

THE LAYING OF THE CORNER STONE OF THE UNION STATION, TORONTO.

The *Leader* of the 14th inst. gives the following account of this interesting ceremony, of which we produce an illustration after a sketch by Mr. W. Armstrong, of Toronto:—

The corner stone of the Union Railway Station was laid yesterday, at the foot of Simcoe Street, with Masonic honours, in presence of Mr. Brydges, Managing Director of the Grand Trunk Railway, and a large number of the officials of the various railways and prominent citizens generally. The weather was very unfavourable early in the forenoon, but shortly after the hour appointed for the ceremony to commence, the rain ceased and the proceedings were conducted in fine weather.

The members of the various Masons' Lodges of this city assembled at the Masonic Hall at noon, and were met by Most Worshipful Grand Master Seymour, of St. Catharines, and R. W. Bro. Harris, Grand Secretary. The acting Grand Director of Ceremonies was instructed to form the procession. When formed, the procession numbered 270 members in full regalia, and with the banners of the various Lodges, presented a very handsome and effective appearance. Preceded by the band of the Grand Trunk Brigade, the procession started about half-past one o'clock, and proceeded by way of King Street to York, down York to Front, along Front to Simcoe, and down Simcoe to the site of the new building.

On arriving here the procession opened out, and the grand officers marched through to the spot where the stone was to be laid. The Grand Master and other grand officers then ascended the platform, when an ode suitable to the occasion was performed by the band.

Around the stone was erected staging, on which the members of the order took up their positions with a large number of citizens, ladies and gentlemen. A platform had also been erected near the spot for the band.

The following members of the order stood around the stone: M. W. G. M. Seymour, P. G. M. Simpson, D. D. G. M. Kerr, R. W. T. B. Harris, Grand Secretary; R. W. the G. Representative of the Grand Lodge of Ireland, K. Tully; R. W. Bro. Stephen, G. Junior Warden, R. W. Bro. McClean, G. S. W.; R. W. C. J. Brydges, acting as Grand Steward; and P. D. G. M. DeGrassi.

The M. W. Grand Master addressed the assemblage as follows:—Men, women and children assembled here to behold this ceremony; know all of you that we are lawful Masons, true to the laws of our country, and professing to fear God—who is the great Architect of the Universe,—to honour the Queen; to confer benefits on our brethren; and to practise universal benevolence to all mankind. We have amongst us, concealed from the eyes of all other men, secrets which may not be revealed, and which no man has discovered; but those secrets are lawful and honourable, and are placed in the custody of Masons, who alone have the keeping of them to the end of time. We admit into our Order only such as are reported to be good men and true; of a lawful age, good morals and sound judgment. We meet upon a level, and are constantly instructed to square our conduct by the principles of morality and virtue. Men of every class and rank of life, without regard to race, religion or nationality, are enrolled as members of our ancient and honourable fraternity; even monarchs, the most powerful and enlightened, have in all ages been active promoters of our art, and have not thought it derogatory from their dignity to join our assemblies and participate in our mysteries. We are assembled to-day at the invitation of the Canada Station Company to lay the corner stone of this new station, which we hope will be completed successfully. The increase of the commercial interests of the city of Toronto require a new station, and when you look at the plans of the new building you will see that they are fully in keeping with what is required. When I look back at this ground, 36 years ago, I rejoice to see the rapid strides which the prosperity of the city has made. Looking at the statistics of the country, we see that it is progressing as rapidly as any other country of the same dimensions and population, and I hope it will continue to do so.

The Rev. Grand Chaplain then offered up the following prayer: Almighty and Eternal God, Architect and Ruler of the Universe, at whose creative fiat all things first were made, we, the frail creatures of Thy Providence, do humbly beseech of Thee to pour down on this convocation the continual dew of Thy blessing. More especially we invoke Thy blessing on this undertaking; ever remembering the object and aim of this institution—obedience to Thy most holy laws. Grant, we beseech Thee, that our Order may flourish in every part of the globe, become influential in the diffusion of the light of wisdom, aiding and strengthening reason, and dissipating and lessening human vice. May it teach us to regulate our actions by the rule of unity, and guide our thoughts and conversation within the compass of propriety.

