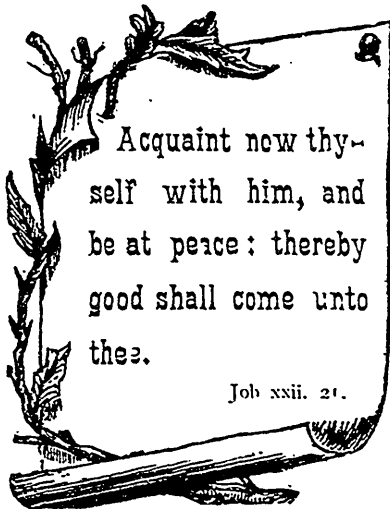




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No. 4.



OUR MEETINGS.

WE have every reason to be grateful for the blessing which is attending the several meetings. The numbers keep up,—in fact increase. The speakers appointed have been faithful in the work, and we believe their words have been blessed.

PRACTICAL.

MUCH of the time of the Railway Sec. (Mr. W. C. Jex) is occupied in visiting the men along the line, within the city limits. In this way he is enabled to gain opportunities for dropping a word of advice, or handing a paper, or a SPECIAL, the perusal of which may be blessed of God to their eternal welfare. Already the men begin to appreciate such practical interest in their welfare, and express their satisfaction. The Railway Committee feel satisfied that the work is now being carried on as it was originally intended to be, and that time will prove the wisdom of the course taken.

WE are pleased to acquaint our readers with the fact that Mr. A. Maver, foreman Loco. Dept., G. T. R., Toronto, is looking after the comforts of men from foreign stations, such as Belleville, Stratford, Sarnia and London. A comfortable wash and bath room is connected with the sleeping room, and a good hot cup of coffee awaits the men when they come in at any hour of the day or night. The men are under no expense,

Let us love one another: for love is of God.  
1 John iv. 7.

The blood of Jesus Christ His Son cleanseth us from all sin.  
I John i. 7.

and Mr. Maver certainly deserves commendation for his considerate kindness. The reading room is also being patronized more extensively, and under the supervision of Mr. Philip Hertz, bids fair to become a pleasant resort for men having a few hours leisure time.

ADDITIONS.



R. ALEX. MAVER, Loco. Dept., G. T. R., and Mr. Robt. Fountain, Road Master, G. T. R., have been added to our Railway Committee.

TAKE NOTICE.



ON several occasions, both in conversation with our supporters and also in the public press, it has been stated by certain *interested parties*, that the Y. M. C. A. had given up work among railway men. We desire to say that there is not the slightest foundation for any such statements, and none knew this better than those who have been so freely circulating the same. We wish every success to any honest endeavour to further Christian work, and like Paul, seek to rejoice, even though some of these efforts be "by way of contention."

Messrs. Earis and Bennett are now waiting upon our friends for the annual subscriptions, and these two gentlemen *alone* are authorized to collect for the railway work of the Toronto Y. M. C. A.

We find it necessary to make this statement, as some friends have contributed to other parties, under the impression that they were giving it to the Y. M. C. A. Railway work.

They that seek the  
Lord shall not want  
any good thing.

Psalm xxxiv. 10.

"PAPA IS RUNNING THE ENGINE"



ONE beautiful morning in the spring of 1883, I was on board a passenger train, on the Baltimore and Ohio Railroad, crossing the green glades from the Alleghanies westward. At that time this railroad was held alternately by the Federal and Confederate armies, and travel was neither safe nor pleasant. On the occasion of which I write the train was behind its time, and was running at a very high speed, and as we were whirled around sharp curves, over fields, and across bridges, nearly every one on board manifested some anxiety at each jerk and jar of the train. All eyes were turned to the windows, and many faces wore a look of uneasiness.

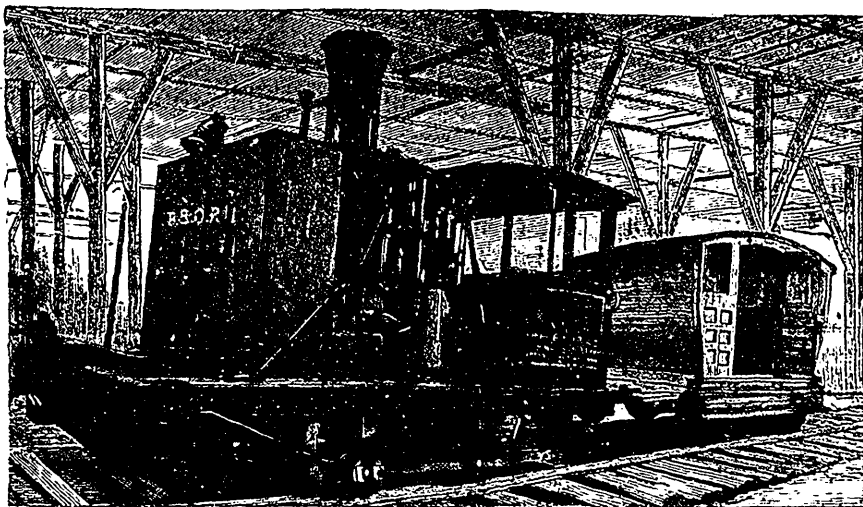
I was thinking of the probabilities of the train being hurled over an embankment, and the fearful scenes that must follow, when I observed a bright little girl of four or five summers approaching me, and, as she extended her little hand and bade me "Good morning" in a sweet, clear voice, I engaged her in conversation by asking her if she were not afraid to ride on the cars. To which she replied,—"Sometimes, but I am not afraid this morning." "Why," I asked, "are you not afraid this morning? Everybody else seems to be afraid; and, besides, we are running very rapidly." "Oh, there is no danger at all," she replied, "papa is running the engine."

