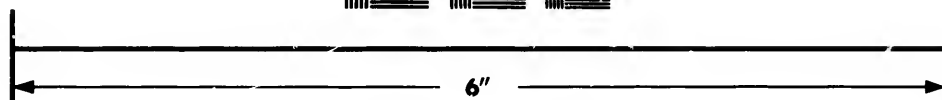
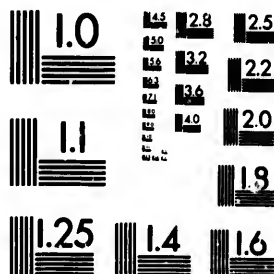


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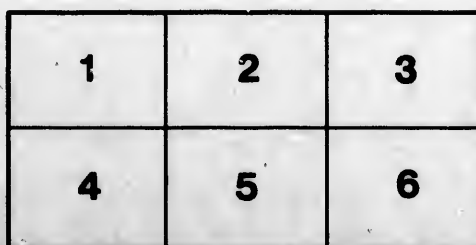
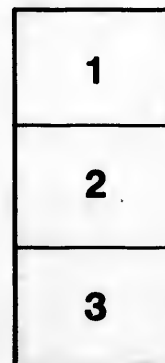
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BIRDS EYE VIEW OF KINGSTON FROM FORT HENRY, SHOWING ROYAL MILITARY COLLEGE
BUILDINGS IN FOREGROUND.

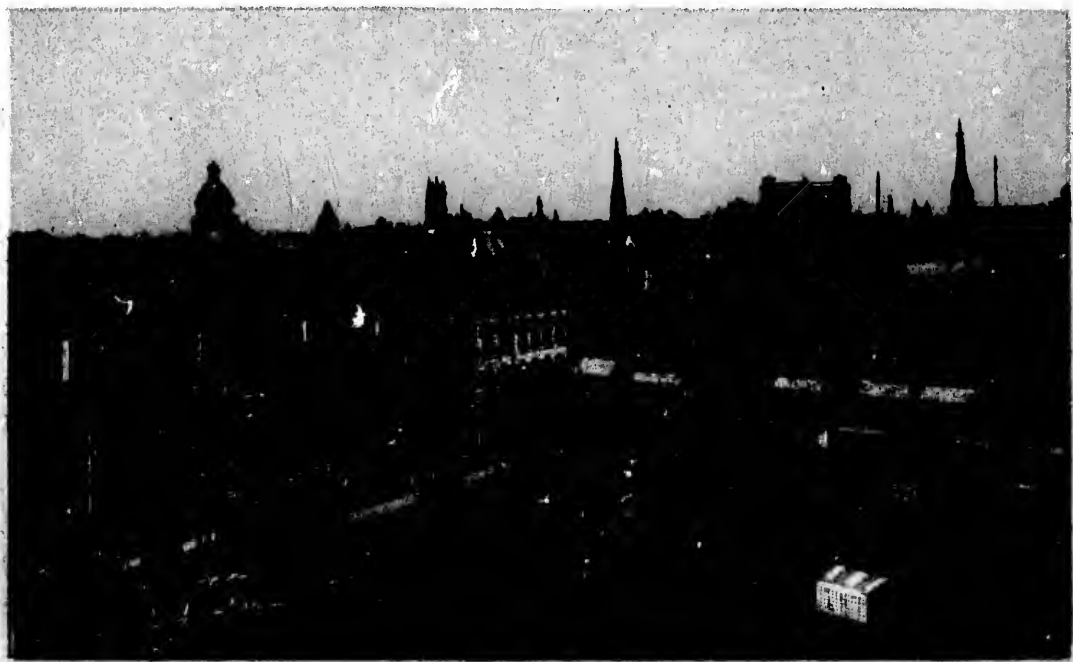
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PORTION OF HARBOR, SHOWING FORT HENRY, THREE MARTELLI TOWERS, MILITARY
COLLEGE & RIVER BOATS.



MARTELLO TOWERS, ROYAL MILITARY COLLEGE, FORT HENRY.



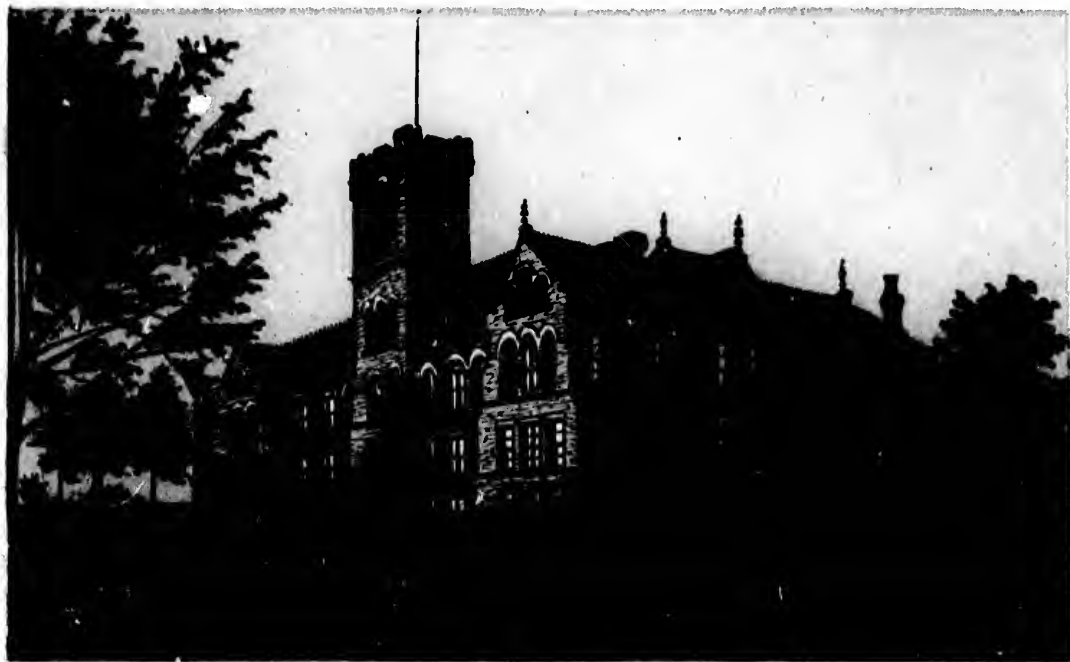
MARKET SQUARE.



CITY BUILDINGS.



COURT HOUSE.



QUEEN'S UNIVERSITY.



