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The Wilson, Lytle
Badgerow Co. Limited

D. B. MURRAY,
LOCAL MANAGER.

BRANCH FACTORY:
BAGOT ST., KINGSTON

A FEW REMINISCENCES OF KINGSTON IN THE LONG AGO

In 1842 the wards of Kingston were five in number—Parliament, Ontario, St. Lawrence, Frontenac and Cataraqui. The council was composed of two aldermen and two councillors for each ward. Aldermanic qualification was a residence of four years in the town and an assessment of fifty pounds sterling. The qualification of councillors was a three-years' residence and assessment of thirty pounds. The mayor was elected by the council and his salary was fixed at not less than one hundred pounds and not more than three hundred. The smaller sum prevailed. Eighty-two years afterwards (1924), the salary of the mayor is \$1,200. Thus the mayor of Kingston in 1842 was better off in regard to remuneration than he is to-day.

A peculiar incident occurred in Kingston in 1845 during the absence of Mayor John Counter who was in England. James Williamson, the senior alderman, was acting for him, and among other duties he had to preside at the police court. A certain person, who afterwards held high official rank, was brought before him and fined heavily. The conviction, on account of some illegality, was quashed and Mr. Williamson was out of pocket 37 pounds 10 shillings. He thought the council should recoup him but it did not. Motions favoring a refund were put half a dozen times and as often defeated.

Kingston was in a lively state during the exciting times of the rebellion of 1837-38. The 26th Regiment of British Regulars had been withdrawn to do service in parts of the country more vulnerable, and the defence of the ancient stronghold of Frontenac devolved upon the volunteers, who responded with alacrity to the loyal call. At one time 800 men were in garrison here, while the others had been sent nearer to "the seat of war." The rebellion excitement reached its height in February, 1838. One Sunday evening it was reported that the "patriots" and their United States sympathizers were moving upon Kingston, coming by way of the ice-bound river. At once the main streets were barricaded. Though the next day dawned without any sign of an enemy, the false alarm

brought the highest measures of precaution into play. Volunteers were called in from the country and an ice entrenchment was erected on the harbor in front of the town. On Tuesday fresh activity was engendered by a false report of the landing of rebels on Howe Island. The services of 140 Indians, who came forward from the Mohawk Reserve, were accepted and every male inhabitant was called out as a reserve force for defence.

Writing of the rebellion forty years ago, Dr. Edward J. Barker, who founded and edited the Whig for years said: "And yet the ill-advised, quixotic and ragged crew (the rebels) were all our friends in that they hastened the political freedom of Canada by preparing—yes stirring England into granting responsible government."

The business men of Kingston were hopeful in 1834—ninety years ago. They met en masse to organize a scheme to create water power for Kingston by damming the Cataraqui river at Bell's Island, or running a sluice from Kingston Mills or Loughboro Lake. J. B. Mills, engineer, surveyed the routes and estimated the Loughboro plan to cost \$150,000; the Cataraqui river dam \$56,000 and the raceway from Kingston Mills \$64,000. Nothing more was done until ten years ago when Mr. John M. Campbell developed power at Kingston Mills.

Upon Queen Victoria's accession in 1837 a big procession was held in Kingston and it is recorded that a joke-loving baker was landed in jail for mixing jalap in a barrel of beer distributed to the public on the market square. The result, so the Whig report remarks, "were decidedly unpleasant."

In the Whig of 1834 W. P. Cook advertised that having been elected town and church warden he thought it right to lay before the public his powers and duties and to request support from all lovers of good order. In those days the Church of England minister appointed one warden and the householders of the town another, and these two formed a corporation to represent the people and act for them in all courts.

Mistletoe Ritual

Christmas is the time for kisses. Under the mistletoe of course. Every

one imagines that by virtue of immemorial custom any man can kiss any lady—from baby to grandmother—who is caught beneath it consciously or otherwise. This is wrong. It is a custom that has only obtained recognition in comparatively recent years.

In older times there was a fixed rule as to the number of people who could be kissed under one sprig of mistletoe, and this was controlled by the number of berries it bore. Doubtless it was meant to prevent a harmless merry joke from degenerating into a nuisance.

