

PROMINENT TOPICS.

After giving Captain Wolvin the cold shoulder the Harbour Commissioners are showing an inclination to re-open negotiations with him regarding the erection of an elevator. President, the Hon. Robt. Mackay, was authorized at a meeting held on 8th inst., to inform Capt. Wolvin that, as the sites leased to the Conners' Syndicate were now free and the contract cancelled, the Harbour Board was open to negotiate with him respecting his proposal to build an elevator, etc. Mr. Crathern is inclined to treat the affair on a liberal scale if they could arrive at something like the arrangement they had with Mr. Conners, a guarantee of a certain quantity of grain, or its equivalent passing through the port. If Capt. Wolvin would find the money to build elevators and freight warehouses on the Windmill Point basin site, and undertake to pass a given quantity of freight and grain through the port, Mr. Crathern would be inclined to pay half the interest. His views were that ;

"If the Harbour Commissioners put up an elevator they would have three or four plans before the Minister Public Works before they got his approval. If Captain Wolvin put it up all that the Commissioners would have to do would be to get the permission of the Minister of Public Works to pay Captain Wolvin a sum of money in consideration of his doing this."

This statement forcibly illustrates the awkwardness of having our Harbour under dual control, to provide a remedy for which is a difficult problem.

As the Minister of Public Works declines to approve of Mr. Jamieson's elevator plans no contract can be entered into for the erection of the elevator as proposed, which is another illustration of the delay caused by the Harbour Board not having absolute authority to carry out the works essential for the accommodation of shipping and necessary for the development of the business of this port.

The report of the Secretary of the Harbour Board shows that the wharfage revenue for 1900 was \$256,576, while last year it was \$249,488, a reduction of \$7,088 in 1901. If, however, the rates last year had been as high as in 1900 the revenue would have been \$44,511 in excess of 1900.

Messrs. John Torrance, Harbour Commissioner, John Kennedy, Engineer and David Seath, Secretary, are now on their way to Halifax, St. John, New York and other ports, to investigate the scales of charges in force, and cognate matters.

The Harbour Commissioners, Quebec, have accepted the proposal of Captain Wolvin to erect an elevator at that port. The celerity with which the negotiations at Quebec were conducted to a completion contrasts strikingly with the prolonged delays that have occurred with similar negotiations at this port. Whether Quebec has been more rash in its quickness than Montreal in its slowness we do not pronounce, but the prompt action of the ancient city is worth noticing, as it evidences such a revival of energy and enterprise as will probably develop a degree of competition with this port that will render it necessary for quicker and more energetic action to be taken in pushing forward the harbour improvements. Prestige, acquired standing, natural advantages are strong points, but their value may be seriously diminished by negligence, by dilatoriness, by lack of up-to-date energy and enterprise. Quebec is evidently in for a great struggle to develop its shipping trade. Montreal cannot afford to look on with indifference.

The re-election of Mr. Oliver Howland, K.C., as Mayor of Toronto was no surprise to the citizens however much it may have been to his opponent Mr. W. F. Maclean, M.P., proprietor and editor of "The World." Both are of the same political party though family differences have broken out in the camp. Mr. Maclean was handicapped by several matters. He was his own candidate, having put himself in nomination without any requisition; he is a member of Parliament, which many of his friends consider an insuperable objection to his taking any other public office; he had antagonized a large section of the citizens by his advocacy of Sunday cars; he had offended others by attacking a distinguished member of his own party for seeking the mayoralty while in Parliament; and the platform he relied upon for success, viz., cheap railway fares, municipal ownership of gas works and other services is not yet sufficiently popular to offset the above drawbacks.

Mr. Robert Reford, the prominent ship-owner, is evidently "the man for Galway." He has become convinced that the needs of the commerce between this continent and Great Britain, and Europe, can only be satisfactorily met by a line of steamers running from this side to Galway, in connection with railway cars across Ireland which would be transported on enormous ferry boats to Holyhead, where the trains would be run off these colossal ferry steamers direct onto the railroad, and there be distributed according to the destination of their freight and passengers. Such a service would en-