

consecutive weeks not one of the 6 could make it possible to attend once, and only two have been able to attend at all, and this is no exceptional case.

There are train hands by the dozen in this city who for months together have been unable to attend a religious service in a Church, either on a Sabbath day, or week night.

THE CHARACTER OF THE WORK.

1st. Who has charge of it?

A committee appointed by the general "up town" association as largely as possible railway men, for it must be a work *by* and *for* railway men.

(2.) What are this committee's duties?

1. Sunday Gospel meetings in the most convenient place for all concerned.
2. Cottage meetings in their homes night or day as the case may be
3. Noon meetings in the shops.
4. Visitation of the sick and injured.
5. Visitation of the homes.
6. Visitation of the trains, shops, sheds, boxes, roundhouses, cabooses, etc.
7. Distribution of literature.
8. The publication of something to be locally the property of the men.

THE REQUIREMENTS OF THE WORK.

All this requires constant and competent supervision, and so makes necessary the leadership of an experienced Secretary. He needs tact, enthusiasm, and special training. He should not only know just what ought to be done and how to do it, but how to get other men to do it; multiplying his own ability many times by the voluntary effort he enlists.

A reading room is needed where men can spend leisure time pleasantly and profitably.

A conversation and amusement room is important, where men who are too tired, or who do not care to read, can talk and play innocent games without being tempted to drink.

A library is needed in a room that can be used for evening classes.

Bath rooms are very desirable.

The rooms need not be expensively fitted or furnished, and it is better that the men contribute something toward current expenses, as they feel more interest in what has cost them something.

These rooms should be so arranged as to be easily thrown together for meetings of a social, entertaining, literary, or religious character.

In the rooms, men when away from home should be able to obtain whatever is needed by them to eat—furnished as well as in any hotel—but away from the baneful, blighting curse of liquor. There should also be sleeping accommodation, while waiting for their call to duty again. A place of the kind would be of as great value to the Railway Companies as to the Railway Men.

What conveniences have we as a Y. M. C. A. Railway Committee in Toronto to carry on this work among the very large and constantly increasing Railway population?

Not so much as a *stool* for a man to sit on, not to speak of rooms to retire to when off duty, and we maintain that for the benefit of these men a building is a great necessity; and to go on—or try to—without these conveniences seems as vain as to try to run a Railway without a track or having a track to run a train without a locomotive, or the locomotive without steam.

Is this practicable? Has it been proved? Yes. We gather from the latest (May 1882) official statistics (and there are many others now) that there are 81 points at which work of this kind is being done, and that 41 Secretaries and several assistants devote themselves to the work, 45 have the needed accommodation—in the shape of rooms etc.—for the work, and such are the recognised advantages that the railway corporations contributed more than \$50,000 (fifty thousand dollars) last year towards the support of this work, beside furnishing in many instances, rooms, furniture and other facilities for its prosecution, and their unanimous testimony is that no monies they expend yield such large dividends. But to give any idea of the history, magnitude, importance, and character of this work it would be necessary to write a book.

No point stands in greater need of the conveniences named than does Toronto. It is now a positive necessity for Railway Men—(against their desires)—to get their meals etc. in liquor dens, and it is impossible to estimate the damage done.