

OUR SPECIAL

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



THY WORD
IS A
LAMP UNTO
MY FEET.



G. SANSHAM, DEL. S.C.

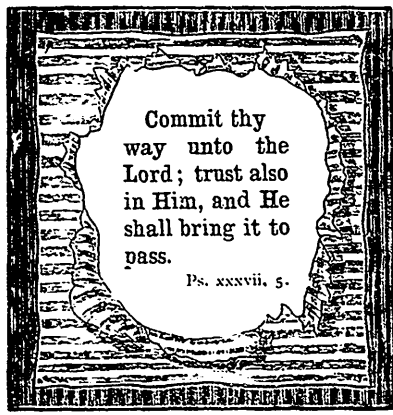


TRY WORD
IS A
LAMP UNTO
MY PATH

Vol 4.

MARCH, 1884.

No. 3.



Commit thy
way unto the
Lord; trust also
in Him, and He
shall bring it to
pass.

Ps. xxxvii. 5.

OUR WORK.

WHILE we do not announce so many *public* meetings for Railway Men, we are happy to say that there is more genuine *Christian* work being done in quiet every-day application, than has been done for the past two or three years. We have more faith in the personal work than we have in the flourish of trumpets which oftentimes accompanies a multiplicity of meetings.

RE-UNION OF RAILWAY MEN.

THE Annual Re-union of Railway Men, their families and friends, was held in Shaftesbury Hall on Thursday evening. 21st. The attendance was very large, and the programme was well sustained. Mr. E. D. Ingersoll, Railway Sec'y of the International Committee was present, and in his usual happy and forcible manner laid before the meeting the advance made in the work for Railway Men. Addresses were also delivered by Mrs. John Harvie and Rev. T. W. Jeffery. We could only wish that our space would permit of an outline of those addresses. The Railway and the Shaftesbury Hall Choirs, and the Toronto Concertina Band provided the musical part of the programme, while Miss St. Croix more than sustained her reputation in the readings given.

Altogether, the meeting was an exceedingly agreeable one, and, under the chairmanship of John Earls, Esq., (G. T. R.) was carried on without any lack of interest.

GOD IS MERCIFUL.

Trust in the Lord with all thine heart; and lean not unto thine own understanding.—Prov. iii. 5.

The curse of the Lord is in the house of the wicked ; but he blesseth the habitation of the just.—Prov. iii. 33.

PARLOR GATHERING.

BY the courtesy of Col. Gzowski, A. D. C, who had kindly thrown open his mansion, a parlor conference was held on Friday evening, 22nd, when a large number of the prominent men of our city, interested in *Christian* work among Railway Men, met together, and, after listening to Mr. Ingersoll's account of progress made in the U. S., spent some time in conversing about the work in Toronto. We feel certain that good must result from this gathering, and

certainly the Railway Committee is under deep obligations to Col. Gzowski for his repeated tokens of interest in the work.

CHANGES.



MR. J. C. BROWN, who for some time past has been in charge of the Reading Room at the G. T. R. Roundhouse, has resigned. He is succeeded by Mr. Philip Hurtz.

A PRIMITIVE RAILWAY TICKET.

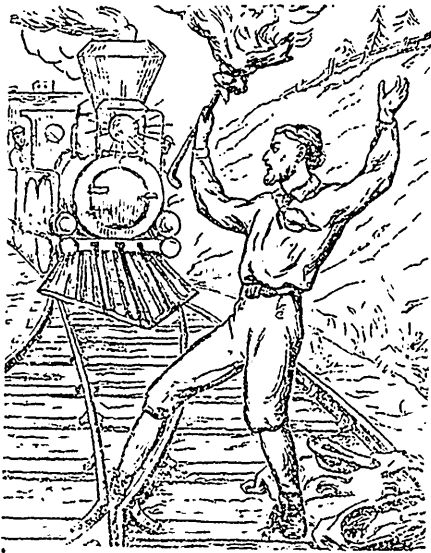


THE above cut represents a somewhat peculiar form of railway ticket. The first railway built in Canada, known as the Champlain and St. Lawrence Railroad, for which a charter was granted in 1831, was constructed from Laprarie to St. John's (Que.) The road was commenced in 1835, and was opened for traffic in 1836. A track was subsequently built from St. John's to Rose's Point (N. Y.), and another to St. Lambert, opposite Montreal. The total length was 49 miles, and the cost of the road, stations, and equipment amounted to \$1,524,780. The second railroad was known as the Montreal and New York Railroad. The first division of this road extended from Montreal to Lachine, a distance of about 9 miles. It was commenced in 1846, and opened for traffic in 1847. From Lachine a steamer conveyed passengers across the St. Lawrence to the Indian village of Caughnawaga, from which point another division of the road extended to the Province line.

At the time the Lachine branch was opened, a large number of Indians from Caughnawaga, and of laborers on the canal (then being completed), travelled as third-class passengers. Paper tickets were frequently torn up by the Indians, who did not seem to know their use, and therefore it was decided to secure something more lasting, and accordingly a large supply of these metal tickets was ordered from Birmingham, (England). The conductor carried them strung upon a piece of wire which explains why the hole appears in the centre of the ticket. These tickets are now very rare, as the whole stock in the hands of the Company was melted in 1862 at St. Lamberts. The roads named in this article now form part of the Grand Trunk System.

Withhold not good from them to whom it is due, when it is in the power of thine hand to do it.—Prov. iii. 27.

