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TO THE EDITOR OF THE ENDEAVORER.

The great W. C. T. U. Convention, which has interested the whole world, has passed into history as one of the grandest meetings ever held for the discussion of any subject in this country. Distinguished workers from distant lands united in the deliberations of the assembly, and the current which was set in motion will roll until it reaches the isles of the sea, and give a fresh impetus to this very important question.

Providence people were favored by a visit from Miss Jennie Smith, superintendent of the W. C. T. U. railroad department, but more familiarly known as the Baltimore and Ohio Railroad Evangelist. We had the pleasure of attending the two meetings over which she presided. She is indeed a wonderful woman. For sixteen years and at the time she began her evangelistic work among the trainmen ("our boys," using her language) she was obliged to be carried in an invalid chair or couch into the baggage cars, and thus, for seven years she labored. When we say that she knows every man by name on that great B. & O. R. R., all about his family, has personally visited each family, is the sister, mother, friend of every man and all who belong to him, we have faintly outlined her work. To her great joy, after laboring seven years under such great

physical disadvantages, after she had laid all anxiety about being healed aside and was willing to go any way and do anything so that her work might be blessed, God in His own time healed her perfectly. At this time she is about middle aged, and is the picture of vigorous health. Her hearers were spell bound while she related the obstacles which had come up before her, but she was determined to conquer them all.

The great W. C. T. U. work moves slowly; this organization shares with every other reform many difficulties and discouragements, but in small things, on which however, hinge very vital interests, the work is going on grandly, for instance; ladies of leisure in Boston and other cities are spending time to make so many scrap books yearly; these are placed in the way of the trainmen and do a great deal of good; pictures are also gathered and placed in certain cars where observation has shown that there is a good work done by such means. Then all along the lines are coffee stands, established by the ladies, and in some places on her road she has Christian workers gather at the arrival of evening trains at junctions where stops are made, to hold a service and attract the men as well as the passengers, and thus they are sowing seed which does bring forth fruit. One of the great objective points sought for by this department is the doing away with Sunday trains. The men question the right thing to do in the matter just as soon as they are converted. She related some incidents showing that great things had been done by the work of those very engineers who feel that they should not run their engines on Sunday but who did so fearing loss of life if they placed substitutes and passed the Sunday as they would like to have done at church. It is a very serious matter to decide, but the public has it in its own hand; the men are, in a measure, powerless. This work will not be accomplished without great concessions on the part of the corporations whose greed for gain now paralyzes all other feelings.

Many prominent railroad officers are church members in good standing, but business must not be allowed to lag under any