The Grand Secretary, R. W. Bro. Harris, then read the contents of the scroll deposited in the cavity of the stone. It contained the date of the ceremony, and the following names: Jas. Seymour, G. M. Grand Lodge of Canada; Lord Lisgar, Gov.-General of Canada; W. H. Howland, Lieut.-Governor of Ontario; Jos. Sheard, Mayor of Toronto; Hugh Allan, President of Canada Station Co.; E. P. Hannaford, Architect; John Shedden, Contractor; J. Turner, Clerk of Works; Jas. Ferrier, President of the Grand Trunk Railway of Canada; C. J. Brydges, Managing Director; G. Hickson, Treasurer; H. Bayley, W. J. Spicer, and P. S. Stevenson, Inspectors.

The above, together with copies of the city dailies and other papers, the various coins of Canada, and a report of the proceedings of the Grand Lodge, were then placed in a tin canister, properly secured, and deposited in the cavity of the stone.

Bro. C. J. Brydges then presented to the Grand Master a very handsome silver trowel, beautifully chased, with an engraving of the new station, encircled by the Grand Master's chain and jewel of office, underneath which were engraved two shields, and the names of E. P. Hannaford, Esq., Chief Engineer; C. J. Brydges, Esq., Managing Director; and J. Shedden, Esq., Contractor. Over the building was the inscription of presentation to the Grand Master. The handle of the trowel was beautifully entwined with silver maple leaves. It was manufactured by Lash & Co., King Street.

On receiving the trowel, the Grand Master replied: "Accept my thanks for this beautiful trowel which you have so kindly presented to me. It is one of the most useful and most highly-prized implement of our craft. I shall preserve your gift not only as a memento of the interesting proceedings of this day, but

also on account of the surpassing beauty of its workmanship, which reflects great credit on the silversmith who made it."

"After receiving the trowel, the Grand Master spread the cement, and the upper stone was brought above the under one and lowered by three regular stops, the band playing "God Save the Queen," after which the Grand Junior Warden Stephen applied the plumb, Grand Senior Warden McLean the level, and Deputy Grand Master Kerr the square.

The following questions and responses were then given: "G. M.—Brother Grand Junior Warden, what is the proper jewel of your office?"

"G. J. W.—The plumb rule.

"G. M.—Have you applied the plumb rule to the edges of the stone?"

"G. J. W.—I have, Most Worshipful sir, and the craftsmen have done their duty.

The same questions as to the level and square, with a like response, were put to and given by the G. S. W. and D. G. Master.

The Grand Master then said: "Right Worshipful and Worshipful Brethren, having full confidence in your skill in our royal art, it remains for me, as Grand Master, to finish the work. (Three knocks were then given upon the stone with the gavel.) Well made, truly laid, well proved, true and trusty. I strew corn upon the stone (suiting the action to the word) as the emblem of plenty; I pour wine upon it as the emblem of cheerfulness; and I anoint it with oil as the emblem of comfort and consolation.

"May corn, wine, and oil, and all the necessaries of life abound amongst men, and may the Great Architect of the Universe, who has so kindly blessed us in the proceedings of this day, enable those engaged in the erection of this building to complete it, may He protect the workmen from accident, and long preserve the structure from ruin or decay that it may serve for generations yet to come."

The Rev. Grand Chaplain then read a short prayer, after which Mr. Hannaford presented the plans to the Grand Master, who accepted them and declared them suitable and proper.

The Brotherhood then, under the conductorship of Grand Secretary Harris, who stood on the stone, gave the Grand Honours of the Order. Three cheers were then given for the Queen, the Grand Trunk Railway and the Managing Director, and the band played the National Anthem.

The procession was then reformed, and returned by the same route they had come, to the Masonic Hall."

After the ceremony of laying the corner stone Mr. Brydges entertained a large number of gentlemen at a champagne luncheon in the Music Hall. The chair was occupied by the host, and the vice-chair by Mr. John Shedden.

After the usual loyal toasts were disposed of, Mr. Brydges, before proposing the health of the Worshipful the Grand Master, made a capital speech, in which he spoke of the great want felt of a commodious and well constructed station. He said it had been a source of very great regret to those who were associated with him in the management of the largest railway enterprise in the country that they had not been able, before that time, to build a station commensurate with the importance of the place. The delay had not arisen from any want of appreciation of the importance of the question, or from any desire to shirk those responsibilities which attached to all those who were in positions of public trust. It had been the desire of the Company with which he had been connected for ten years to do all that was in its power to promote the prosperity of the country in which it was situated, but it was a source of deep regret that while so much had been done to place Canada, so far as railway enterprise was concerned, in a proud position before the world, so inadequate a return had been paid to those who had laboured so hard to that end. With regard to the new station, he was sure they would be satisfied, as they saw in course of erection, that not only were efforts being made to give Toronto a commodious station, but also one that would be an ornament to the city. The foundation stone had been laid that day by a body of men with whom he was, in a small way, connected, viz.: the Masons.