The old rule insisted that every man who claimed and secured a kiss under the mistletoe must remove a berry at once. Then when all the white berries had gone the sprig became a mere element of decoration and no more kisses could be extorted or cajoled.

In some houses, especially abroad, it was considered essential that the youngest member of the family should place the mistletoe in position and that he or she should receive the first kiss accompanied by a seasonal present. This as a rule led to father holding up the baby of the family, bestowing the paternal kiss and also the paternal present. After that it was a case of catch-as-catch-can until all the berries were gone.

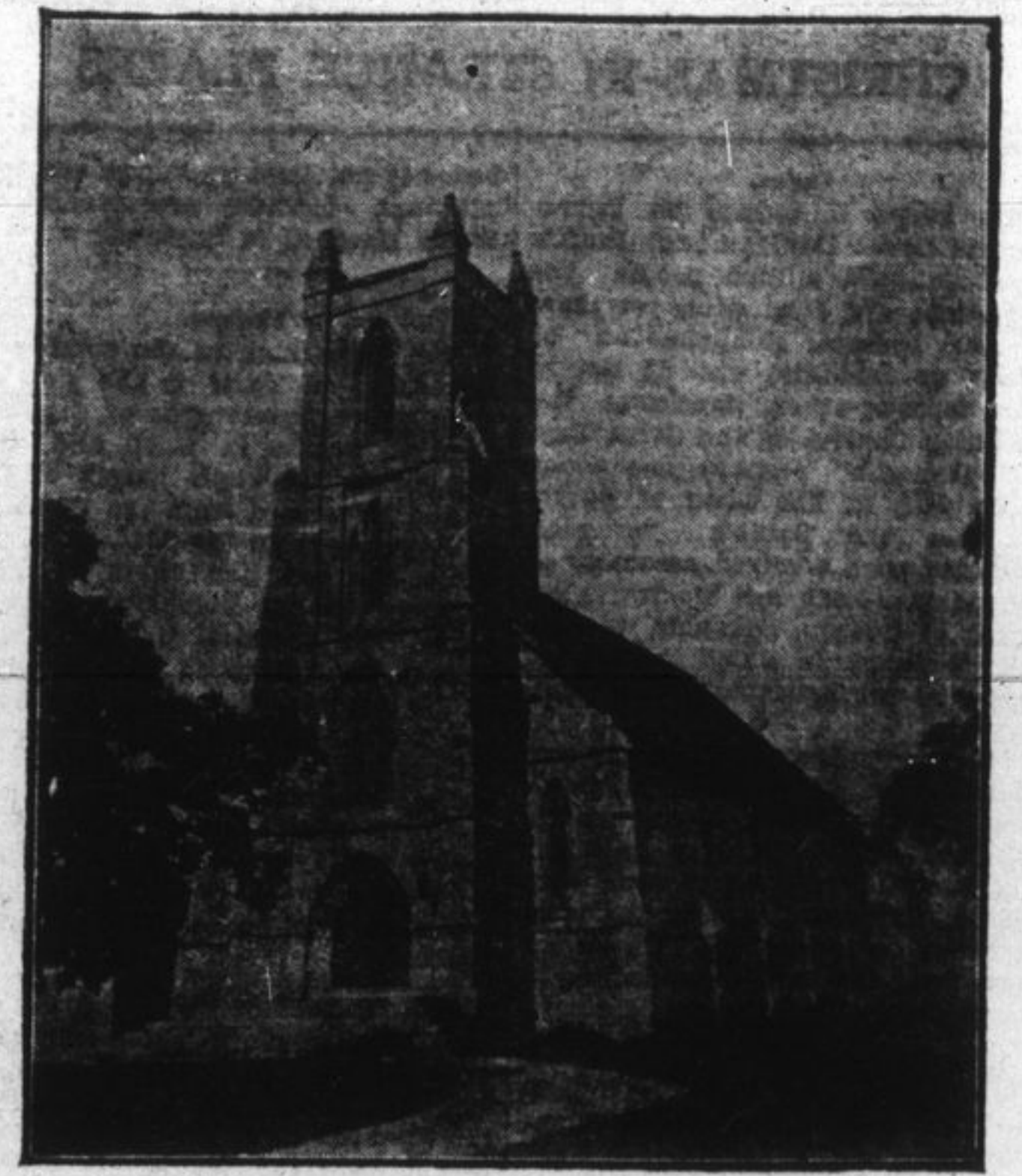
In some places the mistletoe was placed before the front door and the kiss was merely the usual one of greeting and welcome to an arriving guest.

