

PAGES

MISSING



.. THE CENTRAL ..
Railway and
Engineering
Club
OF CANADA

OFFICIAL PROCEEDINGS

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PROCEEDINGS OF THE CENTRAL RAILWAY AND
ENGINEERING CLUB OF CANADA MEETING.

ROSSIN HOUSE, TORONTO, February 16th, 1909.

The 2nd Vice-President, Mr. Fletcher, occupied the chair.

Chairman—The first order of business is the reading of the minutes of the previous meeting.

As you have all been supplied with a copy of the minutes of the previous meeting, I would ask someone to move the adoption of same.

Moved by Mr. Baldwin, seconded by Mr. Wickens, that the minutes of the previous meeting be adopted as read. Carried.

Chairman—The second order of business is the remarks of the President:

I may say, gentlemen, that we are most unfortunately situated to-night, and I am occupying a position that is extremely rare, namely, the Second Vice-President being allowed to occupy the chair. In my short experience in life this is the first time such a thing has occurred to my personal knowledge. Most of you are aware of the fact that our worthy President, Mr. Jefferis, who has been a most conscientious member and one of our greatest supporters since the Club's inception, being one of the original members, is very ill. While we are sorry our President is not with us to-night, yet we are pleased to know he is doing better.

I regret very much we have not a larger attendance here to-night; however, I hope in lack of attendance we will make up in enthusiasm.

I have had the pleasure of listening, on several other occasions, to lectures on the subject to be presented to-night, and I know the men associated with that work are very conscientious, and I am sure that we will all be very pleased with the paper to be read to-night.

Chairman—The next order of business is the announcement of new members.

NEW MEMBERS.

- Mr. J. G. Gartshore, Railway Equipment, Toronto.
- Mr. A. H. Reid, Manager Reid & Brown, Structural Iron and Cast Iron Works, Toronto.
- Mr. W. E. Cane, Superintendent Chapman Double Ball Bearing Co., Toronto.
- Mr. B. W. Coghlin, Manufacturer Railway Spring and Track Tools, Montreal.
- Mr. W. G. Larmour, Draughtsman G.T.R., Stratford.
- Mr. A. G. Piper, N. L. Piper Railway Supply Co., Toronto.
- Mr. F. Atwater, Treasurer, Columbia Nut and Bolt Co., Bridgeport, Conn.
- Mr. F. D. Lyman, Manager Railway Supply Department J. Millen & Sons, Ltd., Montreal.
- Mr. T. H. McBrien, Engineer, Gas Works, Toronto.

Mr. C. L. Bailey, Canadian Manager, W. Jessop & Sons,
Ltd., Toronto.

Mr. E. Southby, Brass Finisher G.T.R., Toronto.

MEMBERS PRESENT.

W. Poulter	A. G. McLellan	G. Baldwin
J. M. Clements	J. Duguid	J. T. Fellows
A. W. Shallcross	E. Logan	J. Herriott
A. E. Till	W. E. Archer	J. H. Stortz
H. O. R. Horwood	T. J. Ward	A. Russell
E. Blackstone	J. McWater	G. Shand
H. H. Wilson	J. C. Blanchflower	T. J. Walsh
H. P. Ellis	A. M. Wickens	J. O. B. Latour
R. Pearson	W. Evans	F. Smith
R. Patterson	N. MacNicol	F. Burrows
H. O. Eddrup	E. B. Allen	G. McIntosh
J. F. Campbell	A. W. Carmichael	J. W. McLintock
H. Fletcher	D. Hollowell	F. R. Wickson
G. Cooper	G. Black	R. H. Fish
J. Kyle	L. S. Hyde	

Chairman—The next order of business is report of Standing Committees. You are aware that we are soon to hold a social evening, and Mr. Herriot, being chairman of the Entertainment Committee, we would like to hear from him in this connection.

Mr. Herriot—I do not know of anything further since our last meeting. We have arranged to hold a social evening on the 23rd of this month. I believe you have all had a notice to this effect from the Secretary. The programme is, that we meet at 8 o'clock in the dining room here, where we will have a Progressive Euchre game for one hour, and then we will have a concert, talent having been engaged for the evening. Some light refreshments, coffee, sandwiches and cigars, will be served.

