

An average of the five Australian States gives the gross revenue per train mile as 8/0.40d and the working cost as 6/3 d. An allocation of this latter amount to the branches is:-

Maintenance of Way Works	1. 4. d.
Traffic Branch	1. 8. d.
Locomotive Branch	5. 0. d.
General Expenditure	2. d.

Total 6. 3. d.

The loss to the Commonwealth for each train mile is therefore 2/6d and the profit to the t.tcs 1/4d.

Interest on Capital is not included in the above comparison.

Mr. Bell in evidence said, "I estimate that if the train mileage on the Trans. line was four times greater the cost per train mile would be the same as in the States---- without any greater economy being exercised than at present. It should be borne in mind that the Trans. line has to provide food and sleeping accommodation for all passengers, consequently the carrying capacity of the train is restricted."

The locomotive Branch working shows high £/1 d. against 2/-.. In explanation of this Mr. Bell said, "The Costs are comparatively high and every effort is being made to reduce them. They are due to cost of coal, bad water, costly water, unty track, and the running of numerous coal & water trains for which no credit is given."

The systems operating in the different states are of varying gauge, but expert opinion on this point is that the width of the gauge does not materially affect the maintenance costs. The Chief Engineer of Railways of the Victorian Railways in referring to this matter said, "In districts where the weather conditions are similar the annual cost per mile for maintenance of 5'3" gauge and of 5'6" gauge railway lines is practically the same."

S T A FF

As already stated the Commonwealth Railways Commissioner was appointed on 7th November 1917. Heads of Branches were appointed as from 20th February ^{1918.} and permanent officers for the working and maintenance of the railways as from 22nd March 1918.

The Central Administration which deals with all Commonwealth Railways ^{is in Melbourne} and consists of the Commissioner, General Superintendent, Secretary, Accountant, and Traffic Auditor, together with their staff of 58 persons, composed of Draftsmen, Clerks, Stenographers, Typists and Juniors. The Heads of the Way and Works and Mechanical Engineering Branches, also District Officers representing the Transport, Stores, and Accounts Branches, are located at Port Augusta. The working of the Trans-Australian line is controlled as from Port Augusta.

The following table shews the distribution and location of officers and employees on the Trans-Australian line together with the annual amount expended in salaries and wages.

BRANCH & HEAD	TOTAL			AT PORT AUGUSTA			AT PARK. TON (KALGOORLIS)			ALONG LINE.			
	Salaries	Wages	Salaries	Wages	Salaries	Wages	Salaries	Wages	Salaries	Wages	Salaries	Wages	
Pay & Works	27	1950	396	82247	18	5145	18	3736	3	740	4	820	6
Chief Mech. Engineer	26	7036	340	71637	21	5587	214	43327	5	1449	42	8646	-
Offices &													
Stores	23	5320	82	14151	11	2650	37	5766	2	484	17	3127	10 186
Traffic													28 528
Dining Car	1	303	32	7340	1	300	2	340	-	-	30	7000	-
Service													-
Stores	5	1069	29	3827	5	1059	29	3827	-	-	-	-	-
Accounts	13	2727	-	-	12	2457	-	-	1	270	-	-	-
Provision													
Stores	4	931	44	4230	4	931	9	1581	-	-	3	583	-
Bakeries	-	-	3	757	-	-	1	218	-	-	-	-	2 539
TOTALS	99	25333	904	183189	92	18139	310	58795	11	2943	96	20177	16 4251 498104218

The ~~o~~ is also an inspector of locomotive construction, stationed at Gawler, South Australia, for the purpose of testing and inspecting locomotives and contracts of various kinds which are being carried out for the Commonwealth, State and Private engineering workshops.

The Committee questioned numerous witnesses as to the advisability of transferring a portion of the staff now in Melbourne to Port Augusta, but there is a general consensus of opinion from official witnesses against this suggestion. An important witness said: "I could not improve on what we are doing. It is proper to have the administrative staff in Melbourne because the seat of Government is here and the Commissioner is always in touch with the Minister. Furthermore, a good deal of our purchasing is done in the capital city, and it costs less to have the staff here than at Port Augusta. Salaries are also comparatively lower in Melbourne, and it is easier to get the type of men you want. It would be a mistake to concentrate too much at Port Augusta."

The General Superintendent in referring to the relative number of officers and workmen said, "In our case it is determined more by geographical conditions than anything else."

The Head of the Mechanical Branch has recently been transferred to Port Augusta.

WORKING OF THE RAILWAY: The working of the line is carried out by the following Branches viz; Way & Works, Mechanical Engineer, Transportation and Stores, Accounts, and Provision Stores, with Headquarters at Port Augusta.

Under the Engineer of Way & Works there is a Supervising Engineer, Surveyor, Superintendents of Construction and Buildings and various clerical officers. He reports directly to the Commissioner.

The Chief Mechanical Engineer controls the foremen and workmen engaged in the various shops on Car and Wagon building, electrical and loco work, Machinists, Painters, and attendant trades. The

Officer in charge of this Branch is directly responsible to the Commissioner.

The Stores Division and Stores Branch (with which is connected the Tracing & r Service) is under local Superintendent who is responsible to the General Superintendent in Melbourne.

The Accounts and Audit Officer is the local representative of the Accountant and Traffic Auditor (in Melbourne) and his duties comprise:- "The control & payment of all expenditure and the collection of all monies on rent-producing properties, accounts & control of the provision stocks; the location and movement of cash boxes and their up-keep, the control of the meat supply."

There is also a separate Branch dealing with the Provision Stores and Bakeries, under the charge of a Manager who is responsible to the Accountant & Traffic Auditor. His operations were defined as "The purchasing of groceries, from-rangery, boots, drapery &c., and arrangements for all transport along the line to the various stores in both the Eastern and Western division; He supervises all stores, and handles all correspondence in general store matters. He has charge over the Bakeries in Port Augusta, Marree, and Hawlinna, and also supervises the fruit and vegetable supply throughout the whole line. The only phase over which he has no authority is the bookkeeping, which is in the hands of the Accounts and Audit Office."

In the Way & Work Branch the use of Motor Section Cars for the conveyance of fettling men to and from their work has been introduced, with, it is claimed a reduction in the cost of such work.

The Cars at present run over a distance of 266 miles and the system is being extended and will ultimately cover the greater portion of the line between Port Augusta and Kalgoorlie.

Evidence was given regarding the arrangement under which train crews upon the completion of their shift, leave the train and await the arrival of another train before re-

suming work. It was claimed that by the adoption of the relay system, which provides for crews off duty remaining and sleeping on the train an annual saving of about £7,000 would be effected.

New Rolling Stock.

There are first and second class passenger cars, both of which have sleeping accommodation, ~~there~~ also ~~one~~ dining and 1 lounge cars (the latter for first class only).

