

of partial losses of cargo, and damages to vessels amounting to a total loss, which, at an average, would be likely to increase the figures to some extent near \$5,000,000. The vessels reported in this list are chiefly American, although some foreign vessels were bound to or from a United States port, or were to be bound in and out of the United States. The total is insured abroad or at home, and the proportion falls on owners, it is impossible to estimate with anything like accuracy.

The number of lives actually reported to be lost is 81, but if we add the crews of the vessels reported as being missing, "in regard to which no hope is entertained," and the crews of the 100 vessels reported as feared to be lost, the total number of lives lost or feared to be lost to human life for the pursuit of commerce.

The large marine losses of the last few months are attributable, in no small degree, to the increased tonnage of the ships built of late years. This increased capacity renders them more liable to the increased strength. The vessels that withstood severe storms are more inclined their liability to get aground on rocks and shoals. — *N. B. Ship List.*

A terrible riot had occurred among the laborers on the New York and Erie Railroad, and one thousand were engaged in the fight, and the military force was called out to suppress the riot.