The proceedings, which were of the most harmonious kind, were brought to a close after several other toasts were given and responded to.

THE BARRIE RACE COURSE.

We produce in this issue a view of the new race course at Barrie, in which the inaugural meeting of the Barrie Riding and Driving Park Association took place the week before last. The course, which is one of the finest on the continent, is a full mile round, with a width of one hundred feet, and is enclosed near the stands with a neat white railing. In shape it is elliptical. It occupies a fine situation at the head of the bay, about a mile west of Barrie. The stands are elegantly built, and a very elegant pagoda stand is well fitted up for the judges and the press and for weighing purposes. The course was built by a company of gentlemen, who deserve the thanks of all sporting men for the very complete arrangements. A most comfortable hotel is near the stands, with comfortable stables, loose boxes, and every convenience for the care of horses. Close to the pagoda is a commodious and pretty stand for ladies, so placed as to give the occupants a good view of the horses from the start to the finish.

The meeting opened on Wednesday, the 12th inst., in the presence of some 1,500 or 2,000 people. The sport commenced at about three o'clock, the first race being for the Innkeepers' Purse of \$300, open to all horses that never trotted better than three minutes. 1st horse, \$200; 2nd, \$70; 3rd, \$30. There were nine entries, but only the following six came to the fore: Wm. Foster's w. h. "White Bird," S. Millett's ch. h. "Gold Leaf," formerly "Cock," D. Williamson's b. g. "Halton Boy," J. M. Leavens' b. g. "Central," W. Fanning's b. m. "Eva," T. E. Bailey's b. g. "C. C. Spring." The race was taken by "Spring" in three straight heats. Time, 2:42, 2:39½, 2:42. "Central" second, and "Eva" third.

The second race was open to all horses that never trotted better than 2:32. \$260, \$100, \$40. Only three horses ran: R. Armstrong's ch. m. "Molly Morris," formerly "Kitty Fisk," F. Thompson's b. g. "Catarqui Chief," J. Dougrey's b. m. "Fanny Lambert." "Molly Morris" took the race in three straight heats. Time, 2:32½, 2:32½, 2:36. "Fanny Lambert" second and "Catarqui Chief" third. This closed the day's proceedings.

On Thursday the weather being exceedingly unpropitious the races were postponed until Friday, when they duly came off. Shortly after one o'clock the bell rang for the first race,

which was the Lumbermen's Purse of \$400; handicap weight; half forfeit; running race; open to all Dominion bred horses; mile heats; best two in three; 1st, \$260; 2nd, \$100; 3rd, \$40. The entries were C. Gates' ch. h. "Jack Bell," 116 lbs.; P. Langley's br. m. "Juliana," 100 lbs.; J. Lawrence's br. m. "Ino," 5 years, 100 lbs.; W. J. & R. Jarvis' b. h. "Terror," aged, 121 lbs.; R. Harrison's b. h. "Ed. Harrison," 4 years, late "Jack Vandal," 100 lbs. The following is the summary:—

"Terror".....	1	1
"Harrison".....	3	3
"Jack Bell".....	5	2
"Juliana".....	4	4
"Ino".....	2	6

Time, 1:50, 1:48½.

The next was the running race for a purse of \$600, open to all; mile heats, two in three; \$400, \$125, \$75. The entries were D. Smither's b. g. "Edenton," 6 years; O. H. Strong's s. h. "Boaster," and O. Morton's b. m. "Norah Kista," aged. The mare took the race, with "Boaster" second. Time, 1:50½, 1:47½.

The third race was the \$500 trotting race, open to all horses; 1st, \$320; 2nd, \$120; 3rd, \$60. Entries:—Thompson's b. g. "Catarqui Chief," T. Dougrey's b. m. "Fanny Lambert," C. B. Ballards' g. m. "Snowflake." The following is the summary:—

"Fanny Lambert".....	2	1	2	1
"Catarqui Chief".....	1	2	1	3
"Snowflake".....	3	3	3	2

The "Chief" and "Snowflake" both broke badly, "Fanny Lambert" being the only one that trotted anything like squarely. The fifth heat was also awarded to "Fanny Lambert," the others having broken.