Chairman—May I ask Mr. Herriot if anything has been arranged for the euchre game.

Mr. Herriot—Mr. Campbell and Mr. Bannon are arranging for this. We expect to have some 80 to 100 members present that evening.

Chairman—Gentlemen, As we have gotten pretty well through our regular business, I think the paper which is to be given to-night will be very interesting to all of us, I will now call on Mr. Dudley.

THE RAILWAY DEPARTMENT OF THE YOUNG MEN'S CHRISTIAN ASSOCIATION AS A FACTOR IN MODERN RAILWAY OPERATION

BY MR. J. M. DUDLEY, SECRETARY OF THE INTERNATIONAL COMMITTEE OF YOUNG MEN'S CHRISTIAN ASSOCIATIONS.

Mr. Chairman and Gentlemen:—

I assure you it is with a great deal of pleasure that I am here this evening, particularly as I have had the privilege of meeting with a good many men whom I met some twelve years ago, when I first came to Toronto. I regard it as an honor to the Association I represent to be invited to come here and talk about the work of the Young Men's Christian Association.

Modern inventions and appliances now in common use on all railroads of importance have not relieved employees of responsibility, but have rather laid a heavier burden upon them. The International Limited of the Grand Trunk worth many thousands of dollars more than the best trains of twenty years ago, and carrying more passengers, if wrecked would involve a greater loss in money certainly, if not in life. Double tracks, air brakes, automatic signals, call for additional watchfulness and intelligence on the part of employees.

It is inevitable that a railway company should inquire into the moral character of its employees, and have a concern about the way they conduct themselves when off duty as well as when at the post of responsibility. There is a story told of a negro brakeman in the South, which seems to furnish an exception to the general right of a company to exercise a strict supervision over an employee's actions.

Two freight trains met on the Norfolk and Western Ry., but not before one of the head brakemen, a long, lanky negro, saw what was about to happen, swung down to the ground, ran out into the field and witnessed the crash from a safe distance. In the investigation which followed, the Superintendent said, "Jim, where were you when the trains met?" Jim replied, "I was over in de field." "Jim, don't you know that you are expected to stay at your post of duty? We do not pay you for being over in the field." Jim's answer came quickly, "Boss, I don't charge you a cent for de time I was over in de field." The unquestioned right of a railroad company to insist on good moral conduct carries with it a corresponding obligation to provide means whereby right living may be encouraged.

In a study of the factors which go to make success in railroading or any other great mechanical enterprise, the human element must have due consideration. It is to give emphasis to the necessity of honesty, integrity and sobriety, that the

Railroad Department of the Young Men's Christian Association exists.

It is a great privilege to present this work before the Central Railway and Engineering Club.

The first Young Men's Christian Association organized on this continent was in Montreal in 1851. This Association with its Secretary, Mr. D. A. Budge, has become known the world round. The building stands on Dominion Square, Montreal, and represents a work far in advance of the thoughts of the Association's founder, whose purpose was to help young men mentally and spiritually. While not less aggressive in its



Picture of the Collingwood, O., Building, cost \$32,000.

religious efforts than in the early days, this splendid building is designed to minister to the whole life of young men. The first impression on entering the building is its cheerful social atmosphere. The gymnasium is so popular that two trained physical directors are employed. The evening class work for young men who are employed during the day, has become so large, that a man is required to devote his time to its supervision. Bowling alleys, debating clubs, and social meetings help to draw young men from occupations which might be less helpful, if not positively detrimental. It is quite natural that an organization like this should have been noted by the quick eyed railroad men, and adapted to the needs of the great army

of railway employees on this continent. While Cleveland, O., has the honor of having originated the Railroad Department, New York City led the country in making it effective.

A prince among railroad presidents, Cornelius Vanderbilt, had the faith and foresight to invest \$250,000 in a building at 361 Madison Ave.

The following letter would indicate that Mr. Brown, as a friend to the Young Men's Christian Association is a worthy successor to Mr. Vanderbilt. He says: "The work of the railroad branches of the Associations located on our lines, the influence they exert, the accommodations they afford our employees, have, in my opinion, been of very distinct benefit in improving the character and morals of the service; and the contribution of the railroad company to these Associations have been among the most profitable investments the roads have made."

