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FROM THE

UNITED STATES GOVERNMENT

THROUGH

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20 July 1893

ANNUAL REPORT

~~VIII, 476~~

OF THE

OPERATIONS

OF THE

UNITED STATES LIFE-SAVING SERVICE

FOR THE

FISCAL YEAR ENDING JUNE 30, 1891.



WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1893.

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Life-Saving Service.

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ORGANIZATION

OF THE

UNITED STATES LIFESAVING SERVICE.

(In Conformity to Act of Congress approved June 18, 1878.)

- SUMNER I. KIMBALL**, General Superintendent, Washington, D. C.
HORACE L. PIPER, Assistant General Superintendent, Washington, D. C.
Capt. CHARLES A. ABBEY, United States Revenue Marine, Inspector of Life-Saving Stations, No. 24 State street, New York City.
- | | | |
|---|---|--|
| <p>Capt. CHARLES A. ABBEY, United States Revenue Marine, No. 24 State street, New York City.</p> <p>Capt. GEORGE W. MOORE, United States Revenue Marine, No. 24 State street, New York City.</p> <p>Capt. JOHN W. WHITE, United States Revenue Marine, East Oakland, Alameda County, California.</p> <p>Capt. CHARLES A. ABBEY, United States Revenue Marine, No. 24 State street, New York City.</p> | } | <p>Superintendents of Construction Life-Saving Stations, Atlantic and Lake Coasts.</p> <p>Superintendents of Construction Life-Saving Stations, Pacific Coast.</p> |
|---|---|--|

ASSISTANT INSPECTORS.

- First District.* } Lieut. **JOHN DENNETT**, United States Revenue Marine, Post-office
Second District. } Building, Boston, Massachusetts.
- Third District.*—Lieut. **WILLIAM H. ROBERTS**, United States Revenue Marine, Patchogue, New York.
- Fourth District.*—Lieut. **CHARLES H. MCLELLAN**, United States Revenue Marine, Tom's River, New Jersey.
- Fifth District.*—Lieut. **FRANK G. F. WADSWORTH**, United States Revenue Marine, Onancock, Virginia.
- Sixth District.*—Lieut. **WALSTEIN A. FAILING**, United States Revenue Marine, Elizabeth City, North Carolina.
- Seventh District.*—Capt. **JOHN C. MITCHELL**, United States Revenue Marine, Custom-House, Savannah, Georgia.
- Eighth District.*—Capt. **JOSEPH W. CONGDON**, United States Revenue Marine, Custom-House, Galveston, Texas.
- Ninth District.* } Lieut. **ROBERT M. CLARK**, United States Revenue Marine, Custom-
Tenth District. } House, Detroit, Michigan.
- Eleventh District.*—Lieut. **HENRY B. ROGERS**, United States Revenue Marine, Custom-House, Chicago, Illinois.
- Twelfth District.*—Capt. **JOHN W. WHITE**, United States Revenue Marine, East Oakland, Alameda County, California.
- Capt. GEORGE W. MOORE**, United States Revenue Marine, on special duty, No. 24 State street, New York City.
- Lieut. THOMAS D. WALKER**, United States Revenue Marine, on special duty, Washington, D. C.
- Lieut. W. E. REYNOLDS**, United States Revenue Marine, on special duty, Washington, D. C.
- Lieut. JAMES L. SILL**, United States Revenue Marine, on temporary duty, Washington, D. C.

DISTRICT SUPERINTENDENTS.

- First District.*—JOHN M. RICHARDSON, Portland, Maine.
Second District.—BENJAMIN C. SPARROW, East Orleans, Massachusetts.
Third District.—ARTHUR DOMINY, Bay Shore, New York.
Fourth District.—JOHN G. W. HAVENS, Point Pleasant, New Jersey.
Fifth District.—BENJAMIN S. RICH, Onancock, Virginia.
Sixth District.—JOSEPH W. ETHERIDGE, New Berne, North Carolina.
Seventh District.—HIRAM B. SHAW, Ormond, Florida.
Eighth District.—WILLIAM A. HUTCHINGS, Galveston, Texas.
Ninth District.—DAVID P. DOBBINS, Buffalo, New York.
Tenth District.—JEROME G. KIAH, Sand Beach, Michigan.
Eleventh District.—NATHANIEL ROBBINS, Grand Haven, Michigan.
Twelfth District.—THOMAS J. BLAKENEY, Appraiser's Building, San Francisco, California.

ASSISTANT DISTRICT SUPERINTENDENT.

- Third District.*—HERBERT M. KNOWLES, Wakefield, Rhode Island.

BOARD ON LIFE-SAVING APPLIANCES.

- EDWARD BURGESS, No. 50 State street, Boston, Massachusetts, *President*.
 Capt. CHARLES A. ABBEY, United States Revenue Marine, Inspector of Life-Saving Stations, No. 24 State street, New York City.
 Capt. DAVID A. LYLE, Ordnance Department, United States Army, Box 1606, Philadelphia, Pa.
 Lieut. THOMAS D. WALKER, United States Revenue Marine, Assistant Inspector Life-Saving Stations, Washington, D. C., *Recorder*.
 BENJAMIN C. SPARROW, Superintendent Second Life-Saving District, East Orleans, Massachusetts.
 DAVID P. DOBBINS, Superintendent Ninth Life-Saving District, Buffalo, New York.
 HERBERT M. KNOWLES, Assistant Superintendent Third Life-Saving District, Wakefield, Rhode Island.

LETTER OF TRANSMITTAL.

TREASURY DEPARTMENT,
UNITED STATES LIFE-SAVING SERVICE,
Washington, D. C., November 12, 1891.

SIR: I have the honor to submit the following report of the operations of the Life-Saving Service for the fiscal year ending June 30, 1891, and of the expenditures of the moneys appropriated for the maintenance of the service for that period, in accordance with the requirements of section 7 of the act of June 18, 1878.

A compilation of the statistics of wrecks and casualties which have occurred on or near the coasts and on the rivers of the United States, and to American vessels at sea or on the coasts of foreign countries, collected under authority of the act of June 20, 1874, is appended.

I have the honor to be, very respectfully,

SUMNER I. KIMBALL,
General Superintendent.

Hon. CHARLES FOSTER,
Secretary of the Treasury.

OPERATIONS
OF THE
UNITED STATES LIFE-SAVING SERVICE.

1 8 9 1 .

REPORT

OF THE

UNITED STATES LIFE-SAVING SERVICE,

1891.

OPERATIONS.

The number of stations embraced in the Life-Saving Establishment at the end of the fiscal year was two hundred and thirty-eight, distributed upon thesea and lake coasts as follows:

First District (coast of Maine and New Hampshire).....	12
Second District (coast of Massachusetts)	23
Third District (coast of Rhode Island and Long Island)	38
Fourth District (coast of New Jersey)	41
Fifth District (coast from Cape Henlopen to Cape Charles)	17
Sixth District (coast from Cape Henry to Cape Fear River)	29
Seventh District (coast of South Carolina, Georgia, and eastern Florida).....	11
Eighth District (Gulf coast).....	8
Ninth District (Lakes Erie and Ontario).....	9
Tenth District (Lakes Huron and Superior).....	15
Eleventh District (Lake Michigan).....	24
Twelfth District (Pacific coast).....	11
Total	238

Of these stations one hundred and seventy-eight were on the Atlantic and Gulf, forty-eight on the Lakes, one at the Falls of the Ohio, Louisville, Kentucky, and eleven on the Pacific.

The following statement shows the periods of the employment of surfmen at such of the stations as were manned with crews during any

portion of the year, which periods, respectively, constitute what is termed the active season:

Employment of surfmen, season of 1890-'91.

District.	Stations.	Period of employment.
1	Quoddy Head, Cross Island, Crumple Island, Cranberry Isles, White Head, Hunnells Beach, Cape Elizabeth, Fletchers Neck, Jerrys Point, Rye Beach, and Wallis Sands.	6 surfmen at each station from Sept. 1, 1890, to Nov. 30, 1890, inclusive, and 7 at each from Dec. 1, 1890, to Apr. 30, 1891, inclusive.
2	Plum Island, Davis Neck, North Scituate, Fourth Cliff, Gurnet, Manomet Point, Race Point, Peaked Hill Bars, High Head, Highland, Pamet River, Caboons Hollow, Nauset, Orleans, Chatham, Coskata, Surfside, Muskeget, Cuttyhunk, and Point Allerton. Monomoy.....	6 surfmen at each station from Sept. 1, 1890, to Nov. 30, 1890, inclusive, and 7 at each from Dec. 1, 1890, to Apr. 30, 1891, inclusive. 7 surfmen from Sept. 1, 1890, to Nov. 30, 1890, inclusive, and 8 from Dec. 1, 1890, to Apr. 30, 1891, inclusive.
3	Brentons Point, Narragansett Pier, Point Judith, Watch Hill, New Shoreham, Block Island, Ditch Plain, Hither Plain, Napeague, Amagansett, Georgica, Mecox, Southampton, Shinnecock, Tiana, Quogue, Petunk, Moriches, Forge River, Smiths Point, Bellport, Blue Point, Lone Hill, Point of Woods, Fire Island, Oak Island, Gilgo, Jones's Beach, Zachs Inlet, Short Beach, Point Lookout, Long Beach, Rockaway, Rockaway Point, Coney Island, and Katons Neck.	6 surfmen at each station from Sept. 1, 1890, to Nov. 30, 1890, inclusive, and 7 at each from Dec. 1, 1890, to Apr. 30, 1891, inclusive.
4	Sandy Hook, Spermaceti Cove, Seabright, Monmouth Beach, Long Branch, Deal, Shark River, Spring Lake, Squan Beach, Bayhead, Mantoloking, Chadwicks, Toms River, Island Beach, Cedar Creek, Forked River, Barnegat, Loveladies Island, Harveys Cedars, Ship Bottom, Long Beach, Bonds, Little Egg, Little Beach, Brigantine, South Brigantine, Atlantic City, Absecon, Great Egg, Ocean City, Pecks Beach, Corsons Inlet, Sea Isle City, Townsends Inlet, Tathams, Hereford Inlet, Holly Beach, Turtle Gut, Cold Spring, and Cape May.	6 surfmen at each station from Sept. 1, 1890, to Nov. 30, 1890, inclusive, and 7 at each from Dec. 1, 1890, to Apr. 30, 1891, inclusive.
5	Lewes, Cape Henlopen, Rehoboth Beach, Indian River Inlet, Ocean City, North Beach, Green Run Inlet, Popes Island, Assateague Beach, Wallops Beach, Metomkin Inlet, Wachapreague, Paramores Beach, Cobbs Island, and Smiths Island. Hog Island.....	6 surfmen at each station from Sept. 1, 1890, to Nov. 30, 1890, inclusive, and 7 at each from Dec. 1, 1890, to Apr. 30, 1891, inclusive. 8 surfmen from Sept. 1, 1890, to Apr. 30, 1891.
6	Cape Henry, Seatack, Dam Neck Mills, Little Island, False Cape, Wash Woods, Currituck Inlet, Whales Head, Poyners Hill, Kiffays Inlet, Paul Gamieles Hill, Kitty Hawk, Kill Devil Hills, Nags Head, Bodies Island, Oregon Inlet, Pea Island, New Inlet, Chicomicomico, Gull Shoal, Little Kinnakeet, Big Kinnakeet, Cape Hatteras, Creeds Hill, Durants, Ocracoke, Cape Lookout, Cape Fear, and Oak Island.	6 surfmen at each station from Sept. 1, 1890, to Nov. 30, 1890, inclusive, and 7 at each from Dec. 1, 1890, to Apr. 30, 1891, inclusive.
7	Morris Island and Jupiter Inlet.....	6 surfmen at each station from Sept. 1, 1890, to Apr. 30, 1891, inclusive.
8	Santa Rosa, Sabine Pass, San Luis, Velasco, Saluria, Aransas, and Brazos. Galveston.....	6 surfmen at each station from Sept. 1, 1890, to Apr. 30, 1891, inclusive. 7 surfmen from Sept. 1, 1890, to Apr. 30, 1891, inclusive
9	Big Sandy, Oswego, Charlotte, Buffalo, Erie, Fairport, Cleveland, and Point Marblehead. Louisville.....	7 surfmen at each station from July 1, 1890, to Dec. 15, 1891, inclusive, and 7 at each from Apr. 16, 1891, to June 30, 1891, inclusive. 6 surfmen from July 1, 1890, to June 30, 1891, inclusive.
10	Sand Beach, Pointe aux Barques, Grindstone City, Ottawa Point, Sturgeon Point, and Middle Island.	8 surfmen at each station from July 1, 1890, to Dec. 10, 1890, inclusive, and 8 at each from Apr. 16, 1891, to June 30, 1891, inclusive.

Employment of surfmen, season of 1890-'91—Continued.

District.	Stations.	Period of employment.
10	Thunder Bay Island	8 surfmen from July 1, 1890, to Dec. 11, 1890, inclusive, and 8 from Apr. 16, 1891, to June 30, 1891, inclusive.
	Hammonds Bay	8 surfmen from July 1, 1890, to Dec. 9, 1890, inclusive, and 8 from Apr. 16, 1891, to June 30, 1891, inclusive.
	Ship Canal	8 surfmen from July 1, 1890, to Dec. 5, 1890, inclusive, and 8 from May 1, 1891, to June 30, 1891, inclusive.
	Vermillion Point, Crisps, Two Heart River, and Muskallonge Lake.	7 surfmen at each station from July 1, 1890, to Dec. 4, 1890, inclusive, and 7 at each from May 1, 1891, to June 30, 1891, inclusive.
	Bois Blanc	8 surfmen from May 7, 1891, to June 30, 1891, inclusive.
	Marquette	8 surfmen from May 9, 1891, to June 30, 1891, inclusive.
11	Pentwater, White River, Holland, South Haven, Kenosha, and Evanston.	7 surfmen at each station from July 1, 1890, to Nov. 30, 1890, inclusive, and 7 at each from Apr. 16, 1891, to June 30, 1891, inclusive.
	North Manitou Island	7 surfmen from July 1, 1890, to Nov. 30, 1890, inclusive, and 7 from Apr. 20, 1891, to June 30, 1891, inclusive.
	Point Betsey, Frankfort, Manistee, Grande Pointe au Sable, Muskegon, Saint Joseph, Michigan City, South Chicago, Racine, Sheboygan, Two Rivers and Sturgeon Bay Canal.	7 surfmen at each station from July 1, 1890, to Dec. 5, 1890, inclusive, and 7 at each from Apr. 16, 1891, to June 30, 1891, inclusive.
	Ludington, Grand Haven, Chicago, and Milwaukee.	7 surfmen at each station from July 1, 1890, to Dec. 10, 1890, inclusive, and 7 at each from Apr. 16, 1891, to June 30, 1891, inclusive.
12	Shoalwater Bay, Humboldt Bay, and Golden Gate Park.	7 surfmen at each station from July 1, 1890, to June 30, 1891, inclusive.
	Point Reyes	4 surfmen from July 1, 1890, to July 7, 1890, inclusive, and 7 from July 8, 1890, to June 30, 1891, inclusive.
	Cape Disappointment, Fort Point, and Point Adams.	8 surfmen at each station from July 1, 1890, to June 30, 1891, inclusive.

In the foregoing statement but two stations in the Seventh District are included, the remaining nine being simply well-provisioned houses of refuge for the shipwrecked, under the care of keepers only. Crews are not employed at these stations, for reasons stated in former reports.

STATISTICS.

The reports of the district officers show that during the year there were three hundred and thirty-one disasters to documented vessels within the scope of station operations. On board these vessels were three thousand one hundred and forty-seven persons, of whom forty-two were lost.

The estimated value of the vessels was \$4,814,000, and that of their cargoes \$2,096,380, making the total value of property involved \$6,910,380. Of this amount \$5,677,890 was saved and \$1,232,490 lost.

The number of vessels totally lost was sixty-two.

In addition to the foregoing there were one hundred and sixty casualties to smaller craft, such as sailboats, rowboats, etc., on which there were three hundred and forty-four persons, eight of whom were lost. The value of the property involved in these instances is estimated at \$110,425, of which \$106,070 was saved and \$4,355 lost.

The results of all the disasters within the scope of the Service aggregate, therefore, as follows:

Total number of disasters	491
Total value of property involved	\$7,020,805
Total value of property saved	\$5,783,960
Total value of property lost	\$1,236,845
Total number of persons involved	3,491
Total number of persons lost	50
Total number of shipwrecked persons succored at stations	*551
Total number of days' succor afforded	†1,516
Number of vessels totally lost	62

The apportionment of the foregoing statistics to the Atlantic, Lake, and Pacific coasts, respectively, is shown in the following table:

	Total number of disasters.	Total value of vessels.	Total value of cargoes.	Total amount of property involved.	Total amount of property saved.	Total amount of property lost.	Total number of persons on board.	Total number of persons lost.	Number of shipwrecked persons succored at stations.	Total number of days' succor afforded.	Number of disasters involving total loss of vessels.
Atlantic and Gulf coasts ...	279	\$2,559,630	\$1,410,525	\$3,970,155	\$3,018,240	\$951,915	2,123	38	419	1,164	49
Lake coasts* ...	205	2,248,610	612,740	2,861,350	2,647,070	214,280	1,321	12	128	347	11
Pacific coast ...	7	113,450	75,850	189,300	118,650	70,650	47	...	4	5	2
Total	491	4,921,690	2,099,115	7,020,805	5,783,960	1,236,845	3,491	50	†551	†1,516	62

* Including the river station at Louisville, Ky.

† These figures include persons to whom succor was given who were not on board vessels embraced in tables.

The apportionment to the several districts is as follows:

First District.

Number of disasters	45
Value of vessels	\$194,285
Value of cargoes	\$30,250
Total value of property	\$224,535
Number of persons on board vessels	235
Number of persons lost	1
Number of shipwrecked persons succored at stations	7
Number of days' succor afforded	25
Value of property saved	\$189,880
Value of property lost	\$34,655
Number of disasters involving total loss of vessels	7

Second District.

Number of disasters	56
Value of vessels	\$448,050
Value of cargoes	\$53,550

* Including one hundred persons not on vessels in tables.

† Including two hundred and forty-four days' succor to persons not on vessels in tables.

UNITED STATES LIFE-SAVING SERVICE.

15

Total value of property	\$501, 600
Number of persons on board vessels	402
Number of persons lost	None.
Number of shipwrecked persons succored at stations	84
Number of days' succor afforded	176
Value of property saved	\$398, 360
Value of property lost	\$103, 240
Number of disasters involving total loss of vessels	9

Third District.

Number of disasters	31
Value of vessels	\$525, 870
Value of cargoes	\$360, 550
Total value of property	\$886, 420
Number of persons on board vessels	577
Number of persons lost	6
Number of shipwrecked persons succored at stations	46
Number of days' succor afforded	90
Value of property saved	\$709, 695
Value of property lost	\$176, 725
Number of disasters involving total loss of vessels	5

Fourth District.

Number of disasters	49
Value of vessels	\$271, 655
Value of cargoes	\$176, 985
Total value of property	\$448, 640
Number of persons on board vessels	233
Number of persons lost	1
Number of shipwrecked persons succored at stations	65
Number of days' succor afforded	110
Value of property saved	\$271, 305
Value of property lost	\$177, 335
Number of disasters involving total loss of vessels	6

Fifth District.

Number of disasters	37
Value of vessels	\$177, 380
Value of cargoes	\$47, 465
Total value of property	\$224, 845
Number of persons on board vessels	184
Number of persons lost	1
Number of shipwrecked persons succored at stations	36
Number of days' succor afforded	64
Value of property saved	\$176, 780
Value of property lost	\$48, 065
Number of disasters involving total loss of vessels	9

Sixth District.

Number of disasters	32
Value of vessels	\$840, 440
Value of cargoes	\$720, 220
Total value of property	\$1, 560, 660
Number of persons on board vessels	359
Number of persons lost	29

Number of shipwrecked persons succored at stations	99
Number of days' succor afforded	566
Value of property saved	\$1, 181, 240
Value of property lost	\$379, 420
Number of disasters involving total loss of vessels	11

Seventh District.