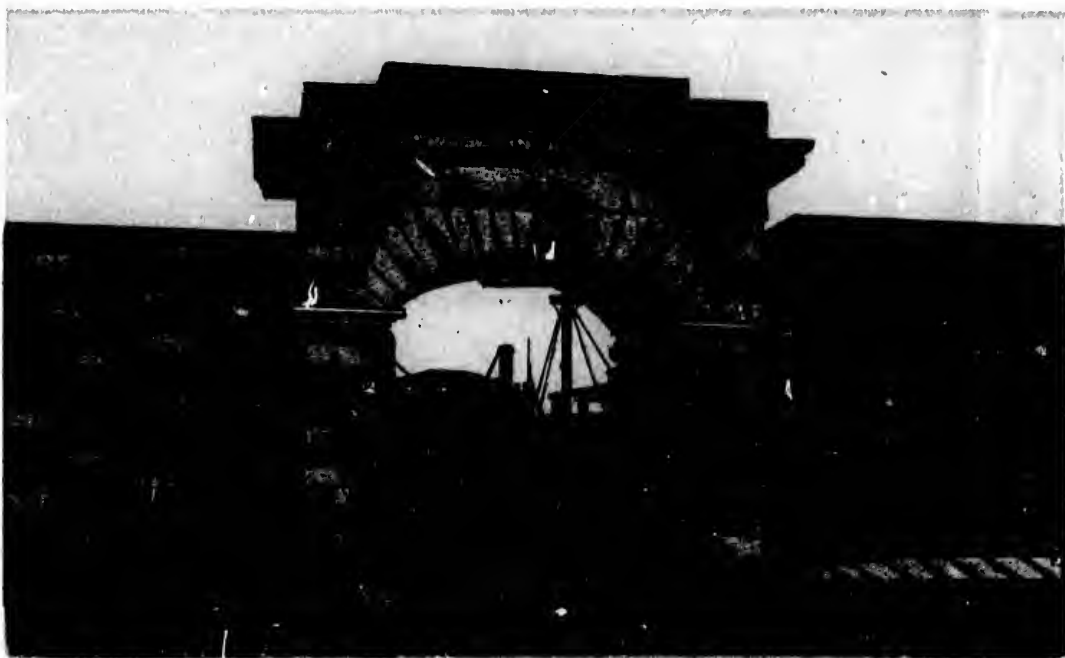
ROYAL MILITARY COLLEGE.



KINGSTON PENITENTIARY.



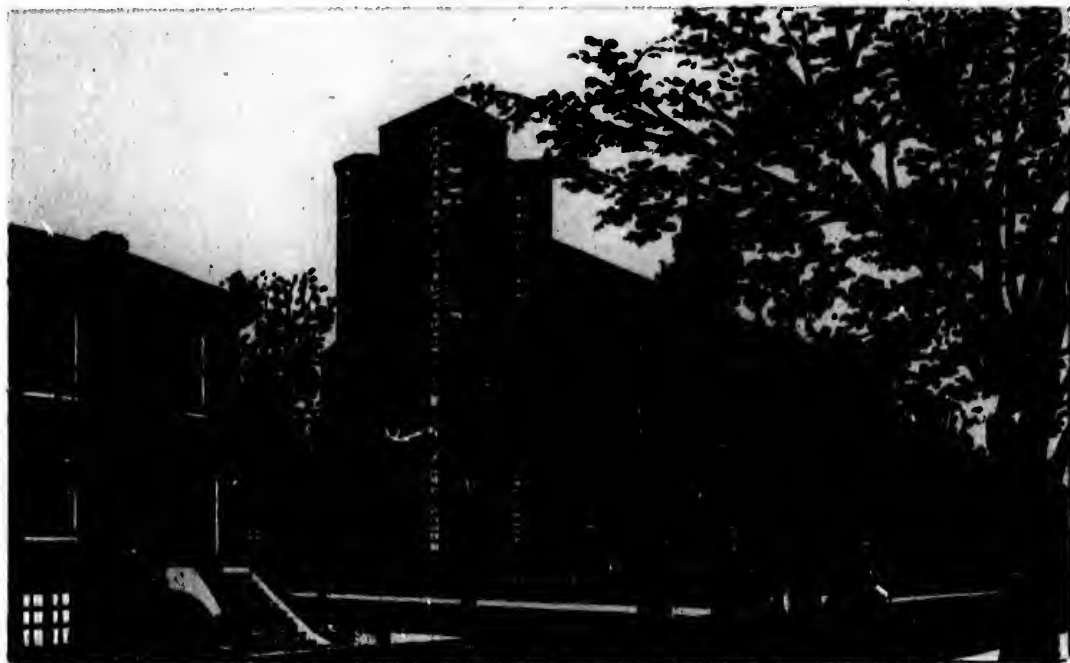
ROCKWOOD ASYLUM.



TETE DE PONT BARRACKS.



INTERIOR OF FORT HENRY.



ST. MARY'S CATHEDRAL.



INTERIOR OF ST. MARY'S CATHEDRAL.



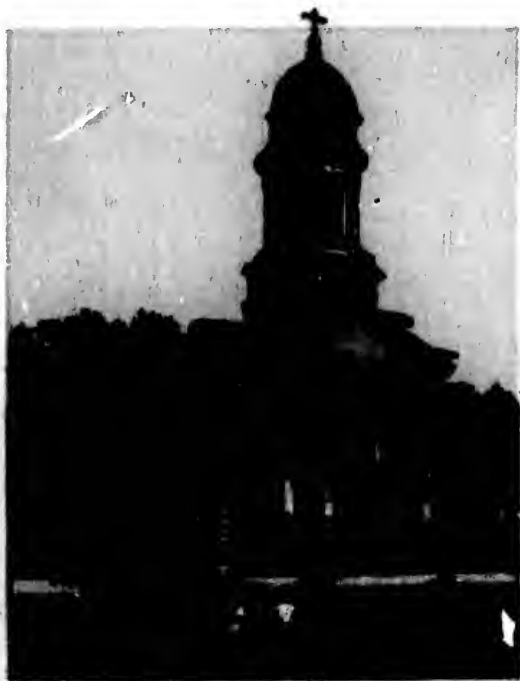
LOCK ON RIDEAU CANAL & GRAND TRUNK R. R. BRIDGE AT KINGSTON MILLS.



CHALMERS' CHURCH.



COOK'S CHURCH.



