

4. **Standard Times in Australia.**—In Year Book No. 12, p. 630, particulars are given in regard to standard times now in use in the Australian States, and an explanation is made as to the mode in which the difference of time between Adelaide and Perth is dealt with on the Trans-Australian Railway. Owing to limits of space it is not possible to repeat this information in the present volume.

5. **Non-conformity of Gauge.**—With but few exceptions, all the railway lines in the Commonwealth open for general traffic are now owned and managed by the respective States in whose territory they run, or by the Commonwealth Government; but, unfortunately for the purpose of interstate traffic, the construction of the various systems in different parts of Australia has proceeded without uniformity of gauge. In 1846 Mr. Gladstone, then Colonial Secretary, recommended in a despatch to the Governor of New South Wales that the 4-ft. 8½-in. gauge should be adopted. In 1850, however, the engineer to the Sydney Railroad and Tramway Company strongly advocated the adoption of the 5-ft. 3-in. gauge, and in 1852 an Act was passed making it compulsory that all railways in New South Wales should be constructed to the wider gauge, the Governors of Victoria and South Australia being duly advised of the step that had been taken. In 1852, however, the company mentioned having changed its engineer, also changed its views as to the gauge question, and in the following year succeeded in obtaining the repeal of the Act of 1852 and in securing the passing of another, under the provisions of which the narrower gauge was made imperative. This step was taken without the concurrence of the other States concerned, and a considerable amount of ill-feeling arose, especially in Victoria, where two private companies had already placed large orders for rolling stock to be constructed to the broad gauge originally chosen. The result was that it was decided in Victoria to adhere to the 5-ft. 3-in. gauge as the standard gauge for the State, while the Sydney Railroad and Tramway Company proceeded with the construction of its lines to the 4-ft. 8½-in. gauge, and these two gauges have since been adhered to as the standard gauges of the respective States. The Queensland Government had, at the outset, adopted a gauge of 3-ft. 6-in. as being best suited to the requirements of the colony, and has since adhered to that gauge throughout the State, so that all goods requiring conveyance into New South Wales or vice versa have to be transhipped at the boundary between the two States. In June, 1914, however, the Queensland Government purchased two short lengths of line laid on a 2-ft. gauge. In South Australia the 5-ft. 3-in. gauge was adopted, but in 1870, on the grounds of economy, the 3-ft. 6-in. gauge was introduced, and many of the lines in South Australia have been constructed with that gauge. The interstate line between Adelaide and Melbourne was opened as a through route in January, 1887, and is of the 5-ft. 3-in. gauge throughout. At the 30th June, 1921, of the 2,333.19 miles of State Government railways in South Australia 1,209.59 miles were of 3-ft. 6-in. gauge, exclusive of 477.95 miles of the same gauge from Port Augusta to Oodnadatta belonging to the Federal Government. In the Northern Territory the line from Darwin to Emungalan (Katherine River), 198.68 miles in length, is of 3-ft. 6-in. gauge. In Western Australia the 3-ft. 6-in. gauge was also adopted. In Tasmania the first line made had a gauge of 5-ft. 3-in., but it was converted in 1887 to 3-ft. 6-in., which, with the exception of three short lines with a 2-ft. gauge, is the present gauge of the Government and most of the privately-owned lines. It was recognised in both these States that the construction of railways was essential to their proper development, but as their financial resources would not bear a heavy initial expenditure in connexion with the establishment of railway lines, it was decided to adopt the narrow gauge. In Victoria, short lengths of light railways have been constructed to a gauge of 2-ft. 6-in. of an aggregate length of 121,90 miles.

6. **Interstate Communication.**—Until the railway systems of the eastern States were connected at the common boundaries, the inconvenience of non-conformity of gauge was not felt. Since then, however, the necessary transshipments of both passengers and goods have been a source of increasing trouble, delay, and expense. On the 14th June, 1883, a railway bridge over the River Murray at Wodonga was opened for traffic, and railway communication was then established between Melbourne and Sydney. On the 19th January, 1887, the last section of the Victorian line to Serviceton, on the South Australian border, was completed, and a junction was thus effected with the South Australian line to Adelaide. On the 16th January, 1888, a junction was effected between the New South Wales and Queensland lines at Wallangarra, but there was still a break in the