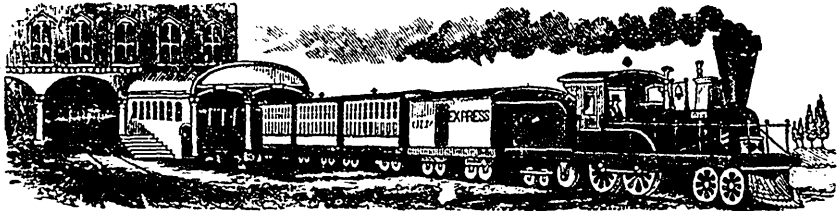
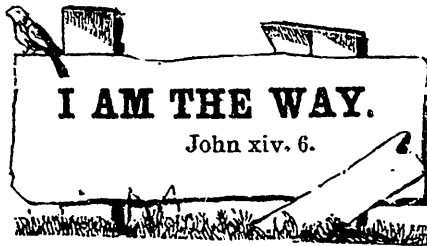


OUR "SPECIAL."



PUBLISHED BY THE RAILWAY COMMITTEE
OF THE
TORONTO YOUNG MEN'S CHRISTIAN ASSOCIATION.

APRIL, 1881.



Y. M. C. A. RAILROAD WORK.

THE Railway Committee of the Toronto Young Men's Christian Association seeks to unite and aid Christian Railroad men, in efforts to promote the spiritual, moral, mental, and social welfare of their fellows. To accomplish this, the Committee employs a Secretary, who devotes his entire time in visiting and caring for the sick and injured, and in looking after the interests of the men, their families, and the work in general. He arranges also, for brief religious services at the depots on Sunday afternoons, and week day evenings at the homes of the men.

While much has been done in the past, still the Committee feels deeply the need which exists for attractive rooms at each depot, in which the men may enjoy good companionship, access to first-class literature, and where may

also be held social and other meetings.

Without these appliances much must remain undone, and many unreached. As a general rule Railway Employees are not in a position to attend meetings, or visit the Reading Rooms of the Central Association. Their duties require that they should be at all times ready to respond at a moment's notice. This is especially the case with men employed in running the trains. To such, the privileges of a recreation and Reading Room on the Railway premises would be a boon of incalculable value.

The Committee and its Secretary have labored thus far without these much to be desired appliances, but they express the hope that ere long the several railway Companies, and the Christian public may unite to place the work on a much more solid basis. At the same time there is much to call forth gratitude. Many of the Railway officials are entering into the spirit of the work, and are helping by contributions and by personal effort; and the Christian friends have heartily responded to appeals for financial aid. To all these the Committee tenders thanks, and calls attention to the following synopsis of the Secretary's last report:—

Gospel meetings are held every Lord's day afternoon at the Union, and Nipissing Stations. The combined average attendance is 125, though we have had double that number present at once

at the Union alone, and above it at the Nipissing, and we are not left without evidence that good has been accomplished.

Branches Nos. 1, 2 and 3 are Cottage meetings, held—1 at the East, and 2 at the West end of the city. These have gone on steadily since their organization. The interest in the study of God's word has been great. The average attendance has been fifteen. Souls have been brought to, and built up in Christ.

Branch No. 4. Noon meeting at the Toronto, Grey and Bruce shops has been a very interesting and profitable feature of our work. Those who attend it continually testify to the good received.

Branch No. 5. Home visitation during the day, when hymns are sung, God's word read, conversations held with individuals and small groups. Many of these visits have, by the accompanying power of the Spirit, proved effectual to the salvation of those concerned.

The visits have averaged two per day, excepting Sunday.

Eighty visits have been made to the sick and injured at their homes and in the Hospital. Thirty families outside the railroad circle have received similar attention. Two hundred and fifty visits have been made to the men in their workshops.

Two thousand five hundred papers and magazines, 11,000 gospel slips, and 9,000 tracts have been distributed.

Many have become so interested in the word of God that 65 copies have been purchased, by request, for them, and above 150 volumes of Helps to its study, which proves an interest in those "wonderful words of life."

FALSE ECONOMY.



ADDRESSING the railroad meeting in Cleveland, in December, 1876. Mr. R. F. SMITH, Assistant General Manager of the Cleveland and Pittsburgh Railroad, said:

"We had occasion to purchase a lot of new engines lately, and I said to the President, 'We want a new round-house. It won't do to let these engines stay out-doors every night. He agreed with me that it would not be economy, and the new round-house was built.

"What sort of economy is it to house locomotives and leave the men who run

them out in the cold—the cold world—to go to places of vice such as curse our city?