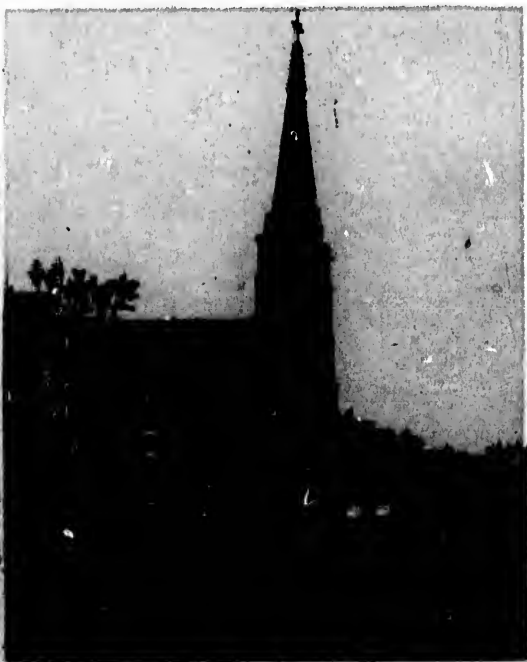
ST. GEORGE'S CATHEDRAL.



FIRST METHODIST CHURCH.



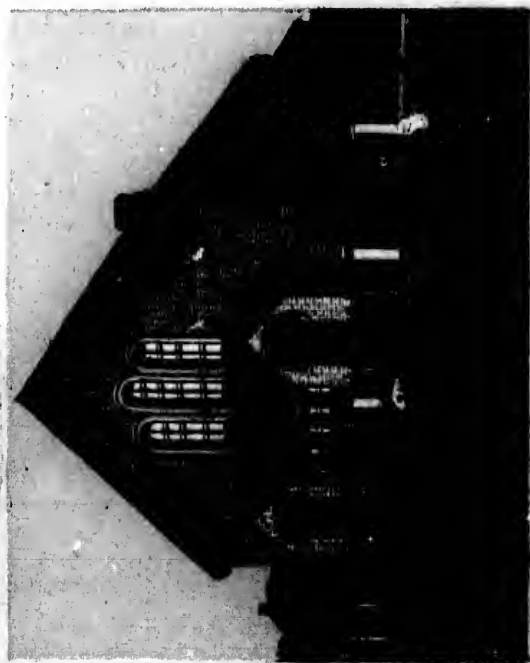
SECOND METHODIST CHURCH.



THIRD METHODIST CHURCH.



BAPTIST CHURCH.



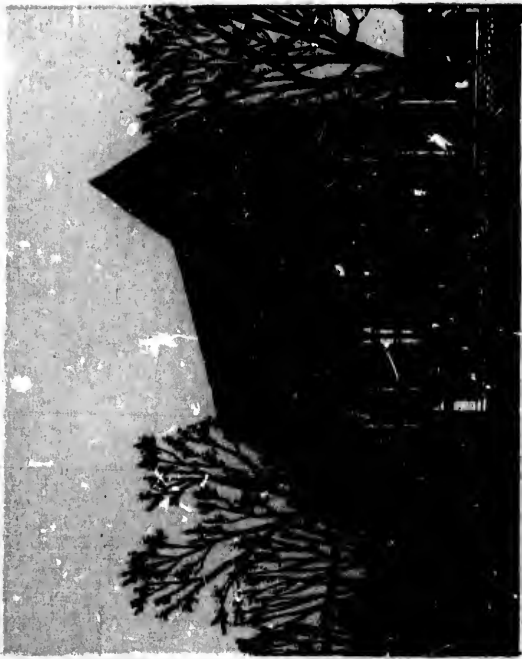
BETHEL CHURCH.



FOURTH METHODIST CHURCH.



FIFTH METHODIST CHURCH.



ST. PAUL'S CHURCH.



ST. ANDREW'S CHURCH.

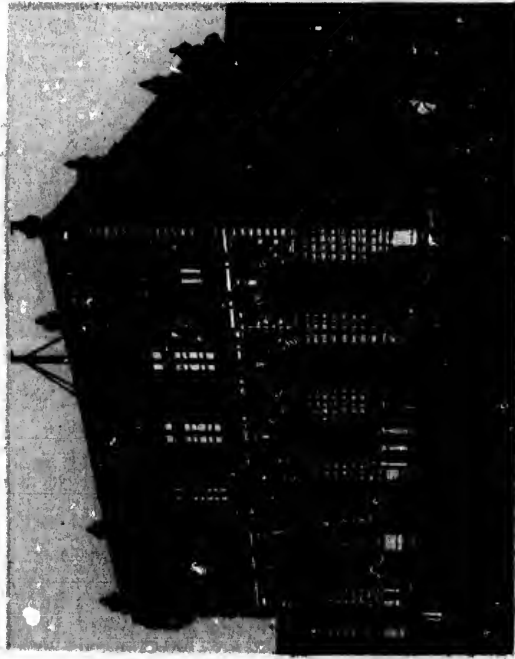


ST. JAMES' CHURCH.

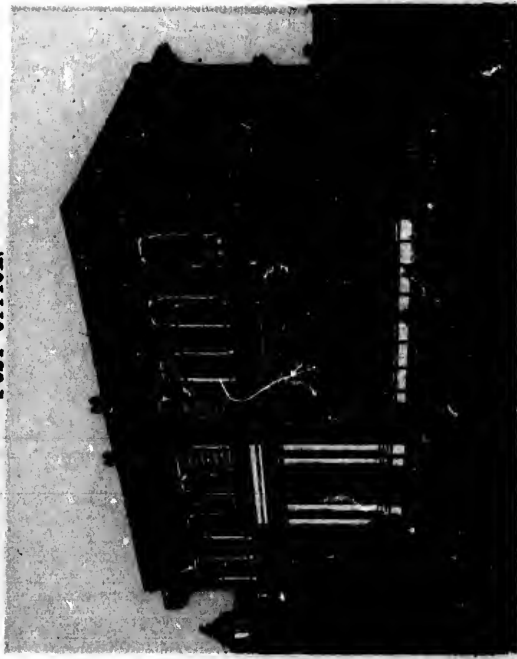


CONGREGATIONAL CHURCH.

CONGREGATIONAL CHURCH.



