

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log fortification on the hill commanding the harbour, and a cincture of massive martello towers and stone batteries superseded the old blockhouses, and gave the city an imposing aspect from the water.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