The capital cost of cars and vans to 31st June 1919 was £166,232. This expenditure ^{provides for} includes the following express train car ~~in~~ stock:-

16 first class Sleepers.
8 Second class Sleepers
1 " " Sitting up Car.
4 Dining Cars.
4 Lounge Cars.

The above are sufficient to provide 3 trains in each direction per week with the necessary bulk mail van and brake van accommodation; but only allows one spare first class sleeper and two spare second class sleepers. Officers were of opinion that these spares were not sufficient in case of a breakdown, or to enable the cars to be brought into the shops for overhaul. The construction of 2 larger additional first class sleepers and one second class sleeper is therefore now being proceeded with at Port Augusta works ops. It is intended to provide another first and second class sleeper here is also under construction a general service car containing sleeping, kitchen and dining accommodation.

When these cars are completed there will be sufficient stock for at least 4 trains per week in either direction when required and spares in case of breakdowns.

The total cost of the 6,200 is approximately £9,000.

The cost per ton-mile of repairs and renewals for the year ended 30th June 1918 was 7.3d. The capital cost of Loco and tenders to 30th June 1918 was £267,172, and the following locomotives were on hand:-

- 6. 1,000 h.p. eight cylinder engines.
- 1. " " hunting engine.
- 80 " G. smooth cylinder engines
- 1. " " Heavy Goods engine.
- 1. Narrow gauge loco used in coal traffic.

There exceeded 1,000 tons remained still to be delivered or contract let already in 1918.

The value above stated includes previous payments made to manufacturers on account of these 18 un-delivered engines on which there is further sum of £66,771 still to be paid.

With regard to these engines I will state:-

"The engines being delivered now are not for passenger traffic, but are heavy goods engines which were really bought for the mining work. Their maximum speed is 25 to 30 miles per hour. Passenger engines have a speed of 50 to 60 miles per hour. The Government ordered fourteen goods engines from Scotland in excess of the number I required for. But was on account of certain anticipated construction that did not eventuate. When the whole of the twenty engines ordered from Loco Limited are delivered, I shall have more than I require until other construction is commenced or there traffic increases.

During the last month I have been trying to take delivery of some of them, but they were not inclined to do so, because they had already let a contract for 100 new engines of a slightly different type. The Imperial Government were also approached. I shall have a surplus of about fourteen goods engines, which cost at £14,000 each."

The cost of Loco, repairs and renewals for the last current year was £1,500 per train-mile.

"Goods and Tallowton engines represent an expenditure of £217,776.

A Synopsis of the foregoing figures and the capital

cost of:-

Pasenger Cars and Tans	166,277
Locomotives & Tenders	197,173
Goods & Ballast Wagons	<u>213,236</u>
As at 30th June, 1919	£866,742
Additional cost of cars under construction	49,000
Liability on undelivered locos.	<u>66,572</u>
Final Cost	£972,314

It is expected that this amount will be ultimately reduced by the transfer of a large number of wagons to other works at the termination of constructional work on the Trans-Australian line, and by the disposal of surplus locos:-

WATER.

One of the main difficulties which has to be overcome in working the line is the supply of suitable water for locomotive purposes.

There is practically a total absence of natural water supply along the whole route.

At Kalgoorlie water is obtained from the Western Australian Government Supply scheme, but at the Port Augusta end the surplus town supply available was insufficient for railway purposes. Between these two points suitable supplies had to be secured. At Miles outside Port Augusta a weir was erected at Spot Creek, and the collecting of surface water in dams has been resorted to for the first 250 miles at the Eastern end and 150 miles at the Western end. Over the Nullarbor Plain and amongst the sandhills boring had to be relied on and the results as regards quantity have proved satisfactory although its quality is not uniformly good.

The table herounder shows the details of the water supplies along the line:-

	MILEAGE FROM T.A.	CURVE C. - U.I.L.Y	Capacity GALLS.
Port Augusta	0	Depot Creek Springs	
Bockaloo	52	Catchment Reservoir	6,000,000
Wirrappa	94	" "	5,000,000
Pimba	114	" "	5,000,000
Burando	129	" "	5,000,000
Wirraminna	158	Wells	
Kultarnaby	190	Catchment Reservoir	8,000,000
Kingcoyna	210	Wells	Softening Plant erected
Wilgena	240	Catchment Reservoir	5,000,000
Wynbring	282	Catchment Reservoir	3,000,000
Ooldea	428	Wells	Deliver- ed by pipe line to Tarcoola 258 m. New being construc- ted.
Cook	514	Wells, supply from which is condensed	
Hughes	567	Bore	Softening plant erected.
Forrest	651	Bore	
Loongana	710	Bores	
	771	Bore	
Rawlinna	816	Well	
Zanthus	921	Catchment Reservoir	3,000,000
	947	" "	7,000,000
Karonie	982	" "	7,000,000
Kalgoorlie	1061	Water is obtained from W.A. GOVERNMENT's Mundaring scheme at a cost of 7/3d per 1000 gallons.	

A number of additional bores have been sunk between Cook and Rawlinna which are at present under examination for the purpose of deciding which are most suitable for locomotive requirements.

The boring was done by contract the particulars of which are:-

Davis, Hinkinson & Gby's Contract.

Contract let 26th June, 1913.

Original Contract provided:

For all bores up to 250 ft. with minimum depth of 50 ft.....£2/16/9 per ft.

Contract subsequently extended and provided:

The rate of 56/9d. per foot will apply to all shallow bores (that is to say, bores not deeper than 500 feet).

Any bore exceeding 500 ft shall be regarded as a "deep" bore.

The rates for a deep bore shall be :-

If one bore only 56/9d per foot.

If more than one bore as a
contiguous job 56/9d per foot,
with a minimum of 700 ft. per bore, or
56/9d without
minimum or op-
tion of the
Department.

If boring at existing bore and the work can be taken continuously with other deep boring - £2/9d per foot for the boring below the original depth - otherwise 56/9d per foot.

Johnston Bros. Ltd. contracts:

Contract let 11th Septem-
ber 1913.

From Goldsworthy Eastward:-

Boring from surface to a depth of 50 ft. 60/- per ft.
50 to 100 50/- "
100 to 200 40/- "
200 to 500 35/- "

From Goldsworthy to Western Australian Border:-
Contract let 29th July, 1913.

For boring all substance except Granitic Rock per ft.
(-) Rate for boring Granitic Rock 60/-

(x) Not more than 10 ft. of Granitic Rock to be bored in any one bore.

To assist in overseeing the sufficient quality of mineral content in the water which nut so detrimentally on the Loco Boilers and analytical Chemist is engaged carrying on tests and suggesting the best methods for softening the water and so making it suitable for the purpose for which it is required, and his efforts have so far been attended with considerable success.

