

2. Instead of pecuniary loss, there would be gain to the stockholders if traffic was suspended for twenty-four hours; and for the truth of this they pledge their experience, health and strength.

3. To the question, "How can this Sunday work be avoided with the immense and increasing traffic?" they unhesitatingly declare the observation made by all connected with the immediate running of freight trains, that on Monday "freight is comparatively light, on Tuesday it strengthens a little, and keeps increasing until Saturday, and *Sundays are the heaviest of the week.*"

4. To the objection that if their lines stop, the receiving points will be blocked, they "most respectfully suggest, that when the main line do not run, the tributaries would only be too glad to follow the good example."

In a document, No. XXXV., published by the New York Sabbath Committee, in 1869, entitled "Sunday Railroad Work," an array of authentic facts and irrefragable arguments may be found, which (if they could have been included in the above petition) one would say that their suit must have been carried by acclamation.

With other most valuable statistical information, in answer to the question addressed to the presidents of railway companies, in that work, "Are Sunday trains profitable?" 16 reply in the affirmative, 38 in the negative, and a number do not reply.\*

It is the opinion of your Committee that the following means should be used for the promotion of Sabbath observance in the Dominion, and they would respectfully recommend the same to the prayerful consideration of the Committee on Sabbath Observance of the Canada Presbyterian Church, who have already done so much for the cause and so nobly:

1. The formation of Associations of workingmen, particularly employees and labourers on the canals, who should devise and put in operation every lawful instrumentality to obtain exemption from toil on the canals, and their respective kinds of labour on the Lord's Day.

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\* The document above referred to ought to be perused and carefully studied by all interested in Sabbath observance, and especially by all railway directors and employees. For this end permission might be solicited of the Sabbath Committee of New York to have it published in tract form, so as to be accessible to all at a cheap rate. No doubt some philanthropic publisher would find it worth his while to take the matter in hand and carry it through. Thus the Sabbath cause might be greatly promoted.