

Leading Wholesale Trade of Montreal

**JOHN OSBORN, SON & CO.,****WINE**

—AND—

**Commission Merchants,**1, CORN EXCHANGE,  
**MONTREAL.**

Sole Agents in the Dominion for

BISQUIT DUROUCHE & CO., } Cognac, Brandies.  
JULES MUMM & CO., } Reims, Champagnes.DRY VERZENAY—EXTRA DRY.  
PRIVATE STOCK—IMPERIAL.JOHN HAURIE NEPHEW, Xerez, Sherries,  
OSBORN & CO., Oporto, Ports.

"RIP VAN WINKLE," Schiedam, Gin.

T. P. GRIFFIN & CO., London, Export Bottlers  
of "BASS'S" and "ALLSOPP'S ALES, AND  
"GUINNESS'S" STOUT.

AND IMPORTERS OF

Fine Old London Dock JAMAICA RUMS and  
the leading brands of GINS and BRANDIES.**The Journal of Commerce**

FINANCE AND INSURANCE REVIEW.

MONTREAL, NOV. 10, 1876.

**HALIFAX AS A WINTER PORT.**

For a few weeks past the Halifax *Morning Chronicle* has been a journal of one idea; in fact, there are those who believe that to be its normal condition; but we are not uncharitable enough to think it is quite so circumscribed. It seems to have closed its eyes to all else, however, but the apparently important question of making that city the winter port of Canada. Like most people when afflicted with the idea *solus*, it will not tolerate a whisper that does not exactly accord with its pet theory; nor is it able to perceive coincidence unless couched in language precisely its own. We are led to these reflections by an effusion which appeared in the paper named, on 1st inst., crying most bitterly over the remarks in our issue of 27th ult., on the Winter Port question, which article, it says, "is decidedly hostile." We are unacquainted with our contemporary's rules of interpretation, and feel thankful we are so, when such a construction can be put upon words like the following: "the desirability of making it a winter port is undeniable;" "there is no desire to place obstacles in the way of Halifax;" "one could wish to see Halifax used as the winter port, even at a temporary loss." But while using these words in its favor, we could not be con-

tent with our character as a commercial journal, and maintain silence respecting what seemed to be possible and serious obstacles. We desired to suggest a few points for thought, and scarcely imagined it would become needful for us to instruct writers who seem so lamentably deficient in knowledge of mercantile matters. The hints were thrown out, to indicate the folly of expecting large and expensively maintained steamers to make a certain port their terminus, even for the conduct of a limitedly subsidized mail service, unless there were also a reasonable likelihood of obtaining cargoes of freight,—and such a condition Halifax was not in a position to meet, especially in relation to an export Grain trade. But the *Chronicle* flies into a passion, because we failed to concede that this strictly business phase was not essential to establishing the winter route to and from Halifax. In fact, we are angrily told that our article was "inspired" by a powerful Montreal influence, that "has been secretly working against Halifax ever since the Winter Port was first mooted as a practical question!" Truly one needs to go away from home to learn of one's own affairs, for it is news, indeed, that any undue influence has been thus stealthily undermining the desires of the Haligonians. We have bethought ourselves of the day when those unfortunate words were "inspired," but have no recollection of coming into contact with "secret workers against Halifax." So far as such insinuations affect our utterances, they require no comment; but, as reflecting upon the honour and conduct of Montreal merchants, they are unworthy of the source whence they proceed. Arguments which are simply abuse afford undoubted evidence that the case defended lacks strength; and we may now be less ready to admit the practicability of the claims put forth than before. Any disposition to stir up sectional feeling and animosity is reprehensible in the extreme. The merchants of this city will do business with any place showing enterprise and reasonably good facilities, without the first thought of jealousy or antagonism. If our grumbling contemporary were less narrow, it would augur much better for the prospects of the mercantile community it professes to represent. However, that paper now desires to give a new turn to the discussion, and practically repudiates as a public matter, the idea of making Halifax the winter port *per se*,—as that would involve the general question of shipping facilities and the grain trade, which it now says is a subject for private enterprise; but that it is merely as a Winter Mail Port that these pretensions are to be

urged—or, in other words, as we suppose, a port of call for the steamers to land their mails *en route* to Portland. Well, this may sound very well on paper. But there can be little doubt that after all the hue and cry of the past few months about making that the Winter Port for Canada, and controlling grain shipments, this simply means a desire to get an inch in order, we presume, that the "private enterprise" mentioned, may have some bare hope of seeing the ell follow. Unless there be some such vision as this floating before their eyes, we fail to perceive the reason for such apparent eagerness about a simple matter of having their harbor made a port of call for mails. But our former arguments still hold good as regards the feeling we have, that trade cannot be diverted thither, under present circumstances at any rate. And, on the other hand, we confess to obscurity over the pretended advantages with respect to the mailing service, to arise from the change of port. The *Chronicle* attributes its eager defence of this view to patriotism and economy; but that can be taken *cum grano salis*. The Buncombe about "Canadian ports" and "route through British territory" has no application here, for while we thoroughly believe in a country building up its own ports and independent trade, yet, with natural obstacles in the way, tendencies towards promulgating estrangement between parties who should be commercially sympathetic ought not to be encouraged. The question for business men is, what will be most advantageous in a monetary sense? Time is money; but we are not convinced that "Halifax can give the people of the West their English letters nearly half a day quicker than Portland, and that the expense would be saved of carrying the mails over the Grand Trunk from Portland." As we previously pointed out, there are too many probabilities of the railway to Halifax being blockaded with ice and snow in winter. To this it is answered, that Mr. Brydges has given his word that the Intercolonial can and will be kept open. Certainly we have no intention to predict that gentleman's failure in sustaining his promise, as he has taken many precautions, such as erecting snowsheds, &c. But the greatest difficulty, it appears is to be apprehended from a piece of road not under control of Mr. Brydges, *i. e.*, the Grand Trunk between Quebec and River du Loup, which, it is understood, it will be almost if not altogether impossible to keep open; at any rate all the necessary arrangements for that purpose have yet to be undertaken. With such probabilities, of very frequent occurrence and