TRAVEL & SUPPLIES. The General arrangement in evidence said that railway stores were procured in the following manner:-

"I have authority under the Commissioner, to purchase stores up to £200 in value. Items costing over £200 must be purchased on the Commissioner's special authority, but if I have any doubt as to the wisdom of purchasing stores under £200 in value, I consult the Commissioner. All formal contracts are made by the Commissioner or my recommendation. Purchases in Great Britain, through the High Commissioner's Office, is through the Commissioner of Railways, and I do not deal with them in a direct way, but for local business I delegate certain powers, with approval of the Commissioner, to the Superintendents at Fort Augusta and Arwinn, and they may effect purchases up to £50 in value. At present we have no contracts for general supplies. I consider it the wisest course to purchase requirements, more or less, from hand to mouth, because prices are coming down, and we do not buy far ahead if we can avoid doing so. I shall go back to the contract system when times are normal."

The Witness in reply to a question whether the Railways participated in the arrangements made by the Commonwealth Supply and Tender Board said:-

"Yes, to a certain extent. The Supply and Tender Board has not its organization going in all the States, but so far as it has progressed in that direction, the Railway Department is participating, and subject to the Commissioner's approval, will participate right through. My own view is that it could participate with advantage in practically every State."

"The Government is standardizing railway stores as far as it can."

PROVISION STORES. In the early stage of the construction work the Department instituted its own stores on account of the inaccessible and remote parts in which the workers were employed; after the opening of the line the stores were continued to supply Railway Servants only.

Stores are established at Fort Augusta, Cessalla, Tarcoola, Colona, Cork, Lawlinna and Larkeston.

Provisions are delivered to employees living along

the line at the same price as to the employees living in Fort Augusta. Stores are established at Fort Augusta, Tarcoola and Cawlinna.

An officer styled "Procurement Officer" is stationed at Fort Augusta whose duty it is to purchase the necessary groceries, ironmongery, tools, drapery etc. The method of purchasing is:-

"Apart from proprietary lines, such as tea, jam, and various brands of soap, Mr. Manager obtains on Form CG quotations from the principal South Australian firms, and as these are received they are listed on Form 14, so that the order may be placed with the firm offering the favourable price, other things being equal. In the case of a number of quotations being equal, preference is given to the one first received."

There is a large turnover at practically all the railway employees utilise the stores. Bad debts are simply chargeed against us in the event of a purchaser not paying back the amounts due are deducted from the employees wages.

The Manager said that adequate safeguards are in operation to prevent other than railway employees obtaining goods from the stores.

The Department is well satisfied with the result of its trading, which has shown a profit since the inception of the stores.

The Provision Stores are debited with -

Wharfage,
Handling,
Shunting,
Rent of Store at 1/- on Capital cost.
Hire of Vans.
Cost of delivery,
Charge for any handling by Maintenance Gangs.
Time of Railway Store lorry conveying goods.
Salary of Manager and wages of all men on Provision Store work.
Certain Clerical staff of accounts and Audit Branch engaged on auditing, book-keeping, examining ~~remittances~~ accounts, etc. for Provision Store

any work done by another Branch for Provision Stores.
Postage and Telegraphs.
All books, forms, stationery, stores and office supplies.
Provisions for bad debts.
Depreciation of stock and of plant.

Money to finance the provisions stores is provided by the Treasury which make necessary advances on current account through the local Bank to purchase goods for the Stores, authority is limited to an amount of £20,000:-
Interest is not paid on the amounts so advanced. All moneys received are repaid to the Treasury together with any profit which may accrue on the trading. -----

A protest was entered against the system of Departmental Provision stores in delivery of goods in Port Augusta and Mr. Holdsworth, Town Clerk of Port Augusta Corporation, and Local Storekeepers, objected to the unfair competition of the Commonwealth through their Provision Stores, in that the Govt having large buying powers, not being subject to the payment of Rent and Taxes; and that no credit accommodation is given makes it impossible for local Storekeepers to compete successfully.

ACCOUNTING. The final compilation of accounts is, under the charge of the Accountant and Traffic Auditor in Melbourne with a local representative and staff at Port Augusta. The audit and verification of stock of the Provision Stores is carried out by the Accountants Staff.

The time of workmen engaged in the shops at Port Augusta is compiled by a clerical staff attached to the Mechanical Engineering Branch, who pass the Lay Sheets on to the Accounts Staff for payment.

The Chief Mechanical Engineer in reference to this matter stated:-

"With regard to the checking of our time and the taking up of our pay-rolls, I am not at all satisfied with the present arrangement, and think the work could be done better by the Accounts Branch. At present we prepare the time. It is checked, and the pay-sheet compiled by my branch. The pay-sheets are sent on Saturday, and as the pay-rolls have to be in the Accounts Branch on Monday at 1 p.m. for the shop and kiloage of Port Augusta staff at 6 p.m. it is necessary that the clerks in my department should put in a good deal of work, every other Sunday, as the details of 256 men have to be finished between Saturday and Monday. In the States the whole of the information is supplied by the Accounts Branch, and officers of that Department make up the various accounts. I consider the Accounts Branch should deal with the whole of the pay-rolls."

The Accountant on Irrific Auditor took the opposite view and said:-

"I regard the proposal for the preparation of the pay-sheets by the Accounts staff as wrong in principle: the duty of the Accounts and Audit staff is clearly to check accounts and to make payments. The pay sheet really represents the men's claim against the Department and for the sake of convenience instead of the men preparing claims the Branch employing the men does the work.

The Head of the Branch is responsible for the expenditure and he is required to acknowledge such responsibility by signing the pay-sheets."

Under the present system the taking of the man's time, and the addition, check, and calculation of that time, together with the preparation of pay sheets, is all carried out in the Mechanical Branch.

The details - costing i.e. job o., & description of work, with the time worked or not job, is also part of the work carried out by the same Branch.

The whole of this work, is in the hands of the Mechanical Branch and the wages are paid some months before the verification of the timesheets and time books.

In regard to this matter Mr. A. J. Lillard, Chief Engineer of Railways and Works, Victorian Railways said:- "The preparation of the pay sheets should be done in the Accounts Branch."

Mr. A. J. Smith, Chief Mechanical Engineer, Victorian Railways in reply to the following question: "With a view to reducing costs as much as possible, who should be the most effective people to look after costing - the account or the mechanical branch?" replied: "The accountants every time."

The present practice when paying wages to an employee is to require a signature from each person. Mr. Bell in referring to this matter said:-

"There is a Treasury regulation to that effect, to which we must adhere, but so far as I know, the practice does not obtain in any of the States railway systems. If we could be relieved of that Treasury regulation and merely have the pay sheets witnessed and certified by the pay officer, we should save a lot of trouble, and there would be a saving in the time of the paying officer and of the payees. The paying officer goes up the line by train, and the get'ing of the signatures of each man's pay involves a delay to the train. Sometimes the tickets are sent out in ~~time~~ advance to be signed, but that is equally inconvenient."