I will allow President James McCrea of the Pennsylvania to speak about this work on the road that sets the standard for other American railways. This letter comes from Mr. McCrea:

"The work carried on by the Railroad Department of the Young Men's Christian Association has now been developed to so general an extent, that the Association can no longer be considered other than a permanent institution, in fact the results accomplished have been so signally successful, that these branches are now rightfully recognized as an important factor in general railroad work. I take much pleasure in acknowledging the many benefits which I believe the employees of the company have received through this agency and extend my best wishes for the continued success of the good work.

"Signed, Yours very truly,

"JAS. MCCREA, President."

The building at St. Augustine, Fla., is the gift of President Flagler, who is going to run through cars from New York City to Cuba.

George W. Stevens of the C. and O., says:

"I believe that there is no other way whereby the same number of men can be reached as in the methods adopted by the Railroad Branch of the Young Men's Christian Association. We have been experimenting with this work for the last fifteen years, and I think we are in a position to know something about it by this time."

When the C. and O. Ry. reduced its wrecks from a cost of \$1,000.00 per day to about \$100.00 per day, the President stated that the Young Men's Christian Association had been a great factor in the improvement.

The credit for the introduction of modern railway Association work in Canada is due to Mr. Chas. Hays.

During the past twelve years the Grand Trunk has spent \$177,000 for buildings and maintenance. Fifteen buildings located along the line from Chicago to Portland offer comfort and fellowship to employees. Mr. Hays endorses the Association in the following words:

"We believe that the Railroad Y.M.C.A. has been and is doing a very necessary work for the social, mental, and physical improvement of our employees, and because of this opinion,



Hinton Building.

the Grand Trunk Railway Company has contributed to December 31, 1907, the sum of \$72,758, towards the construction, enlargement and improvement of the fourteen Associations located at Division points on our system of Railways.

"The company is also contributing a large sum per annum towards the expenses of operating and maintaining these Associations, with the belief that the indirect benefit in a financial way is in excess of the amount expended, because of the better condition of our men, both mentally and physically, to perform their duties in connection with the operation of our trains, the maintenance of our roads and the service generally.

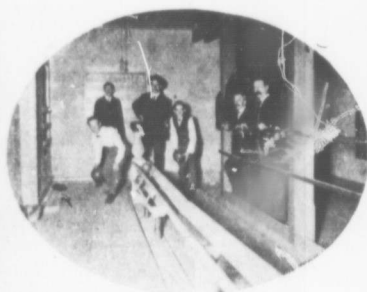
" (Signed) CHAS. M. HAYS,
" 2nd Vice-President and Gen. Mgr. "



The building at Niagara Falls had to be enlarged soon after the opening and is now crowded every day and night.



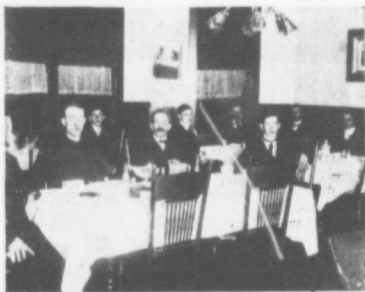
Niagara Falls Reading Room.



Niagara Falls Bowling Alleys.



Niagara Falls Y.M.C.A.

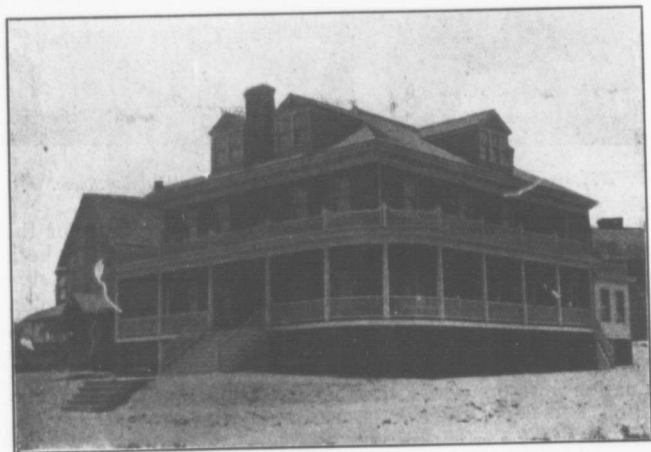


Niagara Falls Dining Room.

