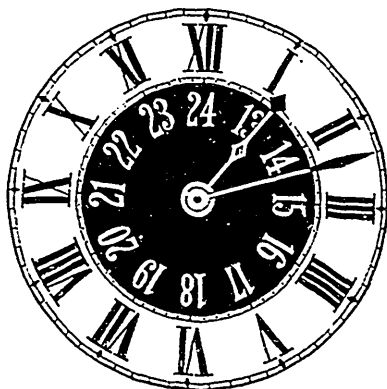


to the "universal day" (the world's standard unit of time), which the representatives of all nations present determined, should be sub-divided into a single series of hours numbered from zero to twenty-four. The old custom of counting the day by halves has no more to recommend it than dividing the month into halves, a custom which prevailed in Europe before the fifteenth century. Each month of thirty days was divided into equal parts; each month of thirty-one days into a first part of sixteen days, numbered one to sixteen and distinguished by the word *intra*nte, the second part of fifteen days numbered in reverse order, fifteen to one, and known as *resta*nte. But the division of the day into two sets of twelve hours similarly named has positive disadvantages. In these days of railways the possibility of error is increased by it, in itself no light consideration. In the printing of time-tables, or the giving and receiving of train orders, a misprint or misapprehension of a single letter may cause a mistake or mishap; while the degree of uncertainty which in some cases exists, may lead to confusion, and confusion not infrequently results in consequences more or less serious.

The twenty-four hour notation, so called, removes all doubt, and assures safety. The change from the old custom is easily effected, and without danger. Experience has established that timepieces now in use can readily be adapted to the new notation by inscribing on their dials the afternoon hours in some such manner as the diagram indicates.



Hours having a lower number than twelve are known to belong absolutely to the first part of the day; those having a higher number to the after part. The new notation has been widely used in Canada for four or five years, being exclusively employed for railway purposes in the Provinces of Nova Scotia, Prince Edward Island, New Brunswick, Manitoba, Alberta and British Columbia, and in portions of Ontario