TRAVELLING FACILITIES

According to evid nce the Commonwealth have done all that seems possible in providing accommodation adequate comfort, and studying the convenience of passengers. It nevertheless states that there are certain disabilities which could very well be abolished or improved, would undoubtedly go a long way to further the popularise the line and so contribute to increased revenue.

Shortly put, they embrace break of gauge and loss of time in the through journey.

Particulars of those are set out in the following table:-

PARTICULARS OF LINE.

TRAVEL TIME TO S. AUST.

Gauge of line	Operating stations	Duration of stop at Changi Station	to distance	Total distance from (inclusive of all stops)	Average speed (ft. per min.)
4 ft. 8 1/2 in.	MRIEBAHU	-	-	-	-
3 ft. 6 in.	CALLAGHAN	6.25	23	203	8.72
4 ft. 8 in.	SYDNEY	6.	477	700	29.03
4 ft. 8 in.	ALLIANTY	.24	398	1118	33.27
5 ft. 3 in.	ELMCHURST	7.29	190	1209	37.60
5 ft. 3 in.	ADLAIDE	.50	482	1792	56.96
5 ft. 3 in.	TOWIE	.24	139	1932	58.81
5 ft. 6 in.	PORT AUGUSTA	.35	119	2061	20.20
4 ft. 8 in.	KALGOORLIE	7.20	1052	3103	28.16
4 ft. 6 in.	LATH	-	673	3476	23.21
Total		81.74	Average		23.54

The time table of the Trans-Australian train had to be prepared to fit in with train services which had for years been running at either end. Representations have been made by the Commonwealth Commissioner for more convenient running but so far they have not been received favorably.

The difficulty may be somewhat abated when the ballasting

ing of the Trans-Australian line is completed and an enable factor
is to be run or by avoiding branch gauge lines in south
Australia and eastern Australia. There is a proposal in this
direction in South Australia; and portion of such line via
Crystal Brook has been outlined, but the work is not being
proceeded with at present.

The failure to build a 4.8" gauge line from Alcock's
to Fremantle which was part of the original project is also
~~an obstacle~~
~~and delaying the removal of which would go a long way to-~~
~~wards eliminating objectional features of the journey.~~

FARE & FREIGHTS. The fare was fixed after an inquiry of
of the through fares rates charged between the East and Capitals.
Fares on the Commonwealth line include sleeping berth
accommodation ⁱⁿ males; taking 100 miles as a basis the first
class fares of the various states in the Commonwealth com-
pare at 1.9d. to 1.85d per passenger mile. Second class
1.14d to 1.25d.

Freight charges for a similar haul are for highest
class freight rate 4.0d. Commonwealth 1.7d. Lowest class
freight 0.46d to 0.7d.

Mr. Bell did not favor an increase in the rate of fares
on account of the lower rate from Alcock's to Fremantle by
Coastal steamer service.

In regard to inter-state traffic and adjustment of such
freights one witness thought that "the Commonwealth should
have some power with regard to through freights between States.
It ought to have some control over through traffic in order to
deal with a situation such as is now facing us in regard to
Western Australia and the eastern states. It is very nor-
mal thing that the whole of the business of one state may be
hung up by the action of another in giving preference to its
own local traffic. I have in view the adjustment of freights
as it is and the provision of transport facilities for Inter-
State traffic, as distinct from Intra-State with which the
Commonwealth would not be concerned."

S U B J E C T Y.

Steps have been taken to advertise the advantages of the line and many thousands of circulars have been distributed in England and abroad. Holders giving full details of running times on the service on country traversed "are to be found in Cook's Purposes or in all leading hotels of the various capitals."

CUBING AT PORT AUGUSTA.

A number of witnesses from official and outside circles emphasise the deplorable lack of cubing accommodation at Port Augusta for railway employees.

This, the said was inimical to the best interests of the service as good workmen refused to put up with the inconvenience occasioned thereby, and became dissatisfied.

One witness said, "It is impossible to keep good men;" a similar opinion was expressed by official witnesses from each Branch of the railway service.

Mr. Holdsworth, Town Clerk of Port Augusta, told the Committee that there were only about 300 householders in the town and he admitted that there was a very great shortage of houses. He further said that there is considerable difficulty in obtaining advances to build houses from public and government institutions. The bank is not like lending money on this class of business.

The Commonwealth own various lands which ~~were~~ practically surround the town. The total acreage is 40. On this land the Station, Goods, Sheds, Stores etc., are erected, but outside the land so occupied the Government own five houses standing in allotments in public streets together with 65 erected in various scattered positions surrounding the township.

These properties are all sort producing on self supporting. A number of them have been purchased in Aliceville on Colgaddic (where there is a surplus) or after being dispossessed, resold to sort agricultural occupation. The freight cost of £67, for a six roomed house. The Comptendent of Buildings estimated that these dwellings cost about one-third less than the 16 houses built entirely of new material.

To the 5th June last a sum of £20,000 has been spent on housing.

LAND SETTLEMENT. Commenting on land settlement along the route of the line, Mr. Bell said:-

"Although it is seven years since the line was started and three years since traffic commenced, the South Australian Government has done nothing in the direction of throwing open for selection the land alongside the line. That land is covered with scrub(wood) bush and blue bush, an similar country on the Western Australian side has been selected recently. Land from Port Augusta to Tarcocula has been open, but between Tarcocula and Kalin, which is on the border, a distance of about 350 miles is still looked after by Government. Land alongside the line on the Western Australian side was selected only recently, but that on the coast and north of the line has been selected for a number of years, and from it we have carried sheep and cattle. - for we have had no stock traffic from the newly selected land, but I presume that stock have been put on it.

In my opinion, if the South Australian Government were to throw open for selection the land between Tarcocula and Kalin it would increase the freight on the line, and also on the South Australian system."

he contingencies still to be met or construct
the work include: acquisition of ballasting, mounting
the rolling stock, and certain other fittings.

438 miles of line has been ballasted to date for an
expenditure of £292,000 & it is estimated that to complete
the line a additional amount of £418,273 will be
required.

When ballasting is completed it will enable
fitter and more comfortable travelling and cheaper main-
tenance. It is estimated that "savings equivalent to
the interest on the cost of ballasting, by the reduction
in the cost of maintenance of the road and rolling stock"
will be made.

Additional rolling stock will, as already stated
make a further expenditure of £31,000 for cars and
£6,175 for engines. Mr. Bell is confident that his
estimate of £7,134,750 to complete the line "will certain-
ly not be exceeded, and does not think that it will be
reached."