People Who Have No Christmas

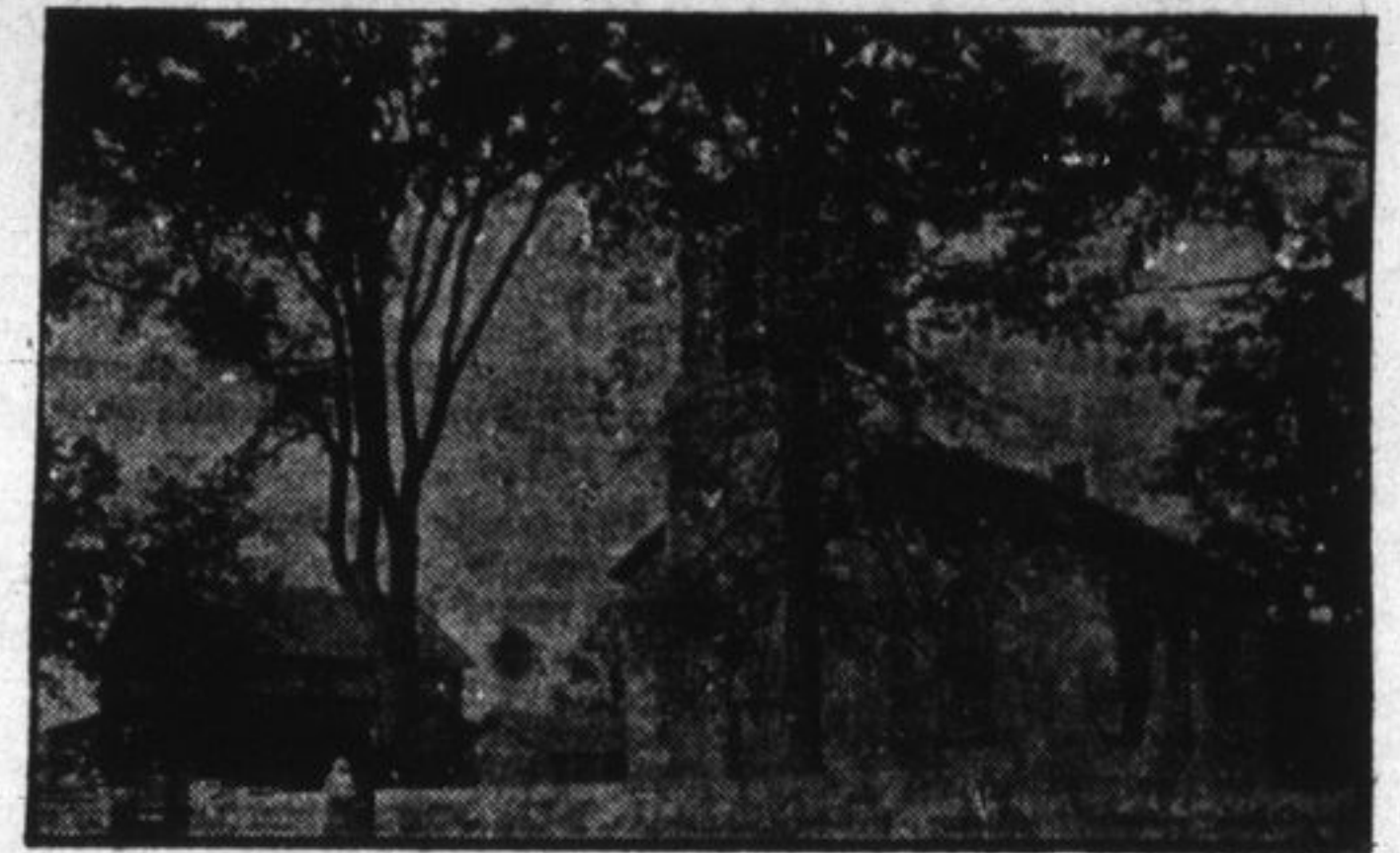
Christmas, it has been said, is almost as much a thing of the hearth as it is of the heart, and it is quite true that the Yuletide festival is essentially one to be observed in the freights and the laughter of home. A Christmas which lacks the joy of the family gathering, the customary pleasures of the heavily laden table, the jolly games that are indulged in by old and young alike, can scarcely be called a Christmas at all. And yet there are hundreds and perhaps thousands of men (and to a smaller extent women) who have to forego the real Christmas of hearth and home, for the sole reason that the ordinary machinery of workaday life cannot be closed down entirely, no matter how insistent the call of the gaily decorated homes and the pleasures of the freights and the festive board.

