

"During the past year the seed sown has been fructifying and many who held back have been won over and have given their adhesion to the movement. Among the many important railways ready to coöperate, some appear to see no necessity for further delay, and desire to secure at once the advantages which will result from the change. At this date it is publicly announced that the Canadian Pacific Railway Company have determined to adopt the 24-hour system, and are actually preparing to make the change at an early day.¹ Such proceedings can be accepted as indicating a proper appreciation of the reform which the American Society of Civil Engineers has advocated, and equally shows the discernment of those who direct the management of the youngest of the trans-continental railways. This practical commencement will, without a doubt, be speedily followed by other railway companies, and before long we may look for the 24-hour system coming into general use."²

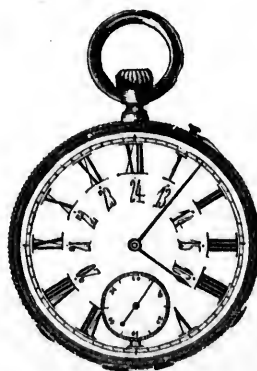
There is undoubtedly a growing feeling in many quarters in favour of the twenty-four hour system. It is reported to be used with great advantage on the whole of the cables and other lines of the Eastern Telegraph Company, and its connections extending from England through Europe and the Mediterranean to Egypt, and from Egypt to South Africa, India, China and Japan, Australia and New Zealand.

It is a pertinent question to ask, what influence these various changes will have in preparing the public mind for another, and it may be said a final change, the adoption of one uniform time in every longitude? For it must be evident to the thoughtful observer that the movement for reforming our time-system will not have attained its object until this end be accomplished.

Those persons who have been in the habit of finishing their daily work at 6 p.m. under the twenty-four hour system will end it at 18. Those who retired to rest at 10 or 11 p.m. will seek their beds at 22 or 23. The idea that solar noon and 12 o'clock are one

¹ At midsummer 1886, the Canadian Pacific Railway was opened from the Atlantic to the Pacific and the twenty-four hour system went into force in running "through" trains. The example set by the railway company has been followed in the Towns and Villages along the line, and the inhabitants generally having experienced the advantages of the change, no desire is expressed in any quarter to return to the old usage.

² The following foot note is added:—"It is proposed to adapt clocks and watches now in use to the change, by having inscribed on the existing dials the new numbers of the afternoon hours,—thirteen to twenty-four (13 to 24) inclusive, as in the Plate. The only practical difficulty to be overcome is met by the simple expedient of placing on the face of the watch or clock a supplementary dial showing the new afternoon hours in Arabic numerals within the present Roman figures. The supplementary dial, must be of thin material, and it has been found that by being made simply of paper and secured to its position by any gum which will adhere to an enamelled surface, the object is attained without any further alteration of the



watch or clock. The Committee is aware that these seem trifling matters to bring under the notice of the Convention, but questions of great moment not seldom hinge on small details. It is evident from what has been set forth, that every person in the community, may at the cost of a few cents in each case, adapt his watch to the 24 hour system. The Committee accordingly repeat their conviction that with the disappearance of the only practical difficulty at an insignificant cost, there is nothing to prevent the Railway authorities and the Community at large adopting the change as soon as they become alive to its advantages."—Report at the Buffalo Convention of the American Society of Civil Engineers.