

EDITORS OF THE WHIG SINCE ITS FOUNDATION

I have known every editor of the Whig since its foundation in 1834. Naturally that does not mean that I have lived the length of years that the Whig has existed...

Dr. Barker spent his declining years at his home on Barrieffield Heights, honored and revered by a great body of the citizens who had known him through his very remarkable career.

The first editor after Mr. Pense assumed the conduct of the paper was Mr. Fuller, who afterwards became the clerk of the crown for Frontenac county.

The late Wm. Tandy, a Kingstonian, and a singer of great merit, was editor for some ten or twelve years, and his constant assaults upon the national policy during the eighties are recalled by many citizens.

And then came Robert Meek, a bosom friend and a genuine man. He was "the whole thing" in the Whig when I came.

man of incisiveness and with a fine knowledge of the English language. He was a constant student, he read extensively and he had the faculty of retaining the knowledge obtained.

I have lived with the Whig through days of adversity and prosperity. It had a circulation of 800 when I landed here; today its daily output is eight times as great.

It has had a long line of splendid workers; its reporters have all been energetic and full of the journalistic spirit.

J. G. ELLIOTT, President British Whig Pub. Co.

WHIG'S FOUNDER AND GRANDSON



DR. E. J. BARKER Founder of Whig; conducted it from 1834 to 1872.



E. J. BARKER PENSE Who published the Whig from 1872 to 1919.

CANADA'S OLDEST PRINTER RECOUNTS EARLY EXPERIENCES

Incidents of Samuel Reid's First Days in Whig Office Show the Difference Between the Modern Plant and That of Sixty Years Ago.

It was on July 12th, 1858, that Samuel Reid, who has more active years of service to his credit as a printer than any other man in Canada...

"Political bitterness ran pretty high in those days. I remember one day at Odessa when nominations for the legislative council were being made...

"It was a jack-of-all-trades, and sometimes had to keep charge of the payroll, show books and the circulation of the paper. Everything was set by hand...

"The two presses, which were the first that the Whig used, were small affairs, made by R. H. Hoe in New York, and were run by hand.

"In my first days at the Whig I was paid \$1.50 a week and counted myself very lucky when I was raised to \$2.50 after several years of service.

A man does a lot of things he dislikes to do because his neighbors don't want him to do them.

the first four thousand I set in one morning.

"There have been many improvements in the Whig in my time, and I have been thankful to see them all.

Except for a short period when he worked in New York, Boston, and Richmond, Va., and on the Kingston News, Mr. Reid has been in continuous employ of the Whig, and is still on the pay roll, although he has ceased to perform any active duties.

"I want to be on the Whig staff until I die," said Mr. Reid, "and my only regret is that I can't get down here every day to set up type like I did in the old days."

Employment is still found for Mr. Reid, for he occasionally writes a review of some of the moving pictures at the theatres for the Whig.

Mr. Reid is always a welcome visitor at the Whig, and he generally drops into the composing room at intervals to get a smell of the printers' ink and to see that the type is properly replaced in the cases.

A BIGGER KINGSTON.

(Continued from Page One) and higher ideas and ideals, will have a large part to play in its development and growth.

Water and Rail Facilities. Another feature which will tend to make Kingston greater in the future will be the extended harbour and the government elevators which we hope to see built on the waterfront very soon.

At the present time the company is doing fairly well. It is operating the cars on the best possible schedule. For a company which is growing gradually, and which is not yet earning dividends for the shareholders, it is looking after the interests of the citizens in a creditable way.

Aerial Possibilities. The future of aviation also has possibilities for Kingston. The C.P.R. has been authorized by parliament to go ahead and operate aerial lines for passengers and freight.

Toronto. So far there is no definite plan for the development of the commercial aeroplane, but Kingston should come in for a large share of any industry and trade which follows in the wake of this development.

Room for Optimism.

And so there is no reason why we should not be optimistic regarding the future of our city. We need houses, we need a hotel, we need industries, we need a more progressive and wide-awake city council, but these things are all coming, and coming soon.

KINGSTON'S STREET CAR SERVICE.

The Kingston, Portsmouth and Cataract Electric Railway, which supplies Kingston and the adjacent village of Portsmouth with its street car service, is the outgrowth of a company which was incorporated by an act passed by the Ontario Legislative Assembly and assented to on February 10th, 1876.

