

and was for a period vice-president of the Canadian Navigation Company. He always took a great interest in promoting civic interests, and his zeal and achievements were recognized by his repeated election to the council board, and to the chair of chief magistrate in 1879. The Kingston and Pembroke Railway, already alluded to, in the formation of which Mr. Gildersleeve took a prominent part, has added in a large degree to the commercial progress of Kingston. It is the shortest route between the principal lumbering rivers of Ontario and the American market, and throws open for settlement a large agricultural area. Mr. Gildersleeve comes of a family of sturdy, capable and successful men of business. This family was especially conspicuous as shipbuilders, the sixth generation of the Gildersleeves having engaged in that occupation at Portland, Conn. When the father of ex-Mayor Gildersleeve went to Kingston in 1816 he assisted in building the *Frontenac*, the first steamboat launched on Lake Ontario. Soon afterwards he built for a company the steamboat *Charlotte*, he himself being the principal owner and manager, till his death in 1851. The eldest son, Overton Gildersleeve, was for many years mayor of Kingston. Upon the death of his father he assumed the management of the business, and continued at the head of the same till his death, which occurred in 1864. His brother, Charles, the subject of this memoir, then became manager, and has held that position since, his undertakings being characterised by a wise mixture of prudence and enterprise. The steamboat interest, at the head of which is Charles Gildersleeve, is in all probability the oldest on the continent. Mr. Gildersleeve is a staunch Reformer, and has held office in the local association of his party. He is a master Mason, and a staunch member of the Church of England. He married, in June, 1863, Mary Elizabeth, daughter of Charles L. Herchmer, of Belleville, Ontario. There is issue by this marriage two children.

Hadley, Sylvester, Chatham, Ont., though an unostentatious gentleman, yet his name has been a household word in the town of Chatham for nearly forty years, and he has been honoured twice with the highest municipal office within the gift of his fellow citizens. He was born in the township of Pickering, in 1825. His father, Charles Hadley, was of English extraction, and his mother, Margaret Ann Young, claimed ancestry from the "land o' cakes." His father was a ves-

sel owner on Lake Ontario, and built the *Charles and Ann*, and the *Duke of York*, at the mouth of the river Rouge. He was also at one time a captain of militia, and was at Chippewa when the *Caroline* was cut out and left to drift over the Falls of Niagara. Sylvester Hadley was for some time in general business, and built the bridge across the Rouge, east of Toronto, in 1847; afterwards assisted in building the Yonge St. Road through to the Holland Landing, finished in 1848, and was engaged on other public improvements. He went to Chatham from Toronto in 1848, and has been engaged there chiefly as a lumber merchant up to the present time. He has also been a builder and contractor, and rebuilt the river bridge over the Thames, which was burnt down in 1854. He ran a steamboat between Chatham and Montreal for three years, and is largely interested in the *United Lumbermen*, the *Dolly Mordon*, and the *New Dominion*. His extensive purchases of lumber are made on the shores of Lake Huron and the Georgian Bay, and sold chiefly in the county Kent, though partly in Essex and elsewhere. His planing mill and ample wharfage give every facility for carrying on his extensive business. In religion, Mr. Hadley is a staunch Methodist, and in politics, an equally staunch Reformer, being stoutly opposed to the national policy, and to all other monopolies. When he came to Chatham, in 1848, there were only two brick churches, two brick stores built, two in progress, and two brick dwelling-houses. Prices were fabulously low. The best pork ranged at \$2.50 per cwt., eggs 5c. per dozen, butter 5c. per lb., cordwood 75c.—all for "store pay." There were no side-walks, and the street where his house now stands, and opposite the present Central school, were ponds or swamps, to cross which a plank was needful. Mr. Hadley was first elected to the town council of Chatham thirty-two years ago, and since then he has repeatedly filled the same position, and was also deputy reeve before the separation of the town from the county, a measure which he opposed, and still condemns. He is on principle antagonistic to bonuses; and resisted the grant by the county council of \$255,000 to the Erie and Huron Railway. In 1884 and 1885, he wielded the mayor's gavel, and as chief magistrate had the honour of receiving the governor-general in Chatham. His municipal policy included strict economy and the husbanding of the resources of the town. Among the improvements effected during