

The curse of the Lord is in the house of the wicked ; but he blesseth the habitation of the just.—Prov. iii. 33.

PARLOR GATHERING.

BY the courtesy of Col. Gzowski, A. D. C, who had kindly thrown open his mansion, a parlor conference was held on Friday evening, 22nd, when a large number of the prominent men of our city, interested in *Christian* work among Railway Men, met together, and, after listening to Mr. Ingersoll's account of progress made in the U. S., spent some time in conversing about the work in Toronto. We feel certain that good must result from this gathering, and

certainly the Railway Committee is under deep obligations to Col. Gzowski for his repeated tokens of interest in the work.

CHANGES.



MR. J. C. BROWN, who for some time past has been in charge of the Reading Room at the G. T. R. Roundhouse, has resigned. He is succeeded by Mr. Philip Hurtz.

A PRIMITIVE RAILWAY TICKET.



THE above cut represents a somewhat peculiar form of railway ticket. The first railway built in Canada, known as the Champlain and St. Lawrence Railroad, for which a charter was granted in 1831, was constructed from Laprarie to St. John's (Que.) The road was commenced in 1835, and was opened for traffic in 1836. A track was subsequently built from St. John's to Rose's Point (N. Y.), and another to St. Lambert, opposite Montreal. The total length was 49 miles, and the cost of the road, stations, and equipment amounted to \$1,524,780. The second railroad was known as the Montreal and New York Railroad. The first division of this road extended from Montreal to Lachine, a distance of about 9 miles. It was commenced in 1846, and opened for traffic in 1847. From Lachine a steamer conveyed passengers across the St. Lawrence to the Indian village of Caughnawaga, from which point another division of the road extended to the Province line.

At the time the Lachine branch was opened, a large number of Indians from Caughnawaga, and of laborers on the canal (then being completed), travelled as third-class passengers. Paper tickets were frequently torn up by the Indians, who did not seem to know their use, and therefore it was decided to secure something more lasting, and accordingly a large supply of these metal tickets was ordered from Birmingham, (England). The conductor carried them strung upon a piece of wire which explains why the hole appears in the centre of the ticket. These tickets are now very rare, as the whole stock in the hands of the Company was melted in 1862 at St. Lamberts. The roads named in this article now form part of the Grand Trunk System.

Withhold not good from them to whom it is due, when it is in the power of thine hand to do it.—Prov. iii. 27.