

dependent on reaching any particular portion of the road before he can receive a clear signal.

I was dumbfounded when I first saw this apparatus working in Chicago. I thought it a mysterious sort of thing, there is nothing you can put your finger on, I might almost say it is elusive.

When I saw the apparatus being tested in Chicago, I traveled on a car following a regular car. The motorman started the car, came inside, put his feet up on the seat in front of him and settled himself down to rest. I was amazed and said to the motorman, "Suppose the car in front stops, how are we going to stop?" The motorman told me that just as soon as the car entered the block occupied by the car ahead, the car would stop. After a while we entered the block of the previous car, something went bang and the car stopped and we investigated to see if we could see what had stopped the car, but there was nothing to be seen. I might say that Mr. Prentice's apparatus had not only stopped the car but shut off the current to the motor. He, of course, does not attempt to cut off the steam of a locomotive, but is content to apply the brakes which are sufficiently strong to overcome the action of the steam.

I want to say while Mr. Prentice is here, that, while we have not yet made an official test on the C.P.R., we hope to do so in a very short time. I am sure Mr. Prentice has been most kind and generous in all his dealings in connection with this matter, and has always been prepared to submit any changes for our approval, and it has been a great pleasure to deal with him. There has been nothing covered up, and you do not have to find the faults out for yourself.

I am sure there is no gentleman in this room to-night, who, if he will thoroughly investigate this matter, will not only derive a great deal of pleasure but also a great deal of knowledge, and I would commend the question to your earnest consideration. With these few words I will close.

Mr. Prentice,—

I wish to say that now that you have seen a drawing of the apparatus on the screen, I shall be pleased for any of the members of the Club to call at the office, 320 Confederation Life Building, where we have in operation the apparatus which was used on engine 147, and make a thorough investigation of same, and cut as many wires as you please, and investigate it at your leisure, and we will entertain you and show you exactly how it will operate on the engine.

I wish to thank you very kindly, and I hope in the near future to be a member of your Club.