sleeve), Connecticut, U.S.A., who came to Kingston and completed the building of the steamer Frontenac, the first steamer on Lake Ontario. Shortly afterwards he built and became chief owner of the steamer Queen Charlotte, which ran between Trenton and Prescott, Ont., and subsequently built the steamers Sir James Kempt, Commodore Barrie, Henry Gildersleeve, Prince of Wales and New Era. He managed these steamers successfully until his death, when his eldest son, Overton S. Gildersleeve, took over the business and built the steamer Bay of Quinte. On his death C. F. Gildersleeve, a younger brother, became the owner of the then existing steamers. He had been educated principally at Upper Canada College, Toronto, studied law at Kingston and Toronto and practised at Kingston until, on the death of his brother, the necessity for continuing the steamboat business built up by those before him, compelled him to give up his profession. He built and owned the Corinthian, Norseman, Maud, Welshman and North King, and also owned, through purchase, the Hastings and Hero. The routes of these steamers, for the most part, were from Rochester to Port Hope, from Rochester to the Bay of Quinte and Thousand Islands, and from Kingston to Picton and Belleville. In 1893 he formed and became first Manager of the Lake Ontario and Bay of Quinte Steamboat Co., which took over the steamers he had previously owned, and to which others have been added. In 1894 he handed over the management of that company to his son, H. H. Gildersleeve, and became General Manager of the Richelieu and Ontario Navigation Co., with office in Montreal. During the time Mr. Gildersleeve had his business headquarters at Kingston, he took an active part in the political and local affairs of the city, supporting the Liberal party. He served as Alderman for many years and one year as Mayor. He took a prominent part in the promotion of the Kingston and Pembroke Ry., and was President of the company from its formation until it was recently taken over by the C.P.R. Co. He also took an active part in the establishment of the Kingston School of Mining and Agriculture. An Anglican in religion, he was Chairman of the committee which secured the enlargement of St. George's Cathedral at Kingston.

Dominion Marine Association.

The constitution and by-laws have been adopted and issued. Following are some of the principal provisions:—

Its purpose shall be to consider and take action upon all questions of general interest relating to the navigation and carrying business of the waters of the Dominion, and to protect the common interests of its members, and to improve the character of the carrying service rendered to the public on the waters named.

Every owner or authorized representative of an owner of any steam or other vessel navigating any of the waters above named shall be eligible for membership.

Every member shall pay a sum equivalent to 3c. for each ton of net registered tonnage of steam vessel property, and 1c. for each ton of net registered tonnage of sailing or barge property, owned or represented by such member, which payment shall cover the annual dues of such member for the year ending Mar. 31, 1904. The rate per ton of the annual dues to be paid by the members thereafter shall be fixed at the first annual meeting of the Association, and shall be subject to change at each annual meeting thereafter.

The affairs shall be managed by an executive committee of 12 who shall be elected annually at the annual meeting.

During the first year of the Association and until the election of a new executive committee, the officers of the Association, including the members of the executive committee, shall be those appointed at the organization meeting held in Ottawa April 7, 1903. Thereafter there shall be a President and two Vice-Presidents, all of whom shall be elected by and shall be members of the executive committee. The executive committee shall also appoint a Secretary who shall also be Treasurer of the Association, and shall receive such remuneration as may be fixed by the executive committee.

The executive committee shall prescribe rules and regulations to govern their proceedings and the conduct of the affairs of the Association.

The Association may have honorary members who may be elected or appointed by the executive committee.

The annual meeting shall be held at such place and at such time between Jan. 1 and Mar. 31 in each year, as the executive committee may determine.

In all meetings of the Association each member shall be entitled to cast one vote for each 1,000 or fraction of 1,000 net registered tons of vessel property owned or represented by him and in respect of which his annual assessment shall have been computed, provided that no member shall be entitled to cast more than 10 votes. In all the meetings of the executive committee each member shall be entitled to cast one vote.

The Secretary-Treasurer has issued a circular to vessel owners, inviting them to become members of the Association. It points out the important work already accomplished in securing the abolition of tonnage dues and inspection fees, and states that the Government has announced its intention of making the customs revenue bear the entire cost of its own protection. The circular says:—
"The necessity for a strong and permanent organization remains. Some of the concessions granted by the Government are only temporary, and a marine association is required in order that the Government may have assistance in obtaining a clear insight into marine affairs, as well as the necessary support in carrying out reforms, and in order also that matters may be so controlled and directed that vessel interests will continue to deserve and receive the attention they desire. There are always many questions to be considered, and new difficulties requiring attention are constantly arising. For these reasons, and for another, that a very strong organization, the Lake Carriers' Association, is doing such good work to the south of the international boundary line, it must be granted that the Dominion Marine Association is entitled to the strong and generous support of a general and representative membership in Canada."

