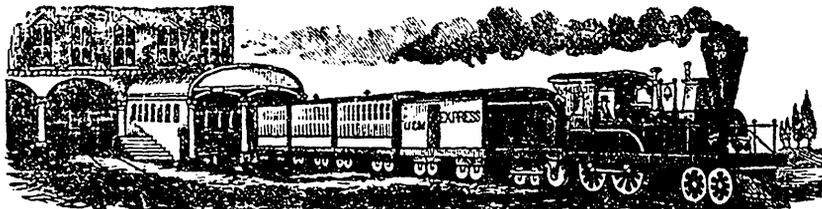


OUR "SPECIAL."



PUBLISHED BY THE RAILWAY COMMITTEE

OF THE

TORONTO YOUNG MEN'S CHRISTIAN ASSOCIATION.

No. 1.

JULY, 1881.

**"THIS IS THE PROMISE
that He
hath promised us,
EVEN ETERNAL LIFE."**

1 John ii. 25.

OUR SPECIAL.

PRIOR to this, the "Special" has only made one trip, and, when the Board of managers last met, the Superintendent suggested that she could be most profitably "despatched" at the beginning of each month, with Reports as to what had been done during the interval, and all needed information up to the time, she should start out for another "round trip." The board through the "managing director" therefore ordered that she should henceforth run monthly. Not having incurred damage on the occasion of the "Reunion," there was no need for overhauling, accordingly the outward appearance remains unchanged, though the matter conveyed is entirely new. The "Special" differs from ordinary trains in this respect, every one to whom she comes may take all she carries and still leave as much for the "next person."

Most earnestly we invite inspection of all she carries, having determined never to permit anything in her coaches or cars contrary to the printed rules of the Corporation. You need not have the slightest suspicion in examining the entire cargo, and at the same time appropriating all you have the capacity for.

The directors feel deeply indebted to the friends who have so liberally supported by their means the cause which the "Special" represents, but having determined to visit them monthly, it is hoped that it may be able to carry such matters of information as shall assure the patrons that it is "a blessed thing to give."

Their sole aim being the welfare of those who are deprived of so much good while carrying it to others, any kindness shown will be most cheerfully and promptly acknowledged. The "Special" does not start without seeking the blessing of God, in whom so many Railway men confide, and the Lord Jesus whose help and companionship is regularly sought by many an engineer before he opens the throttle valve of his locomotive, and by many a conductor who commits his precious cargo of lives to his Father and God and Saviour Jesus Christ, and by many an officer who prays for the security of life and property committed to them for the day, and of all such we ask an interest

in their prayers: that the "Special" may be the means of a waking some to a consciousness of their need of Christ as the Saviour and Guide of their life, and their Conductor through death and be an instrument in introducing them to that friend that "sticketh closer than a brother."

DRAW NEAR TO JESUS.



At home, abroad, at work or play, when healthy or sick, whether in plenty or poverty, on the engine or van, engineer or fireman, conductor or brakeman, shop-man or yard-man, blacksmith or helper, fitter or assistant, flagman or switchman, despatcher or clerk, pay-master or time-keeper, superintendent or foreman—to all in every department the "Special" says, now, "Draw near to Jesus Christ."

SPEND WELL—END WELL.

"The life which I now live in the flesh, I live by the faith of the Son of God, who loved me and gave himself for me."



Too often is it thought that faith in Christ is merely an excellent thing FOR DEATH, but this is not the true way to view it, for it is also *the* thing above all else FOR LIFE. One Henry Marten sentenced to death as a regicide early in the 17th century, but respited, and ultimately reprieved on condition of perpetual imprisonment, struck the nail on the head in writing his own acrostic epitaph when in the last two lines he writes "Examples preach to the eye, care then, mine says, Not how you *end* but how you SPEND your days."

If all our Railway men will settle the spending question the ending will tally with Paul's triumphant cry,

"I am now ready to be offered and the time of my departure is at hand, I have fought a good fight I have kept the faith; henceforth there is laid up for me a crown of righteousness."

2 Tim. 4: 6-8.

"Thou wilt cast all their sins
into the depths of the sea."

Micah, vii. 19.

THE GOSPEL TRAIN.

The Gospel Train is coming,
I hear it just at hand!
I hear its echoes waking,
And sounding through the land!
It's coming 'round the mountain,
By the rivers and the lakes,
The SAVIOUR is on board it!
Controlling steam and brakes.

It's nearing now the station,
Say! shall it come in vain?
O, come, secure your ticket,
In time to take the train.
The fare is low and ALL may go,
The rich and poor are there;
No second-class on board the train!
No difference in the fare!

The train is at the platform now,
'Twill soon pass up the line!
O'now you have a chance to go,
But the train must make her time.
No red flag!—not another train
To follow on the line!
O, sinner, you're forever LOST,
If once you're left behind!

This train has ne'er run off the track!
Has passed through every land!
Millions redeemed from sin on board!
O, come and join the band.
A FREE PASS Jesus offers
Through to the heavenly shore!
Now all aboard!—NOW ALL ABOARD!
There's room for millions more.