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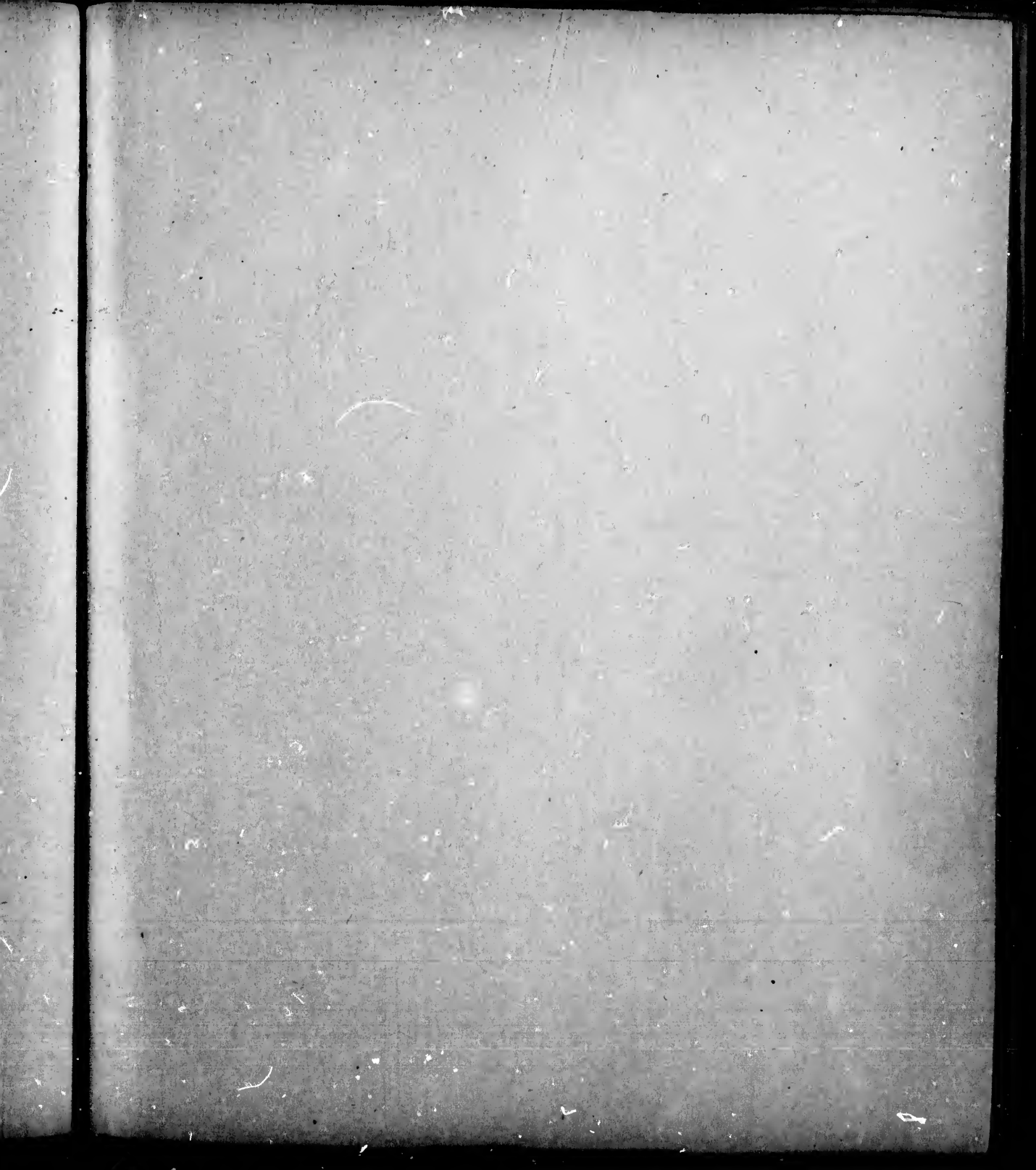
CUSTOM HOUSE.

ALL SAINTS CHURCH.



ENTRANCE TO CATARAQUI CEMETERY.





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→ KINGSTON ←

AND ITS VICINITY.



HISTORICAL SKETCH OF KINGSTON.

The old limestone city of Kingston, crowning the gentle slope of a long promontory, just where lake and river meet, possesses an interest not common in the new world,—that of historical association. Its foundation dates from the old heroic age of Canada, when her brave French pioneers were striving against terrible odds to make the continent of America a province of France. Quebec was but a village protected by a primitive fort, and Montreal was little more than a stockaded trading post, when the brave and far-sighted Governor, De Frontenac, determined to erect a "fur depot" with "defences" at Katarakoui, the present site of Kingston. This fortified outpost was intended at once to check the warlike and destructive forays of the dreaded Iroquois, which so frequently swept the country and desolated the weak French settlements, and to intercept the fur traffic which flowed naturally from the northren lakes and streams towards the young New England settlements south of Lake Ontario.

Founding of Fort Frontenac.

It was in mid-July, 1673, that De Frontenac, in full official state, led his long train of canoes and *batteaux*, filled with Indians and French soldiers, up the difficult navigation of the St. Lawrence, and through the fairy mazes of the "Thousand Islands." They halted where the winding, reed-grown *Katarakoui*—now spelled *Cataracqui*—flows out from a long chain of lakelets and streams, to join the wide St. Lawrence, as it is here separated from the sea-like expanses of Lake Ontario by long, low, sheltering islands. The spacious bay, formed by the long tongue on which Kingston stands, is described in an old chronicle as "one of the most beautiful and agreeable harbours in the world." Here De Frontenac had convoked a grand council of Iroquois chiefs and warriors, who were daily harangued and feasted by him, in order to reconcile them to the erection of the new fort, by representing it as a convenient depot for the

sale of furs and the purchase of goods. The primitive stockaded fort of logs was finished in four days, occupying the site which now forms the square of the *Tete du Pont* barracks. It was appropriately called Fort Frontenac, and the surrounding county still preserves the name of its founder.

In selecting this site, De Frontenac followed the advice of the heroic and dauntless explorer, La Salle, whose romantic and tragic career is closely interwoven with that of Fort Frontenac. He was its first commander as well as Seigneur or feudal proprietor of the adjoining county and islands. He re-built the fort in stone, cleared the land, built a church and provided for the administration of religious ordinances, being himself deeply religious and an earnest Catholic. Soon a little French village grew up close to the fort, while a cluster of Indian wigwams stood not far off, and the green meadow that lay between—now the business part of the city—was often a lively scene dotted with motley and picturesque groups,—with the wild dances of the Indians, and the sports of the scarcely less savage French *voyageurs* and *coureurs des bois*.

La Salle might have amassed an immense fortune from the profits of the fur trade and lived like a little king on his Seignior, but another and very different ambition possessed him. He had set his heart on discovering a waterway across the continent to the Eastern or Southern Ocean,—the dream of all the American explorers. As the Mississippi had just been discovered, he was resolved to explore it to the sea, and take possession of the hitherto unexplored territory, in the name of Louis XIV of France. Fort Frontenac, however, continued to be his headquarters and base of operations, during the toils and vicissitudes of the following twenty years. Again and again, he made his way on snowshoes over several hundred miles of frozen wilderness, back to Fort Frontenac, for supplies, for men, for defence of various kinds against the unrelenting and treacherous enemies with whom his life was one prolonged battle, and who succeeded in a great degree in frustrating his designs. His eventful career was at length closed abruptly by the bullet of a traitorous follower in the wilds of Texas, after having explored the course of the Ohio and the Mississippi to the shore of the Gulf of Mexico,—marked his way by a chain of primitive forts, and planted an ill-fated French colony on the unhealthy coast of the Southern Gulf. Perpetually foiled in his great and comprehensive plans, yet never giving way to despair, he stands out as one of the most remarkable heroes of French Canadian history.

