

than four distinct characters and while these facts might be advanced as an argument showing a reliability of the telegraph over the telephone I believe that if it is an advantage it is offset by, under regular conditions, the absolute distinctness of transmission over telephoning despatching circuits.

Mr. Fairlie,—

I would like to say that the points brought out by Mr. Fox are all good ones. He spoke of the different characters necessary to form each letter, he said that in transmitting the word "Hamilton" there were four characters for the "H," so many for the "A," and so on. Now with the telephone system there is very seldom any difficulty in hearing distinctly every letter or word that is said so that instead of having to use four characters for the letter "H" all you have to do is to just simply say "H."

Mr. Fox,—

Before having listened on telephone despatching circuits I must admit that I could not believe it possible to have obtained so perfect a speaking adjustment on it. I have distinctly heard the snap of a match struck about one foot from in front of a receiver nearly one hundred miles distant from the instrument at which I was stationed. Aside from this the telephone carries the very great advantage of offering direct verbal communication with a desired person, especially is this highly desirable in cases of derailments, washouts, etc., when it is possible to if necessary ascertain from any certain one there required information instead of as on the telegraph it being necessary to obtain this through an operator who cannot grasp the salient points of a despatcher's questioning; much time is lost in this and other ways and expensive train detention necessarily follows. "Time is money," and by the elimination of this waste I am convinced the telephone will soon pay for its installation and maintain its cost of operation.

Let us not, however, slander the telegraph's good reputation; nobly and well has and is it performing its duties; praise its past and pity its future for slowly, but surely it is retreating before the advanced of its modernized successor until I venture the prediction that in a few years hence its past almost incessant and even yet, in some sections, familiar chatter will no longer be heard as far as its relation to train despatching is concerned, except on those smaller roads who for financial or "let good enough alone" reasons, have not seen their way clear to follow in the wake of their more progressive competitors.

As I understand the matter of calling stations by telephone