The railway companies, for example, have to run trains through the night of Christmas Eve, so that smiles may reach their homes, and the millions of worded greetings and Yuletide gifts may reach their destinations "on Christmas Day in the morning." In the ordinary way this would mean that many conductors, drivers, and firemen would be away from their homes when their trains had arrived at the distant termini.

The heaviest tasks of their whole year, however, fall upon shoulders of postmen at Christmas. In large towns it is possible for the post-office officials to enjoy at least a fair share of the Christmas mirth



ST. MARK'S CHURCH, BARRIEFIELD.
One of the quaint old edifices that are to be seen around Kingston.



ST. PAUL'S ANGLICAN CHURCH, SYDENHAM

but in country districts many postmen have a long round. Then there is also the telephone service to be maintained so that a good proportion of operators have to be on the job while more fortunate people are merry-making to their heart's content.

In small towns and villages it scarcely affects anybody else if some of the inhabitants desire to pay visits to friends. In big towns, however this movement of people necessitates a transport service, and so, for at least six hours, many street-car men and taxi-drivers have to make happiness for themselves at the wheel or inside their vehicles. In restaurants and cafes, some of which have to open as usual at Christmas, there are waiters and waitresses and members of the kitchen staff at work providing for the people who either have no homes, or who, for some reason, are away from them for Christmas Day.

At the hospitals and especially in the children's wards, nurses and wardmaids are busier than at any other time, for the patients must be more than usually well cared for in view of the fact that they are compelled to spend Christmas in a hospital ward instead of the more familiar little living room at their own homes. Quite a number of people go to bed on Christmas Eve without knowing how circumstances may compel them to employ the waking hours on the following day. Doctors, for instance, may have to

spend the whole day away from their families, if the state of their patients is such as to make this necessary.

