

**Lake Marine Statistics.**

From the report of J. W. Hall, of Detroit, Mich., just prepared, we learn that the number of disasters on the lakes during the year 1876 amounted to 639. The value of property lost is \$1,173,260. The losses of timber rafts on the lakes involve a loss of about \$101,000. The greatest loss during any month was September, when the losses amounted to \$276,133. The number of disasters this year was 417 less than in 1875. The total number of deaths, either on board ship or on shore, among seamen was 155, of which 36 were Vessel Masters. Fourteen were lost by foundered vessels, 97 were drowned, 28 died on shore, 13 were accidentally killed, 2 were murdered, 2 committed suicide, and 1 was found dead. The new tonnage amounts to 7 461 tons, a falling off from 1875 of 11,517 tons. The lost tonnage amounts to 9,990 tons, an excess over the new tonnage of 1,539 tons. Financially, the season of 1876 has been the worst on record.

**The Suez Canal Traffic.**

A table of the traffic through the Suez Canal, drawn up by the company, shows that the route is now taken by 24 regular lines of steam vessels, employing 234 vessels, of a total gross tonnage of 509,447 tons. Classed according to their nationality, the share of England is 152 vessels, of 350,273 tons; next follows France, 18 vessels, of 42,624 tons; Holland, 15, of 36 535 tons; Austria, 18, of 29,227 tons; Italy, 10, of 16,218 tons; Russia, 8, of 13,433 tons; Germany, 8, of 11,336 tons, and Spain, 5, of 10,751 tons. The English vessels and tonnage do not, however, represent the share of England in the traffic, which amounts to nearly four-fifths, English vessels making more frequent passages. The company which employs the greatest number of vessels on this route is the Peninsular and Oriental, with 46; the Messageries Nationales and Austrian Lloyd's have each 18; France, Austria, Germany, Spain, Italy, and Russia have each only a single line of steamers using the canal; Holland has 3, and England 15. With regard to the itineraries of the different steamers, 17 run to the Red Sea and the Persian Gulf, 62 to Bombay, 60 to Colombo, Madras and Calcutta; 5 to the Mauritius and Reunion, 62 to Cochin China, China and Japan; 5 to Rangoon and Birmah, 5 to the Philippines, and 18 to the Dutch Indies.

Hon. Samuel Sloan has been elected President of the Rome, Watertown and Ogdensburgh Railroad Company, in place of Marcellus Massey, Esq., who had resigned in consequence of impaired health. Mr. Massey is the Vice President, and will render such service as he may be able in that capacity.

The Milwaukee Wisconsin says that the contract for building the Menominee Iron Range Railroad has been let by the Chicago and Northwestern Railway Company to Messrs. D. L. Wells & Co., Milwaukee, and that some of the work upon it will be done this winter.

The Jamestown Journal says that the Buffalo and Jamestown Railroad will shortly pass into the hands of the Dunkirk, Allegheny Valley and Pittsburgh Railroad Company.

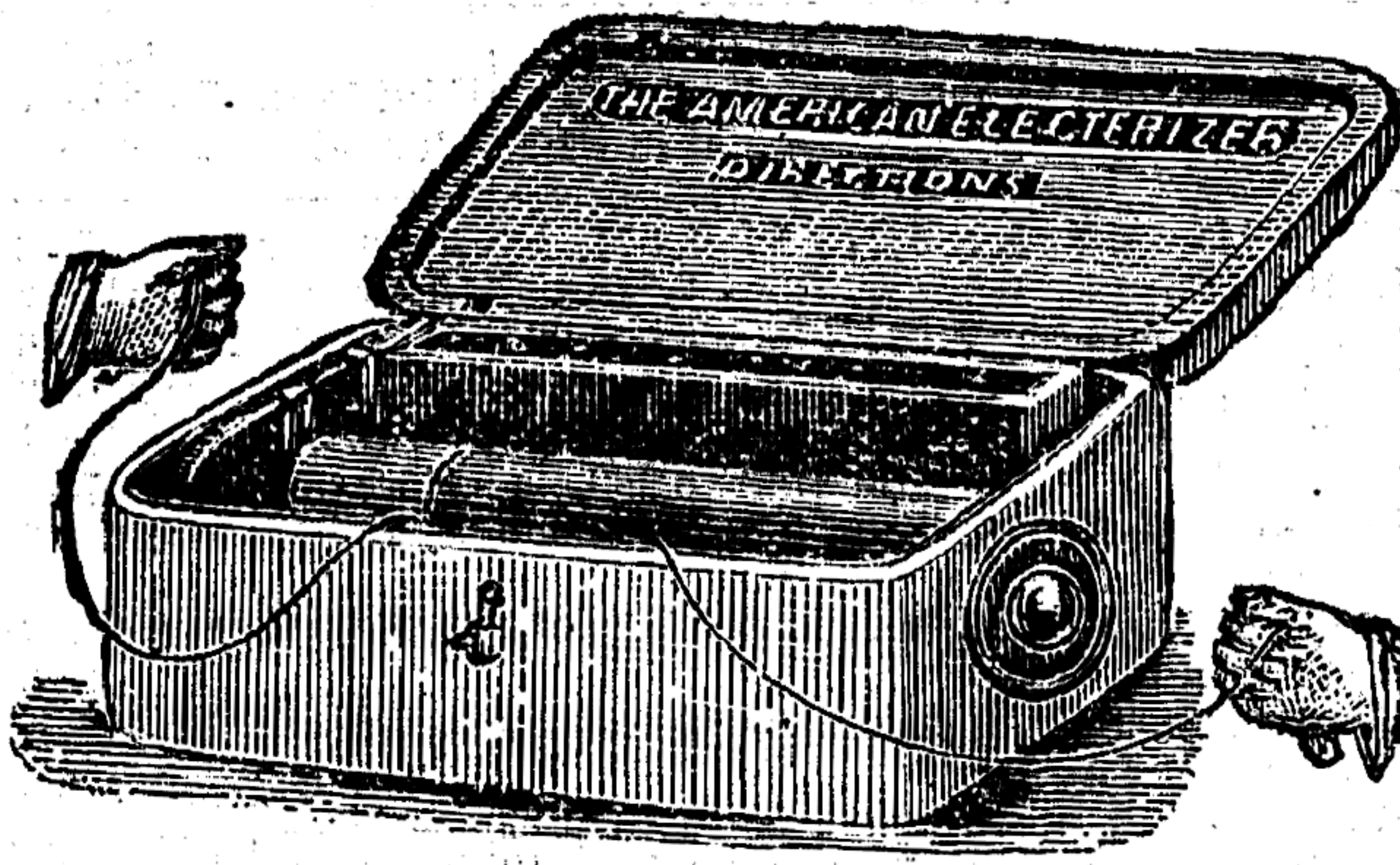
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Bids may be made for the construction of one or more sections, or for the whole road, and may include all materials necessary to complete it for equipment.