Number of disasters	9
Value of vessels	\$41, 475
Value of cargoes	\$7, 390
Total value of property	\$48, 865
Number of persons on board vessels	55
Number of persons lost	None.
Number of shipwrecked persons succored at stations	3
Number of days' succor afforded	5
Value of property saved	\$35, 385
Value of property lost	\$13, 480
Number of disasters involving total loss of vessels	1

Eighth District.

Number of disasters	20
Value of vessels	\$60, 475
Value of cargoes	\$14, 115
Total value of property	\$74, 590
Number of persons on board vessels	78
Number of persons lost	None.
Number of shipwrecked persons succored at stations	5
Number of days' succor afforded	39
Value of property saved	\$55, 595
Value of property lost	\$18, 995
Number of disasters involving total loss of vessels	1

Ninth District.

Number of disasters	73
Value of vessels	\$340, 040
Value of cargoes	\$229, 225
Total value of property	\$569, 265
Number of persons on board vessels	344
Number of persons lost	6
Number of shipwrecked persons succored at stations	17
Number of days' succor afforded	17
Value of property saved	\$482, 215
Value of property lost	\$87, 050
Number of disasters involving total loss of vessels	4

Tenth District.

Number of disasters	47
Value of vessels	\$1, 059, 505
Value of cargoes	\$264, 730
Total value of property	\$1, 324, 235
Number of persons on board vessels	581
Number of persons lost	5
Number of shipwrecked persons succored at stations	46
Number of days' succor afforded	128
Value of property saved	\$1, 222, 655
Value of property lost	\$101, 580
Number of disasters involving total loss of vessels	4

Eleventh District.

Number of disasters	85
Value of vessels	\$849, 065
Value of cargoes	\$118, 785
Total value of property	\$967, 850
Number of persons on board vessels	396
Number of persons lost	1
Number of shipwrecked persons succored at stations	39
Number of days' succor afforded	47
Value of property saved	\$942, 200
Value of property lost	\$25, 650
Number of disasters involving total loss of vessels	3

Twelfth District.

Number of disasters	7
Value of vessels	\$113, 450
Value of cargoes	\$75, 850
Total value of property	\$189, 300
Number of persons on board vessels	47
Number of persons lost	None.
Number of shipwrecked persons succored at stations	4
Number of days' succor afforded	5
Value of property saved	\$118, 650
Value of property lost	\$70, 650
Number of disasters involving total loss of vessels	2

Forty-six persons, in addition to those saved from vessels, were also rescued. These had fallen from wharves, piers, etc., and would probably have perished but for the help of the life-saving crews.

In four hundred and seventy instances vessels were worked off when stranded, repaired when damaged, piloted out of dangerous places, and similarly assisted by the station crews. There were, besides, two hundred and ten instances where vessels running into danger of stranding were warned off by the signals of the patrols, most of them probably having been thus saved from partial or total loss.

In the year's operations the surfboat was used four hundred and ninety-two times, making six hundred and eighty-seven trips. The self-righting and self-bailing lifeboat was used eighty-one times, making one hundred and seventeen trips. Smaller boats were used two hundred and sixty-seven times, making three hundred and seventy trips. The river life-skiffs at the Louisville Station, (Ninth District,) were used twenty-nine times, making thirty-seven trips. The breeches buoy was used twenty-two times, making one hundred and sixty-seven passages. The wreck-gun was employed twenty-three times, firing forty-eight shots. The heaving-stick was used fourteen times. There were landed by the surfboat five hundred and sixty-three persons; by the lifeboat, ninety-two; by the river life-skiffs, twenty-seven; by other station boats, one hundred; by the breeches buoy, one hundred and fifty-seven. Nineteen were rescued by the surfmen going into the surf and undertow and assisting them ashore; three were landed from

a vessel by means of a heaving line thrown from a pier; one, while clinging to the rocks, was rescued by the surfmen lowering a line to him, by which means he was drawn up to a place of safety, and three were saved from a capsized boat to which they were clinging, by a surfman casting a line to them, which was made fast to the boat whereby it was drawn to the pier so that the men could be assisted on to the dock.

GENERAL SUMMARY

*Of disasters which have occurred within the scope of life-saving operations from November 1, 1871, (date of introduction of present system,) to close of fiscal year ending June 30, 1891.**

Total number of disasters	5, 943
Total value of vessels	\$65, 721, 760
Total value of cargoes	\$30, 636, 224
Total value of property involved	\$96, 357, 984
Total value of property saved	\$71, 646, 982
Total value of property lost	\$24, 711, 002
Total number of persons involved †	49, 920
Total number of lives lost †	600
Total number of persons succored ‡	9, 242
Total number of days' succor afforded	24, 234

LOSS OF LIFE.

In conformity with the provisions of the ninth section of the act of June 18, 1878, all fatal disasters occurring during the year within the scope of the operations of the Service have as usual been carefully investigated. The information thus obtained will be found embodied in the subjoined accounts. During the year there were seventeen such casualties, involving the loss of fifty lives. This is an unusually large loss for this Service to report, but it will be remembered that the statistics on a previous page show that the aggregate number of persons upon all the craft, both large and small, to which accident occurred was three thousand four hundred and ninety-one. The loss is therefore less than one and one-half per cent of the whole number of persons involved. It will be seen that more than half of these fifty lives

* It should be observed that the operations of the service during this period have been limited as follows: Season of 1871-'72, to the coasts of Long Island and New Jersey; seasons of 1872-'74, to coasts of Cape Cod, Long Island, and New Jersey; season of 1874-'75, to the coasts of New England, Long Island, New Jersey, and coast from Cape Henry to Cape Hatteras; season of 1875-'76, coasts of New England, Long Island, New Jersey, coast from Cape Henlopen to Cape Charles, and coast from Cape Henry to Cape Hatteras; season of 1876-'77 and since, all the foregoing, with the addition of the eastern coast of Florida and portions of the lake coasts, and since 1880 the coast of Texas.

† Including persons rescued not on board of vessels.

‡ Eighty-five of these were lost at the disaster of the steamer *Metropolis*—where service was impeded by distance—and fourteen others in the same year owing to similar causes.

§ Including castaways not on board vessels embraced in tables.

were lost by the two most disastrous wrecks of the year; nineteen with the total destruction of the British steamship *Strathairly*, and seven by the wreck of the Norwegian bark *Dictator*, in March last, on the same coast, and within a few days of each other during the prevalence of tempests exceptionally terrible. In the case of the former of the two vessels, which was wrecked near the Chicamicomico Station, coast of North Carolina, it was utterly impossible for the three station crews that were assembled on the ground to accomplish anything on account of the prevalence of a dense fog which completely shut out the vessel from sight until the sailors were so exhausted and benumbed from exposure in the rigging that they could not effectively coöperate with the surfmen. Both these vessels grounded at an unusually great distance from the shore. At the *Strathairly* unquestionably the odds were overwhelmingly against the Service.

In the case of the schooner *A. H. Hurlburt*, wrecked on the Rhode Island coast, near Narragansett Pier, the vessel went to pieces on the rocks in an incredibly short time, while the station crew were engaged in rescuing the people from another wreck—that of the *Bill Stowe*, some three or four miles away—and three men were lost. The other fatalities were distributed as follows: By the wreck of the schooner *Fanny L. Jones* in Lake Erie, near Cleveland, Ohio, one; the schooner *Wahnapitae*, in the same locality, one; the British schooner *Gondola* near Seguin Island, coast of Maine, one; the schooner *Joseph H. Neff*, off Oak Island, coast of North Carolina, one; the British schooner *Otter*, off the coast of Long Island, New York, two; the schooner *Nathaniel Lank*, off the coast of North Carolina, one; the British steamer *Crag-side*, stranded off the same coast near Ocracoke Inlet, one; the British brig *Joseph Banigan*, off Long Branch, New Jersey, one; the tug *Tempest*, which sunk while entering the harbor of Cleveland, Ohio, three; the schooner *George Henry*, which sunk in Delaware Bay, one; and by the capsizing of skiffs, yawls, and other classes of boats, eight.

CAPSIZING OF A SMALL FISHING SKIFF.

The first casualty involving loss of life during the year within the scope of the operations of the Service occurred near the St. Joseph Station, (Eleventh District,) Lake Michigan, on July 13, 1890. Henry Ewald, a German, was drowned by the capsizing of his boat in the lake. It appears that Ewald and another man had set out from St. Joseph shortly after 7 o'clock in the morning in a small skiff, for a fishing trip on the lake. They passed the life-saving station a few minutes later, rowing toward the pier heads, the attention of the lookout having been drawn to them by their boisterous conduct, as though one or both had been drinking. This caused the surfman to keep a sharp watch on their movements. When near the end of the piers the boat was suddenly turned back, and after rowing a short distance Ewald's companion got out on one of the piers, leaving Ewald alone. The latter then proceeded

out into the lake, but had not gone more than a quarter of a mile when he was seen to sway to one side, capsizing the boat, and was thrown into the water. The lake was quite smooth at the time, the breeze being light and off the shore. An alarm was instantly sounded on the gong and in less than five minutes the station crew reached the spot in the surfboat. They found the boat bottom up and the man's hat and some fishing tackle were floating near it, but the man had disappeared. An immediate search was made for the body, and in about twenty minutes from the time of the accident it was brought to the surface. Steps were at once taken to resuscitate it if possible, and as soon as it could be landed the crew's efforts were supplemented with the aid of one of the leading physicians of St. Joseph. These efforts were prolonged for about two hours, when the physician declared it useless to continue longer as the man was undoubtedly dead. He thought that life must have been extinct when the body was taken from the water. Eye witnesses declare that the man did not appear to make the slightest effort to save himself when the boat upset, the opinion being expressed that he was too drunk to realize his peril, and that he went down without a struggle. There is abundant proof that the station crew did everything possible to save him.

WRECK OF THE SCHOONER FANNY L. JONES.

The second case involving loss of life was the wreck of the schooner *Fanny L. Jones*, of Cleveland, Ohio, shortly after midnight on the morning of August 11, 1890. The master of the vessel, E. C. Cummings, of Milan, Ohio, was drowned. From the report of the officer directed to investigate the circumstances of the casualty, and from other sources, the following facts are gleaned:

The *Fanny L. Jones* was a craft of one hundred and twelve tons register and carried a crew of four men. She left Kelleys Island, Lake Erie, at noon of August 10, deeply laden with a cargo of limestone, bound to Ashtabula, Ohio. The weather was fair when she sailed, but during the afternoon the wind freshened to a gale from the northward and eastward and the lake became quite rough. As the schooner was shipping considerable water and laboring heavily the captain concluded to bear up for Cleveland for shelter under the breakwater until the weather abated, the crew meanwhile being set to work throwing a portion of the deck-load overboard to lighten her. When, however, they were within half a mile of the breakwater and the danger seemed nearly past, the vessel gave a sudden lurch and went to the bottom, the catastrophe coming so unexpectedly that the crew had not time to lower their boat or even to make a signal for assistance. They rushed for the rigging as she sank, and three of them succeeded in reaching the main crosstrees, but the captain who was at the wheel, went down with the vessel. It is supposed that he became entangled in the gear of the mainsail and was unable to extricate himself.

The accident happened about two miles to the westward of the Cleveland Station, (Ninth District,) and as the night was cloudy and dark nothing was known of it at the station until daybreak, about 4 o'clock, when the lookout descried the masts of the schooner sticking up out of the water. An alarm was instantly given, the lifeboat was run out as quickly as possible, and the crew put off to the rescue. The wind was still blowing hard, and the sea was so heavy that the men were an hour in pulling to the wreck. When they got there the main boom and gaff, with the sail attached, were thrashing about so violently through the action of the waves that it became necessary to approach very cautiously to avoid staving the boat. The sailors, it appears, had cut the peak and throat halyards of the sail in order to save the mast, on which they were perched, from breaking off. By watching his opportunity, however, the keeper at some risk sheered alongside. The men were taken into the boat, and at a few minutes after 6 o'clock were safely landed at the station, considerably the worse from exposure. Dry clothing from the stock donated by the Women's National Relief Association and a warm breakfast, followed by a few hours of refreshing sleep, put them in good shape and in the afternoon they were able to leave for the city. The vessel was an old one and became a total loss. The body of the captain was recovered a few days after the wreck occurred and properly cared for.

From the statements of the rescued men it would appear that the casualty was primarily due to the fact that when the vessel completed loading the cargo the hatches were carelessly secured. The voyage was begun under the fairest auspices and there was no anticipation of disaster, but foul weather coming on the vessel shipped a great deal of water, and as the insecure condition of the hatches permitted much of it to find its way into the hold there could be but one result: the limit of buoyancy was speedily reached, and down she went to the bottom.

WRECK OF THE SCHOONER WAHNAPIITAE.

The third fatal casualty of the year, like the second, occurred in the vicinity of the Cleveland Station, (Ninth District,) Lake Erie. The schooner barge *Wahnapiitae*, of Port Huron, Michigan, was totally wrecked against the breakwater, about half a mile from the station, while attempting to reach the harbor at Cleveland, Ohio, during the night of Sunday, October 26, 1890, and one of her crew, Orla W. Smith, of Oswego, New York, was drowned. The *Wahnapiitae* was a large craft of over fourteen hundred tons burden, employed in the lake trade, and on this her fatal voyage she was from Ashland, Wisconsin, bound to Fairport, Ohio, with a cargo of nearly two million feet of lumber in tow of the steamer *John M. Nicol*, of Detroit, which was bound to Cleveland. There were eight persons on the schooner, including the captain's wife, who acted as cook. The night was a bad one for an attempt to enter the harbor. It was overcast and dark, a strong gale was blowing from

the north directly on shore, and the lake was rough, especially off the breakwater and piers. Under these circumstances the captain of the steamer saw that it would jeopardize his own craft if he undertook to tow the schooner in. His vessel was quite a large one, of over two thousand tons register, and the best judgment and skill were necessary to take her in between the piers alone without being handicapped with a heavy tow. The tow-line was therefore cast off and the steamer proceeded inside while the *Wahnapiatae* came to anchor just off the breakwater, it being expected that the harbor tugs in the vicinity would take hold of her and bring her in. The tugs did make strenuous efforts to get a line to the schooner, but the sea was so heavy they were obliged for their own safety to abandon the project.

It was soon manifest that a single anchor was insufficient to hold the schooner where she lay, and before a second one could be let go by the crew, whose attention had been otherwise engaged in trying to get lines from the tugs, she commenced dragging, and continued to do so until she fetched up with a crash against the easterly end of the west breakwater, where she stuck fast, pounding and grinding with every heave of the sea, until very shortly she became a complete wreck. As soon as she struck, the people at great risk jumped onto the breakwater and made for the lighthouse, which is located on the structure about one hundred feet from where she lay. Some of them succeeded with the aid of the light-keeper in thus reaching shelter, while others were less fortunate and narrowly escaped drowning.

The arrival of the tow off the harbor shortly after 8 o'clock had been observed by the lookout at the life-saving station. He kept a sharp watch and presently perceived through the darkness that the schooner was dragging toward the breakwater. The alarm was promptly sounded and as speedily as possible the lifeboat was launched and the crew set out to render whatever assistance they could. The boat was already well on the way when the prolonged screeching of the steam-whistles of the tugboats *Tom Maytham* and *H. L. Chamberlin* as a signal to the station was heard above the noise of the elements, and this served to spur the men to greater exertion in their haste to reach the imperiled craft.

Upon reaching the mouth of the harbor it was evident that it would be impossible for a boat to live alongside the schooner. She could be approached only from the windward, and any attempt to board her would be madness which must result in the destruction of the lifeboat. Keeper Goodwin therefore turned about and shot in under the lee of the breakwater where he found the tugs engaged in rescuing some of the schooner's crew who had reached that structure and been washed off. They picked up one man apiece, but a third man had disappeared and was drowned before either boat could reach him. Seeing another man clinging to the ladder on the inner side of the breakwater near the lighthouse, the keeper sheered the lifeboat in alongside and rescued him just

as a wave broke over the breakwater and covered the boat and its occupants with a smother of foam, nearly sweeping them out of the boat.

After a further and fruitless search for others of the shipwrecked crew, both in the water and along the crib work, the keeper hailed the tugs to learn how many they had rescued and then pulled to the lighthouse to make inquiries there. The keeper of the light, Frederick T. Hatch, who had formerly seen service as a member of the Cleveland life-saving crew, informed Keeper Goodwin that he had under his care four persons including the captain and his wife, and that he would shelter them until morning. The gallant fellow had done heroic work in aiding these people. It seems that when they jumped onto the breakwater he had run out and assisted some to the tower, and when the waves prevented his reaching the rest, he jumped into his boat and rowed along under the lee of the crib-work to the point where they were clinging and picked off the woman and one of the seamen. Upon turning back toward the lighthouse, however, and before he had pulled a dozen strokes a huge wave burst over the breakwater and swamped his boat, throwing him and the two persons with him into the water. Fortunately he had taken the precaution upon setting out to attach one end of a small line to the crib-work near the tower and drop the other end into his boat. When, therefore, the craft overturned he quickly grasped the line, and by means of it succeeded in pulling himself and the woman to the ladder and up to the lighthouse. The sailor capsized with him was probably the one subsequently rescued from the ladder by the station crew.

Finding no others in the water the lifeboat crew returned to the station with the man they had picked up. The tugs on their way in landed their two rescued men also at the station, and all three were furnished with restoratives and dry clothing, the latter from the supply of the Women's National Relief Association.

As soon as the castaways were comfortably provided for the station crew went out a second time in search of the light-keeper's boat which had gone adrift when it upset. The search was without result, as the harbor was fast filling up with a mass of lumber from the wreck which effectually barred the progress of the boat. Early the next morning (27th) the life-saving crew again pulled to the breakwater, and brought ashore the people from the lighthouse. It was then learned that Orla W. Smith was the man that had been drowned. The last seen of him was when he was washed from the breakwater the night before with the two sailors that were picked up by the tugs. But for the presence of these tugs it is likely that all three men would have perished.

Light-keeper Hatch deserves praise for his undaunted behavior on this occasion. It is remembered to his credit that as one of the station crew in 1883 he displayed remarkable gallantry in saving life on the occasion of the sinking of the schooner *Sophia Minch*, in October of that year. The crews of the tugs *Maytham* and *Chamberlin* also deserve

credit. The cargo of the wrecked schooner was scattered along the shore for miles in a damaged condition, and when sold did not fetch more than a quarter of its original value. At last accounts the body of Smith had not been recovered.

THE CAPSIZING OF A FISHING DORY.

The fourth case in the year's record of fatal casualties within the scope of the operations of the Service is the drowning of a fisherman named Thomas P. Corrigan, of Southampton, Long Island, New York. It occurred on November 3, 1890, through the capsizing of a dory in the surf about a quarter of a mile southeast from the Southampton Station, (Third District). The suddenness of the man's disappearance was such that it was impossible to save him, despite the fact that some of the station crew and the members of the fishing gang to which he belonged were near by and made every effort in that direction. Corrigan was one of a party engaged in fishing through the surf off Southampton. At about 3 o'clock in the afternoon after patiently waiting for the rough sea, the result of a stiff southwester of the day before, to run down, Corrigan and two companions, E. J. Howland and S. H. Halsey, put off in a dory to run the seine. The surf on the bar was still moderately heavy, but the fishermen did not consider it dangerous. Corrigan and his mates passed safely beyond the breakers and threw over the seine; they then turned the boat shoreward, with the bridle rope of the seine trailing over the stern, and the prospect seemed good for a successful haul when suddenly their expectant comrades grouped on the beach in readiness to clap onto the seine rope as soon as it was landed, were startled by seeing the boat picked up by an incoming wave and borne shoreward on its crest with great velocity. It had been detached from the seine by the breaking of the bridle rope and came coursing on, straight for the beach, when in a twinkling and just as the sea had about expended its energy, the little craft broached to and capsized, and the three men were thrown into the water. This happened some thirty to fifty yards from the shore and where the water was about six feet deep and comparatively smooth. Two of the men, Halsey and Howland, without any ado immediately struck out, and by swimming and wading soon reached the shore, while Corrigan, probably not so good a swimmer, scrambled onto the boat's bottom where he was practically safe, and if he had been content to stay there until assistance reached him could have been easily rescued. But this was not to be. When it was seen from the beach that he was disinclined at the outset to follow his companions a rush was made by the other fishermen and by members of the station crew to launch another dory that was lying on the beach a short distance away, but on finding that this had no oars in it, Keeper Nelson Burnett, of the life-saving station, accompanied by Jetur R. Rogers, the captain of the fishing gang, and four or five of his own men pushed on for the station surfboat which was

also on the beach a little farther off, and in a very few moments was put into the water and pulled with all possible haste toward the cap-sized boat.