THE UNION DEPOT



OSPEL meeting was well attended last Lord's Day; the exercises consisting of an excellent Bible reading by Rev. Jno. Salmon, on the "Precious things" of the Bible, interspersed with those inimitable stanzas of Miss F. R. Haver-gal, on that subject. The Union Depot choir, which always give us a meal of good music, served us with a banquet on this occasion.

RAILROAD Y. M. C. A.

What Mr. W. R. DAVENPORT, President of the International R. R. Men's Christian Convention, said at Cleveland Convention, on May 26, 1881, about the progress, importance and pressing character of this work.



FEW years ago the matter of the work of the Y. M. C. A. among railroad men was a new thing. We had a Convention here in Cleveland. It was a matter of astonishment to some of the substantial business men of Cleveland that they had never thought of this thing before. The new has got rubbed off since then. It is no longer a new thing, but working with railroad rapidity has reached the point at which we find it to-night astonishing ourselves. The International Executive Committee having their attention drawn to this matter by the magnitude of the railroad interests and the vast number of young men employed by the various lines, their peculiar temptations, their great influence and their rapid acquirement of power, appointed a General Secretary to visit prominent railway officials and bring this matter before their attention.

He was received most cordially—every facility was offered. Railroad men were not slow to see their interests. They knew very well that a godly man was a great deal safer at the throttle than the ungodly man—that the godly brakeman was more to be trusted than the ungodly. The godly conductor was more to be trusted with a train than an ungodly one. They were right, but they had this to confront: "Our stockholders are Jews and Gentiles. Now what right have we to use their money to employ men to Christianize our men?" Some stuck on that point, but when they saw their lines stepping forward, their men converted, their roads rising in the scale of fine discipline and consequently to larger dividends, the scruples of these men rapidly melted away. They now offer to us what they have a right to use—their stockholders' money—if it is going to return them cent per cent. I do not blame these men. I do not know but I would have done just the same thing myself. They were conscientious, they could not see

how the money was to come back. The trouble now is we cannot find men enough to meet our calls. Is not this astonishing—not men enough for secretaries! The railway magnates are calling for more men. They say, give us good men—we want no "slouches"—give us good men. Our association are anxious to find and educate and develop such men. We did not expect to be placed in this dilemma so soon. Here we are to-night, hands full of work and calls on every side, railway officials saying we must have this work prosecuted and saying, give us more men. There was a time in this work a few years ago when it was thought that to have independent associations of railroad men would be a good thing, but these shrewd officials said, "Where is your responsibility?" "Why not make your Railway Associations branches of that great tree that is filling the earth—the Young Men's Christian Association?" [Applause.] They saw it. You don't fool these railroad men long. They saw the point. They had tried organizing reading-rooms. The rooms ran down and that disgusted the officials. They said: "The men won't come in here and read." They found that something more than mere reading was wanted. They wanted a man to go into the room and grasp a man by the hand and say, "I am glad to see you here."

OUR GOSPEL MEETINGS.



WE call special attention to our Gospel Meetings at the Union and Nipissing Depots, at 3 o'clock each Lord's Day. The singing is always good; and those coming to speak, give the good news of satisfaction; and those who attend, also express themselves as highly pleased and profited with their visit. Now, who or whatever you are, *come!* the meetings are free to all, male or female: help us to sing; encourage the speakers by your presence; and coming

Be not Afraid only Believe.

Mark v. 38.

in a right spirit, you go on your way rejoicing while exclaiming "Surely God was in this place."

We have a preliminary Service at the Nipissing, on Lord's Day, for praise, prayer, song and Bible study. We commence about 2.30, and have blessed time, the fire of which is carried into the later meeting. Come early.



A NEW BUILDING.
 THE Toronto Coffee House Association (Limited) has determined first to attend to the Railway men. Shortly we hope to see such arrangements that no one in need of the necessaries of life shall be thrown in temptation's road.

KEEP TO THE RIGHT.

PROGRAMME FOR JULY.

COTTAGE MEETINGS.

Every Thursday at 8 p.m. No. 18 Portland Street.
 " Friday " " " " " " 61 Sackville "

The first four chapters of Exodus will be studied during this month. Everybody made welcome, and a large attendance is desired. The meetings are a means of growth in grace, to children of the King, and of salvation to others.

SUNDAY GOSPEL AND SONG SERVICE.

UNION DEPOT.

SUNDAY July 3. W. Garside, J. McGregor.
 " " 10. Song Service, Address, Alf. Sandham.
 " " 17. Geo. Roper, Rev. P. Flint.
 " " 24. Testimony meeting, Conducted by R.R. Sec.
 " " 31. Hon. Jno. McMurrich, Rev. Jno. Salmon.

NIPISSING STATION.

SUNDAY July 3. Bible Reading, "The Blood," W. E. BURFORD.
 " " 10. W. N. McFarlane, Wm. Marks.
 " " 17. Bible Reading and Service of Song.
 " " 24. W. Garside, John McGregor.
 " " 31. Jos. Greene, Alex. Munro.

RAILWAY COMMITTEE OF THE TORONTO Y.M.C.A.

W. H. HOWLAND, *Chairman.*

W. GOODERHAM, JR. J. B. GRIFFITH. J. EARLS.
 J. HARVIE. J. O. BENNETT. A. MUNRO.

RAILWAY SECRETARY:

W. E. BURFORD.