After-History of Fort Frontenac.

The connection of Fort Frontenac with the brave La Salle is one of its noblest and most interesting associations. It played a prominent part, however, as the headquarters of the French forces in Upper Canada, while endeavoring to defend it against the incursions of the Iroquois. The mean and

miserly French Governor, De Denonville, Frontenac's unworthy successor, made it the scene of an act of treachery as vile as any perpetrated by the ignorant savages with whom he fought. Having beguiled a number of Oneida and Onondaga chiefs to meet him at Fort Frontenac in friendly conference,—using for this purpose the influence of two of their devoted missionaries,—he seized his unsuspecting guests, sent them in irons to Quebec, and thence to the French Galleys, there to wear out their lives in that dismal slavery. Such a wrong naturally woke a terrible retribution, and, ere long, the avenging Iroquois were desolating the country round Fort Frontenac, covering the lake with their canoes, and blockading the garrison. In order to save the latter from perishing, a truce was arranged, but this was broken by a reciprocity of treachery on the part of the Indians, which had a fruitful crop of results in the midnight massacre of Lachine, as well as the capture and destruction of Fort Frontenac, followed, soon after, by that of Fort Niagara

When De Frontenac was recalled to rescue the almost ruined colony from utter annihilation, Cataragui was again occupied by a French force. De Frontenac soon restored the fort, which was rebuilt in stone at a cost of about £600 sterling. It is described in an old MS. of the eighteenth century as having consisted of "four stone curtains, 120 feet each, defended by four square bastions. The walls were not good, and were defended by neither ditches nor palisades. A wooden gallery was built all round by communicating from one bastion to another. The platforms of these bastions were mounted on wooden piles, and the curtains were pierced by loopholes."

During the half century of peace that followed, Fort Frontenac seems to have been scarcely heard of. If a French settlement continued to exist there, it must have been of the most primitive kind. The contiguity of malarious swamps seems to have made the site so unhealthy that the death-rate in the garrison was extremely high. The French were bad settlers. Their long intercourse with the Indians and experience of the free forest life had made them restless and impatient of steady labour, while the wretched mismanagement of the colony retarded all progress in agriculture and the industrial arts. Father Picquet gives some account of Fort Frontenac in 1758 in which he says that the bread and milk which he got at the Fort were bad, and that brandy was scarcely procurable at all,—a state of things, as regards the last particular, which the supporters of the Scott Act would heartily approve, and which, at present, they aim to restore.

But the great contest, so long protracted, for the possession of the continent was now drawing to a climax, and Fort Frontenac was repaired and strengthened in preparation for it by La Jonquiere, governor of Canada in 1751. In 1758 eighty thousand British troops marched to the borders of Canada, and soon after came the last hour of Fort Frontenac.

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Fall of Fort Frontenac.

An unsuccessful but determined attack on Carillon by Abercrombie had drawn off nearly all the garrison at the Fort, when the British General, fully alive to its importance as the key to the lakes and the *entrepot* of the French marine, sent Colonel Bradstreet to take it with three thousand men and eleven guns. This strong force landed near Cataraqui on the evening of August 25th, 1758, and, quickly erecting a battery on the site of the present market-place, besieged the garrison of seventy men under a brave but aged and infirm commander, M. De Noyan. He had vainly warned the Governor of the impending danger, and when succour came at last, it came too late. A brief cannonade was too much for the dilapidated old walls, and De Noyan was reluctantly compelled to capitulate, stipulating however, for the safety of his men, and their transport to Montreal. By this surrender, the whole French navy fell into the hands of the British, including two 20 gun brigs and some barks previously taken by the French at Oswego, besides eighty cannon and a large quantity of small arms, merchandise and furs. Bradstreet loaded his barges with all the goods they could carry, burning nearly all the ships and the fort—the loss of which was one of the chief causes leading to the conquest of Canada.

Traces of the ruins of Fort Frontenac and the breastworks thrown up by Col. Bradstreet, were still to be seen many years after the conquest. The remains of the tower in the interior were removed only in 1827, and vestiges of the fort were found when the Grand Trunk Railway line was opened into the city. A few French families still clung to the ruins of the old fort after the surrender, but the place was scarcely heard of again till the enthusiastic loyalty of the U. E. Loyalists, who first settled it, had changed to Kingston its fine old Indian name of Cataraqui, which it never regained, though the river and suburban village, clustered around the pine-crowned ridge which marks the beautiful necropolis, still retain this soft sounding Indian name.

First British Settlement of Kingston.

The first permanent British settlement of Kingston took place at the close of the American War of Independence. A party of the Loyalist refugees who had left their American homes rather than forsake their allegiance to Great Britain, were directed to Cataraqui by Captain Grass, who became the captain and guide of the party, and was long a well known settler and the founder of a flourishing family. These first immigrants made their circuitous route from New York and up the St. Lawrence, their little fleet of seven barks being nearly wrecked on the way. The men alone ascended the St. Lawrence in batteaux, to survey the new home in the wilderness,

where, at that time, according to an account given by the leader of the party, "no building was to be seen save the bark-thatched wigwam of the savage or the newly erected tent of the hardy loyalist." In this primitive wilderness Captain Grass "pointed out to them the site of their future metropolis, and gained for persecuted principles a sanctuary, for himself a home."

The loyalist settlers impressed their own character of conservative loyalty on the new settlement, which has retained this characteristic ever since,—though the principles of reform have also had a strong following in it. The town grew very slowly and the life of the surrounding settlement was long primitive enough; but as it was the only place approaching the dignity of a town within hundreds of miles, it gradually became of considerable importance to the growing population about it. As there was an abundance of limestone, the log cabins in time made way for substantial stone houses, some of which, with their steep roofs and small windows, still stand as relics of the past. A grist mill was built by Government at the picturesque spot called Kingston Mills, about six miles from Kingston, where a foaming cascade tumbles out of a rugged gorge, and where are now the massive and capacious stone locks of the Rideau Canal. This great public work, which, for massive masonry, is probably unexcelled by any canal in the world, was planned as a protected though circuitous route to Montreal, removed from the dangers of frontier exposure, and is said to have been suggested by the Duke of Wellington. It now forms a pleasant means of water communication with Ottawa, to which it gave rise, and it afforded the only highway from the country northward of Kingston, previous to the construction of the Kingston and Pembroke Railway.

Kingston a Military and Naval Station.