The first cars ran on Princess street from the city limits to King street, along King street to Barrieffield street, up Barrieffield street to Union street, and along Union street to the city limits.

In 1834, the Whig's first battles were fought against the competition of convict labor with home mechanics and for the incorporation of Kingston as a town.

In 1834, the year the Whig was founded, the business men of Kingston held a meeting en masse to organize a scheme to create water-power for Kingston by damming the Rideau at Bell's Island or running a sluice from Kingston Mills or Loughborough Lake.

Dr. Edward J. Barker, the Whig's founder, who lived at Barrieffield was once clerk of the Kingston township council. In 1837 the doctor published an opera entitled "The Bridgroom."

LIFE STORY OF KINGSTON, THE OLD LIMESTONE CITY

Away back in 1673, hawk-faced Count De Frontenac, pushing his way along the great lakes, became seized with the fact that the English were stealing the fur trade of New France.

The fort—practically a palisaded log cabin on a large scale—was duly built and De Frontenac shortly afterwards returned to France, convinced that he had locked, bolted and barred the English from the river.

La Salle used his occupancy of Fort Frontenac as a spring ground for his exploration of the Mississippi. His successor, De Monville, massacred a number of Indian chiefs by peculiarly treacherous methods.

After this stormy period Kingston stagnated until it was permanently settled by a party of United Empire Loyalists at the close of the American war of Independence.

But the town was not through with

its periods of stress and storm. The American War of 1812 threw it into a turmoil at once. The government dockyard was situated on the peninsula opposite the town, now occupied by the Royal Military College.

Long before this, Kingston was recognized as having a great future. In 1795 a visitor from England wrote urging its claims to be designated as the capital of Upper Canada, which had recently been separated from Lower Canada.

Kingston held its capitalship for only three years. Foiled in its dreams of political pre-eminence, it has not remained supreme. It occupies a unique place in the honour roll of Canadian cities. It is the headquarters of Military District No. 3, extending from Cornwall to Bowmanville, and from Kingston to somewhere about the farthest north, including Ottawa.

Kingston is also the home of the penitentiary for the province of Ontario and has, in addition, a splendid array of charitable institutions. Last, but not least, it has achieved a steady and enviable prominence as a school centre, as set forth in detail in the pages of this edition.

INTERESTING REMINISCENCES OF THE WHIG'S EARLY DAYS

The Whig's first battles were fought against the competition of convict labor with home mechanics and for the incorporation of Kingston as a town.

In 1834, the year the Whig was founded, the business men of Kingston held a meeting en masse to organize a scheme to create water-power for Kingston by damming the Rideau at Bell's Island or running a sluice from Kingston Mills or Loughborough Lake.

Kingston in 1834 had a population of 4,578, including a military garrison of 1,000. The general opinion is that Kingston would to-day have been a bigger place if it had not been a garrison town.

Dr. Edward J. Barker, the Whig's founder, who lived at Barrieffield was once clerk of the Kingston township council.

The Whig in its young days had more than once to appear in half size owing to delays in receiving stocks of printing paper.

In the early days, the Kingston newspapers were in the rag business, giving two pence a pound for rags, which went into the manufacture of paper.

Bajus brewery (once Dalton's), is the oldest commercial institution in Kingston, having been established about 110 years ago.

Upon Lord Elgin's first visit to Kingston, the Whig employes turned out in a van with a small hand press and printed a welcome while passing along the streets.

Among those who aided the Whig years ago in its daily portrayal of local life was Charles Sangster, the gifted Canadian poet.

One of the grave charges brought against the Whig in 1834 was that its editor was seen in a saloon one evening. A Whig editor to-day would not be seen in a barroom—no, not when there is only two per cent to be had.

When the Whig was started, "at-fairness of honor" were still in vogue. The paper exposed military officers who had insulted a host of ladies at various times in the city, describing him as "drumstick-legged, with red 'am's horn whiskers and goat's hair."

The Whig started in early in its career to fight the battles of the people. Its first fight in 1834 was against the magistrates who fined William Carrell, of the Coffee House \$3 and \$2.50 costs because his serving man drove down to the wharf with a package for a third party.

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PRICES NOW AND 25 YEARS AGO.

Table comparing prices in 1894 and 1919 for various goods like potatoes, lamb, butter, eggs, etc.