Oodnadatta Line.

HISTORICAL. This line extending from Port Augusta to
Oodnadatta a distance of 478 miles, is constructed on a
. ft. 6 in. gauge with 50 lb rails and is completely ballast-
ed. The portion from Port Augusta to Warr, a distance
of 12 miles was opened on 16th December 1879, from Warr to
Marina, 172 miles, on 2nd May 1882, from Marina to
Mergott 12 miles on 7th February 1884, from Mergott to
Oodnadatta, 47 miles on 7th January 1891. It was taken
over by the Commonwealth Government from 1st January 1911
but was leased to the South Australian Government until

1st December 1913 at a yearly rental of one shilling.

From the 1st January 1914 the line has been worked by the South Australian Government or on behalf of the Commonwealth.

ACT & AGREEMENT. It is provided in the agreement for the acceptance of the railway that the Commonwealth shall annually reimburse the State with the interest payable on the amount of loans raised by the State for the purpose of constructing the railway. The agreement for working the line prescribes that the Commonwealth is responsible to the State for any financial loss incurred by the State in the working and management of the railway, but is entitled to receive from the State any profit made in such working and management. It is further provided in the Act that the Commonwealth shall "Give, and continue to give to the State and its citizens equal facilities at least in transport of goods and passengers on the Port Augusta Railway, to those provided by the State Government at the date of the agreement at rates not exceeding those in force at that date."

ROLLING STOCK. Relating to the working of the line was not taken over and this remains the property of the State. The agreement provides that the Commonwealth shall pay the State 4 per cent per annum upon a sum agreed upon representing the capital value of the rolling stock used in working the railway. The value of this stock was fixed at £142,000.

The cost of repairs and renewals of rolling stock shall be on a train mileage basis and at the same rate per train mile as on the Northern Division narrow gauge road of the State Railways, for the then current year.

INITIAL COST. The cost of the railway at 1st January 1911 - the time of transfer to the Commonwealth - was £2,273,937 - details are set out in the following statement:-

	£.	s.	d.
Acccounts in floating charges on bonds	71,119	0	0
Engineering, supervision, & survey	1,5,162	0	7
Land and compensation	,783	4	0
Interest on capital	45,612	17	1
Interest by 1.1%	316,364	6	0
First year's maintenance	34,32	17	4
Clearing, earthworks & dredging	3,5,310	5	7
Wharf, etc. last August	37,331	12	4
Bridges, culverts & flood openings	34,953	0	4
Buildings for all branches	181,832	0	10
Oranges, weirs, sheds, turntables, etc., etc.			
Electric lighting, gas, fire, plant &c	25,671	1	11
Water supplies	104,760	10	0
Coal at new rd. works	1,01	10	2
 Total cost from March	£2,289,469	1	8
Add cost of additional accommodation provided from revenue	.4,475	2	8
 Total capital cost	£2,293,947	7	11

The Commonwealth has expended an additional amount of £10,502 since transfer, upon capital expenditure so that the total Capital Cost at 1st June 1913 was £2,294,449.

REVENUE AND EXPENDITURE.

The following statement is as follows:-

R.V.JUNIS, DRAKING EXPEDITION, & SAIL O' WORKING, INC. AND ON CULLUM & TOTAL LOSS FROM J-L-11 TO J-L-19.

Period	Revenue	Working Expenditure	Loss in Working Expenditure	Hire of Hollingscock	Interest on Capital	Total Loss
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
6 mths. ended 30-6-11	29,954: 0:	24,583: 5:	7	① 4,329: 5:	7	35,941: 9:
Year ended 30-6-12	57,938:10:11	(74,729: 4: 2	② 16,790:13:	3	711	40,570:14: 9
n n 30-6-13	75,868:19: 8	89,147: 4:	2	③ 13,578: 4:	6	71,882:18: 5:
n n 30-6-14	77,600:14: 4	92,946: 6: 9	5	④ 15,345:12:	5	88,073:11: 8
n n 30-6-15	70,484: 8: 6	96,546:16: 1	1	⑤ 23,062: 7:	7	5,720: 0: 0:
n n 30-6-16	67,569: 4: 9	95,741:18: 3	3	⑥ 18,175:13:	6	85,935:12: 7:
n n 30-6-17	67,102: 3: 6	1102,974:12: 8	8	⑦ 35,869: 9:	2	111,909:19: 6
n n 30-6-18	69,230: 7: 3	94,458:10: 7	7	⑧ 125,428: 3:	4	5,720: 0: 0:
n n 30-6-19	58,285:16: 5	1105,641: 9:	1	⑨ 147,355:12:	8	5,720: 0: 0:
TOTAL	574,037: 5: 4	787,072: 7: 4	213,035: 2:	0	31,460: 0: 0	6,111,933,979: 8:11

② Of this amount a loss in working expences of £3196 was borne by the Slave, "extraordinary haintonco."

(L) n n n n n n 11429

(C) n n n n n n 2057

L During the 1st half of this year there was a profit of 6562 to the state

Net loss: 210,120 : borne by the state.

The total loss to the Government since the taking
the line over that represents £223,15s. Excluding interest
on Capital £68,484 which is 7% £4,76s.

The earnings per train mile represent an amount of 5/-
while the working expenses (including hire of rolling stock)
are 7/10d. The train miles run are about 1,000 per annum.

The cost per train mile of locomotive hire and
expenses amounts to 3. 4d and for repairs of carriages and
wagons 6.7d.

This is less than the cost on the Trans-Australian line
at a very much heavier class of locomotive, a d superior and
larger type of carriage & wagon is used on that railway than
on the Goolangatta, thus mean lasting more extensive repairs,
moreover the water is more injurious to boilers on the former
line than on the latter.

The percentage of earnings over the various services
respectively:-

Goulburn	21
Goods	40
Live Stock	26
Miscellaneous	7
Total	100%

During the twelve months ended 31st May 1919 there was
a total of 229 Live Stock special trains run.

The distribution of operating expenses over the various
branches is:-

Pay & Works	44
Mechanical Engineering Branch (including oiling stock)	42
Traffic	11
General expenses	3
Total	100%

The cost of ordinary maintenance for the years:-

1915-16 Total	cost £20,112.	cost per mile including oil in a £76,112.1
1916-17 "	" 1,74 " "	" " 66. 3.
1917-18 "	" 1,10 " "	" " 68. 5.

Extraordinary maintenance on locomotives, rolling stock, etc., is under the arrangement charged direct to the Com. wealth and is apportioned to ordinary expenses, the figures for the three years hereunder being:-

1915-16 Total cost £C. 10,	mile including rolling	6. 1.1
1916-17 " 1,74 "	" " "	26. 11.
1917-18 " 11,24 "	" " "	24. 12.