The site of Fort Frontenac was not long left vacant as a military post. Carleton Island was first used as a station for troops and shipping, under the British occupation; but when it was discovered that this island was within the American line, Kingston once more became a military as well as a naval station, and a large building called the "Stone Frigate" was built at the dock-yard as a sort of naval school of practice for seamen ashore. Lord Dorchester was most anxious that it should be thoroughly fortified and become the capital of Upper Canada on the separation of the provinces. When the war of 1812 broke out, Kingston was one of the chief points of attack, but escaped with a cannonade from a gunboat, in which the assailant got very much the worst of it. Commodore Chauncey, with a small squadron, chased the *Royal George* into the very harbour of Kingston, where a schooner called the *Simcoe* was sunk from the effects of a similar pursuit. This war, however, which checked York or Toronto and destroyed Niagara, doubled the population, buildings and business of Kingston. Fort Henry was then begun,—at

first a rude fort of logs with an embankment,—and a chain of old-fashioned "blockhouses" surrounded the town. Snake Island, some miles out in the lake, was fortified by a blockhouse and made a telegraph station. Twenty years later, the present stone fort—also said to have been planned by the Duke of Wellington—replaced the primitive log fortification on the hill commanding the harbour, and a cincture of massive martello towers and stone batteries superseded the old blockhouses, and gave the city an imposing aspect from the water. During the so called rebellion of 1837-38, Fort Henry became an important centre of protection to the alarmed population of the vicinity ; and although no gun ever needed to be fired there, as signal of the expected "invasion", the fort became the scene of a dismal spectacle,—the execution of ten of the "rebel" prisoners. Among them was a Polish exile, named Von Shultz, who had been a victim of designing conspirators, and whose hapless fate excited much sympathy among the people of Kingston. The city continued to be a garrison station till 1872, when the Canadian Rifles, of which it was the headquarters, were finally disbanded, and no British regulars have since then occupied its fort or barracks. It has, however, a battery of volunteer artillery, and a battalion of volunteer rifles, besides being the site of the Royal Military College of Canada.

Growth of the City.

The loyal and industrious settlers of the country round Kingston, together with the military importance of the site, led to its comparatively rapid growth, distancing at first the rival settlements of York and Niagara. The opening of the Rideau Canal, which, in the absence of canals on the St. Lawrence, became an important highway for the transit of merchandise from Quebec and Montreal, gave, of course, a strong impetus to the growth of Kingston. Its situation at the confluence of four routes of water communication,—the lake, the river, the Bay of Quinte and the Rideau Canal,—has always given it the lead in the ship building of Upper Canada, being second only to Quebec in that branch of industry. The shipyards of the city, including those of its suburbs,—Portsmouth and Garden Island close by, have sent out the largest number of vessels and the greatest weight of tonnage and the yachts and skiffs of Kingston boat-builders float on many an inland lake and river. The first lake and river steamboat, built at a cost of £2,000, and appropriately called the *Frontenac*, was launched at Kingston in 1812.

Kingston as the Seat of Government.

When Upper Canada, in 1792, became a separate province, Kingston, the site of the first fort, the first surveyed township and the first town in Upper

Canada, urged in vain its claim to become the capital of the province, notwithstanding the strong recommendation of Lord Dorchester and Commodore Bouchette. Yet, though Niagara secured for a time the coveted prize, Kingston was virtually the *first* capital; for it was in an old wooden church on its market place that Governor Simcoe was first inducted into office. Here his first cabinet was formed and the writs issued to summon the first Legislative Council which soon afterwards met at Niagara, the latter, however, yielding in its turn to "Muddy Little York" which at that time scarcely possessed the characteristics of a village.

When, however, among other constitutional changes which followed the rebellion of 1837, the Provinces were re-united in 1840 under Lord Sydenham, he made Kingston the capital of the united Provinces, and a proviso to this effect was inserted in the contract of union. The Governor's accidental death put an end to the hope of Kingston becoming the seat of Government, though it retained its metropolitan position during the life time of the two succeeding Governors, Lord Sydenham and Sir Charles Metcalfe, the Vice-regal residence being Alwington House, while the Parliament of Canada met in the buildings now occupied by the General Hospital. In 1843 and '44 the fine City Hall buildings were built and offered to the Government for parliamentary purposes, but were finally declined.

Commercial Prosperity.

Yet, though the removal of the seat of government was of course a great blow to the rising city, this did not permanently check its prosperity. In 1847, besides owning a City Hall which was then considered the finest edifice of the kind on the continent of America, it contained several stone churches, a large and massive Roman Catholic Cathedral, Convents, Hotel Dieu and Seminary, an infant University, a public hospital, extensive barracks and four banks. Ten first-class steamers were daily running to and from it, while about 30 smaller steamers and propellers and two hundred schooners and sailing barges made a respectable fleet to fill its capacious harbour. It had also become a city, being elevated to that rank in 1846. In winter, communication with Montreal and Toronto was maintained by stages having their headquarters in Kingston. The Grand Trunk Railway, completed a few years later, changed its business prospects materially, because the distance of its main line from the city proper seriously interfered with its freight and transshipment business, although several elevators show that in summer it is still an important point for the transshipment of grain. The opening up of the back country by the recent construction of the Kingston and Pembroke Railway, and the running of a branch line from the Grand Trunk line into the city, have of late considerably increased its traffic and stimulated its growth.

Valuable mines, too, are now being worked in comparatively new townships in the rear, rich in mineral wealth, and the commercial interests of the city are growing large and more prosperous. Several foundries, locomotive and car works, a hosiery and cotton mill and various smaller factories give employment to many employees, and increase the business and importance of the city. The population however has been stationary as compared with many newer places, remaining for a number of years past at 14,000 or 15,000 and not yet having passed much beyond the latter limit.

Kingston as an Educational Centre.

QUEEN'S UNIVERSITY.

1841? It is rather as an educational than as a commercial centre, however, that Kingston boasts its highest claims to consideration. Queen's University, whose handsome buildings form one of its architectural adornments, is one of the oldest Universities in Canada. It was established by royal charter in 1844, in connection with the Church of Scotland in Canada, which eventually became the Canadian Presbyterian Church. It is however undenominational in its character, though it has in connection with it a theological school for the Presbyterian Church. Its beginning was small, and though it has done good work for the country, it has had little aid from the public purse. Through the energy of its friends, however,—especially of Dr. Grant, its present esteemed Principal,—and the generosity of many private individuals, it has now a large and growing endowment, urgently needed to keep abreast of the educational demands of the age. The staff of professors is being increased from year to year, and a new school of science will shortly be in operation. The building for this is to be the gift of John Carruthers, Esq., and the handsome edifice in which the Arts and Theological Departments are housed was erected by the voluntary contributions of Kingston citizens, who have repeatedly shown, in a substantial form, their warm appreciation of the institution and the benefits which its presence confers on the city. Its roll annually numbers some three hundred students, and these, with the students of the Business College, and the cadets of the Royal Military College make a considerable addition to the population of the city. Queen's University has an able staff of professors, a progressive Principal of well known ability and established reputation, and a long and honorable roll of graduates. Among its honorary graduates are the present Premiers of the Dominion and Ontario, both of whom were Kingston boys, educated in Kingston, previous, however, to the establishment of the University.

