

biggest attractions when a prizefight was announced. He had social and gospel song services which were more popular than the saloons and gambling places. This work was at first carried on through the money contributed by individuals, but the results were so manifest that the C.M. and St. P. Ry. soon agreed that it was worthy of financial support.

This work at Pontis and similar work at other places on the line is now being paid for by the C.M. and St. P. Company.

If I were asked for a reason for the place which the Railroad Department of the Young Men's Christian Association has secured on nearly every great railroad on this continent, and why so many railroad men have identified themselves with it I would say that it was due first of all to its Christian purpose and spirit, second to its liberal attitude to all denominations and creeds, and third to its efforts to meet in a practical way all of a man's legitimate needs, and last, it has succeeded because it has been built up by railroad men.

Chairman—Mr. Dudley, I feel that I am incapable of extending to you even a personal vote of thanks. I was connected some years ago with the Y.M.C.A. as physical instructor, and the work that they did when I was then a young chap, I have had occasion since to see the good fruits that it has brought, and particularly of the work they have done in connection with the railroad service. The Y.M.C.A. is certainly accomplishing a wonderful work, and I am sure what we have heard to-night is a revelation to many of us of the work this Association is doing, especially in connection with the various railroads.

I do not know that I can say any more, but I am sure that everybody will join me in extending to Mr. Dudley a hearty vote of thanks and the good will of this Association.

Mr. Wickens—I certainly enjoyed the lecture very much this evening. It has been a revelation to me to see and learn the amount of good that has been done, and the amount of money that has been expended for the purpose of pushing this good work along in railroad service. I feel that the railroad officials must know and must acknowledge the great usefulness of this organization.

I have spent a large portion of my spare time for a number of years in assisting men to get an education, and consequently this lecture to-night is practically a revelation to me. Some years ago here in Toronto we attempted to help young mechanics, and got up a free technical school. The school is in existence to-day and is doing good work, but we did not have the backing of strong railroads. We had to go to the City Council and fight our way out the best we could with them. That school succeeded because the men at its head had