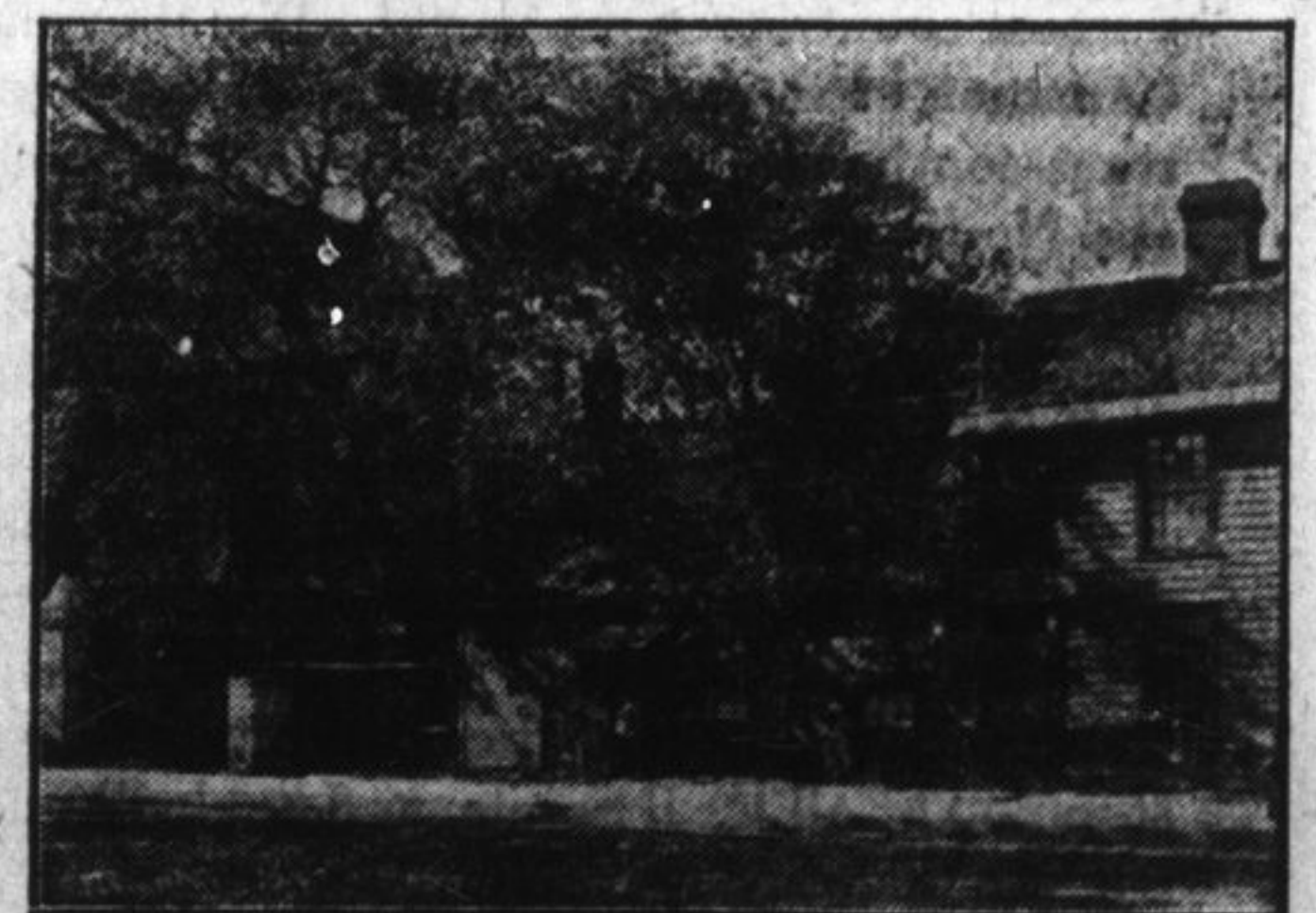
Your Turkey

It is one of the curiosities of nomenclature that turkeys have nothing to do with Turkey. Before the discovery of America there was "no such thing," as Betsy Prig would have said, although they belong to the family of pheasants, hence their admirable eating quality.

