

the day into halves of twelve hours each, numbered separately, and substitute therefor a single notation of 24 hours. The managers and others heard from who will support and carry out the change represent 59,100 miles of railway.

The committee feel warranted in stating that the great telegraph interests of the country are in full sympathy. They have the authority of the President of the Western Union Telegraph Company for saying that the general adoption of the 24 o'clock system, besides reducing risk of errors, would save to that company the transmission of fully one hundred and fifty millions of letters annually.

Since the conclusions of the Washington Conference were made known in Europe only a few weeks back, the 24 o'clock system has attracted marked attention. On the first of the present month it was adopted at the Greenwich Observatory, the seat of control for all the public clocks of Great Britain.

In view of all the circumstances, it appears to the committee that the day is not far distant when a change may be successfully accomplished in this country. As in the matter of regulating time throughout North America by hour standards, it is believed that the proposed change can best be effected by the railway authorities. The committee therefore recommend that steps be taken to bring all the information referred to in this report, and the whole question, before the next meeting of the Railway General Time Conventions.

In Canada, owing in no small degree to the strenuous efforts of Mr. Sanford Fleming, the new system is even further advanced in public favor than in the United States. We clip the following from the Mail of a recent date:—

The secretary of the Canadian Institute has summoned the members to meet to-day at twenty o'clock. Thus another step has been taken towards the general adoption of the twenty-four o'clock system of time-reckoning. The application of the twenty-four o'clock system to local time is one step on the road, and the Canadian Institute is pioneering the scheme in Canada. It is understood that some British scientific societies have already adopted it.

We hope that the C. P. R. will at once take steps to secure for itself the honor of being the first railway in the world to adopt a time system upon which in a few years not only will all roads be operated, but which will inevitably be universal.

Manitoba Free Press, December 28, 1885.

Speaking with General Superintendent Egan on the proposed introduction of the twenty-four o'clock system into the working of the Canadian Pacific Railway, a representative of THE MANITOBA was informed that not only was it the Canadian Pacific Railway which would adopt it, but the most influential of the railroad men in the United States were in favor of it, and he expected to see it at no late date as universally used on this continent as is standard time. If the railroads adopted the system he thought the rest of the country would follow as a matter of course.

The American Society of Civil Engineers, who are the prime movers in the matter of time reform, have published a pamphlet dealing with the twenty-four o'clock system, from which the following extracts are made:

D. J. Whittemore, president of the society, speaking at the Buffalo convention, said: Among the important subjects legitimately under consideration by our society at the present time is that of reckoning and denoting time. It is not surprising that members of our profession should have been the first to suggest practicable reforms in this direction, and it is a gratifying fact in the history of our society, that the energetic support you have given to the establishment of standard meridians of time has contributed, probably, more than any other cause to the adoption of this reform over a large portion of this continent. . . . Hence it is not strange that the members of our profession, with great unanimity, favor the numbering of the hours consecutively throughout the entire day, instead of dividing each day into halves of twelve hours each. We are fully aware that we contend with the prejudice of custom in our attempts in this direction. That great agent of modern civilization, the railway, rendered the adoption of standard time possible. Now, if that great agency in public education, the press, will adopt the proposed reform in its record of daily hours, it is believed that ante and post meridian time will soon be relegated to the past."

Mr. Sanford Fleming, in his report to the Buffalo convention, made as chairman of the special committee on standard time, says that in response to the invitation given to prominent men to give an emphatic expression of opinion upon the twenty-four o'clock system, 92 per cent. gave their unqualified support to the proposal to adopt a single series of hours from

MIDNIGHT TO MIDNIGHT,

numbered from one to twenty-four. Further on Mr. Fleming says: "It is proposed to