

## SHIPPING INTELLIGENCE.

**MOVEMENTS OF THE FISHING FLEET.**—There have been 30 arrivals of the fleet at Gloucester during the past week, 19 from the Banks, and 11 with herring from Newfoundland and New Brunswick. The receipts of fish, in round numbers, are 585,000 lbs. halibut, and 395,000 lbs. codfish. The shore fleet have not done much, on account of the rough weather. Sales of fresh codfish at \$2 per cwt., and haddock at \$1.50.—*Cape Ann Advertiser.*

Per SS. Java.

(From the London *Shipping and Mercantile Gazette*, of the 5th February).

*Entered out for Quebec.*—Arran, Thompson, London, Feb. 5. Capella, Mauger, London, Feb. 5. Hannah Parr, Bolstadt, London, Feb. 5. Norden, Hansen, London, Feb. 5.

*Entered out for Montreal.*—Goshawk, Manson, London, Feb. 5.

*Arrived from Montreal.*—Assyrian, Murchison, Monte Video, Jan. 3. Liberty, Lemieux, Monte Video, Jan. 3.

**TIMBER CARGOES.**—A correspondent writes from Greenock to the *London Times*: The speeches and letters Mr. Plimsoll has from time to time addressed to the nation have been so specious as to be almost implicitly believed in by all those not thoroughly acquainted with such questions, and to endeavour to refute all that he has said and written would be time and energy wasted, as but few of your readers would take the trouble to go into the mass of figures required to do so. Permit me to say that with the great body of respectable ship-owners, I candidly acknowledge good has arisen from the first efforts of Mr. Plimsoll; but I fear the manner in which he continues to urge his views will go far to render that good abortive. I admit that the condition of some of the ships employed in the timber trade up till 1872 was not so satisfactory as was desirable; but that such a state of matters has continued till now, as Mr. Plimsoll would wish the public to believe, is not consistent with fact. In the year referred to various causes contributed to this end. Autumn gales unexampled in severity, and reckless deck-loading, caused a loss of life and property quite unprecedented in this trade. Attention having been called to these calamities by underwriters and others, the Canadian Government, in the beginning of the Session of 1873, passed the Deckloading Act, and since then the loss of vessels has been comparatively small. With your permission, I seek to prove my statements correct by appending an abstract of shipping employed in the Quebec trade, showing the wrecks from various causes from 1872:—

## Outward Voyage.

Arrivals and Clearances Yr. at Quebec.	Ships.	Tons.	Wrecked.		Abandoned.	
			British.	Foreign.	British.	Foreign.
72....1004	712,434	9	6528	6	3416	2
73....905	630,631	1	1259	1	300	—
74....1017	725,407	4	3024	4	2749	6
75....736	519,182	6	6601	4	2655	6
					4095	1

## Homeward Voyage.

Year.	Ships.	Tons.	Wrecked.		Abandoned.	
			British.	Foreign.	British.	Foreign.
1872.....	8	3483	1	666	23	25424
1873.....	7	6715	2	966	2	1089
1874.....	4	3767	1	702	1	415
1875.....	6	4611	—	—	2	1688

## Homeward—Missing.

Year.	Ships.	Tons.	British.	Foreign.	Ships.	Tons.	British.	Foreign.	Total.
1872.....	3	3119	—	660	—	—	—	—	660
1873.....	2	833	—	—	—	—	—	—	833
1874.....	—	—	—	—	—	—	—	—	—
1875.....	—	—	—	—	—	—	—	—	—

Twenty-four lives have been lost from shipwreck in 1875, 23 of which were in a vessel, built in 1870, wrecked during a snowstorm in the St. Lawrence; the other in an older ship, also wrecked in that river.

## Insurance.

## Canadian Mutual Fire Insurance COMPANY.

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Paid-up Capital, - £700,000 Stg.  
ASSETS, - - - - £2,222,552 Stg.

## THE STADACONA

Fire & Life Insurance Co.

HEAD OFFICE: . . . . QUEBEC.

Authorized Capital, \$5,000,000  
Government Deposit, - - \$100,000.

FIRE PREMIUM REVENUE, 1875 - \$183,000

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## LACHINE

## CANAL ENLARGEMENT.

## NOTICE TO CONTRACTORS.

SEALED TENDERS addressed to the undersigned, endorsed "Tender for Lachine Canal," will be received at this Office for the enlargement of this Canal, consisting of the widening and deepening from a short distance above Lock No. 3 or St. Gabriel Lock, upwards to the river St. Lawrence at Lachine; embracing the construction of a new lock at (Cote St. Paul) taking down and rebuilding the upper portions of the present lock at that place, construction of regulating weirs, culverts, bridge piers, and a new entrance lock at Lachine, and the formation of a channel and basin on the south or river side of the existing entrance.

The works will be let in sections of the respective lengths indicated on a map of the line, which, together with plans and specifications of the various works, can be seen at this Office, and at the Lachine Canal Office, Montreal; at either of which places print of Forms of Tender can be obtained.

Tenders for Section No. 9, or what is called the 'Rock Cut,' and Section No. 10 at Lachine, will be received until the arrival of the eastern and western mails, on Wednesday, the 12th day of January next, plans and specifications for which can be seen at the places above mentioned on and after Wednesday the 5th day of January next.

For other parts of the works, tenders will be received until Tuesday, the 21st day of March next, and for which plans and specifications can be seen at the respective places above mentioned, on and after Tuesday, the 7th day of March.

Contractors are requested to bear in mind that Tenders will not be considered unless made strictly in accordance with the printed forms, and—in the case of firms—except there are attached the actual signatures, the nature of the occupation and place of residence of each member of the same; and further, an accepted bank cheque, or other available security, for the sum of from one to three thousand dollars, according to the extent of work on the section, must accompany each Tender, which shall be forfeited if the party tendering declines or fails to enter into contract for the works when called upon to do so, at the rates stated in the offer submitted.

The amount required in each case will be stated on the form of Tender.

The cheque or money thus sent in will be returned to the respective parties whose Tenders are not accepted.

For the due fulfillment of the contract satisfactory security will be required on real estate or by deposit of money, public or municipal securities, or bank stock to the amount of five per cent. on the bulk sum of the contract, of which the sum sent in with the Tender will be considered a part.

Ninety per cent. only of the progress estimates will be paid until the completion of the works.

To each Tender must be attached the actual signatures of two responsible and solvent persons, residents of the Dominion, willing to become sureties for the carrying out these conditions, as well as the due performance of works embraced in the contract.

This Department does not, however, bind itself to accept the lowest or any Tender.

By Order, F. BRAUN, Secretary.

Department of Public Works,  
Ottawa, Dec. 25, 1875.

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