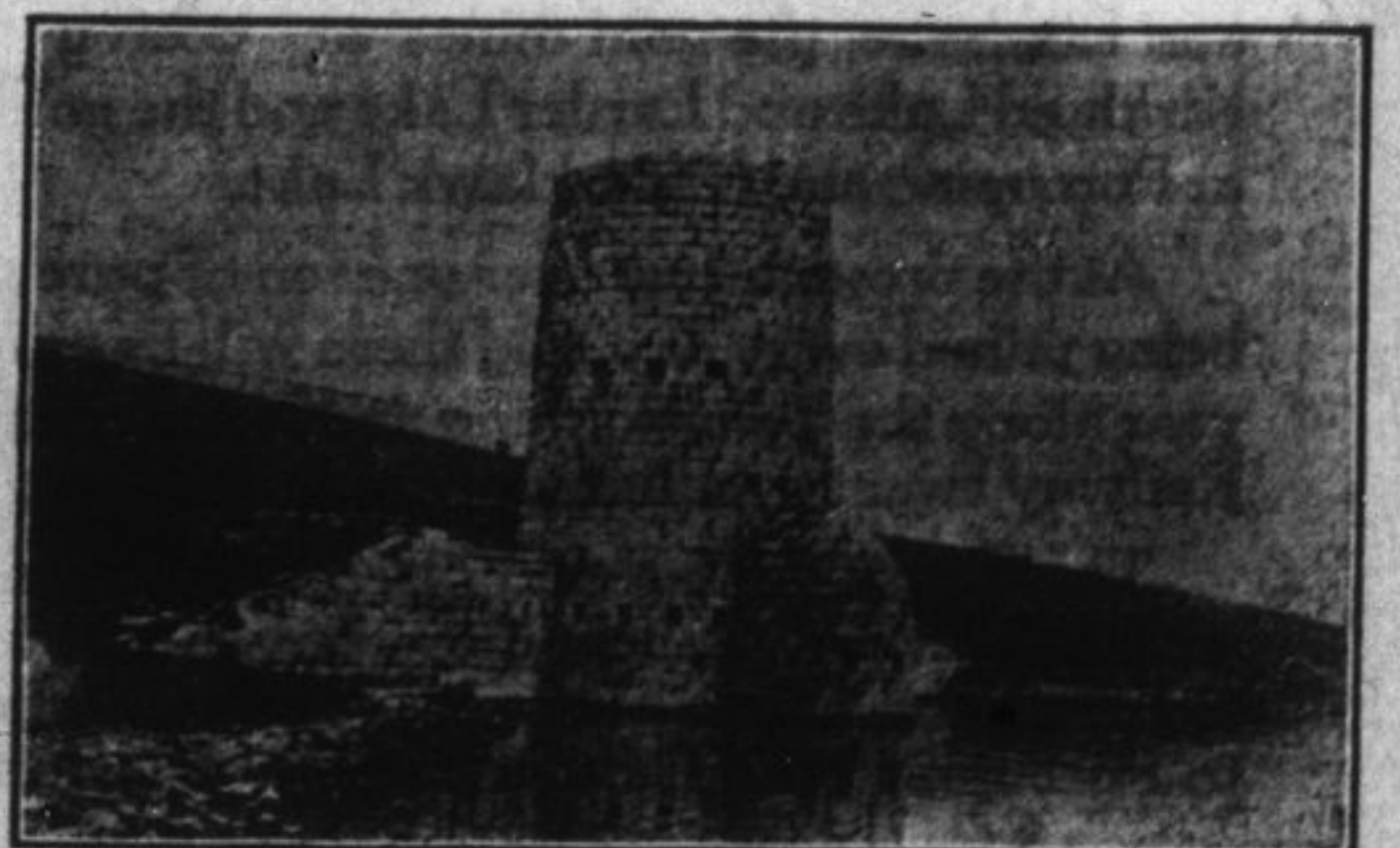
In the sixteenth century these birds were brought from Mexico to Europe. They are aliens which have been welcomed, and naturalized, in our country after country, until to-day the domesticated turkey can be found in almost every part of the world.

In their original haunts turkeys are still wild birds, wandering about in flocks and roosting in trees, but never doing much flying. Moreover, the wild birds are every bit as good as the tame ones. The cock turkey is one of the most gorgeous birds in the world, almost as highly colored as a hummingbird, and in the breeding season a splendid fighter.

Great numbers are imported from France, Denmark and Holland.



UPPER CANADA'S FIRST COUNCIL CHAMBER
This little frame house still stands just below St. Paul's church on Queen street. It was used in 1782 as Ontario's Council Chamber.



