

Mr. McKenzie,—

As it is getting rather late and this is a subject we could speak on all night, I think we had better make another night of it.

Chairman,—

We have with us Mr. Fox, Chief Despatcher of the Canadian Northern, perhaps he would like to say something.

Mr. Fox.—

My connection with train despatching has thus far been confined entirely to the use of the telegraph for this service, and I am, therefore, not in a position to speak from experience on the probable advantages of the telephone over the telegraph for despatching purposes. I have, however, frequently been allowed to listen on the C.P.R. and Grand Trunk circuits from Toronto and from the knowledge so obtained and information gathered from those using the system I have formed the opinion that the telephone has numerous advantages over its older and dutiful brother—the telegraph.

In allowing that one may fool some of the railways some of the time we must admit that not many of them can be hoodwinked much of the time and the fact of so great a number of the larger roads having recently supplanted the telegraph by the telephone as its despatching medium is surely one of the strongest arguments in its favor.

Here permit me to draw attention to your Mr. Jeffries' remarks in connection with the train wreck he mentioned. As I understand the occurrence the crew of one train are supposed to have mistaken verbal instructions received regarding their meeting point with another train, there being a similarity in the names of two stations close to each other. Under present operating rules verbal instructions are entirely removed from anything in connection with the handling of train orders; no train collisions are possible unless glaringly disgraceful violations of very important rules are indulged in. All regular trains are shown on a time table, a copy of which must be in the possession of every man in train service when on duty. On this time table is shown the time of trains at different stations and trains cannot leave these stations ahead of the time shown opposite. The time table also makes certain direction trains superior to others in the opposite direction. On Canadian railways and the majority of others, south and eastbound trains are superior to north and westbound, for instance, a first-class passenger train running from Detroit to Toronto is superior by direction to a train of the same class running from Toronto