

people.

A young man was deeply concerned about his soul's welfare and resolved to attend prayer meeting to get help. His companions resolved to break the spell and persuaded him to accompany them to their accustomed place of pleasure. He yielded and in a few weeks was a murderer and suicide.

Another young man came to the city from a Christian home. He was induced to visit the theatre and soon he drifted into a life of extravagance, gambling, shame and into a early grave.

Two young men on their way to prayer meeting were urged by friends whom they met to join them in a night of revelry. One resisted and found peace with God; the other yielded, became hardened in sin, and in three months was languishing in prison.

But let us turn to the brighter side of the subject: the blessedness of divine guidance. We see it in Noah, who followed God, built an ark and saved his house; in Abraham, who went out, not knowing whither he went, and yet was led to the land of promise; in Moses, who spurned the honors, pleasures and riches of Egypt and thereby won the greatest honors in this world: the pleasures forevermore at God's right hand and the riches that are incorruptible, undefiled and unfading; in the Israelites, who were led out of Egypt and for forty years through the trackless, uninhabited wilderness to the promised land; in Joshua, who followed the captain of the Lord's host, the preincarnate Christ, to the conquest of the land.

This blessedness of guidance we see in Paul, who was not disobedient to the heavenly vision, who waited in Damascus for power and marching orders, who went into Arabia instead of Jerusalem for his apostolic credentials, who heard and heeded the Spirit's voice in the ordination at Antioch, who caught the vision of the man of Macedonia and ushered the light into Europe, who witnessed boldly in every city, though bonds and afflictions awaited him; who, though a prisoner bound for home, became master of a shipwrecked crew of two hundred and seventy-six souls—all because he had eyes to see and ears to hear and a heart to believe God's angelic messenger, and courage to assert, "Sirs, be of good cheer, for I believe God."

This is one of the most practical matters with which we have to do. To be led away from the evil and the dangerous, to be kept from pitfalls and snares, to be saved from error and blindness and hardness and failure and sin, to be guided into paths of peace, pleasantness, prosperity and usefulness—this is blessing priceless and infinite. Such guidance should be eagerly coveted and earnestly sought. It is promised to all of the Lord's people: "I will instruct thee and teach thee in the way which thou shalt go; I will guide thee with mine eye." The Holy Spirit was promised by the Saviour to guide unto all truth, and James says: "If any man lack wisdom let him ask of God who giveth to all men liberally." These promises cover all great epochs, pressing emergencies and minute details of our lives. In matters of calling, training or pursuit, of home, business or recreation, of society, Church or State, of the spiritual, physical or financial; in all the matters of our complex and varied lives there is definite and unmistakable guidance.

Dr. Doddridge was accustomed to ask for the Spirit's leading before undertaking a journey, a sermon, a book for the press, or any new or difficult task. George Muller always prayed until he knew the will of God about every change or enlargement in his great orphanage work. When this was clear he had unlimited faith for all supplies, wisdom and success. "He that is willing to do his will shall know of the teaching." "Then shall ye know if ye follow on to know the Lord."—Evangelist.

Rev. M. N. Bethune, of Holland Centre, a former pastor of Knox church, Beaverton, occupied the pulpit of that church on Sunday.

GRAND TRUNK BUREAU IN LONDON.

A part of the magnificent Headquarter's Building recently built by the Grand Trunk System, on Cockspur Street, London, is to be devoted to the Bureau, through which is to be distributed information concerning Canada. The "Standard of Empire" calls it "a new Canadian Commercial Embassy."

Above the main offices of the Grand Trunk are spacious rooms set apart for this work. Here visitors may rest and read the news of the Empire, ask questions and receive expert advice about the Dominion of Canada.

Upon the walls of these rooms are splendid pictures showing the progress being made by men who are building the new nation of the North.

From the Montreal Gazette, June 27, 1910.

A RAILWAY PROPOSITION.

