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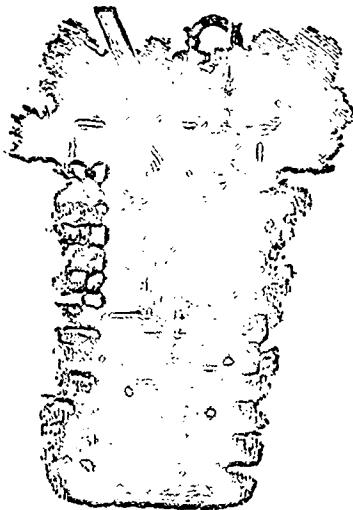
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THE Submerged Double-Acting, Non-Freezing FORGE PUMP, the simplest and most powerful in use. It is proved to be the cheapest, most effective, durable and reliable Pump, not only for Family use, but also for Florists, Factories, Breweries, Distilleries, Ships, &c. Beside the above-mentioned advantages over the usual style of Pumps, it is particularly recommended by Insurance Companies, on account of its effectiveness in extinguishing fire. The smallest Pump will throw 59 to 75 feet through a hose.



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WOODEN-WARE of every description.

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THE TRADE REVIEW

AND

Intercolonial Journal of Commerce.

MONTREAL, FRIDAY, DECEMBER 10, 1883.

See Advertisement of Moccasins for sale.

Purchasing Department of the TRADE REVIEW.

See Advertisement.

The latest news from the "Seat of War" is to the effect that the Red River Insurgents are for the most part disbanded and gone to the plains for their winter buffalo hunt; and that in all likelihood Lieut.-Gov. McDougall will shortly be in the Territory, and at the head of the Government.

The Treasurer of the Province of Ontario has handed in his estimates of Revenue and Expenditure of 1-70, according to which there will be a surplus for investment at the end of the year, in addition to the present balance, \$630,845. The recent investments of Ontario amount to a little over two millions. How rapidly this country is going to ruin!

TROWN OVERBOARD.

THE battle in the Ontario Legislature over the Southern Railway charter has already resulted in the overthrow of one of the combatants. The chief actor in this drama has been Mr. W. E. Thompson, of Queenston, who is supposed to control the charter at present in existence. The new Bill, introduced by Mr. McKellar at the request of the people of St. Thomas and others interested, which proposed to give power to run an air-line direct from the Niagara to the St. Clair rivers, and to decrease the gauge so as to suit the American roads, was thrown overboard by the Railway Committee on Friday last. The preamble of the Bill was defeated by 16 to 13. The principal agents in defeating the measure have been the solicitor and other friends of the Great Western Railway, aided by Mr. Joy, of the Michigan Central Railroad, who came over from Detroit to assist in preventing Thompson from getting his amendments. The personal unpopularity of Thompson however, did much to bring about the defeat. Many members of the Legislature believe that he has hawked about

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Specialties of our own Manufacture:

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BUFFALO ROBES.

MOCASSINS specially manufactured for the LUMBER TRADE

We have introduced into Canada the most approved machinery for Dressing and Dyeing purposes, and now dress and dye on our own premises most of the leading goods heretofore imported from Europe, thereby effecting a large saving, and on that account can offer superior inducements to our customers.

TERMS LIBERAL.

the charter for sale, although he strongly denied it before the Committee, and this created so unfavorable an impression, that notwithstanding the efforts of the St. Thomas deputation, the bill was thrown out. There now remains before the Legislature the application for a charter by Messrs. Littlejohn, Hathaway, and other Americans, for the South-Western Air line—a similar line to Thompson's—and the Great Western Railway branch. The latter as has already been explained in our columns, leaves the main line at Glencoe, a small village above London, and runs by way of St. Thomas, Simcoe and Cayuga, straight for Buffalo. The object of this move on the part of the Great Western is, evidently, to checkmate, if possible the construction of another through line. If a charter is obtained, it is very doubtful if it will be acted upon so long as it can be helped; but if danger crises, then the Company will push it, for if the proposed branch were once made, the probability is no through line, from the Niagara to the St. Clair River, would ever be constructed. How the Railway Committee will act as between this Great Western branch and the Littlejohn Charter, remains to be seen. Many are of opinion that the traffic of the new American roads in Michigan and New York should be attracted across our territory, and that it is only right that when those interested in these lines, ask to be allowed to make an air-line through Canada, mainly with their own money, they should be allowed to do so. No doubt the New York Central and Michigan Central, as well as our Great Western, are against a charter being obtained—but the real question is, would it benefit the people of Ontario to have another independent line, fed at both ends by straight lines from New York and Chicago? Unless we grant such a charter, the probability is the great bulk of the traffic will never pass through Canada at all, but will be sent around by the South shore of Lake Erie. These are important considerations, and we await the action of the Railway Committee and the House, with much interest. Possibly the decision may be reached before this article is in the hands of our readers.

REVENUE AND EXPENDITURE OF CANADA.

THE following is a statement of the Revenue and Expenditure of the Dominion of Canada for the month and six months ended 30th of November, 1883:—

Revenue—Customs.....	\$903,822
Excise.....	877,129
Post Office.....	78,880
Public Works, including R'ways.....	115,790
Bill Stamp Duty.....	7,552
Miscellaneous.....	58,750
Total.....	\$1,640,053
Revenue—July.....	\$1,183,920
August.....	1,289,280
September.....	1,438,042
October.....	1,428,650
6 months to Nov. 30.....	\$7,024,945
Expenditure—July.....	\$2,459,782
August.....	787,837
September.....	559,691
October.....	1,251,422
November.....	1,278,523
6 months to Nov. 30.....	\$6,815,624