It seems, however, that while the surfboat was being dragged down to the water Corrigan left the bottom of his dory and struck out feebly for the shore. Upon observing this, Howland, one of his companions, although in a nearly exhausted condition himself, owing to the exertion and excitement of swimming ashore and subsequent exposure to the chilly November wind, snatched up the end of a small line and swam out to meet his companion. He got near enough to Corrigan to put the line into his hand, but the poor fellow was so completely worn out that he could not retain his hold on it, and almost immediately went down out of sight. His would-be rescuer was unfortunately unable to dive for him or to do anything further, and it was only with the greatest effort that he succeeded in returning to the beach himself. Corrigan never again rose to the surface alive. The surfboat was within seventy-five yards of the spot when he sank. Immediate search was made and by casting a seine around the spot where he had disappeared his body was recovered in the course of an hour or so and brought ashore. Life was then undoubtedly extinct and all efforts at resuscitation failed. The whole affair from the time the seine line parted until Corrigan went down in his last struggle did not last over ten minutes. His great mistake was in leaving the bottom of the boat. Had he remained there a minute or two longer there can be no doubt that he would have been rescued by the station crew. The testimony of the drowned man's companions, when the matter came to be investigated, showed conclusively that the crew of the life-saving station were not in any way to blame.

WRECK OF THE BRITISH SCHOONER GONDOLA.

The next fatal casualty occurred with the total wreck on Seguin Ledges, off the entrance to Kennebec River, coast of Maine, on December 4, 1890, of the schooner *Gondola*, of St. John, New Brunswick, while on a voyage from Boston, Massachusetts, to Two Rivers, Nova Scotia. By this disaster the captain of the schooner, P. Martin, a resident of East Boston, was drowned. The spot where the disaster happened is about two miles in a southeasterly direction from the Hunnells Beach Station, (First District). The *Gondola* was a craft of one hundred and eighty-five tons register, with a crew of six men, and had no cargo on board when wrecked. When she struck the ledge the rest of the crew put off from her in their yawl before the tide could turn and make the sea too rough for them to get away, but the captain resolutely refused to leave. The men in the boat, after a vain attempt to land on Seguin Island, rowed to a distant passing vessel and were picked up and taken to Booth Bay, but the brave captain's devotion to his charge, in refusing to leave with his men, cost him his life. A most

determined effort of the station crew, with the aid of tugs, to reach him in their boat failed utterly. The ill-fated craft was then on her beam ends surrounded by high breakers, and it was impossible to get near her. When last seen, about the time the surfboat left the mouth of the river, the captain was making signals to the shore with a flag, but before the boat could get near the rocks he had been swept away. There had been a heavy southeast gale the previous day, and on the morning of the 4th the sea was still running high, although the wind had subsided and canted to the westward. The following facts are obtained from the report of the officer detailed to conduct the investigation required by law:

Just how long the vessel had been near the ledges when she first attracted attention no one seems to know, but she was discovered by the patrolmen from the station at about 7 A. M. She was seen by the keepers of the Pond Island and Seguin Island lighthouses at about the same time. It may be well here to remark that the ledge upon which the vessel struck is situate between these two islands and practically hidden from view at the life-saving station by Pond Island. When first seen she appeared to be at anchor near the ledges but soon afterwards swung to the ebb tide which put her broadside upon the rocks. It was just before she swung in among the rocks that the boat with the men in it was seen by the Seguin Island light keepers to leave the vessel. The situation of the schooner was reported by the patrol to Keeper Haley of the life-saving station at about a quarter past 7, and fifteen minutes later he was on his way with his crew towards the wreck. As Pond Island lay exactly between him and the schooner, he landed on the island to get a better idea of the situation, and there from the lighthouse he saw plainly that the schooner had rolled over on her beam ends, and that there was one man still on her. This man had climbed up on the outside and was making signals for help. The intervening body of water necessary to be crossed in order to reach the vessel was practically impassable with a boat propelled by oars, it being a confused mass of dangerous breakers; but this did not deter Haley from making the attempt through what is known as the eastern channel, and he got as far as the lower end of Whales Back before his progress was checked. The old swell, pushed up by the gale of the day previous, upon meeting the strong ebb tide out of the river, made an ugly cross sea which endangered the boat and its crew, and finding that he could pull no farther without swamping the craft, Haley landed on Stage Island, on the easterly side of the river. He had no sooner done this than a thick blinding snowstorm set in, with a fierce southwest gale. After waiting sometime on the island for a lull in the storm, four blasts of a steam whistle were heard, which were immediately recognized as a call for the boat, although nothing could be seen through the snow. The crew, therefore, again launched the boat and pulled to the middle of the river, where they fell in with the tug *Stella*

which took them in tow as far as it was safe for her to go, when the *Seguin*, a much larger and abler tug, took the *Stella's* place and proceeded with the boat to within about an eighth of a mile of the wreck. This point was reached shortly before 1 o'clock in the day. The wreck was completely surrounded by the breakers and practically beyond reach, and furthermore the man was nowhere in sight. He had doubtless succumbed from exposure and been swept off and drowned.

It being clearly evident that there was nothing to be accomplished by remaining in the vicinity of the wreck, and as the men, drenched and almost perished with the cold, had all they could do to keep the boat afloat by bailing, the keeper reluctantly gave the signal to the tug to turn about and tow the boat back into the river. Capt. L. B. Cheney, of the tug, declares in his testimony that the sea was so rough he could not stand to his post at the wheel without the aid of a life line. It is his opinion that few tugboats could have lived in such a sea. From the fact that he never even saw the man on the wreck from his position in the pilot-house, it is almost certain that Capt. Martin was lost before the *Seguin* took the surfboat in tow. In fact it may be said that at no time from the moment of the discovery of the vessel on the rocks could assistance have reached the unfortunate man from the shore; as the testimony of many disinterested persons, pilots and fishermen, who watched the movements of the relief expedition from the heights of Georgetown Island leads to the conclusion that his rescue from the wreck under the prevailing conditions of the wind, the weather, and the sea was an impossibility.

There is no report that the body of the captain was ever found. The rest of the crew, as before stated, were rescued by a passing vessel several miles from the scene of their shipwreck, and landed at Booth Bay, some distance to the eastward. As to the cause of this disaster, it is reasonable to attribute it to stress of weather, and an excusable error of judgment on the part of the master in anchoring where he did. The night was dark and rainy, and in seeking refuge from the storm under the lee of Seguin Island he anchored his vessel in such a position that when the tide turned she swung onto the rocks. It is unfortunate that he refused to leave in the boat with his men.

WRECK OF THE SCHOONER JOSEPH H. NEFF.

Charles Price, a seaman serving on the schooner *Joseph H. Neff*, died from exposure upon the wreck of that vessel off Oak Island at a point about two and a half miles west of the Oak Island Station, (Sixth District,) near the entrance to the Cape Fear River, North Carolina, on the morning of December 17, 1890. The *Joseph H. Neff* was a small coaster of about ten tons register, hailing from Wilmington, North Carolina, and had a crew of two men. She was wrecked on the way from Lockwoods Folly, a small inlet on the North Carolina coast, to Wilmington, with a cargo of naval stores. From the reports received it

would appear that Price died before assistance could reach him from the life-saving station. The distance from Lockwoods Inlet to the Cape Fear River bar is about ten miles.

The schooner put to sea in the afternoon of the 16th, the wind then being from the northeast. Before she had gone far, however, the wind shifted to the southwest and blew a gale, with squally weather which made it unsafe to enter the channel during the night, and the schooner was anchored off the beach, not far from the place where she was soon afterwards wrecked. It is supposed that she dragged into the breakers at about midnight, but the first seen of her by the patrol on his way west from the station was at 4 o'clock, when he observed a small, dark object out in the surf. It was so indistinct that after trying in vain to make it out he kept on to the end of his beat. On his way back, however, he found a small skiff and a number of barrels of turpentine scattered along the shore, and this convinced him, although the morning was so dark that he could see nothing, that there must be a wreck in the vicinity, and he accordingly quickened his pace to the station and gave the alarm. The men were at once turned out, and after some delay in making coffee they proceeded down the beach, and strangely enough without their boat or any of the beach apparatus; the keeper, as he came to the barrels lying in the swash of the surf, still further delaying the arrival of the party upon the scene by giving orders to the men to roll them up out of reach of the waves. Upon pushing further on a small vessel was made out on the bar some fifty or sixty yards from the beach. She appeared to be sunk to the deck, and there were two men on top of the cabin. This was at the first dawn of day, or about half past 6 o'clock.

Upon making this discovery the crew dragged the skiff abreast of the wreck, intending to launch it, but as it had no oars it could not be used. Keeper Savage, therefore, turned back to the station, with his crew for the surfboat, leaving one man, Surfman A. C. Burrus, on the beach to render aid in case the people attempted to land before the surfboat could arrive. While the station crew were gone the tide began rising, and at half-past 7 o'clock the schooner's windlass gave way, and, being thus released from her ground tackle, she drove in over the bar much nearer to the beach. One of the crew of the schooner, the captain, was holding the apparently lifeless form of his companion to save him from being washed overboard, and Burrus at once waded out and succeeded, single-handed, in getting both ashore. In his testimony he describes it thus:

"I waded out waist-deep when she got close enough, and told the captain, who was holding the other man to pass him to me and to get overboard himself. I got the man around the waist, while the captain took his hand, and we started ashore, but had not got far when the captain was knocked down by the sea. I hurried and got my man ashore and then went back just in time to reach the captain, who had

again been knocked down by the breakers, and assisted him ashore also."

Burrus further states that although Price showed no signs of life when brought to the beach he set himself to work at once in an effort to fetch him to. The station crew coming up shortly afterwards with the surfboat and other appliances while he was thus engaged, the body was quickly stripped of its wet clothing, wrapped in warm blankets, and every possible means used to restore animation. But it was of no avail, the stiffening limbs and other unmistakable signs of death making it but too plainly apparent that the man was beyond recovery. He had doubtless died from exposure. His shipmate, the captain, expressed the belief that he had died some time before the schooner broke adrift from her anchor and came in over the bar. Nevertheless, as a last resort, the body was conveyed to Southport and medical skill summoned to supplement the efforts of the station crew, but the physician could do nothing and pronounced the man beyond human aid. The rescued captain was furnished with dry clothing from the supply placed at the station by the Women's National Relief Association, and also given shelter and sustenance for one day. The crew of the station also assisted in recovering about two-thirds of the cargo, but they were unable to do anything towards saving the schooner, which was an old craft, and became a total loss.

In conclusion it should be stated that while there is no doubt from the captain's own statement that Surfman Burrus saved the captain's life, it is an open question whether Price could have been brought ashore alive even if the boat had been taken to the spot in the first instance. Nevertheless, it was held when the full reports came in that the keeper was at fault in delaying his departure from the station until coffee could be served to his men, and, when this had been done, in proceeding to the locality of the wreck without his boat or any other appliance for saving life. His course in going empty-handed and thus permitting himself to lose much valuable time was deemed inexcusable, and for this and other reasons his removal was determined upon. He was accordingly discharged and his place has been filled by the best available selection, and, it is believed, an abler and more efficient man.

WRECK OF THE SCHOONER A. H. HURLBURT.

On December 26, 1890, the three-masted schooner *A. H. Hurlburt*, of Gloucester, Massachusetts, was totally wrecked on Black Point, near Narragansett Pier, Rhode Island, and three of the six men composing her crew, including the captain, were drowned in plain sight and almost within reach of a few people residing in the immediate vicinity of Black Point, who had hastened to the rocky shore and rendered all the assistance that was possible in saving three of the crew. The sad affair was all over before it was possible for assistance to arrive from the station at Narragansett Pier, (Third District). This station is

about two and three-quarters miles northward from the scene of the wreck. The next nearest station is three miles away, at Point Judith. So destructive was the force of the sea that in less than twenty minutes from the moment the schooner struck the rocks she had gone completely to pieces. At the time this happened the crew of the Narragansett Pier Station were busily engaged, with the assistance of residents of the locality, in rescuing the crew of the schooner *Bill Stowe*, wrecked three-quarters of a mile north of the station. The two wrecks were about three and a half miles apart.

The weather on December 26 was bad. A thick and driving snow-storm raged all day from early morning; it was bitter cold, the wind blew a furious gale, and there was an ugly and dangerous sea rolling in from the eastward. The wind velocity is said to have reached sixty miles an hour, and the storm was doubtless one of the most extensive and disastrous that visited the Atlantic seaboard during the winter. The *A. H. Hurlburt* was a three-masted schooner of two hundred and sixty-three tons register, nearly twenty years old, carrying a crew of six men, and was from Belfast, Maine, with a cargo of four hundred tons of ice for New York. The mate, John O. Roney, one of the survivors, states that at 4 o'clock that morning the schooner was off Woods Holl when they squared away to the west-southwest down Vineyard Sound, and that the Vineyard Sound light vessel was passed at 9 o'clock. From this point the course was laid west-northwest for Brentons Reef light vessel, it being the captain's purpose to haul up from thence to Newport for shelter from the storm. But owing to the thickness of the weather the lightship was not seen, and the first warning the crew had of their danger was when breakers were reported ahead at half past 11 o'clock, in the vicinity of Black Point, about midway between Narragansett Pier and Point Judith. The startling cry of "Breakers ahead!" brought every man on deck. The reefed mainsail was instantly jibed over, the helm was put hard down, the sheets were hauled aft, and as quickly as it could be done the schooner was luffed to the wind and both anchors let go; the rocky shore being distant under the lee not more than a quarter of a mile.

The mate also says that when, at about half past 2 in the afternoon, he saw two men from opposite directions meet on the shore abreast of the schooner and remain there some little time, apparently watching the vessel, he suggested to the captain that a signal of distress be hoisted, but the latter negatived the proposition, and after expressing his confidence in the anchors holding the schooner gave it as his opinion that no aid could reach them from the shore in such a storm. The men seen by the mate were the patrols from the Point Judith and Narragansett pier stations, and after discussing the situation of the schooner for a few moments, they agreed, although she had no signal of distress flying, to hasten back to their respective stations to report her in imminent danger of dragging ashore. But before assistance could

arrive from either of these stations she had gone to pieces, and three lifeless and disfigured bodies were being diligently searched for amongst the wreckage in the surf by the residents of the locality. Both life-saving stations were about three miles distant from the scene in opposite directions, and the patrolmen had scarcely time to carry the news to their comrades (one crew of whom was already engaged at a wreck still further away) before the schooner dragged some distance nearer the shore, then parted her cables and drove with a terrible crash onto the rocks. The port chain broke first at about half past 3 o'clock, and the starboard one snapped ten minutes later. The moment she struck her fate was sealed. Being an old craft her masts soon went by the board, and, as before stated, in less than twenty minutes she broke into fragments and was a mass of splintered timbers heaving and swaying in the surf along the shore.

The crew, when the masts fell, had no time even to gather together their personal effects, but were quickly compelled to seek safety by attempting to swim ashore. This was an awful risk. They had previously, when the vessel began dragging shoreward, lowered their boat, hoping to be able to use it, but the moment it struck the water it was upset and swept away by the sea. The state of the weather had prevented the schooner from being seen by the villagers of Narragansett Pier, and consequently when she came onto the rocks only a few families residing in the cottages in the immediate vicinity were aware of it. William H. Burns, living in the summer cottage of Mr. Sherman S. Rogers, of Buffalo, New York, of which he had charge during the winter months, was early on the ground with two of his neighbors, Samuel Kissouth and Rowland Gavitt. Another neighbor seeing the vessel's danger had mounted a horse and dashed off to give the alarm at the life-saving station and arouse the villagers as he went. This was less than half an hour after the station patrolman had started back on the same errand, and before the schooner parted her cables. Mr. Burns, in his sworn statement, describes the wreck, the rescue of the survivors, and the death struggles of their shipmates as follows:

"The mizzenmast broke off with a crash and fell inshore at five minutes to 4 o'clock. Two minutes later the fore and main masts fell together, and the vessel split in two immediately and some of her cargo of ice floated out. The crew clung on for a while to the stern, which remained standing, but was rocking like a cradle. The mate was the first to jump. He missed the mizzenmast which he sprang for, and which was thrashing about under the vessel's lee, and went under it, but coming up all right he climbed over the mast to the nearest rock, where he took off his coat and boots and threw them away. Picking up two pieces of wreckage as they came within reach he then started for the shore, but struck into deeper water, where he was again dashed about by the breakers. He, however, clung to a cake of ice and finally succeeded in getting near enough to me, when I grasped him and pulled

him ashore. The captain and the cook came next and were quite near the mate, as was also Webers, one of the crew. Webers was pulled out with the assistance of my neighbors, Kissouth and Gavitt, and so was K. O. Lund, another sailor. The captain, the cook, and a seaman named Lawrence were washed over the rocks or between them to the northward of Yellow Rock. The first two were only about ten feet from the shore when they were drowned and Lawrence was about twenty-five feet."

Rowland Gavitt says: "There were three of us on the shore, and we saw the crew of the schooner struggling between the cakes of ice and pieces of timber which had come from the vessel. We got a plank and ran it out and saved one man by this means. Two more were thrown in by the breakers, whom we also hauled out. I saw two more in the water, but one of these, I think the captain, was some distance off. He was struck by a piece of timber which the sea hove in, and the last I saw of him he was thrown under the ice and the timbers head first. Another man, probably the steward, I also saw disappear in the breakers under the ice and floating timber. From where we were no aid could possibly have been rendered them at the time, they being all of fifty feet from us."

Burns and Gavitt do not, it thus appears, agree as to the distance the men were from the shore at the time of their death. Kissouth, their associate, while giving practically the same account, inclines to the belief that Gavitt's estimate of the distance is too great. He is doubtless right, as another account, that of Keeper Albert Church, of the Narragansett Pier Station, who is thoroughly familiar with the locality, gives the distance from shore of the rocks upon which the schooner was lost as but fifteen yards. It is altogether likely, no matter what the distance, that the poor fellows were stunned or killed by contact with the broken timbers and blocks of ice being hurled about in a confused mass by the terrible surf. The disfigured condition of the bodies when found the following day certainly indicates this. The three rescued men were as quickly as possible assisted to the Rogers cottage by Burns, where their needs were humanely attended to by the latter, aided by Assistant District Superintendent Knowles and others, until the next day, when they were conveyed to the Narragansett Pier Station and provided with comfortable clothing from the supply donated by the Women's National Relief Association.

Regarding the movements of the Narragansett Pier and Point Judith Station crews the reports show that the two patrolmen previously noted as meeting abreast of the vessel and then turning off to summon aid in anticipation of her coming onto the rocks, made as good time as the deep snow would permit and in due season both crews arrived on the ground, although they were too late to be of any material service, as all was then over. The man from Narragansett Pier reached the station quite out of breath, and finding that his comrades were absent at the wreck of the *Bill*

Stowe to the northward, he pushed on and reached there shortly before 4 o'clock and just as the last man was landed from that vessel by the breeches buoy. Mr. H. M. Knowles, the assistant superintendent of the district, had come across the country from his home in Wakefield, and was on the ground aiding and directing the crew. Immediately upon hearing the news of the *Hurlburt's* peril the crew bundled the apparatus into the cart, and one of the men was sent on ahead to engage a team to meet the party at the station to help haul the gear as quickly as possible to Black Point, it being the conviction of the entire party that the vessel's ground tackle could not hold her long against such an irresistible sea and that she must soon drive ashore, if indeed she had not already done so. This latter question was soon settled, for on the way to the station they met the messenger on horseback, already mentioned as leaving Black Point a short time after the patrolman did, and this man reported the schooner on the rocks.