Island Pond has done excellent service every day for the past five years. The East Toronto Building has recently been moved and greatly improved. President Tuttle, of the Boston and Maine Railroad, is one of the best friends of this work. He has made contributions to nine buildings on the B. and M., has often spoken from our platforms and two years ago gave me a letter of introduction to Mr. McNicoll of the C.P.R. Association work on the C.P.R. is of comparatively recent inauguration.



Picture of Building on the B. & M. Ry.



Picture of Building on the B. & M. Ry.

Chapleau, Ont., on the Lake Superior Division has a very fine Y.M.C.A. building, which cost, with furniture, about \$23,000. This building is a duplicate of another at Schreiber, 250 miles further west. Both buildings are used to their full capacity. The General Superintendent has said these buildings should be enlarged and others erected. His purpose is to have them at every terminal.

For general cussedness I would venture to place Kenora against anything this country can produce, East or West. Here, on about March 1st, we will open a \$30,000.00 building, the gift of the C.P.R. The history of this building is worth attention. There is an engineer at Kenora known as "Y.M.C.A. McCrea." Four years ago he secured employment there and was sent to a certain hotel to board. In a few days the proprietor having noticed that he neither smoked nor drank, came to his room and said: "Mr. McCrea, I am not in the hotel business for my health. As you spend nothing over the bar, my receipts from this room are very small. I think you would be more comfortable in a private boarding house." McCrea secured a private boarding house and soon began to agitate for a Railway Department Y.M.C.A. He raised \$6,500 from employees to furnish this \$30,000 building. McCrea says, "The opening of this building on the 1st of next March will be my revenge on the hotel from which I was kicked out."

In one month six buildings were opened. President L. E. Johnson of the N. and W. on which line one of the six is located, has spoken the following strong words in favor of this movement. "We heartily believe in the Railroad Young Men's Christian Association, and we count it one of our necessary items of expense in modern railroad equipment."

The educational work done by the railroad department is excellent. Mechanical drawing is the most popular subject taught. Instances of promotion due to knowledge gained through these classes could be cited.

Book-keeping is taught at Kansas City. There is a class in locomotive and car designing in Topeka, Kas. The Railway Association at Montreal has twenty-five students in a telegraphy class.

Every three years the Railway Department has a conference. At the last one there were about fifteen hundred picked railroad men in attendance. The emblem of the conference was a picture of a shop Bible class. These triennial conferences have done a great deal to stimulate interest in the movement.

Messrs. Knebel, Fenno & Berwick are three men whose influence has been tremendous on the religious life of the Association. Fenno & Berwick were in railroad service before entering the work of the Association. Berwick was one of the toughest freight conductors running into Chicago.

In America there are 242 railroad Associations to which railroad corporations gave \$385,000.00 last year for maintenance. The membership reaches nearly ninety thousand. In Canada in twelve years the Railroad Associations have increased from zero to fourteen with every promise of a rapid multiplication in the future.

We have an Association on wheels which represents a new type of work. The building of a bridge over the Missouri River in Montana by the C.M. and St. P. Ry. called together five hundred men in a single camp. The engineer in charge said that Missouri floods were bad enough, but nothing compared



Col. J. J. McCook, Chairman Railway Dept. Y.M.C.A.

with the bad whiskey which the men got at Mobridge, three miles away. He was glad to welcome any kind of help. This car was equipped and a resourceful man put in charge. He provided entertainment with stereoptican and talking machine, he took charge of the incoming mail and provided writing material, and mailed letters twice a day. He got a bank to send a cashier to the camp every pay day. He put on his

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

in their minds the idea of assisting mechanics to better knowledge of their business. Now this lecture shows very conclusively that the large railroads realize that the proper education of their men is a strong feature. By giving the men a good place in which to meet, where they can study or play games, if there is anything good in that building, they will get it. When you get a bunch of men together under such influences, even if some are good and some bad, there is something they will learn that must be to their advantage.

I have enjoyed this lecture remarkably well, and if I am in order I would like to second the motion of a vote of thanks for this splendid lecture we have heard this evening.