As previously stated, the line was leased to the State to 31st Dec. 1913, the profit or loss on working expenses (not extraordinary expenditure) or that which is taken or borne by the State, extraordinary expenditure being borne by the Commonwealth. Under law January 1 14 it has been agreed in the State or the Commonwealth that the latter to bear full financial responsibility.

Inspection in half-yearly periods of the year ended 30th June 1914 for the first of these the line was run for and by the State at lease £6,562. The State made a profit of £2,582. The second half-year ended 30th June was run for the Commonwealth by the State Commonwealth and to bear £ 1,211,346.

The following question was asked of Mr. Inkering, Comptroller of Accounts, South Australia, 11. 1. 14, in reference to this matter:-

Under. I notice in this statement that, for the half year ending 31st December, 1913, just prior to the time when the Commonwealth Government undertook to pay all losses, there was a profit of £6,562. Now, I find that in case le

of ex lanction. The figures vary so largely owing to the extraordinary conditions of maintenance, resulting re-selecting and re-ballasting. Two items come largely into the period when the Commonwealth income received suitable for the expenditure. But we were informed by the Chief Engineer that there has been a diminution in work on that score. He said that if the Railway had been owned by the South Australian Government they would have spent more on repairing it. It ought to have put it that they would have spent more, liked to spend zero. I think if we have not been able to keep up our railways as they should be kept, too use we could not get the money from the Government."

TERMINATION OF AGREEMENT.

The main provisions of the Act and Agreement under which this line was transferred have already been referred to, and there is no doubt that the Commonwealth is seriously affected thereby.

It is obligatory on the Commonwealth to continue the same service and at the same freight rates as that in force at the time of taking the Northern Territory overtures in 1910. Consequently fares on freights have not been increased notwithstanding the fact that the line has always been a loss to the Commonwealth, and that rates on South Australian lines have since been increased according to evidence given by the Commissioner and by the General Manager of South Australian Railways, by £1 per cent. The latter witness said that in his opinion "the intention of the agreement was that South Australian rates should be maintained on that line. I feel confident that this was the intention."

The loss on working per train mile is £.10d while on the other portion of the South Australian system the earnings per train mile equal £.1d.

Evidence was given by Commonwealth Officials that in the event of the Commonwealth entirely controlling the line it could be operated more cheaply. The reasons advanced for this were that the present staff could handle the traffic without very much additional expense; this would entail a

saving of the amount paid to the State or administration.

A Commonwealth Official in Port Augusta said:-

"I think we could make a saving on overhead charges principally. I cannot say with regard to locomotives because I have not gone into the matter; but I believe we could do better than at present in maintenance charges. We have some supervision over the line, and during the last two or three years I have reduced maintenance estimates considerably."

S T A F F.

The Staff is provided by the South Australian Railways Department, the amount paid in salaries and wages for the year ended 30th June 1918 was £26, 192. Details are:-

RESIDENT ENGINEER'S STAFF.

		per annum
1 Resident Engineer	G	£380
1 Head Clerk	G	210
1 Junior Clerk	G	160
1 District Foreman	G	260
3 " "	G £220	660
		<u>£1660.</u>

ATTISAH S.

1 Charge Carpenter, 212 days p.a. @ 15/- p.d.	£225
2 Carpenters " " " G 13/- "	610
2ough Carpenters, " " " G 11/- "	244
1 Blacksmith " " " G 12/6 "	196
1 Tool repairer, " " " G 14/- "	167
1 Painter, " " " G 13/- "	803
1 Storeman, " " " G 11/- "	172
	<u>1913</u>

GANGERS AND PACKERS.

Port Augusta to Hawker - 8 gangers	G 10/6 - 84/-	212 £1345
22 packers	G 9/- 207/-	" 3240
Hawker to Cednaddatta - 10 gangers	G 11/- 110/-	" 1721
22 packers	G 9/6 209/-	" 3271
Hawker to Cednaddatta - 10 gangers (Flying Gangs)	G 11/6 115/- 72 packers G 10/- 207/-	" 1800 " 11268
		<u>£615</u>
	<u>TOTAL</u>	<u>£26,192</u>

ROLLING STOCK

The rolling stock remains the property of the State and was not included in the valuation at the time of transfer.

The Commonwealth pays the State an amount equivalent to 4% on the valuation of rolling stock necessary to work the line. The valuation has been assessed at £143,000 which means an annual payment (interest) of £5,712. This does not include maintenance charges which are fixed on a mileage basis.

The amounts of such charges to the Commonwealth for the years 1916-17 and 1917-18 were £5,145 and £5,614 respectively, being at the rates of 18.5d. and 11.6.6. per train mile.

It should be noted that although the Commonwealth pays interest on this amount it does not retain the exclusive use of Locomotives, Cars and Wagons comprising in the valuation, that is: there are no vehicles apportioned exclusively for use between Port Augusta and Mardon, but the stock is also used on other G.W.C. gauge lines belonging to South Australia. Exceptional charges for repairs etc. owing to accidents would be charged again at the Commonwealth where the damage done on the Commonwealth line and to the State if on the State line.

It is difficult at the present time to form an estimate of the cost of providing rolling stock. The only means by which a reliable figure could be given would be inviting tenders or obtaining quotations.

TRAINS & SERVICES.

According to the Agreement it is necessary to continue the following services, which were in operation when the line was taken over viz:-

A train from Port Augusta to Mardon and return daily
Also a mixed train three times a week between Mardon & Hergott
and once a fortnight from Hergott to Woomera.

Ordinary trains leaving Mardon go as far as Hergott the

first day: the second day they continue to Ordadatta, where they stop for 26 hours before returning.

For Live Stock specials, which are run as required, a double crew necessary to go right through, a crew being accommodated on the train.

SOUTH AUSTRALIAN LINE.

DARWIN LINE.

The construction of the railway from Darwin to Pine Creek was commenced in 1906 and was taken over by the Government of South Australia on 1st October 1909. On the 1st January 1911 the Commonwealth took control of the line in terms of the Northern Territory Acceptance Act 1910.

The distance from Darwin to Pine Creek is 146 miles and in July 1914 the construction of a further 54 miles from Pine Creek to Katherine River was commenced. The work was carried out under the control of the present Commissioner. This latter portion was opened to cattle traffic on 13th May 1917 and the first passenger train ran on 26th March 1918.

The full distance of the line therefore from Darwin to Katherine River is 200 miles.

The line is 3 ft. 6 in gauge, and is fully ballasted. The railway system serves a population of 6,269 or 26 to each mile of railway.

The portion from Darwin to Pine Creek at first came under the control of the Department of External Affairs (now Department of Home & Territories) and from 1st January 1911 it was worked under the Administrator of the Northern Territory.