For the fourth race, \$300, for horses that never trotted better than 2:40.—1st, \$175; 2nd, \$85; 3rd, \$40; there were five entries, viz., Robt. James' b. h. "Rob Roy," F. Thompson's b. m. "Lilly Pierce," D. Williamson's b. g. "Halton Boy," W. Johnson's b. m. "Toronto Girl," J. E. Bailey's b. g. "C. C. Spring." In the first heat "Rob Roy" came in first, with "Toronto Girl" second, and "Lilly Pierce" third, but the two former having broken badly the heat was awarded to "Lilly Pierce." "Spring" fourth; "Halton Boy" distanced. Time, 2:37½. The second heat was almost a repetition of the preceding one, and was taken by "Toronto Girl," with "Rob Roy" second, and "Spring" third. Time, 2:41½. The third heat was an easy one for "Toronto Girl," who held the lead from start to finish. Time, 2:40. In the fourth and deciding heat, "Toronto Girl" went to the front at the start and kept the lead all through. She finally won the heat and race, "Rob Roy" being second, and "Spring" third. Time, 2:40½. "Lilly Pierce" took second money, having won the first heat. This closed the day's proceedings.

The third day (Saturday) was opened with the race for Premium No. 7, Northern Railway Purse; \$400 handicap hurdle race, dash of two miles, over eight hurdles. First horse, \$300; second horse, \$100. Entries: W. & J. Jarvis' b. g. "Jack-on-the-Green," 154 lbs.; J. Hendrie's b. g. "Abbotsford," 140 lbs.; Dr. A. Smith's b. g. "Lancer," 118 lbs.; Wm. William's c. h. "Mercury," 126 lbs. "Jack-on-the-Green" took the race, "Abbotsford" taking second money, and "Mercury" a good third. On the home stretch "Lancer" struck, tumbling himself and rider. The next race was for a purse of \$700, running race, open to all, two-mile heats; 1st horse, \$475, 2nd, \$150, 3rd, \$75. The entries were, O. Morton's b. m. "Norah Kista," Boyle & Forbes' ch. h. "Judge Durrell," W. J. & R. Jarvis' b. h. "Terror." The race was taken by "Judge Durrell" in two straight heats, "Norah" second, "Terror" third. Time, 3:44½.

For the \$300 ladies' purse, for Dominion bred horses that never won public money, mile heats; 1st, \$200, 2nd, \$70, 3rd, \$30; there were six entries. H. Crofton's g. h. "Barrie," R. Harrison's b. h. "Jack Vandal," J. Grand's b. g. "Post Boy," P. Langley's ch. m. "Orphan Girl," W. J. & R. Jarvis' b. h. "Charles Douglas," A. Simpson's "Algoma." The first heat was taken by "Vandal" in 1:50, "Algoma" second. "Vandal" also took the second heat, with "Douglas" and "Algoma" following. Time, 1:51.

The last race of the meeting was a consolation purse of \$150 for beaten horses, mile and a half dash. Entries:—Dr. Smith's b. g. "Edenton," C. Gates' c. h. "Jack Bell." "Bell" took the lead and kept it throughout, but "Edenton" made good running, "Bell" only winning by a head.

This finished the spring meeting of the Barrie Association, which was in every way a success, and the manner in which it was conducted will make it a favourite with the sporting fraternity.

Every facility was offered to visitors, the Northern Railway Co. running a special train to and from Barrie. Order was preserved on the ground by a detachment of the Toronto Police Force.

THE "TROUGH," MURRAY BAY.

"Le Trou" is one of the most favourite pic-nic places of Murray Bay, about nine miles distant from Warren's Hotel. It is called "Trough," or Hole, because it is situated in a little valley between high mountains. Down this valley a considerable stream of water bounds from rock to rock, now spreading out into a thin fine sheet of clear blue water, and now dashing through a narrow channel over an abrupt rock. At the foot of the Trou a little pond is formed where those who have a fancy for trout-fishing may whip a fly. Not far from this pool, an enterprising and money-loving habitant has erected a wooden shed especially for the accommodation of "little parties," and for the use of which he exacts a small fee.

The Champagne wine-growers are already in a fair way to recoup themselves for their losses during the invasion by the increase it has occasioned in their trade with Germany. The assertion recalls the old story which attributes the fortunes of the famous Veuve Clicquot to the Russian invasion of Rheims at the beginning of this century. The invaders in those days, less squeamish about fixed rations of requisitions, broke open the widows' cellars, and drank them dry. She thought herself ruined, but the robbers carried home to their own country such stimulating recollections of their delicious booty that orders poured from all parts of Russia, and the fortune of Veuve Clicquot was made.