Mr. Baldwin—I concur in the remarks that have already been made by the mover and seconder of this motion. If you will permit me I would like to say a few words.

I have been directly and indirectly associated with the Young Men's Christian Association since 1881. I remember I was stationed at the time in London, England, and a friend of mine, who was stationed at Euston asked me to go to a meeting there in order to hear Earl Cairns, who was going to give a lecture. If I remember right, Earl Cairns was the founder of this Y.M.C.A. I went to the lecture and enjoyed it very much, as I have enjoyed to-night's lecture.

I can assure you, gentlemen, that Mr. Dudley and two or three other gentlemen, had a very up-hill game in trying to form a railroad association here at Toronto. The men in the shop were a little sceptical about it. They wanted to know what was in it for them, and what they were going to get out of it. I remember quite well, two or three gentlemen came around the shop canvassing before Mr. Dudley came, and I really believe that we would never have had as good an association if it were not for Mr. Dudley and Mr. R. Patterson, now Master Mechanic at Stratford. I believe there are seven or eight of us present to-night who were members of this Association at its inception. There is no doubt that it has been a great deal of use to every man who joined that branch.

I remember Mr. Dudley coming to me with another gentleman. He shook hands with us, and said: "Won't you gentlemen join this Young Men's Christian Association Railroad Branch?" I said: "I don't see that I would derive much benefit from it. I work here from 7 until 6. I bring my dinner down with me, and as I live quite a distance from the Association, I could not very well get down at night." I remember quite well Mr. Dudley saying that they proposed having a nice dining-room up there, and that if we could not afford to pay for our dinner, we could bring our own dinners and they would not charge us for making use of their building. My friend on the right, myself, and several others, who are also

present to-night, made up our minds to join. We had the idea that all the fun we had in the shop during dinner time would be cut out. Like most railroad men, we liked a game of cards after dinner, and Mr. Dudley assured us that we would be permitted to still have our games.

I am sure that it has been a great deal of help to the apprentices in the railroad shops. As Mr. Dudley has said, they have got instructors in the different branches of education and they had the same here in Toronto, and they are still continued.

I remember quite well when Mr. Hayes, in conjunction with the Hon. Sam Blake, Mr. McGuigan, and several other officials, came and opened the building. It was formerly the old Northern Railway offices. It was not long before it was too small for us. They had to tear the rooms to pieces and make it larger.

Another thing in connection with this affair just to show you how hard Mr. Dudley worked. There were some of the boys who got the skating craze and wanted a rink. Mr. Dudley said, if you must skate, we will try to get a place for you to do so. To get money to do it he was somewhat at a loss. He came around and asked us if we would back a note. I don't remember just what the amount it was for, but he got the money and we got the skating rink. It all goes to show what Mr. Dudley has done for the Toronto Branch and the Association in general.

I do not know that I can say any more on the subject, but I am very pleased to meet Mr. Dudley again and I know he goes away with the good will of this Association. I may also say that the inception of this Railroad Club was laid at that building some 12 years ago. Some years ago, Mr. Duguid and some other foremen conceived the idea of having a railroad club, and it was finally brought to an issue under the Presidency of Mr. J. C. Garden, and we held our meetings in the Railroad Y.M.C. Association building regularly every month. The chances are if we had not had the Railroad Branch of the Y.M.C.A. there, we would not have met and had discussions there, and which has finally formed itself into this very society which we have to-night. I think the Railroad Y.M.C.A. deserves credit. It certainly has been a great help to young men on the Grand Trunk. I know at that time they tried to get the C.P.R. men to come in and join with us, but for some reason they would not.

Mr. Duguid—I do not know that I can say very much regarding this matter. I generally like to get into something where there is some argument. There is not very much chance to argue a question like this. Mr. Dudley has gone over the

subject very fully and as I am not in very close touch with the Y.M.C.A. work I cannot say much about it.

I do not know what Mr. Dudley mentioned to-night regarding the very fine Y.M.C.A. which they have at Stratford. I guess it is about the finest building they have on the Grand Trunk, however, I am sorry to say that it is not patronized very strongly by the Grand Trunk employees. It is run in connection with the city and the railroad. It is certainly a fine building and if the Grand Trunk men do not patronize it, it is their own loss.