Her father was the engineer, and she had such implicit confidence in his ability to protect her, that she felt perfectly secure and happy.

I shall never forget the lesson of faith and trust I learned from that dear child. When clouds and storms and darkness surround my pathway, and I almost feel that I must perish, I remember that it is my Father in heaven that watches over me, and if I will only take His proffered hand, He will lead me in paths of peace, beside the still waters. Oh, bless His name forever!

Set your affections on things above, not on things on the earth.  
Colossians iii. 2.

## AN OLD LOCOMOTIVE.



'The Locomotive "ARABIAN," with old-fashioned passenger car.

**E**n now fulfil our promise, and present our railway friends with a picture of the old "Iron Horse," called the "Arabian." At the Railway Exhibition held at Chicago during last year, the South Annex was a point of attraction. In it were relics of the past, of the very earliest infancy of steam railways, now figuring in "the old curiosity shop." Here was to be seen the first locomotive built by John Stephenson; the old "Locomotion No. 1," built in 1825, and antedating the famous Rocket by four years; the boiler of the Stourbridge Lion, the first locomotive ever run in this country the old Samson, built in 1839 in England, and imported to Nova Scotia for use between Pictou and the Albion coal mines, where it is still worked; and the grasshopper locomotive, "Arabian," the first successful venture in this line of the Baltimore and Ohio Railroad. It was designed and built by Mr. Phineas Davis, in the company's shops, and went into service in June, 1834. In all its long career it has met with but one accident, but this was sufficiently remarkable to be worthy of record. Of it the *Washington Republican* gives the following account:—

"Before it"—the Arabian—"was finished, Mr. Davis promised the workmen engaged in the shops, some three hundred, to take them and their families on the train drawn by the Arabian as far as it went, then to go to Washington, and have dinner at Brown's Hotel. The Washington branch was then open nearly to Bladensburg. The trip was made, William Duff being the engineer, just west of Jessup's Cut, thirteen and a half miles this side of Baltimore, the Arabian ran off the track. Mr. Davis was sitting with Mr. Duff when the accident occurred. The engine rolled on its side. Neither the engineer nor anybody else on the train was hurt in the least, but Mr. Davis; he was killed. Nobody could ever tell why the Arabian ran off the track. There was no evidence ever shown, although the fullest investigation was made, that any cause existed to throw it off. As the Bullock press, which the first time it was put to work caught its inventor and printed him into its first impression, so the Arabian on its first trip killed its designer and maker."

The Arabian was run to Chicago by Tom Galloway, who is over eighty years of age, and has been in the employ of the Baltimore and Ohio Railway Company for fifty years, or ever since 1837. He is the oldest locomotive engineer in this country, and probably in the world.

[We are now corresponding with a view to procure a photograph of the "Old Samson," and if we succeed, will in a future number give our readers a picture of the same. In our next number we will give an illustration of the "Trevithick Medal" formerly awarded to G. T. R. engineers.

—ED.]

## THE RAILWAY CODE.

For "Caution," green,  
For "Danger," red,  
For "Right," show white,  
And go ahead.

### ITEMS.

WM OVENS, engineer, and JOSEPH GRAY, fireman, who were injured at the Humber, on March 14th, have almost fully recovered from their injuries.

REMEMBER our Sunday afternoon meeting in the Union Depot, for railroad men, their families and friends. Come at 3 o'clock and spend with us an hour of song and worship. It will better prepare you for a week of labor.

MR. THOS. MIMMS, engineer, Midland Div., G. T. R., has been fully exonerated from blame in connection with the recent accident near Lakefield. Mr. Mimms is not only a good engineer, but a God-fearing young man, and we trust that he may soon be fully recovered from his late illness and at his old post on the foot board.

HENRY WILLIAMSON, of the N. & N. W. R'y, who was severely injured at Allandale last month, died at his father's home in this city on March 11th. We extend to the bereaved family and his fellow railroaders our most heart felt sympathies. We have every reason to believe that Harry is now with the Lord.

### CLEAR THE TRACK.

Clear the track! Yea, in deeper sense

We may take the words to heart;  
Christ's followers are but as pioneers,  
In the labour claiming a part.

For every word we speak for the Lord

Is preparing the way before Him,  
And every life that is Jesus-like  
Is teaching men to adore Him.

Clear the track with the grand snow-plough

Of faithful service and love,  
That the good news given may fly  
abroad,

Glad tidings sent from above.  
Then, where death reigns, new life shall  
arise,

And Eden's fair bloom come back  
And the voice of the Master say, "Well  
done!"

To all who have cleared His track.

M E. R.

## PROGRAMME OF MEETINGS.

### Sunday Gospel & Song Services.

Union Station.

AT 3 P.M.

- APRIL 6.—J. Green and Rev. H. Melville.  
" 13.—W. Marks and W. C. Jex.  
" 20.—S. R. Briggs and P. Hertz.  
" 27.—R. Sims and A. E. Hines.

In West End Branch Rooms,

AT 4 P.M.

- APRIL 6.—Rev. A. Duff and G. F. Pope.  
" 13.—S. R. Briggs and A. E. Hines.  
" 20.—H. J. Brine and R. Connors.  
" 27.—Rev. E. Clement and W. C. Jex.

### BIBLE READING.

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

- APRIL 1.—Rev. J. Salmon, B.D.  
" 8.—S. R. Briggs.  
" 15.—Rev. T. W. Jeffery.  
" 22.—Rev. E. Roberts.  
" 29.—H. B. Gordon.