The Royal College of Physicians and Surgeons stands close by the University building and is affiliated with it. Many medical graduates pass yearly out of its halls. A Ladies' Medical College also flourishes in Kingston.

and has already sent out several medical ladies, three of whom are practising in Kingston.

A Business College and an Art School are also among the educational equipments of Kingston.

The Royal Military College of Canada.

The tongue of land called Point Frederick, which extends into the harbour between the city and Fort Henry, is the appropriate site of the Royal Military College, an imposing cluster of buildings surrounded by a neatly kept parade ground, washed on all sides but one, by the blue waters of the bay. The main building is a handsome Norman edifice, and the old "stone frigate" already referred to, of substantial cut stone, is also utilized for residence purposes. A toboggan slide on the fort hill close by, and the frozen expanse of the harbour, give the cadets a spacious exercise ground in winter, while in summer they can find plenty of room for the oar and the paddle on the bay, which is generally gay with skiff and sail-boat, as well as the steamers and barks of all sizes constantly flitting to and fro. Some of the ex-cadets have won honorable distinction in the British Army and in the North-west rebellion.

Fort Henry.

The origin and history of Fort Henry have already been noticed. The woods on the sloping hill were first cut down in consequence of the alarm caused by the war of 1812, which also led to the construction of Fort Henry. The present fort of stone, replacing the original one of logs, was begun about 1832. It is a well planned fortification for the military needs of that time, enclosing an extensive area, with glacis, ditch, flanking towers, and a subterranean passage to the water. But in modern warfare, it would be of little use, and part of the masonry of the river embankment is falling into somewhat unsightly disrepair.

Court House.

One of the most beautiful buildings of Kingston is its fine Grecian Court House of chiselled water-limestone, almost as light in color as marble, for which at a little distance it might easily be mistaken. It contains ample accomodation for the various courts and court offices, and in the rear is a substantial gaol which, happily, is not often well filled with inmates. The Court House was burned down in 1876, but was speedily restored in its original style.

Provincial Penitentiary.

The Provincial Penitentiary contains some 600 inmates under the wardenship of M. Lavell, M.D. It is a prominent object in approaching the city by water from the westward, its massive walls and dome towering above the pretty suburban village of Portsmouth, about a mile and a half west of the city. A number of handsome residences with charming grounds, adorn the intervening space, one of the oldest of which is the Alwington House which did duty as the Government House while Kingston was the metropolis of Canada, and which is the property of one of Kingston's most esteemed citizens, J. A. Allen, Esq., father of Grant Allen, the well known author, who is "a son of the soil," having been born at Wolfe Island in the close vicinity of the city.

Lunatic Asylum.

About a mile beyond the Penitentiary is the extensive pile of buildings which form the Lunatic Asylum, accommodating several hundred inmates, under the management of Dr. Clarke. The grounds adjoining are very extensive and comprise some of the most beautiful sites on the shore of the lake, once a favorite pic-nic resort for the Kingstonians. Spacious as the building is, it is not sufficient for the accommodation of the unfortunates for whom it is designed, and a branch Asylum has been opened in a building within the city limits known as Regiopolis, and originally built for a Roman Catholic College, for which it was used during a number of years.

Hospitals and Charities.

The General Hospital occupies a pleasant site near the wide *campus* of Queen's University, and commands an extensive view of the lake. It was built about half a century ago, after an alarming epidemic of "ship fever" which filled Kingston with sick emigrants, many of whom were laid in one grave in the grounds on which the hospital now stands. The building, as has been already noticed, was used as the Parliament Buildings during Kingston's metropolitan reign. It is a well arranged and well managed hospital, and, besides being a training school for nurses, plays an important part in the education given at the Royal Medical College close by.

The Orphan's Home, a most useful and excellently conducted institution, somewhat to the north of these buildings, has also an airy and healthy site. It shelters about sixty orphan children, whose education and moral training are carefully attended to. Another useful public charity is the House of Refuge for the infirm and aged or the temporarily homeless. This asylum

stands to the north-eastward of the city on the road leading to the Grand Trunk station, and commands a pleasant view of the Cataraqui as it leisurely descends from Kingston Mills. A Roman Catholic hospital—the Hotel Dieu—and a House of Providence for orphans and aged people fill up the number of Kingston charities.

The Churches.

The first church built in the sight of Kingston was the little French church built by La Salle about 1674; its Recollet pastors numbering about a hundred families in their cure. Its next successor was the old French stone church of St. Joseph, still standing. The Roman Catholic Cathedral of St. Mary's was begun about 1844, and is a fine Gothic building of imposing size, with a handsome interior. It has been improved from time to time, but still lacks the tower which would complete the harmony of its proportions. Its vault enshrines the remains of several bishops who have successively filled its episcopal chair. A handsome episcopal palace stands beside it in extensive grounds. The oldest church building in Kingston, still used for its original purposes, was, up to April 1888, St. Andrew's church, built by Scotch Presbyterians in 1820. It was a substantial stone building, handsomely faced with cut stone, and had been for nearly seventy years the place of worship of a large congregation, when it was accidentally destroyed by fire. A handsome new church is to be erected on the same site. The first minister of St. Andrew's was the Rev. John Barclay, who began his ministry in 1821. His successor was the Rev. Dr. Machar, a man of high Christian character and great influence in the community, during a long ministry of thirty seven years. Since his death, the Rev. W. M. Inglis and the Rev. T. G. Smith have successively held the pastorate, and the present incumbent is the Rev. John Mackie, formerly of Dalbeattie, Scotland.

ST. GEORGE'S CATHEDRAL.

