lator, type E 9, one bank being charged while the other is discharging. There is no dead resistance inserted in the local circuits, as is the case where dynamos are used, extra cells providing the necessary power when quadruplexes or duplexes are extended to branch offices.

The switch for the main batteries consists of a series of spring-jacks and wedges, so designed that the jack is open, & a wedge cannot be inserted when reversed. The cells (which are C 3 type of accumulator) are arranged in banks of 40 or more as needed to meet the requirements of the office, & of a voltage sufficiently below the charging circuit. The negative pole is connected to the top of a wedge & positive to bottom. The wedges are all interchangeable. As many banks as required can be charged simultaneously.

In Canada, the C.P.R. has storage battery plants at Vancouver, Winnipeg, Ottawa & St. John, & dynamos at Toronto. The new Telegraph building in Montreal will also be equipped with dynamos. At present power in the latter place is obtained from the dynamo plant of the G.N.W. Tel. Co. I understand that the W.U. & G.N.W. Co.'s have storage plants at St. John, Quebec, London & Ottawa, & dynamos at Toronto & Montreal.

The adoption of either dynamos or storage battery for power or telegraph lines has very materially improved the working of the lines, & at the same time effects a great economy. One or the other will gradually replace gravity batteries for all main lines, & the time may come when even the locals at wayside stations will be worked by storage battery cells, which will be charged at some central point & sent out by train.

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