The necessary maps, profiles and estimates for work can be found at the office of the undersigned, where all required information may be obtained.

The company reserve the right to reject any and all bids offered.

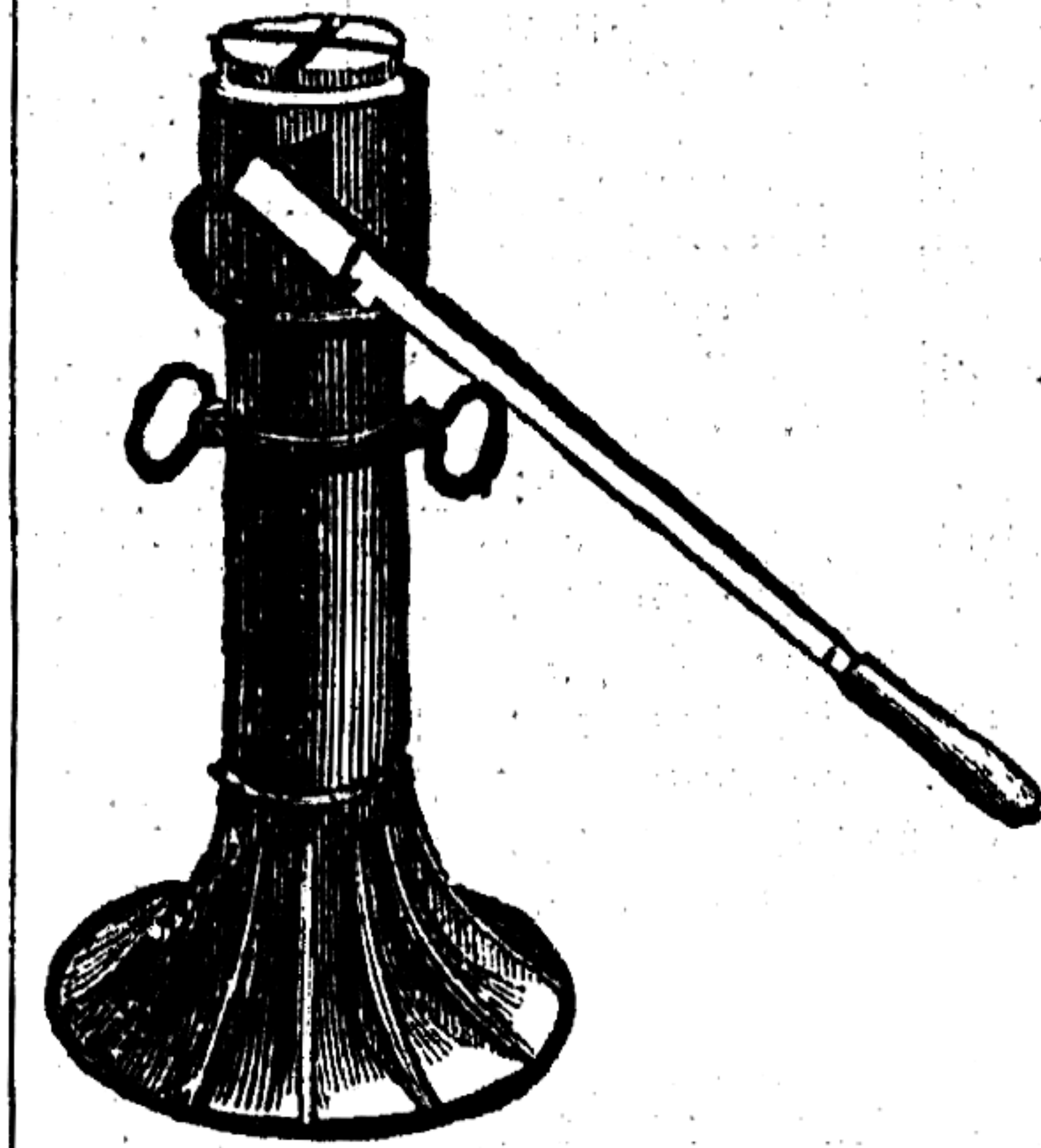
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