Honour the Lord with thy substance, and with the firstfruits of all
thine increase.—Prov. iii 9.



"IN DANGER."

ONE evening, a labouring man in Detroit, United States, thought he would walk home by the side of the railroad. He required, however, to cross the railway track, and, in so doing, found his foot caught fast in a "frog," and all his efforts to extricate himself were unavailing. Of course it was all his own fault and folly,—he had taken a forbidden path. There he was, pulling this way and that, wrenching and twisting; but the "frog" held fast his boot and his foot.

An hour had passed. He heard the whistle of a train in the distance. In his bag or bundle he had a match-box and papers; his walking stick furnished a pole; and on the top of it the papers were placed, ready to blaze up as the danger-signal whenever the train should come near. The rumble of the heavy train was more and more distinct; now or never his signal must catch the driver's eye. He struck his

match; the flame blazed up brightly. The wind made the flame sway right and left all over the track. His signal had succeeded; he heard the whistle for brakes. There was the hiss of steam, and the heavy train came to a stand; but its great light was shining down upon the man, and the advance of a few feet more would have been death. He was released just in time. He had been face to face with death.

Unforgiven sinner, your position resembles this man's. You have taken forbidden paths; your own folly and sin have set you down in a condition of tremendous danger. It is written, "His own iniquities shall take the wicked, and he shall be holden by the cords of his sin." (Proverbs 5: 22). Judgment is coming.

What will you do? Your *unforgiven sins* have fixed you so that you cannot escape. They grasp your soul and keep you fast till the Judge comes. One thing only will avail, one thing only will attract the attention of the Judge and arrest judgement. It is this: *hold up the Blood* of Him who "once suffered for sins." (1 Peter 3: 18). Nothing else will catch the eye of the Judge; but this will, for He has said, "When I see the Blood, I will pass over you." There is no time to lose. Every week brings the Judge nearer. Hold up at once the atoning sign, the Blood that says, "I have died already, I have paid what was due;" and thus you are delivered. You will return home in peace, no more to walk as before on the track of sin and death, but singing the new song, the song of the Redeemed, who, like yourself, were taken from the fearful pit. (Psalm 40: 2, 3).

DR. A. A. BONAR.

PERSONAL.

MR. A. Munro an *old* (?) fellow worker writes that God is remembering "Troy," and that souls are being saved. We wish Bro. M. still further blessing.

Strive not with a man without cause, if he have none thee no harm.
Prov iii. 30.

THE OLDEST AMERICAN LOCO-
MOTIVE ENGINEER.



ATHOMAS GALLOWAY, who was at Chicago during the Exposition, has been in the employ of the B. & O. railroad since 1833, just half a century. He was born September 25, 1809, in Baltimore County, and is of Scotch descent. He was first employed as train dispatcher, but afterward took charge of the "Lafayette" as engineer. He has been running almost continuously since on the Washington Branch. The only change of route was in 1857, when he ran for four months from Baltimore to Martinsburg and return. Taking out these four months, the old gentleman has been running for 42 years between Baltimore and Washington, averaging 16 trips a week. He has, therefore, made 34,944 trips in all, and, as the length of each trip is 40 miles, has travelled 1,367,796 miles, 56 times the circumference of the earth. He has only had two accidents, and they were so trifling that they were not worth mentioning. One of his sons is a Conductor on the Baltimore and Ohio; another is "boss" of the machine shops at Garrett, Ind. He has a grandson a brakeman on the road. Father, son and grandson, working at the same time, on the same road, is a notable circumstance, and the only one of the kind known. Mr. Galloway has never been sick, and is as hale, hearty and genial as ever.

[During the recent Railway Exposition held at Chicago, there was exhibited a quaint old locomotive called the "Arabian," built in 1834. This "old engine" was run to Chicago by the "old engineer" referred to in above article. We purpose giving in our next issue a picture of the "Arabian."—Ed.]



AGENTLEMAN, travelling on a train of cars recently, said to the conductor: "Suppose the brakes should give away, where would we go to?" The conductor remarked that it was impossible for them to give away. But the gentleman again asked the same question, when the conductor replied, "It is all owing to what your past has been."

PROGRAMME OF MEETINGS.

Sunday Gospel & Song Service.

Union Station.

SUNDAY, March 2, 3 p.m.—Joseph Greene and W. C. Jex.

SUNDAY, March 9, 3 p.m.—Ald. J. Harvie and Rev. H. Melville.

SUNDAY, March 16, 3 p.m.—W. Marks and A. E. Hines.

SUNDAY, March 23, 3 p.m.—R. Connors and Alf. Sandham.

SUNDAY, March 30, 3 p.m.—W. Gooderham and W. Blight.

In West End Branch Rooms,

1020 Queen St. West.

AT 4 P.M.

SUNDAY, March 2.—S. R. Briggs and G. F. Pope.

SUNDAY, March 9.—Rev. E. Clement and R. Awde.

SUNDAY, March 16.—Rev. A. Duff and W. C. Jex.

SUNDAY, March 23.—H. J. Brine and F. J. French.

SUNDAY, March 30.—Rev. W. J. Hunter and A. Howe.

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

Every Tuesday, 12.25, BIBLE READING.

TUESDAY, March 4.—Rev. T. W. Jeffery.

TUESDAY, March 11.—Rev. J. Salmon.

TUESDAY, March 18.—Rev. T. W. Jollif.

TUESDAY, March 25.—Rev. H. M. Parsons.