

most determined and resolute efforts to counteract such dishonor to God's holy law, and man's highest interests, if the following facts and arguments (mere specimens of what might be adduced), are of any weight, and if the Christian men and women of Canada are not inaccessible to them, and insensible to their importance.

Under the head of "Facts" your Committee, without entering into minute details, shall merely refer to one or two glaring instances of Sabbath breaking which have occurred within the past year. "In May (the 12th of the month), about thirty men employed by the Grand Trunk Railway Company at Point Edward were refused work on Monday for declining to work in unloading the propeller Caldwell on the previous Sabbath. Five of the same number left the service rather than submit.—*Daily Globe*, 13th May, 1870.

"Yesterday morning (June, day not known), while the chimes were being rung from the tower of the Cathedral a vessel was being unloaded at the Yonge street dock." The Editor remarks, "We believe that the unloading on Sunday is entirely uncalled for and unnecessary, and that it takes place every Sunday."—*Toronto Telegraph*.

In the Society's 18th Annual Report, (1868), the following striking words were quoted from Daubigne's Germany, England, and Scotland, with the view of rousing the people of Canada to a sense of their danger from the increase of railway traffic on the Lord's Day, and that they might adopt means to have a stop put to it, such as the organization of a Sabbath alliance with branch societies in cities and towns throughout the province, etc. The memorable and prophetic warning is again sounded. May it be listened to, and lead to deeds and results honoring to God and good for man. The work in which it was addressed to England, was published in 1847, but a deaf ear was turned to it. "There are now," says the eminent historian of the Reformation, "to be seen in the streets, placards with gigantic letters announcing that pleasure trains will run on Sunday at half price. The railroads, like a terrible battering-ram, are incessantly striking against this ancient stronghold of the Christian habits of Britain. The old British habits are disappearing. This claims the earnest attention of the friends of religion and their country."

The awful consequences of their apathetic rejection of the judicious counsel of this wise man may be learned by attending to the following statistics. In the volume by D'Aubigne already referred to, there is this declaration, "In a meeting held at Edinburgh, on the 27th of February, 1846, it was stated that there were no fewer than 600 different trains running on Sundays in various parts of England, and that sometimes they are so long that they need six engines to draw them, that they have sometimes consisted of 147 carriages, carrying 1710 passengers, and reaching the length of half a mile." By a table compiled by Rev. John Gritton, Clerical Secretary of the Lord's Day Observance Society, London, (England), 1867, it appears that in that year the number of ordinary passenger trains was 3,000, and upon a moderate estimate (though not so certainly ascertained), 1,000 more of "goods" and excursion trains, making a total of 4,000 openly and sacrilegiously violating God's Commandment to "Remember the Sabbath day to keep it holy."

What of Scotland all this time? Has she been running to the same excess of Sabbath riot and dissoluteness? Hear what D'Aubigne said a quarter of a century ago respecting her, "In Scotland there is no travelling on most of the railways on Sundays, but on that from Glasgow to