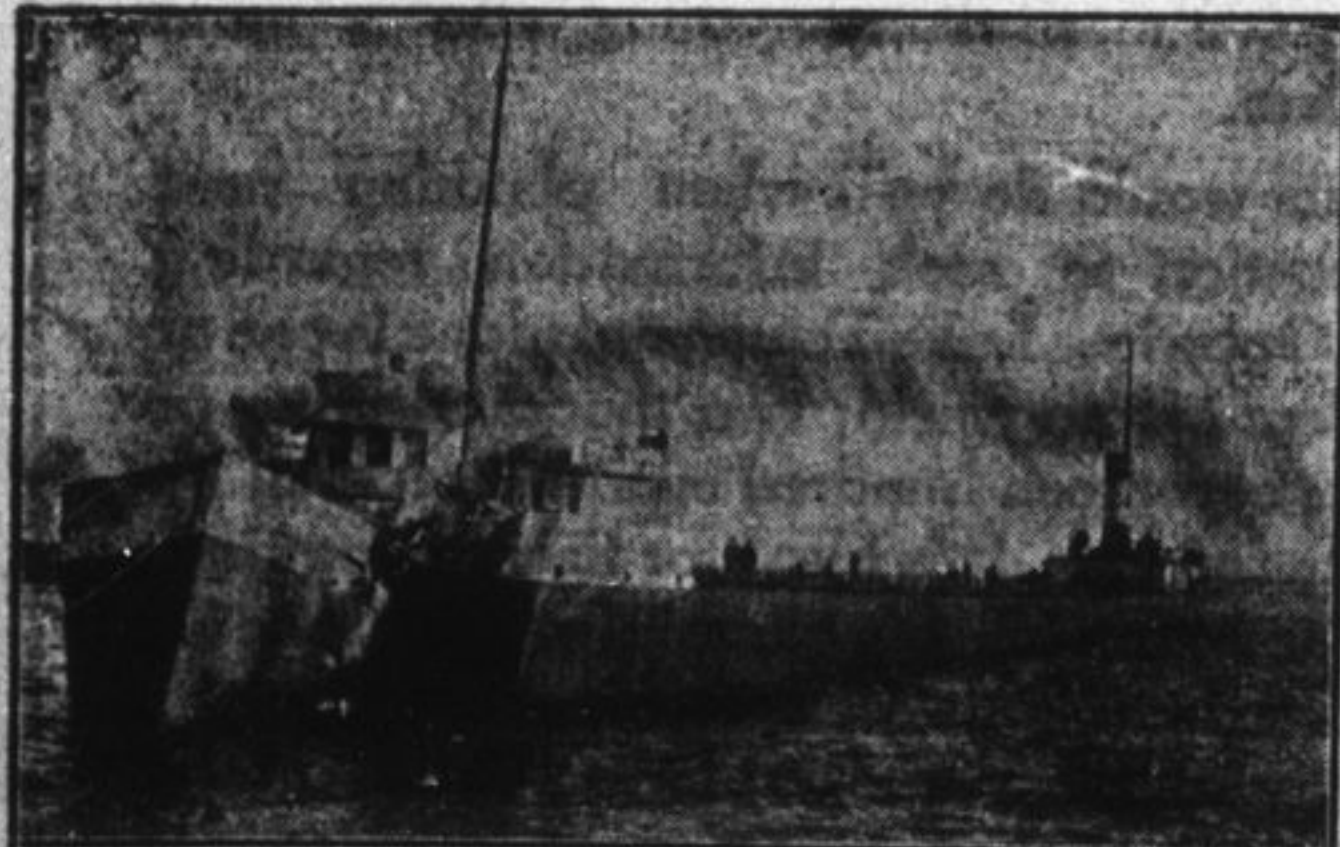
AT FOOT OF FORT HENRY
One of the old towers which has fallen into decay.

DONNELLY SALVAGE AND WRECKING COMPANY LTD.

