

system, I attach replies from a number of agents along the line. From the tenor of their replies and my own observation I judge that amongst people who have become most familiar with it, especially the travelling public, it is most favorably regarded, and that it is only a question of time when it will be universally used if it is continued by the Railway Company.

One reason I think why it has not been more generally used is that an impression has gone abroad that it was only an experiment on the part of the railway company, and that it might be changed at any time and that it was not worth while to have watches and clocks changed.

When it is thoroughly understood that the twenty-four hour system is to be permanently used on the railway it will quickly come into general use.

I am decidedly in favor of the twenty-four hour system for operating the railway and think it would be a great mistake to go back to the old system.

Yours truly,

J. MURRAY.

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No. 31.

*From the Mayor of Port Arthur.*

MAYOR'S OFFICE.

PORT ARTHUR, December 30th, 1886.

WM. WHYTE, Esq.,

General Superintendent C. P. R.

Dear Sir,

The question of the twenty-four hour system has been brought to my notice, and also the query whether it would be advisable to have it in operation both east and west of Port Arthur? I think it most desirable to have an uniform time, and think the twenty-four hour system should be put in operation throughout the whole line of the Canadian Pacific Railway.

I remain, yours truly,

GEO. H. MACDONNELL,

*Mayor.*