divided into halves, known as ante-meridian and post-meridian, each half being subdivided into twelve hours, and that the two halves together constitute a day.

According to the recognised theory, as already stated, every spot on the surface of the globe differing in longitude has an entirely distinct day, and a local time peculiar to itself. Except on the same meridian there are no simultaneous days, or hours or minutes. Everywhere the days and divisions of the day vary, and the variations are infinite.

In the case of North America he continent extends across one hundred and five degrees of longitude. Within its extreme eastern and western limits, it is possible to draw many thousand distinct meridians, and following rigidly the prescribed theory, we may have as many thousand standards of time, not two of which would be in harmony. The railway authorities have come face to face with the difficulty, and they have from time to time met it as circumstances dictated. In order to operate the long lines of railway with some degree of safety, each separate manager has been obliged to ignore the different local times, and arbitrarily adopt a special time for the movement of trains on the particular lines under his charge. The railway guide books publish at least seventy-five (75) irregularly chosen standards of time, employed for the running of trains in the United States and Canada. $\mathbf{E}\mathbf{v}'$ city and town of importance has its own time, occasionally coinciding, but frequently differing from the nearest railway standard. The public have been obliged to accommodate themselves to this irregular system but it has become exceedingly inconvenient and irksome, and a scheme which will introduce a time-system characterised by uniformity and simplicity cannot fail to be cordially welcomed.

For the reasons stated, an earnest movement has begun in America with the view of establishing reform in