Upon reaching the station a dry set of the apparatus was loaded into the cart in place of the water-soaked gear used at the *Stowe*, and when this was done, the operation delaying them but a very few minutes, a start was made southward at about twenty minutes past 4 o'clock, the men not taking time even to change their wet clothing, although some of them had got thoroughly drenched while working in the surf at the wreck of the *Stowe*. The snow was flying so thick that nothing could be seen of the *Hurlburt*, but when they had gone about two and a half miles from the station the crew met some of the villagers returning from the scene who told them that relief was too late; that the schooner was a complete wreck; that three of the sailors had been saved and three swept away and lost. Upon learning further that the survivors were at the Rogers cottage, Superintendent Knowles pushed on there immediately to aid in ministering to the comfort of the castaways. Two of the surfmen were also detailed with lanterns, for it was now dark, to search in the débris along the shore for the bodies of the drowned. The rest of the crew then turned back to the station with the apparatus, as nothing further could be done there and it was necessary to provide for the rescued people of the *Bill Stowe*.

The crew of the Point Judith Station were unable to reach the scene until 5:30, having to delay over half an hour after the patrolman's return in order to obtain from a neighboring farmhouse a yoke of oxen to help haul the apparatus cart. This was the best that could be done, as the nearest available horses were much farther away. The distance to the wreck was more than three miles, through deep snowdrifts and over rough roads, making the work of hauling the heavy loaded cart necessarily slow and arduous, the roads being in such condition that even with horses a gait faster than that the oxen were capable of would have been impossible. Under these circumstances it is plain that it was equally as impossible for the Point Judith crew as for their comrades at Narragansett Pier to reach the scene in time to

prevent the sad loss of life. The tragedy was over too quickly for assistance to arrive in season from either station; indeed the end came just about the time the first news of the wreck reached the station crews. Members of the Point Judith crew were, however, detailed to aid in the all-night search for the dead. The bodies were not recovered until the following day (27th), when they were turned over to the district medical examiner, a State official, for proper disposition. The survivors were sheltered and fed at the Narragansett Pier Station until the following Monday (29th), when free passes were obtained for them by railroad to Boston. The following are the names of the men lost: Capt. Willard S. Thurston, of Booth Bay, Maine; Steward Frank Hammond, of Bristol, Maine, and Leaman Thomas Lawrence, of Portland, Oregon.

WRECK OF THE BRITISH SCHOONER OTTER.

The schooner *Otter*, Andrew W. Welsh, master, of Saint John, New Brunswick, was wrecked on the coast of Long Island, New York, a mile and a quarter east of the Bellport Station, (Third District,) on the morning of January 13, 1891, and two of her crew, Robert Adams, of Swansea, Wales, and Harvey Williams, colored, of Cape Town, Africa, were lost. She was a craft of one hundred and ninety-eight tons register with a crew of seven men, and when wrecked was bound from the island of St. Kitts, West Indies, to New York with a cargo of salt. She stranded at dead low water about two hundred yards from the beach in the heaviest line of breakers shortly before 2 o'clock in the morning. There was a high sea rolling in from the southward, the effect of a southerly gale a day or two previous, but the wind had shifted to the west-northwest or off the land and was blowing fresh. The captain in his testimony says that he made Fire Island light bearing northwest, distant ten miles, and as his sails were very tender and he knew they would not stand in beating up against such a breeze to Sandy Hook he determined to keep off and work around Montauk Point and reach New York through Long Island Sound. Upon coming to this decision he gave the course to be steered to the mate, whose watch it was, and, being worn out by loss of rest for two days and nights during the bad weather, went below and lay down to sleep with his clothes on, and as the mate failed to call him when he went off duty at midnight the first he knew of the schooner's danger was when the man at the wheel shouted to him down the companionway that she was ashore. As soon as she struck her stern swung in a little, so that the port quarter was nearest to the shore. In this position the great seas broke on board and swept the deck, and the crew were compelled to seek shelter well aft on the port quarter. In about an hour from the time she struck the ruddy glare of a Coston signal burned by the life-saving patrol gave gratifying assurance to the anxious sailors that their situation was discovered and understood on shore.

It appears that the midnight patrol from the Bellport Station had covered the extent of his beat eastward and was on his return when, at about 3 o'clock, he sighted the dim shadow of the schooner out in the breakers on the bar. He immediately flashed his signal, and while it was yet burning darted off towards the station to give the alarm. In ten minutes from the time of his arrival the news had been telephoned to the adjacent Smiths Point and Blue Point Stations, and the Bellport crew were on the way with the beach apparatus. The latter was taken because the surf was too rough for the boat. The tide being low there was a smooth, hard, frozen beach, and this enabled the men to move expeditiously to the locality of the stranded vessel, which was reached at about 4 o'clock. But a short time was required to arrange the gear, and in ten minutes after arrival the gun was fired and the line skillfully landed on the schooner's main boom topping lift. The Smiths Point crew, in answer to the summons by telephone, reached the ground very shortly after the Bellport crew and just as the gun was about to be fired. The line was promptly seized by the sailors and they quickly clapped on and hauled off the whip, which they lashed to the mainmast just above the jaws of the main gaff, the mainsail having been lowered soon after the vessel struck permitting them to do this. The operation of attaching the tail-block to the mast was, however, a most difficult and dangerous one, that being the point where the seas were breaking on board with the greatest violence, and it was only by watching their opportunity that the mate and two sailors succeeded in making it fast. The hawser followed next, and in the darkness, with the same difficulties to contend with, it is not to be wondered at that this rope when attached to the mast a foot or two above the whip was found to have a complete turn around one part of the whip. This accounts for the latter working so badly, the testimony of the beachmen showing that it was difficult to draw the breeches buoy to and from the vessel, although the night was so dark as to make it impossible for them to determine the cause. Upon the signal being made that the hawser was fast on board the buoy was sent off and the work of rescue commenced. At about this time, or just as the first man was landed, the crew of the Blue Point Station arrived and lent assistance.

No hitch occurred beyond the difficulty of making the whip render through its block until three of the sailors were safe on shore, when a slight disarrangement of the gear occurred, which resulted fatally to the next man to get into the buoy, the colored seaman, Williams. He had placed himself snugly in the buoy, when his weight caused the hawser to slip down the mast until it rested on the whip. This allowed the hawser to sag to the rail and, therefore, too low down, so that when the surfmen attempted to haul the buoy with Williams in it ashore it caught inside the bulwarks and would come no further. Finding they could gather in no more of the whip, the people on shore concluded that something was foul. At the word, therefore, from Keeper Kremer,

of the Bellport Station, who directed the operations of the three crews, the buoy was run back to the mast. This was repeated two or three times in the effort to make the whip run freely. Meanwhile the poor fellow in the buoy, unable to climb out, was being smothered by the seas tumbling on board in rapid succession, until at last he was dashed out of the buoy. The mate, who was perched above him on the jaws of the gaff and powerless to help him, says that the last he saw of Williams he was hanging head down with but one leg in the buoy, and when the next wave came he disappeared. It is the opinion of Capt. Welsh that the man was struck and killed by a spare spar which had broken adrift from its lashings and was thrashing about deck with frightful violence. With Williams out of the buoy no difficulty was found in pulling it over the rail and ashore.

By this time the day had dawned, and the men on the beach could see what they were doing. The buoy was immediately sent off again, and upon signal from those still on board it was stopped at the schooner's rail, where by watching his opportunity and at great risk the mate got into it and was drawn safely to the beach. It was not until then, and when the mate was able to speak after the sousing he received in transit by the buoy being immersed almost the entire distance from the schooners, that the assembled life-savers learned that Williams had been lost. But alas! this was not to be the only fatal incident of the wreck. Another followed closely afterwards, the man thus doomed being Robert Adams, who attempted to get into the buoy on its next trip. He and the captain were the only ones left on board. The captain had entrusted to him his chronometer and told him to go next, at same time cautioning him to be careful and take his time. The poor fellow worked his way forward along the rail and reached the main rigging where the buoy hung in readiness for him to climb in. Upon stepping down from the sheer pole onto the rail he delayed for a moment to stamp his feet and beat his hands, to start his blood into more active circulation, for the air was freezing cold, and this delay, brief as it was, proved fatal. He made a spring for the buoy and had got one leg into it when at that instant a big sea dashed on board and washed him away. Being a good swimmer he struggled for a few moments to regain the vessel, while the captain endeavored to get forward to throw him a line. A succession of heavy seas, however, prevented this, and Adams was swept out of reach of assistance and was lost. This happened in plain sight of the men on the beach who were powerless to prevent it.

The buoy being still at the vessel, the captain, as soon as he saw that Adams was gone beyond hope of rescue, watched for as smooth a time as he could catch between the seas, which had increased in volume and fury with the rising of the tide, worked his way forward to the rigging and got into the buoy, when the watchful surfmen quickly run in on the whip and soon had him ashore. This was at about 7 o'clock,

just three hours from the time of the arrival of the first crew on the ground. It was with heavy hearts that the surfmen gathered together their apparatus and then wearily escorted the rescued seamen to the station for shelter and succor, albeit there was a sense of satisfaction in knowing that the two men had been lost through no fault or neglect of theirs, and that the survivors of the wreck freely exonerated them from blame. They had performed their part skillfully and well, and five precious lives had through their instrumentality been snatched from the jaws of death. Upon reaching the station dry clothing was furnished from the supply donated by the Women's National Relief Association, and the castaways were otherwise well cared for until able to leave for New York, the captain remaining longer than the rest to settle up the affairs of the wreck. The officer detailed to inquire into the circumstances of the sad affair closes his very exhaustive report as follows:

"There were three keepers with their crews, twenty-one men all told, present, and their work was intelligently, promptly, and faithfully done from the beginning to the end. Had the gear been properly made fast on board all hands would have been landed safely within forty minutes or less from the time of the first trip of the breeches buoy. There can be no doubt of this. But the ship-end of the work was attended with the greatest difficulty, as Capt. Welsh's testimony shows, and the wonder is that any of the crew were saved. No blame whatever can attach to the Life-Saving Service. It is a sad case, but it is one in which the poor fellows who were drowned seem to have been thus fated, and no power of earth could, under the circumstances, have saved them."

The body of Adams was found in the surf to the eastward near the Smiths Point Station two days afterwards, (January 15,) but that of Harvey Williams, the colored man, was not recovered until January 24, or eleven days after death. It was in the hold of the vessel. Both were conveyed to the mainland and turned over to the coroner.

WRECK OF THE SCHOONER NATHANIEL LANK.

The next fatal casualty occurred on January 22, 1891, at the wreck of the three-masted schooner, *Nathaniel Lank*, of Wilmington, Delaware. Her captain, N. J. Sipple, of Frederica, Delaware, was drowned. The *Lank* was a craft of two hundred and eighty-eight tons register, with a crew of eight men. She stranded on the coast of North Carolina, about three and a half miles north of the Gull Shoal Station, (Sixth District,) at 4 o'clock A. M., while on her way to the Delaware Breakwater for orders, with a cargo of sugar from St. Thomas, West Indies. The weather was thick and rainy, accompanied by a fresh gale from the south-southeast, and the sea was running high and rough. She struck about two hundred yards from the beach, a little south of the half-way point between the Chicamicomico and Gull Shoal Stations, just within the latter's precinct. She was quickly discovered by the two patrols, who at once hurried to their respective stations with the

alarm, and, after a brief consultation between the two keepers by telephone as to what appliances each should take with the view of working in concert, they set out with their men to the scene of the wreck, the Gull Shoal crew taking their surfboat on its carriage, and the Chicomico their beach apparatus, as agreed upon. Before setting out Keeper Pugh, of Gull Shoal, sent up two rockets for the twofold purpose of calling in his south patrol and signaling to the people on the stranded schooner that aid was coming. It was about 5:30 o'clock when he started, and fully an hour was consumed in reaching the place of operations, the tide being high and travel necessarily slow over the soft and yielding sand.

The two crews arrived on the ground at almost the same time. It was seen at a glance that the surf was too high for boat service. Keeper Wescott therefore turned his beach apparatus over to Pugh, within whose patrol limits the vessel lay, and placed himself and men under Pugh's direction, and with this understanding to start with, the two crews worked skillfully and harmoniously together until the end for which they had assembled was accomplished. When all was in readiness the first shot from the gun carried the line over the spring stay between the main and mizzen masts. The crew were grouped on the forecastle and bowsprit, and apparently made no effort to get aft to reach this line, so when the beachmen observed this as the day dawned they put another shot line into use and threw it within easy grasp of the men. The whip was then bent on and the sailors began hauling it off, but when they had pulled it half way to the schooner the shot line they were hauling it by snapped in two and communication was severed. But this mishap delayed operations only a short time, as a third shot was fired with the dry or shore end of the broken line attached, and this caught on the end of the flying jib boom and was quickly secured by the sailors. Greater caution was now observed by the latter in hauling the whip off, and being aided in this as much as possible by the surfmen, who would walk with both parts of it along the beach to windward to offset the current, and then suddenly slack out, they finally succeeded in getting the block into their hands and making it fast to the flying jib boom. The hawser quickly followed, and in due season the arrangement of the lines between the schooner and the shore was complete.

The work of rescue was now begun by the sending off of the breeches buoy. There were seven men in sight at this time at the bow of the vessel, the eighth man, who it appears was the captain, having gone aft and climbed into the starboard mizzen rigging. He had done this soon after the firing of the first shot. The survivors give no reason for his taking this step, and, perhaps, the best that can be advanced is that he thought, as the line just thrown had landed aloft on the after spring stay, no other one would be sent off, and that would have to be used. The gear worked smoothly, and all seven of the men forward were landed safely by 9 o'clock. By this time the schooner

had gradually settled in the sand until she was almost entirely under water except the masts, which were still standing. She was also fast breaking up. Under these circumstances it was utterly impossible for the captain to get forward to the jib boom, where the breeches buoy hung in readiness for him should he reach it. The only way at that time to have got forward would have been by the spring stays between the mastheads, and he was doubtless in no condition then to attempt such a perilous feat. It was equally impossible to reach him with the boat, or for anyone to go off in the buoy from the shore with any prospect of aiding him, as the surf was dashing wildly over the submerged hull between the bowsprit and the rigging, where he was. After the lapse of about three-quarters of an hour, or at a quarter to 10 o'clock, he was observed to descend the rigging as though he meditated a dash for the bow of the vessel. But he had scarcely reached the sheer pole when he was swept away, and after battling desperately for a few moments with the waves in a vain effort to regain the rigging he sunk out of sight and was not again seen until his lifeless body was cast up by the surf about half an hour later. Immediate efforts were made to resuscitate the body, but without success. It had been too long in the water and life was extinct. As the head and face were badly bruised it is quite likely that he was knocked insensible by contact with wreckage very soon after being washed overboard.

The seven survivors lost all their effects, and were furnished with a change of dry clothing from the supply of the Women's National Relief Association, besides shelter and sustenance until the following day, (23d), when passage was obtained for them on a small schooner to Roanoke Island, whence they could proceed by steamer to the mainland. Nothing was saved of the schooner or her cargo.

The following paper was left by the castaways with Keeper Pugh and by him forwarded to this office:

"GULL SHOAL LIFE SAVING STATION,

"Sixth District, January 23, 1891.

"The undersigned, crew of the schooner *Nathaniel Lank*, wrecked on Chicamicomico Beach January 22, 1891, do hereby certify that every possible effort was made to save all the crew of that vessel by the keepers and surfmen of the Gull Shoal and Chicamicomico Life-Saving Stations, that the drowning of the captain was the result of his own action, and that it was not by reason of any failure on the part of the life-saving crews to discharge their duty. While we deeply regret the loss of our captain we desire to express thanks to the keepers and crews of said stations for their promptness in rescuing us and for the hospitality we received after reaching the Gull Shoal Station.

"HARRY SIPPLE, *Mate.*

"ROBERT GREER.

"PETER AUCKER.

"HENRY KING.

"JOHN SOBER.

"L. SANDERAGE.

"CHARLES H. WILLIAMS."

STRANDING OF THE BRITISH STEAMER CRAGSIDE.

On February 20, 1891, at 7 o'clock in the evening, the British steamer *Cragside* stranded about one mile south of the Ocracoke Station (Sixth District), near Hatteras Inlet, coast of North Carolina, and by the capsizing of one of her boats in the surf on the following day one of her crew, a seaman named Andrew Last, lost his life before assistance could reach him, and while the station crew were engaged in rescuing the rest of the boat's crew. The *Cragside* is a schooner-rigged steamer of twelve hundred and seventy-eight tons register, hailing from London, England, and carries a crew of twenty-three men. At the time she ran ashore she was bound up the coast to Norfolk, Virginia, to replenish her coal supply while on a voyage from Galveston, Texas, to Liverpool, England, with a cargo of cotton and oil cake. The accident was attributed to the dense fog then prevailing. The blowing of her steam-whistle as a distress signal was quickly heard by the patrol, who hastened to the station to give the alarm. Nothing could be seen of her through the fog, but Coston signals were burned and guns fired to let the people know that their situation was understood, and then the boat was taken out and an effort made to locate the steamer by the sound of the whistle. At about 11 o'clock the fog settled a little so that the mastheads could be seen, and the crew went off alongside and offered their services. The captain declined assistance, but the life-saving crew remained on board until 5 o'clock in the morning, when they returned ashore, the keeper arranging with the captain to make signal in case he needed aid or wished to be landed. It should be noted that at the time the vessel grounded, and during the night, the sea was comparatively smooth, and there was consequently no immediate danger to the people on board.

After landing a close watch was kept on the steamer by the station crew, and at 10 o'clock, when the captain hoisted the preconcerted signal, they again went off. The surf had in the meantime risen and was so rough that the passage to the ship was dangerous. Keeper Howard again endeavored to persuade the captain to let him land all hands by the boat before the surf became too rough, but the captain persisted in his refusal and contented himself with handing a telegram to Howard to be forwarded to the telegraph station at Hatteras Village, some miles distant on the north side of Hatteras Inlet, for transmission to Norfolk for the dispatch of wrecking tugs to the steamer's assistance. Before the boat cast off, however, the captain asked the keeper to be on hand to assist him in landing in case he decided to use his own boats. The keeper promised all the aid in his power, but urged the captain not to attempt such a course, as the ship's boats would be unsafe. The surf was hourly growing worse, and at 2 o'clock in the afternoon, when signal was again hoisted on the steamer, it was dashing entirely over her, fore and aft. The surfboat was, however, quickly put into the water and a gallant attempt made to reach the stranded

craft, but when almost alongside the boat was checked by the insurmountable waves and ultimately driven back upon the beach.

Upon being thus thwarted in his effort to get alongside, the keeper ordered his men back in haste to the station for the beach apparatus, as it was now plainly evident that further attempts to reach the ship would be useless. The surfmen hurried to the station, and were on their return to the scene of operations when one of the steamer's cables which had held her in position, head to the sea, suddenly parted under the great strain to which it was subjected, and she dragged closer in and swung broadside to the beach. Almost immediately after this, to the consternation of Howard, who had reached the shore in advance of his crew, the sailors were observed hoisting out a boat. Howard instantly signaled to them not to make such a foolhardy attempt, but his signals were either not seen or they were disregarded, for before long the boat was in the water and with eight men in it, heading shoreward. According to the keeper's testimony, a most singular feature of the proceeding was that all the men were laboring at the oars and nobody appeared to be steering the boat. This was strange, indeed, and to the onlookers from the shore meant certain disaster in such a high surf. And, sad enough, their fears were but too surely realized. The boat, which was in charge of the first officer, had not cleared more than a third of the distance from the steamer to the shore when a heavy breaker turned it completely over and the men were thrown out. The keeper, upon witnessing this, and without waiting for his own men who were yet some distance away tugging at the apparatus cart, ran to the surfboat with his No. 1 surfman and some men from Hatteras, who had crossed the inlet that morning upon seeing the stranded steamer, and at once shoved out into the surf to the rescue of the boat's crew. The struggling sailors had, as the surfboat approached, become somewhat scattered. Two of them were swimming for the shore, and seemed to be doing well, while five others were clustered together near the capsized boat, but making no decided effort to save themselves. Another man, with a life-preserver on, seemed to be perfectly still in the water, and was rapidly drifting away with the current. This was the man that lost his life.

The keeper first headed his boat to the group of five men and picked them all up in handsome style, although none too soon, as the poor fellows were nearly exhausted when lifted into the boat. Upon turning to the two swimmers, and assuring himself that they had reached the beach safely with the aid of those on shore, he steered for the beach himself to land the five men taken from the water and thus place them entirely out of danger before giving his attention to Last, who was some distance off, where the breakers were heaviest. When the rescuing party reached Last he appeared to be quite dead, although the life-preserver about his body had kept him afloat. An ineffectual attempt was made as soon as he could be landed to revive him by the method

in vogue in the Service for the resuscitation of apparently drowned persons. The captain of the steamer, when landed, afterward expressed the opinion that the man met his death almost as soon as the boat upset, as he was afflicted with heart disease, and it was thought his death resulted from shock. Another of the men picked up was insensible and so far gone that it was necessary to practice the same method upon him to bring him to. In this case it was successful.

