

INTRODUCTION.

Canada has not hitherto been so fortunate as to find in its rulers men possessed of sufficient intelligence to recognize the importance of informing other countries of the condition of this, by means of illustration. With the example of the United States before them, one would have supposed that the heads of Emigration Departments might have learned that unlettered men at a distance would be less slow to believe in a photograph, than in what *even to them* may appear to be a fallacious pamphlet. But the fact remains that disreputable pamphlets have been scattered by the million, while more than one Artist's offers of aid to the Dominion and Provincial Government respectively, have been stupidly disregarded. It will henceforth be our province to fulfil the duty of showing other countries, by means of the pencil, some of the glories of this, both natural and artificial. We cherish the hope that the ignorance of this fair land so prevalent in the distant isles which colonized it, may by these means be dissipated, and that a stimulus may be presented to the transmission hither of European and other capital as well as labor. We shall aim at accuracy both as regards delineation and description, and as we lay no claim to infallibility, we shall be obliged to any friend to point out errors in either department whenever they may occur. As "THE BEEHIVE" will necessarily find its way to spheres beyond the range of the prospectus which announced its issue, it will be well to quote the following passages therefrom:—"THE BEEHIVE" will represent the interest of *all workers*, and will aim chiefly at the social and national welfare of the people. No political party will have access to its columns, but politicians and their measures will be treated therein according to their desert." In the earlier numbers we shall give some prominence to the public institutions of the Queen City of the West, and we need hardly observe that in so doing, we hope to demonstrate that Toronto merits that royal designation. As time advances, we shall enlarge the circle of illustration, until the dominion of our pencil so far resembles that of our revered Queen, that the sun will not set thereon.

THE UNION RAILWAY STATION—TORONTO, CANADA.

Among the jewels which adorn the diadem of the Queen City, one of the foremost in importance, if not in architectural pretension, must ever be the building which furnishes our initial illustration. The Railway Stations of the present era correspond in some measure with 'the gate' of oriental cities, although no other sages habitually preside therein than the magnates who possess a seat 'at the Board.' The Station which we illustrate was erected in 1873 at a cost of about \$250,000; its measurement is 468 feet by 125. The more prominent features of the building consist of a central tower of 170 feet, and a flanking tower of 100 feet at either end. An illuminated clock in the central tower ministers to that punctuality which, if proverbially the soul of business, is pre-eminently such on the rail. From this clock, which acts as the heart of the system, three large dials are worked (by means of electricity) in the interior of the station, and two in the train-despatchers' office; from the latter two the time is transmitted over an extent of 503 miles of rail each morning at 9 o'clock. The large clock derives its daily inspiration from the observatory, and tells (through its subordinates) not only the time at Toronto, but that Montreal is twenty minutes ahead of us. This is accomplished by the addition of a silver minute hand to the

ordinary gilt ones. That subtle servant electricity not only keeps the time of this establishment, and renders the tongue omnipresent, but supersedes the lamplighter, as each succeeding night five large gasaliers are illuminated by its agency. The station is heated throughout by steam. Of the various departments, that in which the progress of the trains throughout the line to Stratford and Kingston respectively, is continuously watched will most interest a stranger. Certain clerks, styled train-despatchers, are engaged six hours each day, in recording on a pre-arranged sheet, the time of starting of each train, and the time at which that train arrives at the successive stations. The trains are numbered, the even numbers go west, and the odd numbers east; in the busiest seasons (Spring and Autumn) some 50 trains run on this line in the 24 hours, and from 40 to 45 on the line from Toronto to Kingston. The number of each engine, and the number of cars in each train is registered, together with the name of the driver and conductor of the several trains. The distance of the stations from each other is marked on the printed register, and that register, with the good and evil deeds of the drivers (as transmitted by telegraph) is periodically forwarded to head quarters for supervision. When we add that the clerks are addressed (by telegraph) according to pre-arranged initials—"S. D.," "A. K.," &c., and that their attention is in especial request when the Galt Branch, and Toronto, Grey and Bruce trains approach those of the main line, we shall have noted the principle features of this department. Two circumstances, connected with the vital forces of the company, possess an interest from a national point of view, the one evincing their loyalty, and the other their sobriety. They have formed a Brigade of 400 officers and men, which is constituted as the 2nd brigade of garrison artillery, and consists of six batteries. The General Superintendent of the line commands as Lieut.-Col. Spicer; one of the station offices is converted into an armoury, and the Brigade band of eight and twenty has secured a claim to comparative proficiency by gaining the first prize at a recent volunteer-band contest. It remains but to notice the march of temperance among this exemplary body of men, and that may be effectually done by summarizing a circular recently issued by the General Superintendent to his subordinates, which we accordingly subjoin:

MONTREAL, July 10, 1874.

Circular No. 62.

GRAND TRUNK RAILWAY TEMPERANCE LEAGUE.

Nearly a year has passed since you were asked to co-operate with myself and other officers of the Company in inaugurating the G. T. R. Temperance League, and it cannot but be gratifying to every one of us to know that the movement has been a great success. That the result has been beneficial is generally admitted, not only by the employees of the Company, but by the public at large. The complimentary remarks of the Press, not only throughout Canada, but also in the United States, have had the effect of increasing the confidence of the public towards the Road, and I am sure it has been a source of great satisfaction to the officers of the Company, and to every one upon whom responsibility rests, to feel that steadiness and thoughtful care were being exercised by the men, and that the dangerous use of exciting stimulants by men on duty is entirely stopped.

Speaking from my experience of nearly twelve months, I cannot but renew my Pledge of Total Abstinence, and I unhesitatingly ask you to join me in this for another year under the full assurance that you will, as Total Abstainers from alcoholic beverages, enjoy better health, be better off; and both yourselves and your families will be more happy and comfortable during that period. You may depend upon it that it is a right step to take, and if you think so, let us have your hearty co-operation in extending this temperance movement throughout the entire length of the Railway.

Papers will be sent for your signature dating from the first of August.

Truly yours,

W. J. SPICER,

Superintendent.