"I lay down this proposition, and challenge contradiction: That the Railroad that encourages its men to seek godliness, and, if need be, helps to provide the means for doing so, will be uniformly the most successful. The rule, godliness is profitable for the life that now is, applies to corporations as well as to individuals."

DOES IT PAY?

Mr. J. H. Devereux, President of the N. Y., Penn. and Ohio, the C. C. C. & I. and C. H. & D. Railroads—among the earliest and best friends of the work—says: "I commend it to all who may have opportunity and power to extend its influence."

Mr. A. L. Hopkins, first Vice-President of the Wabash, St. Louis & Pacific R.R., writes: "Aside from all moral and religious considerations, I believe every Railroad Corporation, as a matter of policy and economy, should encourage this work, because I know it gives the men on whose labor they depend for successful results, opportunities not only for improving themselves by reading and study, but for needed rest and quiet, and in case of accident, insures intelligent care and attention. I find this is already becoming well understood, and that it is on the lines where the best results are accomplished that your work is most flourishing."

Mr. William Thaw, Vice-President of the Pennsylvania Co. and Pittsburg, Cincinnati & St. Louis Railway Co., writes: "It is wholly good both for the men and the roads they serve."

Mr. Cornelius Vanderbilt, first Vice-President of the New York Central and Hudson River Railroads, writes: "I have for many years felt the deepest interest in this work, and believe that its importance can hardly be over-estimated, both to the men and the companies in whose service they are. It educates and spiritualizes; it promotes economy and thrift; it brings railroad men together with surroundings and discussions which produce the happiest results to themselves, their families, and their employers.

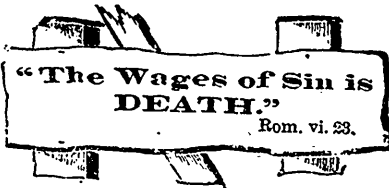
RAILROAD Y. M. C. A.



At the opening of the new railroad reading room at Rochester, N. Y., Mr. Geo. C. Buell, president of the general association said:

"The matter of the railroad work has long been under the consideration of the Young Men's Christian Association. I have had several interviews with W. H. Vanderbilt in reference to this matter, and he says: "It pays the company to endorse the work. From time to time appropriations are made to sustain the different railroad branches, for the reason that the men who frequent the rooms become far more steady and trustworthy than they otherwise would." I am informed that when the new depot is erected, a room will be set apart for the railroad men to hold their meetings in.

The New York Central railroad company has made a donation of \$600 to help defray expenses of the Rochester railroad Y. M. C. A.



MAKING UP THE TRAIN.



HERE is a good deal of labor spent about a railway train, of which ordinary travelers know nothing. They come to the station at the appointed time, find the train in readiness, step on board, and are whirled away to their destination. But long before they put in an appearance, men are engaged in "making up the train." The fires are kindled beneath the boilers, steam is got up, carriages are swept and cleaned, and then the train must be made up. An engine is upon one track, a baggage car upon another, a sleeping car upon another, a passenger car yonder; and one by one the engine must take these, backing down to where they are, shackling on to them, and drawing them out to where they *should be*, until

at length the train is ready for a start. If the engine driver should bring his engine up in front of the depot and say: "I am here ready to drag the train over the road," he would have no train to draw; but by switching and backing from car to car, he gathers together the scattered carriages and makes up his train.

In the service of God and the life of the Church there is something quite analogous to this. There are persons who are ready for service when everybody else is ready; but they do nothing towards getting ready. But if the work of God is to be carried forward, and the salvation of souls to be sought, somebody must "make up the train;" somebody must begin and do personal work. It is not enough to say: "I am ready for a start, and this is the place for starting;" but the engine must back down, not to where persons *ought to be*, but to where persons *are*. No matter where they may be, on the wrong track, or off from the track entirely, the engineer who wishes to take his train over the road, must first see to it that it is properly *made up*.

So in the cause of God there are thousands of people fitted for great usefulness if they were only "shackled on." One stands out under this shed, and another on that side track; one is here and another there; and there they stand, unless somebody takes pains to "make up the train." When the cars are ready to start there will be plenty of persons ready to ride; but who wants to engage in the preliminary work? Who wants to get the wood, and draw the water, and kindle the fires, and make up the train? Men who will do this are needed in the church to-day. Others there are who are ready, when all the hard work is done, to get on the engine, and ring the bell, and sound the whistle, and go whirling and screaming along, but they carry nobody with them, and benefit no one around them.

Christian worker, be patient, be diligent; hunt up those that are forgotten and out of the way; condescend to men of low estate; pick up those who are overlooked; make up your train, and when you have done this work patiently, carefully, persistently, then you are ready for your journey.—*The Christian*.