In the meantime the beach apparatus had arrived. The gun was therefore placed in position and a line thrown to the ship; the gear was rigged, and the fifteen men remaining on board were brought safely ashore by the breeches-buoy. When the last man was landed, at about 5 o'clock, the party was conducted to the station, where dry clothing was furnished, and each man comfortably provided for. On the following day (Sunday) a coffin was made, and the body of the dead seaman decently interred. Wreckers arrived in due season and set to work heaving the ship off, and while these operations were in progress a part of the crew, by reason of the limited resources of the station (Ocracoke), were billeted for a few days at the Durant's Station, at the north side of Hatteras Inlet, until the salvage company had the vessel in such a position that they could safely return on board. The steamer was floated off, and proceeded to Norfolk on March 21 in a damaged condition and with the loss of part of her cargo.

The following letter from the captain was received by the district inspector:

OCRACOKE, NORTH CAROLINA, *February 26, 1891.*

“Lieutenant W. A. FAILING,

“Assistant Inspector Life-Saving Stations,

“Elizabeth City, North Carolina:

“I, W. L. Sinclair, master of the British steamer *Cragside*, do hereby certify that on the evening of the 20th of February, 1891, my vessel, during a dense fog, stranded on Ocracoke beach, one mile from Hatteras Inlet. Half an hour after stranding the crew of the Ocracoke Life-Saving Station came alongside and told me if I wished to leave the ship they would take all the crew on shore. I replied that I would endeavor to get the steamer off, with the understanding that I was to make a signal if the sea made, and I wanted to be taken off by the beach-apparatus gear. On the afternoon of the 21st the wind increased and the sea made very rough, so that the vessel parted one of her cables and commenced to drag the other one home. As the ship drove broadside on the beach, and the sea was breaking all over her, I hoisted signal to be taken off. My chief officer thought he could reach the beach in one of our own boats, and in making the attempt the boat was swamped in the breakers. One A. B., named Albert Last, was lost, and I am of the opinion that he died through the shock, and was not drowned, as he was suffering with heart trouble, and had a life-preserver on. I also beg to state that great praise is due to Captain Howard and his crew, for they did all that it was possible for men to do, and the Life-Saving Service should not be held responsible for the loss of life that occurred. I may also mention that the appliances used by the United States Life-Saving Service are all that could be desired.

"Respecting our treatment after being landed in the breeches buoy I can say we received the greatest kindness at the station, and that the lost seaman received proper burial at the hands of the crew.

"W. L. SINCLAIR,
"Master Steamship *Cragside*."

WRECK OF THE BRITISH BRIG JOSEPH BANIGAN.

On March 24, 1891, the British brig *Joseph Banigan*, one hundred and seventy-seven tons register, of Carnarvon, Wales, was wrecked about a quarter of a mile north of the Long Branch Station, (Fourth District,) coast of New Jersey, and one of her crew lost. She carried a crew of ten all told and was from Jamaica, West Indies, with a cargo of logwood, bound to Havre, France. Stormy weather had been encountered on the Atlantic, during which her rudder head was sprung and some of her spars were damaged, and with his vessel in this crippled condition the captain was endeavoring to reach New York for repairs. The brig struck during a thick fog at about half-past 4 in the morning. The wind at the time was light from the northeast, but there was a rough sea tumbling in on the bar and this swung the vessel around broadside to, and forced her in to within one hundred and fifty yards of the beach and near enough for the flash of her blue lights to be seen by the station patrol, who had set out to the northward soon after 4 o'clock. The latter answered her signals with a Coston light, and then turned back to the station and aroused the crew. While the men were getting out the beach apparatus the keeper turned to the telephone and called up the crew of the Monmouth Beach Station, requesting them to come to his assistance. The men displayed such celerity of movement that in twenty minutes from the time they were called from their beds they were on the ground opposite the brig and preparing to establish communication by means of the wreck gun, which was accomplished a few minutes later by a well directed shot which landed the shot line across her maintopmast stay.

The brig lay directly abreast of the bathing pavilion of Mr. John Hoey, which extends out over the water to about low-tide mark and around which are scattered a number of stakes or spiles for the life lines used in the summer season for the safety of bathers. These stakes were an obstruction in hauling the whip and hawser off, and hence caused some little delay in getting the gear rigged. When it was done, however, the breeches buoy was sent off and seven persons were safely landed, the first to come ashore being a small colored boy about eight years old, naked and nearly frozen. The alternate slacking and tautening of the hawser caused by the deep rolling of the vessel as she lay broadside to the sea, gave the little fellow several sousings in the surf while he was in transit to the shore and quite terrified him. The buoy was drawn out and back without much trouble on this trip, but on the subsequent trips it could be moved only with great difficulty, it being learned later on that this was caused by the shot line

being drawn into the swallow of the block and thus choking it. The sailors had neglected to cast off the shot line from the tail of the whip block when they secured the latter and made it fast to the mast. They also made the hawser fast too close to the whip, and with all the lines thus bunched together there was added difficulty in manipulating the gear. But in spite of this blunder on the part of the brig's crew the people on board were all safely landed in forty-five minutes from the time the first line was sent off.

The last to come ashore was the mate, and when questioned whether there were any more people on board and what had become of the captain, he informed Keeper Wardell that the captain and three others had jumped overboard to swim ashore a few minutes after the vessel struck, and that one of them, being heavily clothed and finding it difficult to keep afloat, had regained the side of the brig and been hauled on board again. He supposed that the others had been drowned. Upon taking the rescued people into the bathing pavilion near by, where the watchman in charge had a good fire, the entire party were surprised to find that the captain and one of the missing seamen had reached there ahead of them and were being attended to by the watchman. It seems they had succeeded in reaching the shore almost exhausted, and their cries for assistance being heard by the watchman, he had hurried out and helped them into the house. The third man, Thomas Lawrence, not so fortunate as his shipmates, had been lost. His companions stated that he got in as far as the bathing stakes, when his strength gave out, and he could swim no further. The other sailor, almost exhausted and unable to render aid, gave him words of encouragement, and told him to cling to one of the stakes until assistance could reach him from the shore. The officer detailed to inquire into the circumstances of the wreck expresses the opinion in his report that the poor fellow was beaten to death against the spiles by the surf. He also says that it is the wonder of all in the locality familiar with the circumstances that the captain and the other man escaped a similar fate.

While the rescued men waited in the pavilion the keeper dispatched a wagon to the station for dry clothing from the box furnished by the Women's National Relief Association, the surfmen supplementing this, when it was found that the supply on hand would be inadequate, with garments from their own scanty wardrobes, and as soon as the castaways were comfortably attired they were taken to the station. The latter was reached at 6:30 o'clock, or in just two hours from the time the brig struck. This may be pronounced an excellent piece of work, especially when it is recalled that the gear was foul at the vessel and operated so badly, and it reflects credit upon the station crew. It is plain that no censure can rest upon them for the death of Lawrence, who, it is learned, had but followed the lead of his captain in attempting to reach the shore by swimming very shortly after the vessel grounded. Had the

man waited for assistance from the life-savers he would have been rescued with the rest. The crew of the Monmouth Beach Station had to travel a distance of four miles or more and reached the scene just after the people had been landed, and therefore too late to be of material aid. The brig became a total wreck, but her cargo was saved.

WRECK OF THE BRITISH STEAMER STRATHAIRLY.

The most disastrous wreck of the year was that of the steamship *Strathairly*, of Newcastle, England, which occurred on March 24, 1891, a mile and a quarter south of the Chicamicomico Station, (Sixth District,) coast of North Carolina. Of her crew of twenty-six men, nineteen were lost and but seven were saved. The *Strathairly*, commanded by Captain William Wynne, of North Shields, was a schooner-rigged screw steamer of twelve hundred and thirty-six tons register, bound from Santiago, Cuba, to Baltimore, Maryland, with a cargo of iron ore. She ran ashore at high water about 20 minutes before 5 o'clock in the morning, while it was yet dark. At that time a dense fog hung over land and sea, the wind was blowing fresh from the northward and eastward, and a heavy surf was breaking upon the shore. The deeply laden ship had grounded some four or five hundred yards from the beach. Distress signals were at once sounded with the steam whistle, and in ten or fifteen minutes they were answered by the red glare of a Coston light, burned by the patrolman of the Chicamicomico Station, who was on his south beat towards the Gull Shoal Station. This man at once hastened back to the station with the alarm, and in as short a time as it was possible for them to get there three crews were on the ground from Chicamicomico and the adjacent stations at Gull Shoal and New Inlet. It seems that Keeper Wescott, immediately upon receiving the patrolman's report, had telephoned to the Gull Shoal crew to come to his assistance. The keeper at New Inlet, on the other hand, some four or five miles northward, hearing the ominous tinkle of the telephone bell caused by the calling up of his distant neighbor, had sprung from his bed and rushed to the instrument just in time to catch the message that a steamer was ashore and the call for aid. This was enough for the veteran Midgett, and without waiting for a personal summons he awakened his crew and set out with them at once to the scene of the disaster. Lieutenant Failing, the district inspector, who was in the vicinity on his regular tour of inspection, was also early upon the ground, being summoned from his vessel, the *Alert*, lying in Pamlico Sound. This officer was an eyewitness of the unavailing efforts of the station crews to prevent so sad a loss of life, and when the tragedy was over took the statements of the survivors of the wreck. The following is from his report:

"As soon as the steamer struck she blew her whistle and it was quickly answered by the patrol, who then lost no time in reporting the wreck to Keeper Wescott, of the Chicamicomico Station. The latter at

once telephoned Keeper Pugh, of the Gull Shoal Station, and then set out with his beach apparatus to the locality of the wreck and began operations. From the testimony of the survivors they heard a gun fired abreast of the wreck in less than half an hour afterwards. It also appears from this testimony that as soon as the vessel struck, orders were given to clear away the port or leeward lifeboat, and the crew had just got it ready to lower when the vessel gave a heavy lurch and the boat was smashed. At this time all the windward boats were also swept away, and all hope had to be given up of reaching the shore by the ship's boats. The crew then took to the rigging, as the sea was breaking completely over the vessel, the captain, the first officer, and the chief engineer going aloft aft, and the rest forward. Very shortly after this the steamer commenced breaking in two. At about day-break the mainmast fell over the side and took with it the captain, first officer, and chief engineer, who were lost. When Keeper Wescott arrived at the wreck, which was at about 20 minutes to 6 o'clock, he sent one of his crew to notify me, as I was lying off the station in the sound, in the Government sloop.

"I arrived near the wreck at about 7 A. M. and found Keepers Wescott and Pugh with their crews, but could see nothing of the steamer through the fog, although the cries of the unfortunate men could be heard distinctly. Wescott informed me that he had made an attempt to throw a No. 7 line on board as soon as he reached the ground, although he had not seen the vessel and had nothing but the sounds of voices to guide him. The fog hung low and nothing could be seen of the steamer until 10 o'clock. Long before this, however, Keeper L. B. Midgett and the crew of the New Inlet Station had arrived. In the mean time, in addition to the beach apparatus, the surfboat, several spare shot lines, projectiles, and an extra supply of powder had been brought to the scene. When at last the vessel could be made out through the slowly vanishing fog it became apparent that she had broken in two, and that all the people alive were at the bow. The first shot after this was with a six-ounce charge. This shot fell short, the line attached being a No. 7.

"The next shot also fell short. A No. 4, or the smallest-sized line, was then brought into use, and this was landed at the forecastle. As soon as it was seen that the sailors had it, a No. 9 or large line was bent to the smaller one, and it was drawn off in good shape until within a few yards of the vessel when the small line, unable to bear the strain exerted upon it by the longshore current, parted and the attempt had to be made over again. Being prepared for such a contingency no time was lost by the station men, the next shot carrying a No. 7 or medium-sized line. The powder charge was eight ounces. The shot struck the forward rail and the men on board got this line also. A No. 9 line was then bent to it by the surfmen, but the sailors hauled it off very slowly, the current carrying the bight so far to the leeward that gathering the line in was slow and laborious work. To this line the whip was attached,

and there seemed a good prospect of success at last crowning the joint efforts of the surfmen and the sailors, but before the whip block got more than half way to the ship the stout No. 7 line broke and the situation was as bad as before. In this way effort after effort was made to send the gear off until after 3 o'clock in the afternoon, the gun being fired as fast as the lines could be faked down.

“By this time it was plain to the men on the beach that something must be wrong on board the ship as no less than five shots had been successful in landing the lines and only two or three men could be seen at work supplementing the labors of the surfmen. This is explained by the statement of the second mate, the only surviving officer, that but three were in condition to do anything, the rest having scarcely any clothing on and being too benumbed and helpless from exposure. Had the sailors succeeded in reaching the No. 9 line it was the final resolve of those on the beach to send off the whip by its single part and, if this in turn reached the ship, then send the block off and rig the gear any way that was possible. At about noon one of the seamen, Albert Smith, jumped overboard with a lifebelt on, and after a desperate struggle in the surf was pulled out by the surfmen, unconscious and nearly dead. He was promptly removed to the dwelling of ex-keeper John Allen Midgett near by, where a detail of men put into practice the method for the resuscitation of the apparently drowned, and he was finally brought to.

“Shortly after 3 in the afternoon a No. 4 line was landed on the vessel, and to this was attached the next size larger, a No. 7. Three or four men were seen hauling it off, but the smaller line snapped in two when the bend of the No. 7 line was within a few feet of the steamer, and communication was thus again broken. By this time the flood tide was again sweeping in; every shot-line had been used and was wet and heavy. The surf also was so high that no boat could live in it. Under these circumstances the surfmen were becoming disheartened. They had labored hard since early morning to effect communication with the ship and rig the gear for the purpose of saving the crew, and every effort had failed. The ship was an unusually great distance from the shore; it was impossible to use the boat, and the life-saving crews seemed to have reached the limit of their resources. The day also was fast waning, and the situation of the sailors was desperate. At twenty minutes before 5 o'clock, just twelve hours after the stranding of their vessel, the sailors were heard shouting to those on shore, and then one by one they jumped into the sea for a final effort to save themselves by swimming, each man being provided with a life-belt. It appears in the testimony that at this time, in addition to the loss of the three officers previously mentioned, the second engineer and the cook were also dead. As fast as the poor fellows jumped overboard and began their struggle towards the shore they were swept by the current to the southward. The surfmen and the inhabitants of the neighboring settlements, many

of whom had been present on the beach all day, at once followed them, and at great risk to themselves, in wading out into the surf, succeeded in dragging sixteen men out of the water. Ten of this number were, however, dead by the time they were reached. Immediate efforts were made to resuscitate them, but without avail. The survivors testify that before they jumped from the ill-fated vessel they were fully satisfied that such a course was their only hope, that no boat could have reached them, and that even if a large line could have reached them then they had not strength enough and were in no condition to rig the gear. Nor from the moment they reached this conclusion would there have been opportunity to do anything, for in about twenty minutes from the time they abandoned the wreck by jumping into the surf, the foremast went by the board, and very soon thereafter all vestige of the steamer disappeared. In conclusion, I would respectfully say, from personal observation, that every man of these three crews did his duty and used every effort to rescue the shipwrecked sailors. In my judgment, it is plain from the statements of the survivors that the terrible loss of life is in no way attributable to neglect or inefficiency on the part of the life-saving crews.

“John Northcote, ordinary seaman, was so far gone when taken from the surf that he also had to be carried to Capt. John Allen Midgett's house, where restoratives were applied, and by working on him until after midnight his life was saved. Both Smith and Northcote were moved to the station the following day. The other five men, also greatly prostrated by exposure and their struggles in the surf, were immediately taken to comfortable quarters in the station, where they were provided with dry clothing from the supply donated by the Women's National Relief Association.

“The ten bodies taken out of the surf were carried to the station, placed in boxes made by the life-saving men, a minister was sent for, and they were buried on the morning of the 26th near the station. The men saved are being well cared for by the Chicamicomico crew, and will be sent to Elizabeth City, North Carolina, by the first vessel, and thence transportation will be given them to Norfolk, Virginia. The following is a list of the saved and lost:

“Saved: R. Turner, second officer; George Simpson, boatswain; Albert Smith, seaman; John Wahler, seaman; C. Northcote, ordinary seaman; John Campbell, fireman; William McArthur, fireman.

“Drowned, but bodies recovered and buried by the station crews: John Blakey, third engineer; John T. Kennedy, steward; John Grandy, lamp-trimmer; William McGougill, seaman; M. Lisk, seaman; Peter Hansen, seaman; William Hayward, donkeyman; James Steward, fireman; Walter Angus, fireman; and George Angus, fireman. The two latter were brothers.

“Drowned, and bodies not recovered: William Wynne, master; James Watson, first officer; D. Frazier, chief engineer; Charles Witham,

second engineer; Alexander Coull, carpenter; William Smith, fireman; John Barron, fireman; and two others, the cook, a colored man, and the mess-room boy, whose names are unknown."

The following letters were received in connection with this sad affair:

"CHICAMICOMICO STATION, *March 26, 1891.*

"S. I. KIMBALL,

"*General Superintendent Life-Saving Service,*

"*Washington, D. C.*

"DEAR SIR: We wish to express our heartfelt thanks to the keepers and crews of Chicamicomico, Gull Shoal, and New Inlet stations for the brave and noble service rendered to us by them on March 24, in rescuing us from the surf, as it was impossible for us to gain a footing in our exhausted condition, also for the kind attention we received at their quarters; and we also thank the Women's National Relief Association for the clothing we received, as we were utterly destitute of clothing. Expressions of thanks are but a feeble return for such services, but we hope they will be accepted and prove a source of encouragement to the noble workers in future times of peril.

"Most respectfully, we remain, yours,

"R. TURNER, *Second officer.*

"G. SIMPSON, *Boatswain.*

"W. MCARTHUR.

"J. CAMPBELL.

"ALBERT SMITH.

"JOHN WAHLEE.

"C. NORTHCOTE."

"BRITISH CONSULATE,

"*Baltimore, Maryland, April 3, 1891.*

"*The Assistant Inspector Sixth Life-Saving District,*

"*Elizabeth City, North Carolina:*

"SIR: I beg to thank you for your letter of the 26th of March covering list of the crew of the British steamship *Strathairly*, stranded. Since then the survivors have reached Baltimore and speak in grateful terms of the very kind treatment they received from you and your men. Permit me, sir, on behalf of Her Majesty's Government, to express to you my best thanks for the relief and assistance which you have been good enough to extend to the Queen's unfortunate subjects.

"I have the honor to be, sir, your most obedient servant,

"W. X. LEPARE,

"*H. M. Consul.*"

With reference to the failure of the life-saving crews to save the unfortunate people on board, it may be said that to those who are familiar with the appliances in use in the service and with its personnel, and who by observation have learned to appreciate the nature of

the difficulties and obstacles that have to be contended with in the efforts to effect rescues on trying occasions, the conclusion of the inspector that the three crews present used every effort to rescue the shipwrecked sailors and that the terrible loss of life was unavoidable seems justified.

That the surf was impassable to any boat would appear to be beyond question not only from the assertion of the inspector who had had much previous experience in the Life-Saving Service, and was one of its most competent and trusted officers, and who moreover occupied a high standing in the Revenue Marine Service, from which he was detailed, but also from the fact that it was the combined judgment of the three united crews, which included in their membership many of the most accomplished surfmen on the coast of North Carolina, whose skill and bravery had previously been amply established, and who on this occasion were operating under the very eye of a brave and exacting officer.