The second oldest church building in Kingston is St. George's church, a substantial stone edifice in the Grecian style, built in 1825, which became a cathedral church when the Episcopal diocese of Ontario was formed, more than a quarter of a century ago. It was preceded by an old wooden building which still stands on the corner of Union and Wellington Streets. Its first pastor and rector was the Rev. John Stuart, D.D., who was also Episcopal Missionary to the Mohawk Indians in the vicinity. After his death at a good old age, he was succeeded by his son, the Rev. George O'Kill Stuart, who long ministered in Kingston as Rector, Archdeacon and finally Dean. He owned a large part of the ground now occupied by the city, including the campus of Queen's University, on which he built a large and stately mansion now transformed into Professors' residences; and several of the prettiest

streets in the vicinity are called by his name. One of the earliest assistant ministers was the Rev. Robt. Cartwright, father of Sir R. J. Cartwright, ex-finance minister of the Dominion and a well known reform leader. Mr. Cartwright, though dying while still a young man, left a saintly memory which is not yet forgotten. A man of similar character was the Rev. Henry Wilson, now assistant minister in St. George's New York, to which he went from Kingston some years ago. Dean Stuart was succeeded by Dean Lauder, who in turn gave place to Dean Lyster, superannuated in 1884, but nominally still holding the deanery. When the Diocese of Ontario was constituted, Bishop Lewis lived for some time in Kingston, which was made the Cathedral town, but eventually fixed his residence in Ottawa. The Rev. B. Buxton Smith is now acting rector, and the Rev. A. W. Cooke officiates as curate. The adjoining Synod Hall was erected about 1870.

ST. PAUL'S CHURCH.

St. Paul's Church, on Queen Street, was built in 1845, partially as a memorial of the Rev. Robert Cartwright, whose remains were laid in an old churchyard on its site. The Venerable Archdeacon Stuart was also interred in its vault. Its clergymen have successively been the Revs. W. Gregg, W. Clark, J. A. Mulock and the present incumbent, the Rev. W. B. Carey.

ST. JAMES' CHURCH.

St. James' Church, corner of Union and Barrie Streets, was also built about 1845. Its first minister was the Rev. R. V. Rogers, first appointed as a suburban missionary. After a faithful pastorate of more than a quarter of a century, he was succeeded by the Rev. F. W. Kirkpatrick, a man greatly beloved, whose sudden and premature death in 1885 was deeply lamented. He was followed by the Rev. J. K. McMorine, the present pastor. The church, though a neat and tasteful one, is much too small for the congregation, and is likely soon to be enlarged.

FIRST METHODIST CHURCH.—SYDENHAM STREET.

The first Methodist Church in Kingston was built ~~about~~ 1818. Its senior successor is Sydenham Street Church, a handsome edifice with the tallest spire in Kingston, built about 1850. It is too small however, and is now being greatly enlarged and improved. It has of course had a long list of clergymen, among the most eminent of whom have been the Rev. Egerton Ryerson and the Venerable Dr. Douglass, now of Montreal. Its present pastor is Rev. J. W. Sparling.

SECOND METHODIST CHURCH.

The Queen Street Methodist Church was built about 1864 by an offshoot from the congregation of Sydenham Street Church. A new one was built close to it in 1884, but unfortunately destroyed by fire in the succeeding year. It has since been re-built, and is a very handsome and tasteful church. Its present pastors are Rev. R. Whiting and Rev. S. G. Bland.

THIRD METHODIST EPISCOPAL.

The former Methodist Episcopal Church was built about 1878, at a time when there was scarcely the nucleus of a congregation, and it is now well filled. It is a plain neat brick structure. When the union took place it became the Third Methodist Church, and its present pastor is the Rev. J. E. Mavety.

FOURTH METHODIST CHURCH—BROCK STREET.

The former primitive Methodist Church on Brock Street was built about 1861, during the ministry of Rev. G. Wood. Its style is simple, but tasteful and solid. Its present pastor is the Rev. R. Stilwell.

FIFTH METHODIST CHURCH.

The Fifth Methodist Church is a neat little building at Williamsville, whose officiating pastor is Rev. W. Sparling.

FIRST CONGREGATIONAL CHURCH.

A Congregational congregation existed in Kingston as early as 1810. The present tasteful edifice of the First Congregational Church was built about 1851. The Rev. Kenneth Fenwick was the pastor who occupied it, and after a ministry of twenty-six years was succeeded in 1877 by the Rev. Dr. Jackson, who still ministers to a large congregation.

BAPTIST CHURCH.

In 1840 the first Baptist congregation was formed, and worshipped in a small rough-cast building on Johnston Street till 1882, when the new edifice now in use was erected. The Rev. G. Gilmore, the Rev. J. Dyer, the Rev. W. Coombs and the Rev. A. Lorimer and others successively ministered in it. The Rev. George Graftey was pastor for ten years and was much esteemed. He was succeeded successively by the Rev. C. Cook, Rev. Dr. Hooper and Rev. Mr. Walker, the present pastor.

COOKE'S CHURCH.

When a division took place in the Presbyterian Church in Canada, in 1844, an Irish Presbyterian Church was formed. Its pastors were successively the Rev. W. Reid, the Rev. Andrew Wilson, and the Rev. S. Houston, the present minister. The church, formerly a plain structure, was much enlarged and improved in 1886, and is now a handsome edifice. Its congregation remains largely Irish in character.

CHALMERS CHURCH.

Chalmers Church had its origin at the same time with Cooke's Church, though the building was not erected till some years later. Its first pastor was the Rev. Dr. Burns, now of Halifax. He was succeeded by the Rev. Mr. Pierce, who, after a brief pastorate was followed by the Rev. Patrick Gray, a

man of great breadth of mind and Catholic spirit, who was esteemed and beloved by all, and whose too early death was deeply regretted. The Rev. F. McCuaig succeeded him, and was followed by the Rev. M. Macgillivray, the present pastor.

BETHEL CHURCH.

Bethel Church, near the head of Johnston Street, is an offshoot from the First Congregational, built 1878. Its present pastor is the Rev. Mr. McFadyen.

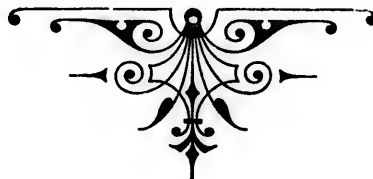
All Saints, St. Marks, Barriefield, and St. Johns, Portsmouth, are small suburban Episcopal churches, ministered by the Rev. F. Prime, Rev. K. L. Jones, and Rev. F. W. Dobbs respectively. The latter is one of the oldest clergymen of Kingston, uncle of Sir Richard Cartwright.

SALVATION ARMY BARRACKS.

The Salvation Army Barracks, Queen Street, were built in 1884 and have been twice burned down and twice restored with characteristic zeal and perseverance.

Kingston has several pleasant summer resorts in its immediate vicinity. The sail up the Bay of Quinte—an arm of the lake—to Belleville, is a charming one. Sharbot Lake in the back country is growing a favorite fishing and summer resort. The Thousand Islands are frequently visited by the citizens, some of whom have summer residences among their bosky recesses, and no doubt in time there will be a long line of handsome villas all the way along the shore to the thriving village of Gananoque, eighteen miles distant.

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