

Steamship Notices.
DOMINION LINE OF STEAMSHIPS.
Running in connection with the Grand Trunk Railway of Canada.

Table with columns: Destination, Date, Time, Agent.

Notice to Shippers and Importers.

Winter Steamship Service via Portland.

The Canada Ship Co. The Dominion S.S. Co.

LAKE WINNIPEG.

LAKE WINDERMERE.

LAKE CHARLES.

LAKE ST. CHARLES.

LAKE ST. JAMES.

LAKE ST. JOHN.

LAKE ST. MARY.

LAKE ST. PETER.

LAKE ST. RICHARD.

LAKE ST. THOMAS.

LAKE ST. VINCENT.

LAKE ST. WALTER.

LAKE ST. WILSON.

LAKE ST. YVES.

LAKE ST. ZEPHYRUS.

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Steamship Notices.
BANKERS AND BROKERS.
ALLAN LINE.

1800 WINTER ARRANGEMENTS, 1901.

Under Contract with the Governments of Canada and Newfoundland for the Conveyance of the Mail.

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AND DAILY COMMERCIAL GAZETTE.
MONTREAL, FRIDAY, DECEMBER 13, 1890.

See Here!
IF YOU WANT THE FINEST PHOTOGRAPH FOR FRAMING YOU HAVE EVER SEEN GO TO

MR. PARKS' STUDIO
195 ST. JAMES STREET,
October 12, 1890

TRADE & COMMERCE.
MONTREAL, December 30.

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PRICE 5 CENTS.
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Montreal Herald

FRIDAY MORNING, DECEMBER 31.

APPOINTMENTS.

Academy of Music—Performance at 8 p.m.

AUCTION SALES THIS DAY.

By Messrs. A. BARRAGE.

Bankrupt Stock—At the corner St. James and McGill streets, at 2 and 7.30 p.m.

By W. E. HAY.

Real Estate, at 10 a.m.

Furs—At his store, at 7 p.m.

SUMMARY OF NEWS.

DOMINION.

It is supposed that the Quebec Provincial Legislature will not meet before the month of March.

Mr. Richards, of the Ottawa Branch of the Quebec Bank, has been appointed Manager of the Pembroke Branch of that institution.

Mr. Ed. Pevy, of Ottawa, has purchased the trotting mare "Mayflower," owned by St. Julien, from W. Kesteven, of New York.

A bear weighing 400 pounds was shot in the woods near Kingston, on Tuesday. Deer have been killed in great numbers in this vicinity this season.

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OUR WINTER PORT.

We are glad that Halifax is about to take place among the Atlantic ports.

One of the benefits which Confederation has bestowed upon the Capital of Nova Scotia was the trade which would grow out of the Union of the Provinces.

How much does the federation has, up to today, done may be questioned.

But the National Policy which has had two years trial has at last been proved to help the very much aggrieved city. A vessel called the "Chilli" has ventured to carry sugar to that port, and her agents, after trying all other points on and near the Atlantic coast, concluded to risk the carrying of a cargo of grain to England.

Some of the Lower Province journals, attribute this change in the commerce of Halifax to the National Policy, and if such is really the case, we wish to be unqualifiedly satisfied.

It is concerned with all for any change in a policy which is at all likely to contribute to the trade of the terminus of the Intercolonial Railway.

But how is this trade to be built up? It is necessary to have other work done.

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LET THEM SPEAK.

Important as the utterances of Mr. Ives, the member for Richmond and Wolfe, may be upon the Pacific Railway contract, there are a few men in the Eastern section of the Province from whom the public would like to hear.

It is possible to see as received as to the fact that the Government has authorized the declaration and are prepared to do the business on these terms.

If the trade can be done on no other terms, no reasonable objection should be made if the cost of carrying the grain over the Government Railway can be covered.

Sir Charles Tupper has had more experience in running railways than we have, but he will find it a difficult task to carry the winter business of the Dominion to Halifax at less than one half the cost for which other roads are carrying. The Government is not to be blamed for doing its best to meet the demand made upon it by the railways.

It is not to be forgotten that we have a prominent part to play in opening up this new line of business with Europe. On the present basis it is impossible to conduct it.

The Government cannot afford to neglect the winter business of the Dominion.

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