Boat service being therefore impracticable, the only remaining recourse was the beach apparatus, which undoubtedly would have been successful had it been possible to utilize it at an earlier hour in the day, while the people on board had sufficient strength remaining to perform their part of the work. It appears from the evidence, however, that before the fog lifted so that the ship could be seen and coöperation could be secured, more than five hours had elapsed, during most of which time the sailors had been in the rigging exposed to the cutting northeast March wind, most of them with scarcely any clothing, so that, as stated by the second mate, with the exception of three, they were all benumbed and helpless. Consequently the hauling in of the lines that were sent to them proceeded so slowly that the longshore current or set bore the lines a long way down stream thus adding to the length and weight of the haul, augmenting the tax upon the remaining strength of the almost exhausted sailors, and subjecting the lines to a constantly increasing tension. It is therefore, no matter of wonder that the lines finally yielded to the enormous strain of the current which sometimes flows, and probably did on this occasion, at the rate of six or seven miles an hour. The fact that they did so, cannot be attributed to any defect in the shot-lines themselves, which were the ones that parted. These lines have been adopted for use in the Life-Saving Service after a most exhaustive series of experiments with those made of every material known for such purposes. The tests were made at the Watertown Arsenal, upon the celebrated testing machine there, under the direction of the experienced operator in charge, and in the presence of officers of the Life-Saving Service fully acquainted with the requirements of the Service. The lines accepted as a result of the experiments withstood a far greater strain than any ever before used for the purpose.

Since these experiments, every line previous to being sent to a station first passes through the arsenal, a piece is taken from it and subjected to the testing machine, and is required to endure the standard

strain before it is accepted. It is therefore obvious that the case of the *Strathairly* must be classed among those lamentable instances where untoward circumstances place success beyond the power of human effort. Indeed, the only surviving officer, the second mate, before referred to, explicitly states in his testimony that during the whole time nothing could have been done by the life-saving crews that was not done.

WRECK OF THE NORWEGIAN BARK DICTATOR.

The disaster of the year next in importance to that of the *Strathairly*, and following it within a very few days, upon the same stretch of coast, was the total wreck of the Norwegian bark *Dictator* near the Seatack Station, (Sixth District,) coast of Virginia, on March 27, 1891. Seven lives were lost, including the wife and infant son of the captain of the ill-fated vessel. From the report of the officer dispatched from this office to inquire into the circumstances of this wreck, the following statement is subjoined:

"The *Dictator* was a bark of twelve hundred tons register, hailing from Moss, Norway. She was built in St. John, New Brunswick, and was formerly known as the *Connemara*. Her crew numbered fifteen men, all told; J. M. Jorgensen, of Kragero, Norway, being in command. The latter had his wife and four-year-old son also on board. The bark left Pensacola, Florida, on March 3, with a full cargo of yellow pine timber, bound to West Hartlepool, England; her draft upon sailing being nearly twenty-three feet. Stormy weather was encountered in the Atlantic soon after she passed the Bahamas, during which she sprung a leak, and sustained other damage, besides having two of her boats swept away. The leak gained steadily, and this caused so much discontent and murmuring amongst the crew that the captain decided to bear up for Hampton Roads for repairs. The coast in the vicinity of False Cape, Virginia, was reached on the morning of March 27. The bark was first seen from the shore by the crew of the Dam Neck Mills Station at about 9 o'clock. She was then a mile from the beach, standing to the northward, close-hauled on the starboard tack, under shortened canvas; the wind at the time being from east-northeast and blowing with a velocity of forty miles an hour. With such a gale blowing, the sea was, of course, very rough, and to make the situation worse the weather was rainy and thick.

"News of the bark's proximity was quickly telephoned to the next station north, at Seatack, and the keeper requested to look out for her. The latter (Drinkwater) received the message in person, and at once began his preparations. The bark was sighted shortly afterwards through the rain and mist just as she passed Drinkwater's Station, and a few minutes later, at about 10 o'clock, she was observed by the watchers to square away before the wind towards the beach. She was then a little less than a mile north of the station. Word was at once

passed to the men to put on their storm clothing and run out the breeches buoy apparatus. This took but a few moments, and when all was in readiness a start was made towards the vessel; the wagon, owing to the high tide on the beach, taking a by-road behind the sand hills, while some of the crew kept to the beach in the company of a party of fishermen from a fishing camp near the station. Captain Jorgensen says, in explanation of his course in keeping the vessel off, that he supposed from his dead reckoning—for he had not had an observation of the sun for days—that he was in the vicinity of the Cape Charles light-ship, off Chesapeake Bay, and noticing broken water to the windward or eastward of the ship, he had kept off a couple of points, hoping to deepen the water. Instead of deepening the water, however, the next thing he saw was the line of shore breakers close under his lee, and before the mistake could be rectified the bark's keel grated on the bottom. Seeing no way to escape, he then boldly kept square off, to drive the vessel as close as possible to the beach. A moment later she fetched up solidly on the outer edge of the bar, at least three hundred and fifty yards from the shore. She struck head on. Captain Jorgensen at once ordered the mainmast cut away, all that was necessary being to sever the lanyards of the weather rigging, when the mast snapped off just above the deck. The mainmast took the fore and mizzen topmasts with it as it fell.

“The Seatack crew reached the ground at about 10:45 A. M., but as the range or distance of the vessel was considered too great and she was working shoreward all the time, with the foresail still set, the gun was not fired until half an hour afterwards. Keeper Drinkwater says he was ready and could have fired in five minutes from the time of his arrival, but that he wanted to make a sure shot. When, however, the shot was sent whizzing toward the bark, it fell short about forty yards. The line used was a No. 7. The second shot with a No. 4 line—the smallest used—was equally unsuccessful. It should be stated that the keeper was firing directly in the eye of the wind, and that rain was flying in torrents. The crew of the Cape Henry Station reached the ground very soon after the arrival of Drinkwater and his men, and the two crews coöperated throughout the day. Shortly after the second failure of the gun to reach the vessel, and while Keeper Drinkwater was consulting with Keeper Johnston as to what should next be done, an empty barrel or cask with a line attached to it was seen to be dropped overboard by the sailors. This was at about noon. As the cask was some time drifting in Drinkwater fired two shots to get a line over it. The second shot was successful and the men were about to clap onto the shore line when an unusually heavy run of seas brought the cask within reach and communication by line with the bark was at last established. The breeches buoy gear was then rigged, the tail-block of the whip being hitched by the sailors to one of the starboard mizzen shrouds, just below the crossrees, and the hawser to the masthead a little above the eyes of the rigging.

When this was done at the ship, no little difficulty was experienced on shore in connecting the end of the hawser to the sand anchor, owing to its bight, which lay in the water, bowing to the northward with the strong set or current, and it was only by calling in the aid of the crowd of bystanders on the sand hills that enough end was secured to set it up, as the stern of the vessel slued shoreward, and the surf pushed her closer in bodily.

“Another difficulty was occasioned by the lines, when they were slacked out from the beach, becoming so badly twisted around each other in the water as to become practically cable-laid, and to get them clear and in running order it became necessary for the sailors on the bark to cut the bight of the whip at the block, take out the turns, and rejoin the ends by a long splice. But with all this, and despite the efforts of the life-savers to prevent it by dividing into two groups and keeping the two parts of the whip widely separated on the shore, it seemed impossible to keep the lines from fouling, for by the time the breeches buoy reached the ship on its first trip, they were as badly twisted as before. It was found, however, that by putting a strong force of men on the hauling part it would render through the block, so one of the sailors got into the buoy, and in obedience to the captain’s signal the rescuing party began hauling ashore. Still there seemed to be no end of vexatious delay. The bark, as she slowly swung her stern in, and came more nearly parallel to the shore, was oscillating or rolling in her sandy bed in a frightful manner, and one moment, with the off-shore roll, the breeches buoy with its living freight would swing high in the air, while the next, as the vessel listed shoreward, it would dip into the surf, when the current would sweep it to the northward and a moment later, with the succeeding roll, the lines would fetch the buoy up with a jerk and straighten out as taut as a bar.

“The man had not progressed shoreward more than a third of the distance, for it was slow work, when the hauling or shore end of the whip broke. It had chafed in two close to the buoy. This startling mishap was instantly discovered by Keeper Johnston, who was in charge of that part of the whip, and he gave the order to run the man back to the masthead by hauling on the other part. This was done as quickly as possible, the sailor returning to the place whence he started in a sorry plight and well nigh frightened out of his senses. At this stage of the operations Capt. Jorgensen, who appears to have been cool and collected in all that he did, came to the conclusion that the buoy could not be effectively used, and without any ado he directed his men to get up tackles and hoist out the only boat he had remaining out of the five with which he began the fatal voyage. Two, as before stated, had been lost at sea during the hurricane which had nearly disabled the vessel, and two were smashed that morning when the masts went over the side. The remaining boat was a small sharp-sterned clinker-built craft, 16 feet in length. The hoisting-out tackles

were secured, one to the mizzen shroud, the other to the spanker vang. It should be remembered that all this had to be done under exceptionally trying circumstances. The wind was blowing furiously, the air was thick with blinding rain, and at frequent intervals the most violent squalls would sweep in from seaward, the wind during these squalls increasing to a frightful velocity. Indeed, the anemometer at the Cape Henry Signal Station, four miles distant, showed at 2:17 p. m. a wind rate of fifty-two miles per hour, while the average hourly velocity between the hours of 10 and 5 o'clock that day was over thirty-three miles. Mrs. Jorgensen, the captain's wife, up to the time of the hoisting out of the boat—1 o'clock—was in the cabin, that being the only measurably dry place on board. The whip line first sent from the shore, in a single part, by the ship's line attached to the cask, to haul the gear off by, was hitched to the boat, and, with four men in it, the boat was slacked in to the shore; two men with oars out alternately pulling and backing, as necessary, and a third with a steering oar to keep the boat head to the sea, while the fourth man bailed the water out. These four men landed safely, although as the boat reached the shore breakers it filled and capsized and threw them out. They were, however, promptly assisted ashore by the beachmen.

“The captain's object was to test the boat, and if it reached the shore without serious mishap and no lifeboat could be had he intended to haul it back, in order to land his wife and child; his instructions to the men being to ascertain whether a lifeboat could be launched, and if it could they were to move northward along the beach and wave their caps as a signal. If, on the other hand, a boat could not be launched they were to separate from the group on the shore and move in the contrary direction, or to the south. In the event of the latter alternative, the men were directed to attach a shore rope to the other end of the ship's boat so that it could be drawn back and forth between the ship and the shore. Keeper Drinkwater was of the opinion that the station surfboat could not be pulled against such a high wind and sea, but in the probable excitement of the moment the landed sailors failed to make the required signal to their captain. Drinkwater in his testimony expresses the opinion that it would have been unsafe to use the bark's boat. These are his words: ‘The boat would have filled as soon as it left the beach. The current would have swung it broadside to the sea and it would have filled at once. It was utterly impracticable. My experience with the whip and shot lines had shown me that.’ A signal was therefore made by Drinkwater to the people on board to bend the end of the whip they had slacked the boat ashore by to the breeches buoy in place of the broken line; and when this was done Captain Jorgensen signaled for the buoy to be drawn back to the shore empty, to test the working of it. This was done and the buoy found to work all right. It was accordingly sent off again, and Jakob Mell, the man who had previously passed through such a terrible ordeal, again

climbed into the buoy, and this time was drawn safely ashore, although not without an experience almost as severe as the first. It was then nearly 3 o'clock and the tide was at its lowest. The buoy continued for a time to pass to and fro fairly well, although it was slow work, owing to the difficulty of keeping a necessary strain on the hawser by reason of the constant rolling of the vessel, which made the frequent shifting of the tackle a necessity in order to keep the occupant of the buoy out of the water as much as possible.

"The captain states that after Mell was landed he directed the carpenter to get into the buoy, and 'if, when he got ashore, he thought it possible for Mrs. Jorgensen to make the passage to walk south and wave his hat; and, if he thought it unsafe, to go the other way.' The carpenter was several minutes in transit, alternately dipping into the surf and then being jerked into the air as described in the case of his predecessor. The wife, who had emerged from the cabin and sought shelter in a small deck house on the poop, remarked, when she saw how the man was tossed about, that she could never go through such an ordeal, that she 'would rather die on board.' The carpenter, doubtless half dazed with fright when he reached the beach, failed to carry out the captain's instructions regarding the signal; neither did he say anything about it, and there was some delay in sending the buoy off again. When it did go, the keeper (Drinkwater), who thought the lines were again foul out at the wreck, sent a written message in a bottle, as follows: 'Keep the whip clear and we will bring you ashore.' The captain declares that the lines were clear at the ship all the time after the first man landed.

"Shortly after the rescue of the carpenter the fearful discovery was made by the sailors that the sternpost had been wrung out of place, and as this permitted free entrance to the seas the after part of the vessel soon showed signs of breaking up and the situation assumed a doubly alarming aspect. Realizing from this that his ship was doomed, and despairing of the rescue of his wife by the boat, the captain persuaded her to let him take her aloft with the view of getting her into the buoy. She had just emerged from the deck house for this purpose when a great wave dashed on board and came near sweeping everybody into the sea. The situation was appalling and well nigh impossible of description. The huge timbers of the vessel were groaning and cracking with every heave of the sea, the tempest was at its height, and the captain, unable to allay the fright of his little four-year-old boy, who clung frantically to his breast and cried piteously for his mother, who was herself powerless to give comfort, was almost beside himself with emotion. Yet with all this the strong man maintained an outward composure to a remarkable degree and bent all his energies for the preservation of his loved ones. As soon, therefore, as the wife consented to undertake the trip he handed the child to the care of the mate, sent the second mate and another man aloft into the crosstrees

to see that the buoy was clear, and then helped his wife aloft. Upon reaching the crosstrees the slings of the buoy were found to be jammed against the rigging by the whip, which stretched down into the water towards the shore, and, bowed by the strong current, was as taut as iron. The men found it impossible to free the buoy sufficiently to enable the woman to get into it. To this grave difficulty was added the swaying of the mast from side to side, as though it were unstepped at the keelson, and the captain had all he could do to maintain his hold. He held his wife up there some time longer, until his strength began to forsake him, when, finding that she could not be put into the buoy, he abandoned further effort and descended with her to the deck. At this moment one of the youngest members of the crew, a slightly built fellow, seeing the captain relinquish his purpose to send his wife ashore by the buoy, ran up the rigging and succeeded by great effort in squeezing himself between the slings down into the buoy. Upon observing this the captain concluded that by letting the buoy be drawn ashore with the sailor in it there might possibly be an opportunity for his wife when it came back.

“At about this time the rail around the quarter gave way, and, this freeing the spanker vang, the gaff went adrift and swayed from side to side with the roll of the ship at a most dangerous rate until the captain and two mates climbed aloft and steadied it by a guy led down to the port waist. But that the spar was hung by chains instead of rope they would have lowered it and saved much valuable time. As it was, it was a tedious and dangerous operation, and by the time the gaff was secured the afternoon was far spent. The people on the beach had in the mean time landed a fourth man by the buoy, and he was the last to be saved by this contrivance.

“The bark was now rapidly breaking to pieces, the stern was gone, and the poop deck, upon which the remnant of the people were grouped, sloped down into the water. She had also broken in two amidships, so that the forward part of the hull was nearly submerged. The breeches buoy had again been sent off and was hanging at the mizzen crosstrees, but as darkness had set in the hapless people in their utter despair, and with the deck frame crunching apart beneath their feet, failed to notice the possible means of deliverance, and began casting about for the safest place to be in when the final crash should come. They knew that the supreme moment could not be long deferred and that much would then depend upon their own individual efforts. The captain had lashed his wife to the standard of the windmill pump at the forward part of the poop, and was holding the child in his arms. The two mates, Cornelius Nilsen and Julius Andersen, together with a sailor, Andreas Isaacsen, concluded to go forward to the jib boom, but the captain preferred to remain where he was, hoping that the deck would soon become wholly detached and float off and carry him and his little family safely to the beach. Two others of the crew, Ole Olsen and a

Frenchman named Jean Baptiste, decided to take their chances with the captain. One of the latter, however, soon became desperate and resolved upon an attempt to swim ashore. This was Olsen. The poor fellow sprang overboard, but he was too heavily clothed, and before getting far from the ship he disappeared. Olsen was known to be a good swimmer, but notwithstanding this he was the first one to be drowned. There now remained the captain, his wife and child, and the Frenchman on the after deck, the steward, a colored man named Saint Clair, who had climbed into the mizzen crosstrees, and the three men out on the jib boom.

“The night was too dark and rainy to distinguish any signals on the shore, and, as none could be made from the ship, Captain Jorgensen abandoned all hope of succor from the outside, and decided as a last resort to attempt to save his wife by means of a ladder which he had been keeping in view for such an emergency. With the aid of the faithful Baptiste he got the ladder overboard and made his final preparations. It is pathetic to note that when he disclosed his plans to his wife she remarked, with an air of resignation, ‘Don’t you think it better that we die here together?’ To this he answered, in reassuring tones, that by means of the ladder they could reach the shore in safety. It was the only resource left them. He had secured the only two ring life-buoys there were on board, and one of these he placed on his wife and securely lashed it. The other he put on himself, and then, when he had lashed the child to his breast, he was ready to descend to the ladder. The fortitude of the man will better be understood by quoting his own words. With tears in his eyes and his manly frame quivering with anguish, as his thoughts dwelt upon the tragedy of that awful night, he told in subdued and faltering tones of his final effort for the safety of his beloved wife: ‘I said good-bye to her; told her to keep her mouth shut, and that we would get ashore all right. I lowered myself over the side by a rope, telling the Frenchman to lower my wife down after me. When I reached the water I missed the ladder and got between it and the ship’s side, and as often as I tried to get into it the ladder would capsize. I made several attempts, my boy all the while crying awful. After a time a big sea threw me away from the ladder, and when I rose to the surface I saw my wife on the rail with her hands clasped.’ This was the last the devoted couple saw of each other in life. Jorgensen was instantly swept by the current towards and around the after part of the wreck, where the surf was heaviest, and there he encountered a great comber, which actually carried him into the cavity of the hull—where the stern had broken off—amidst the heaving and grinding mass of timbers of the cargo. How he escaped instant death is marvelous. The receding water must have immediately swept him out again, as the next moment he found himself free and nearer the shore. His only thought now was for the helpless little one at his breast, and who, he says, was all this time, as its head came

out of water, moaning piteously. He shielded the little creature as well as he was able from the floating wreckage, and had gained about half the distance from the vessel shoreward when a huge sea burst over him and fairly knocked him to the bottom. When he struggled to the surface again he discovered to his horror that the child was gone; it had been snatched from the lashings and was nowhere to be seen, nor did he ever see it again. The frenzied man caught and clung to pieces of wreckage as they floated near him, and by this means was swept nearer and nearer the shore until he found himself in very shoal water, when watching his opportunity and summoning all his remaining strength, he crawled up onto the beach at a point a few hundred yards to the northward of the wreck. After collecting his scattered senses somewhat and looking about him he spied the fire built by the station crews at the place they had been operating from, and slowly and with great effort managed to drag himself thither and make himself known. He was at once taken in charge by some of the men and conveyed to the station, where he was greeted with an affectionate welcome by the survivors of his crew who were gathered about the mess-room stove.

"In regard to the rest, the second mate, another of the saved, says that soon after the captain was lost to sight from the vessel a sea dashed on board and swept Mrs. Jorgensen and the heroic Frenchman overboard and both were drowned. The latter, faithful to the trust imposed upon him by his captain, had stuck to the woman to the last. Had he been a man of less heroic mold it is not improbable that he could have saved himself, being a powerful swimmer, but he sacrificed his own chances in a gallant effort to save the woman. Their bodies were recovered two days afterwards in the same locality, some miles to the southward of the wreck. Fragments of the life-buoy worn by the woman were found on the beach quite near the wreck. It was very soon after the death of Mrs. Jorgensen that the entire after and midship portions of the vessel went completely to pieces, the mizzenmast in its fall carrying the steward with it. This man also was lost. The cracking and breaking of the timbers were plainly heard on shore amidst the howling of the storm, and all hope of doing anything further with the apparatus toward saving those left on board now vanished. All that the surfmen and those assisting them could do was to scatter along the shore in search of the bodies of the dead or perchance of some luckless one still struggling in the surf. The second mate says that Andreas Isaacsen, the young man who accompanied the mate and himself out on the jib boom, was washed away soon after the captain's wife and met a like fate. The second mate then proposed to the mate that they try their chances together in an effort to gain the shore. These two men were the last on the wreck. The mate, who had lashed himself to the boom, refused to leave because of his inability to swim. While the two were thus discussing their prospects a heavy sea dashed over them and the second mate was thrown floundering into the surf.

