

whether or not the contract should be vetoed by the Minister, on its merits. The responsibility of the Minister is greater than that of the Harbor Commissioners, and in him the power of veto is placed to protect the public interests, if threatened from any cause. Mr. Tarte has at last definitely vetoed the contract, the plan of elevator being new was regarded as an experiment.

In Australia and in Australasia, boards, not dissimilar to that of this Harbor Commission, are trusted to carry out important public enterprises. Their honesty does not seem to be suspected; the only precaution taken for their good-conduct is to prevent their giving undue preference to individuals belonging to one political party over those of another; and this is done by selecting equal numbers from each party. If corruption found place in the Harbor Commission, it would be a warning against extending the power with which they are entrusted to miscellaneous boards. As a rule, harbor expenditures are carried on directly under the Department of Public Works; but here the form of a loan takes the place of a direct grant. While this is being done, while the Board is coming under an obligation to provide interest on the loan, some of its members openly advocate the making of Montreal a free port. Here is inconsistency, not to say bad faith. But they may mean, and let us hope they do, that this should be a future measure; and that the present loan should be treated as such and the interest thereon loyally and honorably provided.

On Monday, Mr. Jamieson appeared before the Harbor Board; but he only added to the mist that enshrouds the question by implicating some other person, apparently not a Harbor Commissioner, who had some influence to sell and was willing to dispose of it in helping to get the contract for the man who wanted it. But Mr. Jamieson told the Board that he did not acquire the influence offered, but instead brought the conversation to an end. But who the influence seller was he refused to tell. We submit that when he had told so much, he was bound to disclose the name. Mr. Jamieson, then, on his own account, denied that he ever, directly or indirectly, made any offer of money to secure the contract. This was a plea, fully and ingeniously made, of "not guilty" of Mr. Tarte's charge. It was now in order to ask Mr. Tarte to inform the Board of his authority for his statement that Mr. Jamieson had offered \$20,000 to secure the contract. The question was raised, and a resolution proposed, making the necessary call upon Mr. Tarte; and we regret to say that the Board was so far untrue to itself as to reject it. At first the vote for and against was equal, when Senator Mackay, probably to save Mr. Tarte from trouble, voted nay. This result is unsatisfactory; at this point, the question stands practically where it did before the meeting of the Board. The refusal to call on Mr. Tarte was in the nature of smothering enquiry, not aiding it.

THE ROYAL VISIT.

In the course of their trip to British possessions in various parts of the world, the Duke and Duchess of Cornwall have come to Canada. Landing last month at Quebec, and coming thence to Montreal, the son of the King, and his wife, were received with warmth and enthusiasm. Our chief city was in its most royal array.

Then they went to the Far West of the Dominion, everywhere warmly received, enjoying the grandeur of the Rockies and the Duke obtaining some rest from receptions in a duck-hunt. Yesterday, the royal party reached Toronto, which was, and still is, ablaze with loyal display, and are to-day to give their countenance to a military review, in which will appear some ten thousand of Ontario's volunteer troops, drawn from the shores of Lakes Huron, Erie, and Ontario, as well as from Ottawa and the centre and east of the province.

Writing thus early, one cannot give the latest phases of the decorations; but Toronto has done well in displaying almost everywhere, by means of bunting, lettering, shields, transparencies, electric lights. The Legislative Buildings, outlined with electricity, form a striking picture, seen through the Manufacturers' arch below, which is itself a handsome object. The business part of the city is alive with flags. King street is perhaps most remarkable, but Wellington street, though not on the route of the procession, merits notice. The Western Assurance Co. has the simplest and most striking scheme, and the banks have done well. Toronto street, a pretty street at any time, is especially gay. The city is very full of visitors.

THE TARIFF ON WOOL.

On more than one occasion we have given facts tending to show that the preferential tariff, as at present in operation, had done considerable injury to the domestic woolen industry. One reason has been that sufficient care has not been exercised to guard against the importation of goods coming by way of Great Britain, but which really are the product of foreign countries, and yet get the advantage of the preferential tariff. But apart from this, there is little cause to doubt that the imports into Canada of woolens, under a reduced tariff, have reacted unfavorably upon our own manufacturers. A correspondent of some of the daily papers in this city, however, writes ostensibly pointing out that this increase of importations has been largely imaginary.

Mr. T. A. Russell, secretary of the Canadian Manufacturers' Association, takes up the cudgels in defence of the home manufacturer. The aforesaid correspondent has confused the figures bearing on the point in question, as he includes with woolens, goods that are made from woolens, such as shirts, ready-made clothing, etc., from which is deduced the conclusion that the increase in imports has only been 1 per cent. over those of last year. The real increase, has been from \$6,295,057, in 1897, to \$8,960,360, in 1901, which is more than can be accounted for on the ground of natural increase of population. Mr. Russell finds that during the period between 1895 and 1901, machinery, capable of making \$2,700,000 worth of woolen goods, has ceased to operate in this country. A certain portion of this should no doubt, however, be attributed to depreciation in value of the machinery. The total production of Canadian woolen mills in 1896, was, roughly speaking, \$9,750,000; last year it was only \$7,000,000, which means that nearly one-third of our manufactures in this line have been replaced by imported articles.

Apart from this, there is another very important point to be kept under consideration, which is that, in