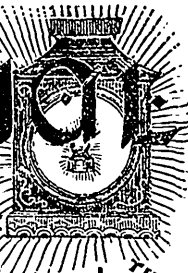




OUR SPECIAL



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

THE
WORD
IS A
LAMP UNTO
MY FEET.



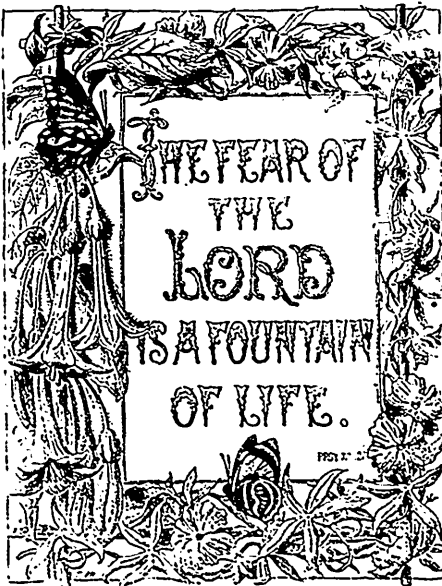
TRY
THE
WORD
IS A
LAMP UNTO
MY PATH

G. SANDMAN, DEL., S.C.

Vol 4.

MAY, 1884.

No. 5.



THE WORK.

THE work of the Railway Secretary is being blessed. He meets with much encouragement, and a hearty welcome is accorded him in every department. The following is a summary of his labors for April. Of course figures can never fully express the amount of work accomplished, nor convey an idea of the good done, but they do furnish the friends of the work with some facts as to the field occupied and the ground cultivated.

SUMMARY.

Visits to Engines	102
“ Round-houses	19
“ Offices	37
“ Caboose	88
“ Freight Sheds	2
“ Switch Houses	21
“ Yards	2
“ Injured and Sick R. R. Men	25
“ R. R. Men's Homes	27
“ Reading Room	15
	306

	No. of Meetings.	Attendance.
Union Depot	3	185
West End	5	176
Reading Room, G. T. R.	4	42
Cottage	1	0
	8	361

Papers distributed	670
R. R. SPECIALS distributed	1200

1870

PLEASE take note of meetings for this month, and be sure and attend. Always bring another with you.

Our Saviour Jesus Christ, who hath abolished death, and hath brought life and immortality to light through the Gospel.—2 Tim. i. 10.

For God shall bring every work into judgment, with every secret thing, whether it be good, or whether it be evil.—Eccles. xii. 14.

ITEMS.

THE bundle of reading matter sent by a friend was very acceptable. We have room for similar bundles from other friends.

THE Secretary appreciates the kindness of Mr. Carmichael, local Train Master, for timely notice of accidents to the men, thereby enabling an early visit to be made them.

FAILING to receive the cut in time, prevents our giving the illustration we promised for this month. We shall, however, resume our illustrations next month, and will then continue them regularly.

THE Railway Secretary is making arrangements for a concert, to be held at an early date in Shaftesbury Hall. Proceeds to be for the benefit of Railroad Boys in Toronto, who have been injured during past winter.

INJURED.—Conductor Alex. Gilchrist, Brakeman John Crate, Samuel McGraw, Joseph McGraw, all of G. T. R., are recovering from injuries recently received. We hope soon to see them at their old posts.

MR. AND MRS. RILEY, 230 Bathurst St., have kindly opened their house for a cottage prayer meeting, to be held each alternate Friday from 8 to 9 p.m. Mr. Riley is an old railroader, and wishes his friends on the line to come along and bring their families.

GRAND TRUNK employees and their friends to the number of 400, assembled at the concert in aid of Brakeman S. Young, recently injured at Trenton. Mr. Carmichael, the popular local train-master, was called to the chair, and presided to the satisfaction of the audience. A handsome sum was realized.

Remember the Cottage Meeting at the residence of CONDUCTOR RILEY, 230 Bathurst St., FRIDAY, at 8 o'clock p.m. Come, and bring your friends.

THE TERMINUS REACHED.

Driver Thomas Donahue, killed in the Wales disaster, was one of the oldest drivers on the G. T. R., having been engaged on the Brockville Division since quite a boy. He was transferred two years ago to the Montreal Division, on which he met his death.

CONDUCTOR Michael Brady, N. R., was buried at Toronto on 16th ult.

BRAKEMAN S. Merryfield, Midland R., died at Waubeshene from internal injuries received by a fall from the roof of a car. He was but 22 years of age, and was highly respected alike by his companions and superiors on the road.

DON'T FORGET

THE

GOSPEL SERVICE

For Railway Men,
EVERY SUNDAY AFTERNOON,

AT 3 O'CLOCK, IN THE

UNION STATION.

RECENTLY an engineer on one of the roads leading into Columbus came into the rooms on Monday morning with beaming countenance and joy sparkling in his eyes. He was greeted and asked to sit down for a chat. "No," said he, "only a few minutes till I pull out. I just want to tell you that yesterday was the best day of my life. One week ago yesterday I joined the church; yesterday I attended love feast, church and Sabbath-school, and it was a grand day, and what is better still, my fireman is going with me. I must go; good morning," and away he went to duty, rejoicing in Christ, his Saviour, with a consciousness of sins forgiven and acceptance with God. No wonder he was happy.—*Railway Association Bulletin, Columbus, O.*

What is a man profited, if he shall gain the whole world and lose his own soul? or what shall a man give in exchange for his soul?—Matt. xvi. 26.