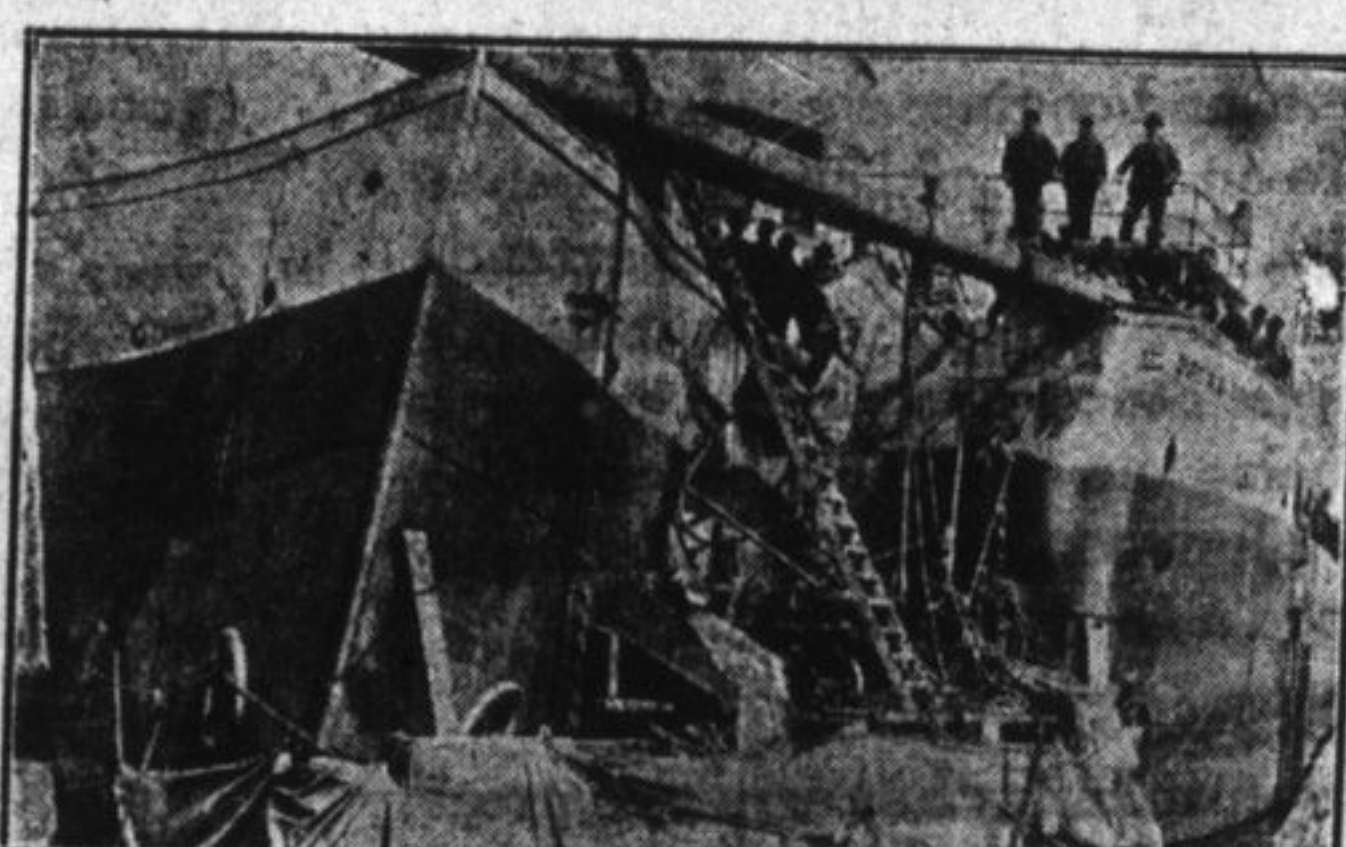
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Kingston, Ontario

Tugs, Lighters, Divers, Steampumps, Etc. Supplied on Shortest Notice



No. 1 S. S. "Eugene Zimmerman," sunk in the Soo River in May, 1916, laden with a cargo of 9,000 tons of coal.



No. 2 S. S. "Eugene Zimmerman," afloat and docked at Sault Ste. Marie, was saved by the Donnelly Salvage & Wrecking Company, Kingston, Ont., on May 10th, 1916.

STR. "OORNWALL"—Powerful light draft steel steamer, outfitted with a 40-ton steel derrick, fitted with clamshell outfit; 3 12-inch rotary steam pumps and boilers, diving outfits, air compressors, lifting jacks, 11-inch wrecking hawsers; syphons, 2 6-inch and 1 4-inch steam connections and steel hose for steam pumps.

TUG "MARY P. HALL"—Screw powerful Lake and River Tug.

SOREW TUG "FRONTENAC"—Fitted with 100 tons pulling steam winch, 3 ton anchor and 3,500 ft. of 1 1/2 in. steel cable, syphons, 1 6-inch and 1 4-inch steam connections and steel hose for steam pumps.

TUG "DONNELLY"—Fitted with 100 tons pulling steam winch, 3 ton anchor and 3,500 ft. of 1 1/2 inch steel cable, syphons, 1 6-inch and 1 4-inch steam connections and steel hose for steam pumps.

SOREW TUG "WILLIAM JOHNSTON"—Fitted with 100 tons pulling steam winch, 3 ton anchor, and 3,500 ft. of 1 1/2 inch steel cable, syphons, 1 4-inch steam connections and steel hose for steam pumps.

LIGHTER "OORBOURG"—(1,200 tons capacity) fitted with McMyler Clamshell outfit.

LIGHTER "MAMIE"—(900 tons capacity) Fitted with McMyler clamshell outfit.

LIGHTER "HARRIETT D."—(850 tons capacity)—Fitted with McMyler clamshell outfit.

The Donnelly Salvage and Wrecking Company is devoted exclusively to salvage work. The above outfits are on board the wrecking steamers at all times, and are ready to go at a moment's notice to any vessel requiring assistance, night or day.

JOHN DONNELLY, PRESIDENT AND GEN. MANAGER.