He managed, however, after a desperate struggle and many hairbreadth escapes from being crushed by the floating wreckage, to get near enough to the shore for his cries to be heard, when assistance reached him and he was fished out.

"The mate, Cornelius Nilsen, was drowned when the final crash came with the demolition of the forward part of the vessel at about 8 o'clock. Thus seven out of the seventeen persons on board the ill-fated bark perished. The survivors were properly cared for at the station at Seatack, where the supply box of the Women's National Relief Association was found most opportune in furnishing them with dry clothing. A more complete wreck could scarcely be imagined, the broken timbers of the hull and the timber forming the cargo being scattered along the beach at high-water mark for more than a mile. At the time of my departure from the station (March 31,) all the bodies but those of the captain's child and the steward had been recovered. Through the humane agency of the acting Norwegian consul at Norfolk, Colonel William Lamb, and his able associate, Mr. Hugo Arnal, the bodies were given Christian burial in Norfolk, the funeral of Mrs. Jorgensen being attended by a large gathering of sympathizers with the bereaved husband. The shipping in Norfolk generally on that day lowered their colors half-mast. The following are the names of the saved and lost:

"Saved: Capt. J. M. Jorgensen, Second Mate Julius Andersen, and Seamen John Syverken, Karl Olsen, Anton Berg, Jakob Mell, John Pettersen, Charles Josef, Chs. Nilsen, and Axel Johansen.

"Lost: Mrs. Jorgensen and child, Chief Mate Cornelius Nilsen, Ole Olsen, Jean Baptiste, Andreas Isaacsen, and the colored steward, Saint Clair. Of the ten survivors four were rescued by the breeches buoy, four landed in the ship's boat, and two, the captain and the second mate, reached the shore by their own efforts, except that the latter was assisted from the shore breakers by the surfmen."

Reviewing the failure of the station crews to rescue all the people of the bark, the officer charged with the investigation goes on to say:

"There can be no question as to the state of the weather. It was bad. The storm was one of exceptional severity. The great distance of the vessel from the shore was also an important factor. When the bark first grounded it was impossible to reach her from the shore with even the smallest line used by the service. Account should also be taken of the great violence of the sea, which was breaking into surf in places a considerable distance outside of the spot where she fetched up. It would seem, therefore, that the odds were against the successful manipulation of the breeches buoy apparatus. The latter was on the ground in good season, but as shown by this report the greatest difficulty was encountered in getting it rigged, and it was largely due to the efforts of the crew of the bark, under the intelligent direction of Captain Jorgensen, that it was rigged at all. When this was accomplished additional obstacles hindered the beachmen, the rolling of the vessel,

under the pressure of the enormous seas against her broadside, and the swift current along the shore making the handling of the apparatus difficult, as well as exceedingly dangerous to those whom it was intended to relieve, and much precious time was lost. It is contended by some that the boat could have been used to advantage at low water, which was between 2 and 3 o'clock in the afternoon. Keeper Drinkwater, who was in charge of the operations, declares very positively that at no time during the day could a boat have been launched. It appears by the evidence that a Mr. W. S. Price, a fisherman of the locality, offered a sum of money to anybody who would bring one of his boats to the scene and said that if this was done he would make an attempt to reach the wreck. There were others, including members of the two life-saving crews, who expressed a willingness to make the effort with him. Drinkwater says that Price owns two boats, both fully as able as the station boat; that he had a crew of twelve fishermen at his command; that he had facilities for the transportation of these boats, and yet he (Price) did not see fit to give the order. Other persons on the beach, including one of the rescued men, urged the use of the station boat, but this was negatived by Drinkwater. In my opinion, the only possible time when there was a chance for pulling the boat out was at low water, and even then there was no certainty of success. Except at that time, with the wind blowing with a velocity of thirty or forty miles an hour, I believe it would have been found a physical impossibility to propel a boat by oars against the wind and sea. Nevertheless it is to be regretted that the boat was not upon the ground and an attempt made. There was too much at stake to rely upon any one means of rescue.

“In conclusion, if neither the breeches buoy nor the surfboat could be effectively used, the question recurs, had Drinkwater exhausted the means placed at his disposal by the Government for the salvation of the helpless people on the wreck? The answer is No! He had the life car. The buoy was working badly, and if in his judgment the boat could not be used, why did he not send to the station for the car? There were scores of people from the Virginia Beach Hotel and from the adjacent country ready and willing to do his bidding, and the life car could have been hurried to the scene in short order if he had but given the word. It became known when Captain Jorgensen sent his boat ashore that there were a woman and a child on board; it must also have been known that difficulty would be encountered, from the way the gear fouled, in rescuing them. If therefore, when the captain sent his message for the boat, Drinkwater's experience taught him that boat service was impracticable, why did he not grasp the full needs of the situation and send for what he must have known would be a safe and almost certain means of rescue, the life car? If there ever was an occasion which seemed to require the use of the car this was one. It could have been drawn to and from the ship by a single

line in a manner proposed by Captain Jorgensen for his frail open boat; there was no danger of its swamping, and under the circumstances it was by all odds the safest method that could have been resorted to for the rescue of the people on the wreck. In this lamentable case it is clear from his failure to bring into operation all the resources of the station that Drinkwater was not equal to the emergency. He probably did the best he could with the gear he took with him, but his neglect to send for other appliances when there seemed to be need of them was certainly an inexcusable error of judgment."

The keeper had on previous occasions accomplished excellent work, which had inspired much confidence in his fitness for his position; but the results of this disaster, as shown by the findings of the report, evinced such an unreliability of judgment in an emergency as seemed to leave no alternative to the Department than to require the severance of his connection with the Service.

SINKING OF THE TUG TEMPEST.

The next casualty involving loss of life within the scope of station operations occurred on April 4, 1891; the vessel involved being the steamer *Tempest*, of Cleveland, Ohio, a small tug of about fourteen tons measurement. She had five men on board, and was towing a raft of timber into Cleveland Harbor when she capsized and went to the bottom very suddenly. Three of the crew—the engineer, the fireman, and the deck hand, who were below at the time—were drowned. This happened at about half past 2 o'clock in the afternoon, when she was a little over half a mile from the Cleveland Station, (Ninth District,) Lake Erie. The station had not yet been manned and opened for the season, and there was no one but the keeper on duty at the time. From the reports received it appears that the tug was towing the raft of timber from the outer to the inner harbor. The weather was cold, the wind blowing fresh from the northward and westward, and there was quite a rough choppy sea rolling in from the lake. Upon arriving off the harbor piers the helm was put to port to sheer the vessel in under the shelter of the weather or western pier. As the tug obeyed her helm and turned in towards the pier it brought the towline over the starboard quarter, and the rope being taut, it careened the vessel down almost rail under. At this moment a heavy swell caught her under the opposite counter and rolled her still farther over on her side, and before she could right herself the water rushed through the open doors leading below in such volume that down she went. All this occurred in a very few moments; the craft going to the bottom so quickly that the three men who were in the engine and fire room below deck had not time to scramble out. The captain, John Murray, in the pilot house, and a raftsman named Warren in charge of the raft, who was standing on deck forward as the vessel went down, instantly struck out and succeeded in reaching a small life raft which fortunately

floated off from the top of the tug's deck house and thus saved themselves. They were shortly afterwards picked up by the tug *S. S. Stone*, which hastened to their assistance. Keeper Goodwin, of the life-saving station, also pulled to the spot with his young son in a small boat as soon as he learned of the accident a few minutes later, and finding that the two men were safe he returned, and procured for them dry clothing from the supply placed at the station by the Women's National Relief Association. A day or two afterwards, when a diver went down and recovered the three bodies, Keeper Goodwin was on hand with his boat, and conveyed them to the undertaker charged with their interment. The men drowned were Howard Loomis, engineer; William Hughes, fireman; and Harry Hersey, deck hand. It is the opinion of Captain Murray, that these men were blinded by the steam which generated when the water reached the furnace and were therefore unable to find their way out. The tug was subsequently raised.

THE CAPSIZING OF A SMALL RIVER SKIFF.

On Sunday, April 19, 1891, at about twenty minutes after 2 o'clock in the afternoon, a man named John McGoff, a resident of Louisville, Kentucky, was drowned at the Falls of the Ohio River while foolishly shooting his skiff over the apron or wing dam at the mouth of the Louisville and Portland Canal, on the Louisville side of the river. The place where the accident occurred is a little over a third of a mile west of the Louisville Station (Ninth District). It appears from the reports that McGoff was in the vicinity of the canal at the foot of Sixth street in the company of a number of acquaintances, when one of the party in a spirit of banter dared him to jump the dam in his skiff. The dam lies almost parallel with the river bank, from which it is about two hundred yards distant, and forms the entrance to the easterly or upper end of the canal. The jumping of the dam was a feat McGoff had often accomplished, and he had come to regard it under certain conditions as an easy and not at all dangerous undertaking. Therefore, upon being dared to venture out in this instance, he sprang lightly into his skiff and boldly pulled to the dam. It should be stated here that a steamboat moored to a wharf boat directly in range between the dam and the life-saving station prevented the man's movements from being seen by the station lookout, and nothing was therefore known of the affair there until it was too late to effect a rescue. When the skiff shot over the dam it was caught by the back-set or counter-current under the fall, where it filled and sank, and the man was thrown out and drowned before assistance could reach him. He was seen by the crowd at the bank but once after going over, and then only for a moment. The station crew hastened to the spot with their grappling appliances as soon as they learned what had happened and searched for some time for the body without finding it. They renewed the search also on the following day, but were not successful, the river bed being very rocky and uneven and

therefore unfavorable for such operations. The body finally came to the surface five days afterwards, (April 24,) and was recovered by some men working in the vicinity.

CAPSIZING OF THE SCHOONER ATLANTA'S YAWL.

The last casualty but one of the year and one that was particularly fatal in its results, involving as it did the drowning of five persons out of a crew of seven, was the capsizing of the yawl of the schooner *Atlanta*, of Port Huron, Michigan, in the surf near the Crisps Station, (Tenth District,) Lake Superior, on May 4, 1891. This occurred at about 6 o'clock in the evening, the schooner having sunk out in the lake some twenty miles northwest of the station at 11 o'clock in the forenoon of the same day. The *Atlanta* was a craft of six hundred tons register, with a crew of seven persons, including a woman who was serving as cook, and was being towed by the steamer *Wilhelm* from Buffalo, New York, to Duluth, Minnesota, with a cargo of coal. Upon reaching Lake Superior, and when about thirty-five miles to the northward and westward of Whitefish Point, a shift of wind was encountered from the northwest and a heavy gale set in. This was at about 7 o'clock in the evening of May 3. The *Wilhelm* kept on, however, with the *Atlanta* in tow until 11 P. M., by which time the lake had become so rough and the wind so furious that the captain of the steamer decided to turn back and run for shelter under the lee of Whitefish Point. In making the turn, and while rounding off before the wind, the *Atlanta's* towline parted, and the steamer being unable to pick her up again, she was left to her own resources. Upon hoisting sail on the schooner to follow the lead of the *Wilhelm* the fore boom snapped in two and the foresail was blown into ribbons. She ran before the gale for about twenty minutes, when, having sprung a leak, she became unmanageable, refused to obey the helm, and broached to. In this situation she wallowed from side to side in the trough of the sea, the deck constantly swept by the waves, to the great peril of the crew, who manfully stood to the pumps, until about 11 o'clock in the forenoon of May 4, when it was found by sounding the well that there were ten feet of water in the hold. As the gale showed no signs of abatement, and it was evident that the vessel must soon go to the bottom, the crew got out their yawl, and the schooner was abandoned to her fate. She foundered in ten minutes after the crew left her.

The yawl was kept head to the sea, although it drifted to leeward very fast, until about 4 o'clock in the afternoon, when the land was sighted in the vicinity of the Crisps Station. The surf was very rough, and the survivors say that Captain Knowlton proposed keeping down the lake towards Whitefish Bay, where he knew they would be safe; but that the rest, worn out by exposure and their long hard struggle, insisted upon taking their chances in an attempt to land near the life-saving station. It was soon after this that one of the men crabbed his oar

and was thrown out of the boat, and while his shipmates were rescuing him the boat swung off before the wind. As by this time the land was not far off it was resolved to run for the beach. Upon reaching the outer breakers the boat was nearly pitch-poled by the sea, and three men, the captain, the mate, and a seaman, were thrown out and drowned. Being benumbed from long exposure, they were unable to help themselves and immediately sank out of sight. The boat was now broadside to, and the next sea rolled her bottom up and spilled the remaining four people out. In less time than it takes to tell it another wave righted the boat, and the unfortunates succeeded in reaching the gunwale. But they were not permitted this advantage long, for another sea again overturned the boat, and this time two more, the woman and one of the seamen, were swept away. This left but two men alive, and these were rescued by the crew of the Crisp's Station, who rushed into the surf and dragged them out.

The yawl had entered the breakers nearly in front of the station. This was at about 6 o'clock in the evening while the crew of the latter were at supper. From the reports it appears that the man on lookout had observed the boat some distance away in the offing, but there being no vessels in sight, he concluded, as he caught glimpses of it when it rose on the seas, that it was a log or the root of a tree, such as may often be seen floating in the lake. Shortly afterwards Mr. William Hawkins, a resident of Whitefish Point, and supervisor of that township, who was coming along the shore from the direction of his home, saw the boat as it neared the breakers. At first glance he thought it was the station boat out for practice. He watched it as it came nearer, and when he perceived the three men tossed out he quickened his pace to a run toward the station and there gave the alarm. The station crew rushed immediately to the boathouse, which is about one hundred yards from the dwelling, and got the lifeboat out, but as the yawl was by that time directly in the breakers, about fifty yards from the shore and seventy-five yards or more to the eastward, full of water and drifting rapidly down the coast, the keeper concluded that the wisest plan would be to drop the lifeboat and hurry along the beach with life-preservers and lines, which he accordingly directed his men to do. This was at the time the four persons—the woman and the three men—were clinging to the yawl. The station men slipped on their cork belts and ran along the shore, and had just got abreast of the yawl when it rolled over and the people were washed off. Keeper Small dashed out into the surf and succeeded in reaching and bringing one of the unfortunates to the beach. This man was unconscious and floating face downward. He was nearly dead. Another man in a similar condition was rescued by Surfman McKenzie. Others waded out, each with a line about his body, and made determined efforts to reach the woman and the other man, but were unable to do so, and, as before stated, both were lost.

Surfman Stewart did get hold of the bedquilt that had been wrapped about the woman and thought he had her, but she had already sunk and been swept out by the undertow.

While some were getting the two rescued men to the station others recovered and righted the yawl, it being feared that some one might be beneath it; but there was no one there. Diligent search was also made farther along the shore, but without success, and after thus satisfying themselves that the rest were lost the surfmen turned their attention to the two they had rescued and gave them proper care. The poor fellows were so far gone that it took several hours of the most unremitting effort before they were out of danger. The body of Captain James L. Knowlton was found on May 22, eighteen days afterwards, some three and a half miles east of the Vermillion Point Station and twelve from the scene of the accident, and forwarded to Saginaw, Michigan, to his widow. The station crew made further search for the other bodies, but no information has been received of their recovery. Frank McKanna, the surfman on duty in the lookout when the yawl was nearing the shore, was promptly discharged.

The following letters, one from Supervisor William Hawkins, of Whitefish Point Township, the other from Eli Wait, one of the rescued men, add force to the opinion expressed by the investigating officer that when the boat was discovered the station crew did all that was in their power to rescue the imperiled people:

“WHITEFISH POINT, MICHIGAN, May 7, 1891.

“MR. J. G. KIAH,

“*Superintendent Tenth District, Life-Saving Service:*

“DEAR SIR: I take the liberty of expressing my opinion as to the service rendered to the crew of the schooner *Atlanta* on May 4. I was at the station at the time of the rescue of two of the crew, and am sure that all was done that was possible to be done to save those that were drowned; and I think it is no more than just to the captain of the station to give him great praise. I think he deserves great credit for rescuing the two he did. The captain and crew did well under the circumstances, as the sea was very high and rough. I have been on the shore of Lake Superior for nineteen years and do not think I have ever seen it much worse in that length of time.

“Respectfully yours,

“WM. HAWKINS,
“*Whitefish Point, Michigan.*”

“CRISPS LIFE-SAVING STATION, May 6, 1891.

“Superintendent J. G. KIAH,

“*Detroit, Michigan:*

“SIR: I wish to express my thanks to the Life-Saving Service, and this is to certify that I, Eli Wait, was saved at the point of death, and was pulled out of the heavy breakers by Capt. Small of the Crisps Station. I was so numb with cold I had no use of my limbs when I

was pulled out, and in ten seconds more I would have been lost, for the undertow was taking me out when the keeper ran out into the lake and pulled me ashore. * * * I can safely say that my life was saved by Capt. Small. When we got to the breakers our boat upset and we were all thrown out, and to my knowledge three of our men did not rise again. The life-saving crew did their work well and all that was in their power. It was impossible to save those that were lost; they were so benumbed with the cold that they could not hang on until the life-savers could get to them. Two of us were all that could be saved; the rest went to the bottom and the undertow carried them out into the lake. John Pickel was saved as well as myself. I can not express by pen my thankfulness for the kindness we received from the captain and crew, for we can safely say that we are indebted to them for our lives.

“Yours respectfully,

“ELI WAIT,
“Sailor, schooner *Atlanta*.”

To this letter is added the signature.

“JOHN PICKEL, *Saginaw, Michigan*,
“Survivor of the schooner *Atlanta*.”

WRECK OF THE SCHOONER GEORGE HENRY.

The seventeenth and last casualty of the year involving loss of life was the wreck of the schooner *George Henry*, which occurred in Delaware Bay on June 18, 1891, about nine miles in a northeasterly direction from the Lewes Station, (Fifth District,) coast of Delaware. One of the crew was lost. From the reports received it is clear that the fatality could not have been prevented by the Service, as it happened at a great distance from the station and under such conditions that no steps could have been taken which would have saved the man. As it was, the rest of the schooner's people were rescued by the station's crew. The station at the time was closed, as usual for the summer season, and the crew scattered at other occupations, but the keeper, as soon as he learned of the disaster, assembled his men with commendable promptness and performed a meritorious piece of work. The following is from the report of the officer detailed to inquire into the circumstances of this wreck:

“The *George Henry* was a small two-masted schooner of about thirty-nine tons register. She had a crew of five men, all colored, and was bound from Philadelphia, Pennsylvania, to New Berne, North Carolina, with a cargo of coal. She was an old vessel, built in 1866. The weather on the morning of June 18 was thick, with a strong northeasterly wind, and the bay was quite rough. The schooner labored heavily in the sea and, being deeply laden, she sprang a leak. As soon as this was discovered the crew manned the pumps, but the leak gained so rapidly that pumping was found to be useless, and the captain ordered the hatches opened, and an effort made to lighten and relieve the vessel by throwing the coal overboard. This, however, was found to be an imprac-

ticable undertaking; the craft was rolling so deeply, and the seas swept below in such volume as soon as the hatches were opened that they had to be immediately closed again. This was early in the forenoon. The situation was critical indeed, for, besides the leak, the danger to those on board was increased by the loss of the yawl, which had been swept from the stern davits, thus leaving the crew without the means of escape from their sinking vessel. With the water streaming through the open seams of the planking the schooner soon lost her buoyancy, and at about 10 o'clock she careened deeply to starboard and went down. Keeper Clampitt gathered this information from the captain after the rescue. She sunk in four fathoms of water, and upon reaching the bottom she righted with her masts partly out of water, the deck being submerged about sixteen feet.

"When the vessel went under the crew were drawn down with her, but they soon struggled to the surface and all save one man succeeded in reaching the rigging, which they climbed to the crosstrees; two men reaching the fore and two the main. The other man, whose name is not known, upon coming to the surface was too far to the leeward to swim back, the tide being strong. After buffeting the waves for a few minutes in a vain endeavor to gain the rigging he succumbed from exhaustion or was seized with cramps and sunk in plain sight of his shipmates, who were utterly powerless to afford him any aid. It is said by the captain that he was the most reliable and active man of the crew. The schooner had foundered at the westerly edge of the channel, nearly abreast of Browns Shoal, about nine miles above the town of Lewes, Delaware, and four or five miles from the nearest land. This, as before stated, was on June 18, (Thursday). The crew of the Lewes Station being off duty for the summer, and the weather bad, nothing was known of the disaster by Keeper Clampitt until word of it reached him in a roundabout way late on Friday afternoon, or thirty hours after its occurrence, from a company of wreckers engaged in floating the schooner *Charles C. Dame*, which had been blown ashore by a northeaster on March 28, near Plum Point, a few miles above Lewes. Clampitt sent out an alarm and mustered his crew as quickly as possible, and at 7 o'clock in the evening the lifeboat started under sail up the bay to the rescue of any people who might be found clinging to the wreck.