From the 1st July 1918 the railway came under the management of the Commonwealth Railways Commissioner in whom it was vested under the Railways Act 1917.

CAPITAL COST.

The following is a Statement showing Cost of Darwin to Pine Creek railway and of the Pine Creek to Katherine River Extentions-

	£. S. d.
Liability taken over from South Australia with Darwin to Pine Creek Railway on 1st January, 1911: 146 M. 16 Chs.	1,120,295:10 : 3
Capital additions from 1st January, 1911, to 30-6-1911.	87,006:13 : 5
Actual cost of the Pine Creek to Katherine River Extension (including Survey £6169:16:5) 54 M. 24 Chs.	432,191: 9 : 8
Total cost of Northern Territory railway to 30-6-19	£1,699,592: 13 : 4

The only estimate of the Cost of the Pine Creek to Katherine River Extension that can be traced is that of £482,000 shown on page 4390 of Hansard of 16th December 1913, and which was for 70 lb. permanent way material.

Mr. Bell informed the Committee that work was commenced just prior to his taking charge, and that no details could be traced in the office as to how the official estimate of £482,000 was compiled.

Prior to the Commonwealth taking over the Railway the maintenance of the line and rolling stock had been confined to the barest necessities. During the last few years very considerable sums have been expended in bringing the road and stock to such standard as would admit of proper transport facilities.

REVENUE AND EXPENDITURE.

The following statement shows:-

Revenue, Working Expenditure, Result of working till to 30th June 1919.
Interest on Capital, and Total Loss from 1st January 1911 to 30th June 1919.

Period	Revenue	Working Expenditure	Loss in Working Capital	Interest on Capital	Total Loss.
6 months ended 30-6-11	5,613-1-5	5,882- 2	268- 9- 9	23,163- 11- 5	23,432- 1- 4
Year ended 30-6-12	13,267- 7-1	18,768-11- 6	5,501- 4- 5	46,327- 2- 9	51,828- 7- 2
Year ended 30-6-13	14,397-13- 9	17,963- 6- 1	3,565-12- 4	46,327- 2- 9	49,921-5-1
Year ended 30-6-14	17,819- 0-10	24,991- 9- 11	5,172- 9- 1	46,327- 2- 9	51,490-11-10
Year ended 30-6-15	2-,143- 9-3	-7,795-14- 1	5,638- 4- 10	46,327- 2- 9	51,979- 7- 7
Year ended 30-6-16	31,077-13-7	51,539- 0- 9	20,541- 7- 2	46,327- 2- 9	60,668- 9-11
Year ended 30-6-17	29,565-20-10	45,664- 0- 7	16,098- 9- 9	46,327- 2- 9	62,425-12- 6
Year ended 30-6-18	32,510-14-4	53,412-17- 5	20,971- 3- 1	54,572- 2- 9	75,543- 5-10
Year ended 30-6-19	34,236-10-0	50,317- 4- 1	18,381-13- 7	51,642- 4- 2	79,622-17- 9
TOTAL	198,631-15-7	244,183-12- 7	20,151-14- 0	16,940- 14- 10	513,092- 8-10

The total loss to the Commonwealth since he taking the line over this represents ££13000 : Excluding Interest on Capital (£416,941) the loss is £96,151:-

The financial position has been unsatisfactory and with the limited traffic, and high cost of maintenance the revenue so far has not been sufficient to meet working expenses.

The principal railway customer is Messrs. Vestey, who have established extensive freezing Works just outside Darwin, and though their estimated traffic has not been fully realised the actual workings for 1917 were 18,809 head of cattle. In 1918 this increased to 28,705 head. For 1919 (estimated) 22,000 head. The cattle traffic is seasonal and operates for about four months of the year. This means an additional expense in maintaining a qualified staff of Drivers, Firemen, guards etc.

A witness said, "Apart from the Freezing Works there is no industry in the territory and until such time as the population increases and the Territory develops, there is little prospect of the railway being a commercial proposition."

Fares and Freights have been increased since the Commonwealth assumed control from the South Australian Government.

B R A F F D.

The Staff consists of an officer-in-charge assisted by 17 other officials - there are 151 employees in the Mechanical Engineering, Way and Works, and Traffic Branches.

The basic rate for casual labour was under Mr. Justice Powers award of 1st March 1918, fixed at 2/- per hour.

TRAFFIC AND TRAIN SERVICE.

The traffic - other than passenger - consists of Cattle, supplies for Cattle Stations small mining consignments, vegetable and fruit supplies etc.

In the season as many as ten special cattle trains are run weekly from the Katherine River. For the major portion of the year, however, only one train per week is run each way, which seems to be an irreducible minimum.

FEDERAL TERRITORY LINE.

HISTORICAL.

This line runs from Queanbeyan (N.S.W.) to Canberra (Federal Territory) and is four miles 75 chains in length of 4ft. 8in. gauge.

It was built by the Railways and Tramway Construction Branch of the Public Works Department, New South Wales, and was opened for goods traffic on the 25th May 1914.

The line is being worked and maintained by the Chief Commissioner for Railways and Tramways, New South Wales, for and on behalf of the Commonwealth.

The terms are somewhat similar to those between the Commonwealth and the Government of South Australia for working the Godnadatta line, except that interest is not charged on the value of the Rolling Stock used in working the line, which is the property of the N.S.W. Government, the cost of repairs are charged up to the Commonwealth on a basis of 20% of the revenue.

CAPITAL COST.

The cost of construction (excluding rolling stock) to 30th June 1919 is £48,123.

REVENUE AND EXPENDITURE.

The following statement shows:-

STATE, TAKING EXPENSES, AND AMOUNT OF WORKING.
FROM 25-5-14 TO 30-6-19.

Period	Amount	Working expenditure			Loss in working			Joint rest or Capital		Total loss
		£.	s.	d.	£.	s.	d.	£.	s.	
FROM 25-5-14 to 30-6-15	1252- 4- 6	1,843	-14	- 2	591	- 9	- 8	-	-	571- 9 - 8
YEAR ended 30-6-16	1040- 2- 9	1,641	-14	- 1	601	- 11	- 4	-	-	ou1-11 - 4
" " 30-6-17	592- 1- 2	1,445	-14	- 9	853	- 6	- 7	-	-	853- 6 - 7
" " 30-6-18	705- 0- 4	1,496	- 6	- 1	721	- 5	- 9	12 - 10	-11	853-16 - 8
" " 30-6-19	407- 1- 1	1,458	- 2	- 4	881	- 1	- 3	36 - 10	- 9	711-12 - 0
Total	5,276-15- 10	7,715	-11	- 5	3,718	- 14	- 7	.13	- 1- 8	3,703-16 - 3

The actual loss on working the line (including interest on Capital) to 30th June 1919 is £3762. Excluding interest (£43) the loss on working is £3,719:-

The line was originally built from Revenue, but during the past two years a small amount has been expended from Loan moneys, and interest has only been charged up on the latter amount.-----

Practically the whole of the revenue derived from working the line is received for carriage of Goods and Merchandise.