The Lord.....is longsuffering to us-ward, not willing that any should perish, but that all should come to repentance.—2 Peter iii. 9.

THE BRAKEMAN'S LAST TRIP.

Dying along with the closing day,
In the city that borders the river,
The stalwart form of a brake man lay
With a pallid face of ashen gray;
While his comrades watched every quiver.

The city's roar in the deep'ning gloom,
Had ceased its noisy rumbling,
But the engine's shriek seemed a knell of doom,
Waking Death's echo in every room,
As they watched him brokenly slumb'ring.

So quiet he lay that their hearts were stirred
With the fear that his run was through,
But he opened his lips and uttered a word,
Spoken in haste as if deferred,
It was only "Kalamazoo."

They brushed back his hair with death's dew
decked,
And watched o'er his feeble breathing;
He seemed like an engine broken and wrecked,
The fire all smothered and steam unchecked,
And the smoke above it wreathing.

[Jackson: Passengers going north by Saginaw
road, change cars].

The men knew then, their comrade's thoughts
roaming,
On the coming East, a homeward run,
With a passenger train, through the eve's fair
gloaming,
On the Michigan Central, and wearily moaning
Over his duty which must be done.

Again a shrill whistle, both loud and clear,
From a tug that lay in the harbor,
And it reached the dying brakeman's ear,
And believing another station near,
He cried as of old "Ann Arbor."

A thousand times he had been over the road,
But never with this inspector,
'Twas a spectral train and a ghastly load,
And Death's grim signal luridly showed,
And a skeleton form the conductor.

[Ipsilanti: change cars here for the Eel River
Road].

The brakeman shuddered as he seemed to speed,
Through the night with the phantom train;
He is coming home fast, seeking rest indeed,
At the end of his route, he will be freed,
And he'll never be summoned again.

Almost there, and the shadowy train,
That brings him to rest and home,

Almost free from mortality's pain,
And feebly and faintly he calls again,
In a murmuring, dying tone,
[Grand Trunk Junction! Passengers going East
by G. T. R., change cars].

Then they deemed all past, and his run was o'er,
And a shudder of dread and fear,
But still he watched the river shore,
He listened again to the hollow roar,
That no one but he could hear.

[De—]

Not Detroit, but Death and gentle peace,
Was the station he tried to cry;
His work was done, he had gained release,
Rest and repose which never shall cease,
In the beautiful home, Bye and Bye.

And his comrades witnessed the wonderful sight
As they gazed with bated breath,
The ghostly gleaming and pallid light,
That shone on his face with a somt' re might,
Of the shadowy engine of Death.

A SCRIPTURE RAILROAD ACROSTIC.

Reckon ye
Also yourselves to be dead
Indeed unto sin, but alive unto God,
through Jesus Christ, our
Lord.—Romans vi. 11.

Return to thine
Own house,
And show how great things God hath
Done unto thee.—Luke viii. 39.

RAILWAY SPEED IN GREAT BRITAIN.



ACCORDING to the *Engineer*
the fastest train in the world is
the "Flying Dutchman" which
runs to Swindon from London
at 53½ miles per hour. The Great North-
ern express from London to Edinburgh
averages 44.1 miles per hour. The North
Western express and the Midland expresses
average 40.1. The Leeds express from

The Scripture hath concluded all under sin, that the promise by faith of
Jesus Christ might be given to them that believe.—Gal. iii. 22.

Kings Cross averages 45.4 miles per hour; from St Pancras 43.5 miles. Some of the Great Northern expresses from London to York average 49 miles per hour, and a few run from Kings Cross to Peterborough, and to and from Grantham at 51 miles per hour.

WHAT TO LET ALONE, AND WHY.

CONCERNING THINGS SACRIFICED
TO IDOLS.

OF FASHION,	OF HABIT,
[THEATRE]	[WINE]
[DANCING]	[TOBACCO]
OF CHANCE,	
[CARD-PLAYING]	
[RAFFLING]	

LET THEM ALONE,

FOR THE SAKE

OF THINE OWN SELF, | OF THY WEAK BROTHER,
FOR WHOM CHRIST DIED.

REMEMBER

All Railway Men

ARE

CORDIALLY INVITED TO VISIT

And make themselves perfectly
at home in

THE READING ROOM

OF THE

TORONTO YOUNG MEN'S

CHRISTIAN ASSOCIATION

SHAFTESBURY HALL,

Dont be at all bashful. Come, whether
you are a member of the Association
or not.

ALL WELCOME.

PROGRAMME OF MEETINGS.

Sunday Gospel & Song Services.

Union Station.

AT 3 P.M.

- MAY 4.—Jos. Green and Rev. H. Melville.
“ 11.—John MacGregor and Philip A. Hertz.
“ 18.—Alex. Saunders and A. White.
“ 25.—W. Marks and W. C. Jex.

In West End Branch Rooms,

AT 4 P.M.

- MAY 4.—S. R. Briggs and G. F. Pope.
“ 11.—R. Connors and Rev. E. Clement.
“ 18.—Rev. A. Duff and W. C. Jex.
“ 25.—H. J. Brine and P. A. Hertz.

BIBLE READING.

G. T. R'y (Loco. Dept.) Reading
Room.

EVERY TUESDAY.

- MAY 6.—Rev. J. Salmon, B.D.
“ 13.—Rev. H. M. Parsons.
“ 20.—Rev. T. Cullen.
“ 27.—Rev. T. W. Jolliffe.