

Insurance Against Accidents !

THE
ACCIDENT
Insurance Company
OF CANADA.

The only CANADIAN COMPANY solely devoted to Insurance against ACCIDENTS and giving a definite Bonus to its Policyholders, viz:—

One Year's Insurance Free after every Fifth Year.

This Company is not mixed up with other classes of Insurance, and its Bonuses are definite compacts, and not dependent upon the doubtful contingencies of "Profits."

SURETYSHIP.

THE CANADA
GUARANTEE COMPANY

Makes the Granting of Bonds of Suretyship its special business, and its bonds are readily accepted by the Dominion and Local Governments, and the Banks, Railways, Boards of Trade and Commercial Institutions generally throughout the Dominion, in place of Private Bonds.

There is, therefore, NO EXCUSE for any employe to continue to hold his friends under such serious liabilities, as he can at once relieve them and be SURETY FOR HIMSELF by the payment of a trifling annual sum to this Company.

By special order in Council the Bonds of this Company are authorized to be accepted by the Governments of *New Brunswick and Nova Scotia*, from Public Officers.

Head Office of above Companies, - - - Montreal.

SIR ALEX. T. GALT, K. C. M. G. President.

JOHN RANKIN, Esq., Vice-President.

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General Agents for Maritime Provinces:

St. John, N. B.

Halifax.

C. E. L. JARVIS.

Messrs. ALMON & MACKINTOSH.

 Special and Sub-Agents Wanted. Apply to the General Agents, as above. 

A new line of Steamships.

A new steamship line between New York and Hull, England, is to be established. It will be known as Wilson's line, and is owned by Thomas Wilson's & Co., of Hull, who have more than 50 steamships, and are said to be the largest private ship-owners in the world. They send vessels to twenty-nine of the principal ports of Europe. It is now proposed to add New York to the list, and the Othello, the first vessel of the new line, will leave Hull January 30. The owners claim that the facilities for the transshipment of freight to the different ports to which their vessels sail, which will be afforded by the new line, will be superior to those of the other lines running from New York, as the entire business at Hull will be conducted under one roof and at the same dock, thereby saving extra handling and cartage. It is the intention of the company to induce a large continental passenger trade by means of their connection with the principal European ports, and to that end to issue through tickets and to fix a system of low rates. The Othello will be followed at fortnightly intervals by the steamers Colombo, Virago, and Yeddo. These steamers are of iron, 3000 tons burden, with engines of 900-horse-power, registered A1 at Lloyd's, and are comparatively new. Only first-class passengers will be carried for the present, and of these about 100 can be comfortably accommodated. The fare will be \$70. in currency. If the business of the new enterprise will warrant, three larger vessels, the Eldorado, Navarino and Hindoo will be added to the line, and weekly trips will be made. The vessels will make no stoppage between New York and Hull.—*Toronto Liberal*.

The Centennial Exhibition.

Our American cousins having decided to celebrate their hundredth anniversary as a nation by a monster International Exhibition, it behoves us to make such preparations to participate in it as will reflect credit upon ourselves. It is a notable fact that the principal manufacturing countries in Europe have declined to take part officially in the Centennial Exhibition, whereas many non-manufacturing states and countries will gladly avail themselves of the opportunity. This is all the better for Canada, who will enter the lists with countries whose produce and productions are more on a par with her own, although of a different nature, than those Russia, France, or Germany. It will open up trade to us in the South Western and Western States besides giving us a formal introduction personally to our future neighbors across the Pacific, the Chinese and Japanese. It is therefore an imperative duty devolving upon us to accept gracefully the invitation extended to us, and make suitable preparations to have ourselves represented, and well represented at the American Centennial.—*Toronto Merchantman*.

We hope our Maritime manufacturers will not fail to be represented at this exhibition, and it is time a move was made in the matter. Who will set the ball rolling?

The invention for making paper barrels was patented about six months ago, and there are two factories now working, one at Winona, Wis., and one at Decorah, Iowa, the latter turning out 1,900 barrels per day. Their strength is said to be greater by four times than wooden barrels and of only half the weight, costing 20 per cent. less.

An Injustice.

In our publisher's notices of last month's number, we inadvertently did the former manager of this paper an injustice by making it appear he had given us the names of persons as subscribers, who had not subscribed. We are sorry that we did not notice such an interpretation could be put upon the paragraph, which was hastily written as the paper was going to press. The whole error regarding subscribers occurred through a mistake on our own part and we take the first opportunity to place Mr. Jones right in the matter.

 For St. John Prices Current see page 287.

WANTED.—The March (1874) number of the MARITIME TRADE REVIEW. Any person having this number will confer a favor, and be paid for his trouble by sending it to the office of Ira Cornwall, Jr., 23½ Prince Wm. St.

HOW TO MAKE SUPERIOR WORKMEN.—R. Hoe & Co., the famous manufacturers of New York whose printing presses are known everywhere employ 200 apprentices. These attend a night school in the building, where they are taught the most essential English branches and mechanical drawing. Thus thoroughly educated mechanics are turned out, and Hoe always has a good supply of superior workmen. Apprentices are selected with great care.—*Cincinnati Gazette*.