For the year ended 30th June 1918, details of these receipts are, from:-

Passenger	2
Parcels etc.	£0
Merchandise	674

TOTAL.	£705
	=====

ACCOUNTS.

Accounts are rendered each month by the N.C.W. Railways when they submit a statement of revenue received and a remittance for same; at the same time a statement for the working expenses is sent for which a remittance is returned by the Commonwealth Railways to cover the amount so disbursed.

Appended is a table giving details of the working of the Commonwealth lines for the year ended 30th June 1919.

In conclusion the Committee desire to express their appreciation of the information and assistance rendered by Witnesses examined and by officers of the Department.

STATEMENT showing DETAILS and TOTAL LOSS incurred
 on all Commonwealth Railways for the year ended
 30th June, 1919 -

Line	Revenue	Working Expenditure	Loss or Working	Hire of Rolling Stock	Interest on Capital	Total Loss.
Trans-Australian	£ 175,134	243,918	68,854	4	217,180	286,034
Queensland	£ 68,286	105,641	47,355	5,720	79,660	132,735
Northern Territory	£ 32,237	50,617	18,380	-	61,242	79,622
Federal Territory	£ 407	1,288	381	-	30	911
TOTAL	£ 266,064	401,534	135,470	5,720	358,112	499,308

RECOMMENDATIONS.

The Committee regrets to report that after careful enquiry they find increasingly heavy annual losses are being made on all Commonwealth Lines, amounting in the year ended 30th June, 1919, to £499,302.

TRANS-AUSTRALIAN LINE.

It is recognised that the construction of the Trans-Australian Line was undertaken for the purpose of linking up the remote parts of the Commonwealth, and was built largely for the purpose of affording speedy communication between the Eastern and Western States, particularly in regard to the transportation of troops, mails &c.

A return of the Capital expended cannot be looked for for some considerable time; but it is considered that with careful administration and a general endeavour by all parties concerned considerable reduction in the annual loss (1918-19, £286,054) can be made.

ADMINISTRATION

The Committee are of opinion that while it is essential for the Administrative Head to be located in Melbourne, his staff for the Trans-Australian and Gooladatta Lines should be located at Port Augusta as far as practicable, in order to avoid duplication.

RUNNING STAFFS.

As adequate facilities for accommodation and meals are now provided on the Train, the Committee recommend that the Commissioner and Employees confer with a view to introducing the relay system for train crews, as at present in operation on the

Ondanatta and other lines. It is estimated that by the introduction of such a system a saving of about £3000 per annum would be effected.

ACCOUNTING.

TIME SHEETS & COSTING :

The Committee found that it is at present necessary to work overtime on Sunday in preparation of Pay-sheets, and there is a lack of independent check. It therefore recommends that consideration should be given with a view to entrusting the keeping of the times of employees for the compilation of Wages Sheets to a Paymaster (to be transferred from the present staff) who would be responsible for payment of the monies represented thereby.

The details for costing should be entrusted to the Accounts and Audit Staff who would record the time worked on each job, materials and stores issued, and overhead charges.

It is a generally recognised principle in Auditing that a diversity of interests prevents collusion, hence it would seem desirable that there should be an independent check "before payment of the wages" of the amounts represented by the times worked, by balancing with the amount to be charged by as Labour Costs to each job.

ACQUITANCE FOR WAGES PAID :

The present system of each man signing for his wages is cumbersome and costly and should in the opinion of the Committee be abolished. It is recommended that necessary alterations be effected to the Treasury regulations to permit of the payment of this money on the Certificate of the Paying Officers ~~as~~ other safeguard.

ROLLING STOCK : PURCHASES OF :-

As shown in the Report 14, locomotive goods engines at a cost of £8000: each have been purchased in excess of requirements.

and of the number asked for by the Commissioner, for the Trans-Australian Line.

The Committee considers that more care should have been exercised in the purchase of rolling stock, and that a closer and more careful expenditure of public moneys in similar cases should be exercised.

STORES.

Supplies:

As only part of the Railway Stores for supplies are obtained from the Commonwealth Supply & Tender Board, the Committee consider that this Board should be used to the fullest extent as a medium for procuring such stores.

Provision Stores:

The Committee consider that a Balance Sheet and Profit and Loss Account for the Provision Stores ^{should} be incorporated in the Commissioners' Annual Report to Parliament. Further, to show the ^{exact} position, the Profit and Loss Account should be debited with interest on the moneys advanced to the Stores by the Treasury.

HOUSING:

The Committee recommend that more adequate provision be made ^{for} house accommodation for Employees at Port Augusta. Provision should also be made for a Scheme whereby the tenant employee should be enabled to purchase the dwelling on the instalment system.

TRAVELLING FACILITIES.

TIME TABLE:

With a view to popularising the Trans-Australian Line and increasing traffic thereon, the Committee suggest that the Government should endeavour (at the next Premiers' Conference or otherwise) to

come to an arrangement with the States concerned for the adoption of a more suitable time-table, and thus avoid the loss of time entailed at connecting points on the through journey.

LAND SETTLEMENT.

The Committee consider that the South Australian Government should be approached with a view to throwing open for settlement the land along the railway line in South Australia between Tarcoola and Deakin, as a means of increasing traffic on the Commonwealth and State systems of Railways.

ODNADATTA LINE : CONTROL & WORKING ON:-

The Committee are of opinion that had the increased rates ^{changed over} applicable to other of the South Australian Government lines been applied to the Odnadatta Line, and assuming the traffic remained the same, the total revenue would have been increased by amounts of approximately :-

290	for Passengers
511	" Parcels
16157	" Goods, Minerals & Live Stock
Total -	<u>£17058</u>

The Committee therefore recommend that a new agreement be arrived at between the Commonwealth & State Governments with a view to a readjustment of fares and freights, and that the necessary amending bills be submitted to ^{the} respective Parliaments.

NORTHERN TERRITORY LINE.

FreIGHTS.

The Committee find that the revenue derived from cattle traffic during the Seasons 1917-18 and 19 at the rates for 1917 of £7:6:6 per truck, and for 1918 and '19 at £8:16:0 per truck in train loads, amounted to a total of £54,687.

The Queensland rates during the same period, and over the same mileage have been £10:2:6 per truck in train loads. These latter rates are considered equitable and had they been in operation in the Territory, the revenue derived would have been £43,986.

The Committee recommend that as soon as arrangements will permit a revision of rates should be made.

...John Thompson

CHAIRMAN

6th
October, 1919.