What has recently been advanced in behalf of United States railways' claims to an increase in their freight charges, has been illustrated in the case of the Canadian roads, in connection with the late award of the board, acting under the Conciliation law. From the nature of things wages enter more largely into the cost of operating railways than in connection with any other industry, when to wages is added the cost of fuel and material, in the production of which the cost of labor is the main factor, it may be said that there is no business which pays out so large a proportion of its gross receipts to the actual worker as the railway. Some statements just issued illustrate the point. In the year ending with June 30, 1909, the gross earnings of Canadian Railways amounted to \$145,056,000. Of this sum, 43 1/2 per cent. was paid to the men who work and manage the lines. In the United States the percentage of gross earnings paid in wages during the same time was only 41 per cent. The difference of 2 1/2 cents is not the result of divergencies in the rate of pay, but is to be ascribed to the fact that in large sections of the United States the population is much denser, than it is in Canada, the trains there, as a rule, carry more passengers, more freight offers according to the length of line, and the same operating force takes care of a heavier volume of business. When it is remembered that the state of New York has a population as large as all Canada, the situation in this regard may be realized. When it is urged that the pay on Canadian roads should be as high as those in the neighboring parts of the United States some things are forgotten. That however, is aside. Canadian roads must pay approximately the same as those over the border, or they will not retain good men. When, however, they have to increase the rates of pay for their men, and for their supplies, faster than they can increase their traffic and track earnings, they find their financial position growing weaker. The estimate is that in the 12 years up to 1910, the cost of labor on the Canadian railways increased by 30 per cent., that of supplies, material and equipment, exclusive of lumber, by 44 per cent., and that of lumber, by 65 per cent. The companies have been able to maintain their standing by the large and effective expenditure of money on track and rolling stock equipment. Tracks have been straightened and doubled, the grades on them reduced, and the lines laid with heavier rails. Bridges have been strengthened. The power of locomotives, the capacity of cars increased, till a train's freight tonnage is almost or quite double what it was a score of years ago. The benefit has not been all the railway share and bond-holder's. Rates have been reduced by some fractions of a cent a ton a mile, that seems nothing stated by itself, but that multiplied by the tens of millions of tons carried a mile means a large saving to those who pay transportation charges. The roads, however, cannot continuously go on spending money on improvements, and increasing wages and operating out-

lays, and maintain their financial standing unless they can also increase their earnings in proportion near to that of the growing demands upon them. The calculation is made that the increase to the trainmen just recommended by the board of Conciliation, when conceded, and made the basis of concessions to other branches of labor, will raise the percentage of the cost of wages on Canadian roads, as a whole, from 43 1/2 to about 54 1/2 per cent. of the gross earnings. Business men will appreciate what that will mean in its effect on the net earnings. A large increase in the cost of working the roads cannot be considered alone. If the companies are to meet their responsibilities, maintain their credit, and keep themselves in a position to meet greater demands on their facilities, they must get more for services that cost them more.

REMARKABLE STATEMENT.

Mr. J. Campbell White, in an address on The Supreme Opportunity of Our Generation, at the Chicago Congress, said among other things—

"The passion grows on me that the nation has to-day a supreme opportunity, and that we face it here. The greatest opportunity of any age must be a spiritual opportunity, for the greatest forces are spiritual forces, and only spiritual values endure. The greatest opportunity of any generation must be a world opportunity, for all the terms of the gospel are universal terms. And the greatest opportunity must necessarily be an opportunity of service. The whole world to-day is ready for the impact of Christianity, made plastic by the wonderful change in the last 100 years. The peace of the world is wrapped up in the missionary problem. The only hope of universal brotherhood is that the entire world shall be united in Jesus Christ, its one Elder Brother. The Protestant Churches of the world now send out 15,000 missionaries to non-Christian peoples. On the basis of the calculation of all careful missionary authorities—the necessity of at least one missionary for every 25,000 inhabitants—the force now in the field can preach the gospel to 375,000,000; but 625,000,000 of non-Christian peoples are not yet provided for. We must have 25,000 more missionaries. Forty millions on unprovided missionary territory have been accepted as the special responsibility of the Canadian Christians. Five hundred and eighty-five millions remain for the men of the United States to evangelize. To do that we must, at least, quadruple our missionary offerings. We give now \$300,000,000 for religious work in what the Lord would call 'Jerusalem, Judea and Samaria,' and only \$10,500,000 for the uttermost parts of the earth. This is, as Colonel Halford said, like running an automobile on three wheels each ten feet across, and one wheel one foot in diameter. The gospel chariot will never run smoothly on that proportion of things. Let us try to make the fourth wheel as big as either of the others."

An English missionary, Mr. Leupolt, was one day preaching in the city of Benares, India, when a Brahman interrupted him to say to the crowd: "See what these missionaries are doing. They are preaching to you with the Bible in their hands. That is the Gospel axe unto which a European handle has been put and by which they are cutting down the tree of Hinduism—our religion."

"True," replied the missionary, "but many a handle breaks or is worn out and it takes a long time to bring a new one from Europe and fit it unto the head."

But the Brahman replied: "No sooner does a handle become worn out than a branch is taken off from the very tree of Hinduism itself and from it a new handle is made and the work of cutting goes on. Finally the tree will be cut down with handles made from its own branches."—D. L. Pierson.