

considered advisable to ascertain the views of the members generally. The Board of Directors accordingly submitted to letter-ballot the draft of a memorial, representing to the Government of the United States:

First.—That, in the opinion of this Society it would be in the general interests of the United States to accept formally the resolutions of the International Conference, held at Washington in 1884.

Second.—That, in the opinion of this Society, it would be in the general interests to legalize, by Act of Congress, the now common system of regulating time-reckoning by hour meridians.

Third.—That, in the opinion of this Society, it would be in the general interests to embrace in an Act of Congress a permissive clause, authorizing and legalizing the use of the 24-hour notation.

It was decided by letter-ballot on March 5th that the memorial should be adopted—226 voting “yea,” 7 voting “nay”; the majority in favour being 219. The memorial has since been duly forwarded to Washington and presented to the President of the United States, and to both Houses. A bill has likewise been prepared in accordance with the terms of the memorial, having in view the desired legislation. This bill has been presented and referred to committees in both Houses. A printed copy of the Senate Bill is appended hereto.

At the last annual meeting the Committee submitted a detailed statement establishing that a majority of the railway managers in the United States and Canada were in favour of the 24-hour notation. Evidence has since been received from officers of railways not before heard from and the Committee is now enabled to report that the total number of railway authorities who have communicated directly with the Society, expressing themselves in favor of the proposed change to the 24-hour notation of time, is as follows, viz.:

1. Presidents, Vice-Presidents and General Managers..	135
2. General Superintendents.....	77
3. Superintendents	114
4. General Traffic Managers.....	12
5. Engineers	65
Total	403

The aggregate length of railway with which these officers are connected is estimated at about 140,000 miles. A list, revised up to the present date, of railway managers in favor of the new notation of time is appended.

From these facts it is plain that the proposal to adopt the 24-hour notation in the working of railways on this continent, meets with general concurrence, and obviously what is required on the part of those who are responsible for the administration of the railway service of the country, to effect the desired change, is to act in accord, and by joint arrangement to fix upon some date when the new notation may be brought into general use for railway purposes. The Committee therefore respectfully recommends that the question of change, together with the evidence of the harmony of opinion which prevails, be brought by this Society in a formal manner to the attention of the General Time Convention and the Board of Railway Presidents at their next periodical meetings.

The advantages of the 24-hour notation are beginning to be recognized in various branches of civil life. In hospitals, for example, to prevent mistakes