I was working here at the time that Mr. Dudley came to Toronto to start the Y.M.C.A. I do not know whether I was one of the first members of it or not, but was near the first anyhow. I was moved away a few years, but on getting back I became a member again.

I am not going to take up any more of your time with my remarks, but I assure you I have had great pleasure in listening to Mr. Dudley's remarks, also I am glad to see that the Y.M.C.A. is as extensive as it is.

Mr. Wilson:—I would like to ask if the remarks which have been made by Mr. Dudley will be reported in the Club's proceedings. If we could read such remarks as have been made to-night, years from now, it will help us on, for at times we get discouraged and feel like discontinuing our studies.

Chairman—Yes, the remarks are being taken down by the stenographers.

I do not think we have spent a better evening and one which has brought out such words of praise.

Mr. Ellis—I do not think I can add to the remarks which have already been said. I think the Y.M.C.A. is a good thing and an Association that every young man should belong to.

Mr. Herriott—I was a member of the Association when it was first started in Toronto, and I may say I was a little reluctant at the time too. Before the Y.M.C.A. branch opened in Toronto, the shops had a reading room in connection with the work down at the shop, but some time before the Y.M.C.A. opened it became defunct, and I happened to be the Secretary. They threw all the books into my office. I did not know what to do with them, but when the Y.M.C.A. started up in Toronto, they got the books, and it was the start of their library. I know Mr. Dudley did good work while I was there.

Mr. Walsh—In listening to some of the speakers, it reminds me of olden days. I appreciate what has been said by Mr. Dudley regarding the Young Men's Christian Association. I

served my time in the old Northern shops, starting my apprenticeship in 1872. I remember having to go up to the Y.M.C.A. to pass an examination to see whether I was a fit subject to learn my apprenticeship. I remember that building which seemed to me, at that time, like the present Traders' Bank building. When I was serving my time we had fifteen apprentices. To show you the difference from that time and now. At that time we would not find any other amusement than destructiveness. On days like this—stormy—we made snow balls and fired them from one end of the shop to the other. We had a sham battle, one-half got at one end of the shop and the other half at the other end, and pelted each other with snowballs. Some of the older ones squealed on us and we lost two days' pay.

This Association has certainly done a great deal for the apprentices and for older railroad men. I am very much surprised to find that the Association has such fine buildings. It is sometime since I left railroad service. I was bound for nine years and while I served my time and used to know how to build a locomotive, yet I have been away from it so long now, that I have forgotten a lot about it.

I am very pleased to know that the Young Men's Christian Association is doing so much good.

Chairman—Mr. Dudley, I think you should feel very proud on hearing the praises showered upon you to-night. I am sure if I ever live to occupy a similar position and sit on a throne as you do at present, I should be very vain. In looking over some of those old, old faces with us to-night, it makes me think that we might have sent flowers to them two years ago if it were not for your good work. But apart from joking, Mr. Dudley has a record which he may be proud of. All this has been news to me, and I am glad to know that I was associated with the Y.M.C.A. years ago myself.

In closing my remarks I sincerely trust Mr. Dudley will continue his good work.

Mr. Dudley—I appreciate very deeply indeed the kind things you men have said. It is gratifying indeed to know that this movement has the good will of the railroad men. We have not been in doubt about this. It is true we have had some difficulties in the early days but I began to feel that the ice was breaking when Mr. Heriot came and said that he was willing to turn over the library to our Association.

Mr. Chairman, concerning the remarks you made about my vanity, let me remind you that these same railroad men can bring you down to a place of humility. None of them will show you much mercy.

Chairman—I only regret that our President is not with us to-night in order that he might say a few words. I have seen his photograph as a young lad running about the railroad shop after his father. I feel I can extend to you, Mr. Dudley, his thanks, as I know some years ago he took a great interest in the work.

Gentlemen, we do not wish to keep Mr. Dudley too long, as he has done more than his share already.

Mr. Heriot—I move that the meeting be adjourned.

Chairman—Before adjourning I wish to remind you of our social evening on the 23rd, which is a week from to-night. I trust Mr. Dudley will be in the city, in which case he will join us. We want everybody to come as we want to make it a good night.

Mr. Dudley—I shall be glad to come if I am in the city.