Montreal Steel Works, Limited.

This company, which was incorporated at the last session of the Quebec Legislature, has a capital of $1,500,000, of which $800,000 is 7% non-cumulative preferred shares and $700,000 ordinary shares. The directors are K. W. Blackwell, J. R. Wilson, E. B. Greenshields, C. H. Godfrey and W. F. Angus, Montreal, and C. Scott, Philadelphia, Pa. The Bank of Montreal recently offered for subscription the whole of the preferred shares at par and $400,000 of the ordinary shares at $50 each, applicants for preferred shares to subscribe for one share of ordinary stock for each two shares of preferred. The preferred shareholders are entitled to a preference dividend of 7% per year, payable 1¾% quarterly. It is said the issue was over-subscribed.

The prospectus states that the company was organized as at Jan. 1, 1903, to purchase as a going concern the business and goodwill of the Canada Switch and Spring Co., Ltd., manufacturers of steel castings, springs, railway car and locomotive parts, and general appliances in iron and steel for steam and electric roads, and for the general mechanical industries of the country. The capital and plant of the Switch Co. being insufficient to enable it to provide for the increased business offering, this re-organization will supply the additional capital required for extensions, etc., and largely increase the output and earning capacity of the company. The paid-up capital of the Canada Switch and Spring Co., Limited, was bonds, $121,666.67; preferred shares, $243,333.33; ordinary shares, $243,333.33. The business from its inception, 10 years ago, has always been profitable. The net profits for 1902 were $118,952.85. The assets, movable and immovable, which are to be conveyed over, have been valued by F. R. F. Brown, M.I.M.E., at $509,929. The shareholders of the Canada Switch and Spring Co. have agreed to accept for their property and plant $300,000 in cash and $400,000 in ordinary stock, the latter representing $200,000 at 50 or $500,000 in all. The remaining $300,000 of common stock is to remain in the Treasury for future extensions and not to be issued at less than par. The net profits of the Canada Switch and Spring Co. for 1902 were $118,952.85. The interest at 7% on $800,000 preferred stock of the Montreal Steel Works would amount to $56,000, leaving $62,952.85 available for dividend on $400,000 ordinary stock, or over 15%, but which on the subscription price of $50 a share amounts to over 31%. Additional earnings, due to extension of plant, would proportionately increase the amount available for dividend on the ordinary shares. The shareholders of the Canada Switch and Spring Co. undertook to apply for not less than $400,000 of the preferred stock and $200,000 of the ordinary stock of the Montreal Steel Works. The directors and officers of the Switch Co. will continue to act in their relative capacities, and the Managing Director, K. W. Blackwell, is under contract to act as such in the new company for, at least, five years, which is sufficient guarantee that the business will be conducted on the same lines which have rendered it successful in the past.

Investigation of Railway Accidents.—In the House of Commons, May 18, the Minister of Railways, replying to a question asked by E. F. Clarke, M.P. for West Toronto, stated that the attention of the Government had not been called to the verdict of the coroner's jury empanelled to inquire into the cause of the railway accident at West Lorne, Ont., on April 29, as a result of which three trainmen were killed. If the facts, however, were as stated by Mr. Clarke, it would appear to devolve upon the Provincial authorities, as charged with the administration of criminal justice, to take any action which might be proper in the premises. The Government had not been able to select a person possessing the precise qualification for taking charge of investigations in cases of railway accidents, but was on the alert to select such a person as required. In the meantime a temporary appointment has been made, and an investigation held in the case of the Windsor Junction collision on the Intercolonial Ry. He was informed that no rules were submitted for the approval of the Government by the Lake Erie and Detroit River Ry. Co.

Toronto, Hamilton and Buffalo Ry.—At the annual meeting in Toronto June 2 the President and Secretary-Treasurer presented their annual reports, showing very satisfactory financial results for the year. N. Kingsmill, K.C., and E. Fisher, General Superintendent, acted as scrutineers, and the directors were re-elected as follows: President, J. N. Beckley, Rochester, N.Y.; Vice-Presi-