"It may be noted as a little singular that the wreckers with all their appliances for such work had not themselves gone to the sunken craft as soon as they discovered her. As darkness shut in shortly after the men started and the night was rainy and thick it was difficult to see any distance from the boat, and they had run about ten miles in the supposed direction of the wreck when the keeper, feeling satisfied that they must have passed it in the darkness, decided to keep away and endeavor to find the stranded schooner *Dame*, whence the news had been received, and obtain more definite information from the captain

than had been vouchsafed by the wreckers. The stranded schooner was found after quite a long search, at about midnight, and upon arousing her captain (Daniels) from his berth it was learned that the sunken schooner, her name at that time being unknown, bore northeast one-half north, about five miles distant. The lifeboat was thereupon shoved off and put on the course by compass, indicated by the captain of the *Dame*, and when the distance had been run up and nothing of the wreck was seen, although all hands were on the lookout, Keeper Clampitt ordered the anchor dropped to await daylight, burning at the time a Coston signal to attract the attention of anyone who might still be clinging to the wreck. It was afterwards learned that this signal was seen by the sailors in the rigging, and that it gave them renewed hope of deliverance from their trying and dangerous situation. They told Clampitt that they shouted with all their might, hoping the boat's crew would hear them. But their voices were not heard, the storm doubtless preventing.

"After a weary and uncomfortable vigil of several hours in the pelting rain and at the first break of day, at about half-past 3 o'clock of Saturday, June 20, the two slender masts of the sunken craft were seen not more than a quarter of a mile away. The anchor was quickly lifted, the oars were manned with a will, and in a very few minutes the lifeboat reached the wreck. There were four men on it, three being in the fore crosstrees, sheltered in the folds of the gaff topsail, while the captain, D. R. Smith, was alone at the main, where he had lashed himself to the masthead. Their perch was about twenty feet above the water. It took them but a few moments to descend, and by 4 o'clock the boat was speeding back to Lewes, the castaways, after putting on the oil clothing proffered by the lifeboatmen, lending a hand at the oars and glad of the chance to do so to get themselves warm. They had been in their perilous situation forty-two hours. The trip to Lewes was made without mishap, and at 7 o'clock, three hours after their deliverance, they were safely landed at the life-saving station. There the poor fellows were given such articles of clothing as they needed and then taken to the hotel and medical attendance summoned. Keeper Clampitt also procured for them free passes by railroad, and in the afternoon three of the party left for Wilmington, Delaware, en route to their homes. The body of the drowned sailor was washed ashore about a week afterwards near Lewes and was decently interred by the local authorities.

"In closing my report I submit that, in view of the great distance from the nearest life-saving station at which the *George Henry* sunk, the condition of the weather when the disaster occurred, and other circumstances, it is very plain that no discredit can attach to the Service for the death of this man; in fact, there may be a question as to whether it should be classed as a casualty coming within the scope of Service operations. But, decide this point as we may, it is undeniable that

when tidings of the wreck reached Keeper Clampitt, fully thirty hours after its occurrence, he assembled his disbanded crew with all possible celerity, set out in the boat, and, after many hours of faithful and anxious search in the midst of a storm, rescued the survivors and brought them safely to land. Taken in all its bearings, it was a very creditable piece of work. The vessel was a total loss."

WRECK OF THE SHIP ELIZABETH AND LOSS BY DROWNING OF KEEPER CHARLES HENRY.

To the foregoing record of the loss of life from shipwrecks occurring within the scope of the Service should be added an account of the sad loss the Service itself sustained by the drowning of Keeper Charles Henry, of the Fort Point Station, (Twelfth District,) California, while returning to his station after a gallant, but unsuccessful effort to reach the American ship *Elizabeth*, of Belfast, Maine, bound from New York to San Francisco, which was totally wrecked on February 21, 1891, several miles from the station and to the northward of the entrance to San Francisco Bay. By the wreck of this fine ship seventeen of her crew, including the captain, were drowned. A terrific gale was blowing from the southeast, the weather was rainy and thick, and there was a frightful sea which rendered it impossible for the relief party from the station to find the vessel or pull anywhere near the place where she was wrecked. The locality in which the disaster occurred is very clearly beyond the reasonable scope of Service operations, the vessel, according to the reports, going to pieces near Rocky Point, some ten miles in a direct line from the nearest station, (Golden Gate Park,) which is situated on the ocean shore below the Seal Rocks, to the southward of the entrance to San Francisco Bay, and nearly eleven miles from the Fort Point Station, located on the southerly shore of the bay, and nearly a mile inside of Fort Point. The Service cannot therefore be justly charged with responsibility for the great loss of life incident to the wreck. From the report of the district inspector, Captain John W. White, an officer of great experience, we have the following particulars, the report being based upon the sworn statements of the mate of the ill-fated vessel and the captains of the tugs *Alert* and *Relief*, who attempted to save the ship from destruction and only abandoned their efforts when it was impossible to do more and their own craft were in an almost completely disabled condition. The testimony of the crews of the stations at Fort Point and Golden Gate Park was also taken. Captain White says:

"From the testimony of these witnesses I find the following facts: The ship *Elizabeth*, bound to this port, (San Francisco,) crossed the bar on the afternoon of February 21, with a leading wind, which was blowing fresh. The tug *Monarch* first spoke her inside and near the bar. She was afterwards spoken between the Heads by the tug *Alert* and asked if she wanted a tow. Captain Colcord, of the *Elizabeth*, declined

the tug's offer, saying his ship could sail in. Captain Silovich, of the *Alert*, testifies that 'at the time he followed the ship in she was going so fast he could not keep up with her, and that, although the wind out there was from east-southeast, he knew it was southeast inside the Heads.' After a short time Captain Colcord hailed the *Alert* and asked Captain Silovich what he would tow him in for. The ship was then drawing well in towards the lee shore, as the strong ebb tide on the starboard bow was forcing her to leeward. Captain Silovich offered to tow the ship to the anchorage for \$50, which sum Captain Colcord declined paying and offered \$25. The tug in turn refused this offer and dropped astern. In the meanwhile the ship was fast driving towards the shore, and the tug again steamed up alongside and told the captain he had better take a tow or his ship would get into trouble. Captain Colcord then offered to split the difference and pay \$37.50, which the tug refused. After the ship had got very near the rocks, almost on them, the captain offered the tug \$50, which Captain Silovich then declined, because, as he told Captain Colcord, he did not want the ship then. At this time she had all her sails thrown aback and her head swung towards the shore, in an effort to wear her around.

"In this dilemma Captain Colcord asked Captain Silovich to take hold of the ship anyway. The tug's hawser was thereupon passed on board and an attempt made to pull the ship away from the rocks, when, just as her head was turned off shore, the hawser parted and fully half an hour was spent in hauling it in and passing it again to the ship. The latter by this time had drifted outside the north head (Point Bonita), with the latter and Point Diablo in line. Her yards were still aback, and the tug could not make any headway with her, as the tide was strong ebb. There was a heavy sea, and the wind was blowing a gale on the port beam. After some of the sails had been furled and the yards braced around the tug was able to make a little headway in towing the ship off shore. She was then in seven and a half fathoms of water. At this juncture the *Alert* signaled to the tug *Reliance* for assistance, and, as the *Alert's* hawser again parted just as the *Reliance* came up, Captain Silovich hailed her to take direct hold of the ship. Before this could be done, however, the ship struck on the Four-Fathom Bank and a signal of distress was hoisted. While the ship was in this situation her decks were swept by the seas, and the captain and his little son were washed from the poop down onto the main deck. The captain was seriously injured by this mishap. The second cutter was lowered with three men in it, and in dropping it astern it got under the ship's counter and was swamped and capsized. The three men clung to the bottom, however, and were soon picked up by the *Reliance*. The dingy was then hoisted out, and with the mate and two men in it the captain's wife and two children were transferred to the *Reliance* for safety.

"In the meantime the tug *Active* had come up and passed her

hawser to the ship, which had pounded over the shoal and was afloat again with the loss of her keel and leaking badly. The ship's signal was seen by Surfman No. 6, of the Golden Gate Park Life-Saving Station, from the lookout, and he at once telephoned to Keeper Hollahan at the station that the ship which had been observed with the tugs about her was in distress. The crews of both the Golden Gate Park and Fort Point stations had been critically watching the movements of the ship and tugs through their glasses since shortly after the ship had crossed the bar, and the lookout at the last-named station had reported two ships near Point Bonita, supplementing this with the statement that the sea appeared to him to be breaking under the stern of the one having only her foresail set. This was the *Elizabeth*. Keeper Hollahan's station at Golden Gate Park being situated directly on the seashore below Point Lobos, it was certainly out of the question to launch a boat from there through such a tremendous surf as was breaking upon the beach. He therefore telephoned to Keeper Charles Henry, of the Fort Point Station, advising him to go to the ship's assistance with the lifeboat. The Fort Point lifeboat was accordingly launched without delay and pulled towards the Heads. It was blowing very hard, the sea was sharp and choppy, and the crew could make but slow headway. One tugboat passed out without responding to Keeper Henry's hail for a tow. A few minutes later the tug *Relief* coming along, also bound out, was hailed, and at once took the lifeboat in tow. The tug proceeded ahead at slow speed, shipping heavy seas, which flooded her decks, and had towed the boat about half a mile when she was hailed to stop to allow the hawser to be secured in the towing chock on the stem from which it had slipped. It was found that the pin securing the clasp over the chock on the head of the stem, through which the towline passed, had worked out, and the joint of the clasp had been strained so that it could not be again secured by the pin. The line was therefore lashed in the chock, and the tug again steamed ahead at slow speed until Point Bonita was reached, when the captain stopped his tug and asked the keeper where he wished to go. The keeper answered that he wanted to go to a vessel reported as flying signals of distress in the North Channel. The captain of the tug advised him not to try to go any further, as the tide was then strong flood and the sea was breaking from the Four-Fathom Bank clean across the North Channel to the shore. He said, also, that it was blowing a living gale out there, and that no boat could live outside the point. Just at this time a heavy sea threw the lifeboat partly under and athwart the bow of the tug, and the keeper, to save her from being stove, ordered the towline cut. When this was done the boat was turned and the crew gave way at the oars, with the view of making the best of their way back into the harbor. The tug also headed in the same direction.

“ Captain Haskell, of the tug, testifies that the sea was so rough at the

time he turned back that the bunker plates in the deck, though apparently well secured, were lifted and the bunkers filled with water, the water as it settled coming over the fire-room floor and almost up to the furnaces. He further says that the darkness was so intense that it was impossible for him to get sight of the lifeboat again. It was only with supreme effort that the crew kept the lifeboat off the rocky lee-shore towards which the fierce gale, the strong eddy, and the heave of the sea were driving her, and when the westerly arm of Point Diablo was reached it was found to be impossible to weather it. If the boat had been driven on this shore there can be no doubt that all hands would have perished and all they could do was to hold their own. At about this time the tug *Alert*, Captain Silovich, came along and was hailed for a tow. She herself was in a crippled condition after her efforts to save the *Elizabeth*, and was making her way into harbor. She stopped and took the lifeboat's hawser, though in the haste and excitement of the moment it was the short piece that was used—the piece that had been cut off when getting away from the tug *Relief* off Point Bonita—and before it could be made fast in the boat it slipped from the men's grasp. The end was, however, quickly passed back from the tug and made fast to the samson post, but not led through and lashed in the towing chock on the stem for want of time to do it, as both craft were in momentary danger of being hurled upon the rocks.

“As soon as the line was fast the tug steamed ahead under one bell (slow), and the two boats had scarcely gathered headway when the lifeboat took a broad sheer, filled with water, and Keeper Charles Henry, who was steering, was washed overboard. The first impulse of the crew was to cut the hawser, and one cut was made with the boat hatchet, which severed all but one strand of the rope, when second thought of the perilous situation of the boat in being so close to the rocks off Point Diablo, and the realization of the danger that to sever connection with the tug at this moment would, without the least doubt, result in the loss of all hands, and the boat as well, deterred them from cutting further. The cutting of the tow-line was not abandoned too soon, as the one remaining strand was all that saved them from further disaster. The men at once hailed the tug that they had lost a man overboard, and asked her to turn back and aid them in attempting to pick him up. The roar of the sea on the rocks and the howling of the tempest, however, prevented those on the tug from understanding the shouts of the life-saving men until they had gone some distance in past the point, and when Captain Silovich finally understood that one of the men had been lost overboard he replied that it would be too hazardous for him to turn back with his boat in her crippled condition, and in the belief that the lifeboat could pick the poor fellow up more readily than he could he let go the tow-line and steamed for smoother water, where he could safely stop, cool the crank-pin, and clear the pumps. As a matter of fact, the tug when she stopped to take the lifeboat's line was almost wholly disabled.

"The filling of the coal bunkers with water had washed the coal down into the bilges and this had choked the pumps so that they could not be worked, and the water was two feet deep over the fire-room floor. In her efforts on the *Elizabeth* also, the crank pin had become heated so that the engine could be worked only at very slow speed. Considering the dangerous situation she was in, the state of the sea, and the darkness of the night, it would have been extremely hazardous for the tug to turn back, even had her captain known in the first place what the lifeboat crew wanted. Upon finding therefore that the tug could not help them the lifeboat crew at once got out their oars and endeavored to pull back, in search of the keeper, but they could make no headway against the strong flood-tide, which was more than a match for them and steadily swept the boat back towards the bay. Another difficulty was the intense darkness, and the rain was so blinding that no object the size of a man could have been seen more than a few feet away. Under these disheartening conditions it was felt that to longer continue their efforts would be folly. The search was therefore reluctantly abandoned and the men made the best of their way back to the shore, reaching the station at about half-past 9 o'clock. The rudder and three towing oars had been broken on the trip, besides the damage to the pulling-chock on the stem of the boat. It is my opinion that Keeper Henry went overboard when the rudder broke. The evidence of the surfmen sustains this belief. Upon reaching the station, and after hauling the boat up clear of the heavy ground swell then rolling in, Surfman Anderson (No. 1) telephoned Keeper Hollahan of the return of the crew without finding the ship flying the signal of distress, and that Keeper Henry had been lost.

"The testimony of Mate Barclay, of the *Elizabeth*, shows that the ship, with two tugs pulling on her, was driven rapidly across the North Channel, which is very narrow, directly onto the rocks, and that within forty-five minutes she was broken into splinters. This, however, was not known by anyone but those unfortunate people whose sad lot it was to be on board the ill-fated craft. As soon as the ship struck the rocks and began to swing broadside on the two tugs cut loose from her and made their escape back into the harbor as best they could, both being partially disabled, with the water up to the furnaces. Keeper Hollahan, upon receiving the news of Keeper Henry's death, at once telephoned back to the Fort Point crew to have the handcart with beach apparatus in readiness, and that he would meet them with the crew of his station and get a tug to ferry the two crews to Sausalito, on the opposite shore. He left his station at about 10 P. M., with six men, having first telephoned to the Merchants' Exchange in San Francisco for a tug to come with all haste to the Presidio wharf, and reached the Fort Point Station at 11 o'clock, having, with his men, run nearly the entire distance. He there found the crew with their beach apparatus awaiting him, and all hands proceeded at once with the handcart through

soft sand to the Presidio wharf, a distance of about a mile. A tug seen in the distance was signaled by burning Coston lights, and she at once steamed to the wharf, and proved to be the *Active*, sent in response to his call. The two station crews, with the cart and apparatus, were soon on board and the tug steamed away for Sausalito, where they landed at about 1 o'clock in the morning of February 22. Hollahan at once proceeded to a livery stable near by, kept by a Portuguese, whose name I have not learned, stated the situation in brief and asked for a team, when this nondescript of humanity flatly refused, even after being offered any sum he might name, up to the value of the team. He said 'It is too late and too stormy and I will not send my horses out in such weather, no matter what happens.' The keeper then applied to the only other livery stable in the place, and, its owner being from home, the wife seemingly had no authority to act, as she, too, declined to let a team. * * *

"Seeing no alternative, Keeper Hollahan secured the services of a guide, directed his men to harness themselves in the drag ropes of the cart, which with its load weighed nearly a ton and a half, and started for the scene of the disaster. The road led them over high hills and through deep ravines of adobe mud and soft slippery clay, but the faithful surfmen tugged on until about 5 o'clock in the morning, when they reached a point where the roads forked, about eight miles by road from Sausalito, where they halted, and the keeper, with three of his men and the guide, proceeded to make their way to the beach. At about 5:30 they came to the Tennessee Ranch, beyond which the guide had no knowledge of the country. The occupants of the house were therefore called, but they could give no definite information, merely saying, 'You can go in any direction all over the country all the same.' After some further parley the keeper secured the services of two men and two horses and soon thereafter reached the ocean beach at the mouth of Tennessee Cove, northwest of Point Bonita. There he divided his party and proceeded to search in opposite directions, the horsemen in advance and those on foot bringing up the rear, carefully examining all along the breakers. At about 6:30 A. M. Keeper Hollahan, in attempting to descend a steep bluff, lost his foothold and fell, striking on his hip and elbow and receiving injuries from which he has not yet (March 16) entirely recovered. This compelled him to return to Tennessee Cove, after giving instructions to his men to report to him as soon as they found anything. At about 7:30 A. M. the search party to the southeastward, after going as far as they could, returned and reported that no signs of wreckage were to be found in that direction. After these men had procured breakfast he dispatched them northwestward with surfmen Smith and Swanson in charge, with orders to go as far as Bolinas Bay, if necessary, and at a little after noon a message from Surfman Smith reported the finding of the wreck at Big Slide Ranch, about seven miles northwest of Point Bonita.

"It was soon after this that Smith himself returned on horseback and reported the ship completely broken up, that he had searched the rocks about the scene of the wreck thoroughly and found but one body—that of a Chinaman—amongst the débris, and that he had hauled the body up to a safe place, and sent word to the coroner of Marin County by a young man who came up at about the time he found it. This young fellow informed Smith that five men had got ashore from the wreck and were then at a neighboring ranch. He at once went to the ranch and there met the mate, Barclay, and four of the seamen, all of whom were being cared for by the ranchero. There being no need of the beach apparatus the keeper called his men together and had them get something to eat at the Tennessee Cove ranch, where he also engaged a team to help haul the handcart back to Sausalito. Surfman Smith, who was badly used up, made the return journey on horseback, while the rest traveled afoot. The weather during all this time had been exceedingly stormy, the rain falling in torrents and the wind blowing fully seventy-five miles per hour. Indeed the Merchants' Exchange observer at Point Lobos reported the wind velocity at one period as reaching eighty-three miles per hour.

"Although the return journey was made by daylight and they could pick their way, the road was found in many places almost impassable, and Sausalito was not reached until 4 o'clock. The surfmen were completely worn out with their labors, yet lost no time in getting from Sausalito to their respective stations, which they reached at about 6 o'clock, sore and heartsick, though not discouraged. The next day, February 23, Keeper Hollahan sent surfmen Smith and Swanson back to the scene of the wreck to renew the search for bodies, and kept them on duty there until 2 P. M. of the following day, when he went over in person and there met Captain Dickey and several others who had in charge the remains of Captain Colcord, which had been found about one mile to the northward of where the wreck occurred, Smith and Swanson having wrapped the body in blankets for transportation. Hollahan was informed by his men that the Portuguese living in the vicinity were taking everything from the wreck that they could carry off, and that they—the two surfmen—had been unable to get anything to eat or shelter for the night. As nothing more could be done by his men Keeper Hollahan placed Jacob Gardiner, whom he found on the ground and knew to be a reliable man, in charge of the wreckage, with the understanding that he should look to the underwriters for his compensation. This done he hired a team, took surfmen Smith and Swanson back to Sausalito and thence on to San Francisco, where, upon visiting the agent of the underwriters, his action in placing Gardiner in charge of the wreck was fully approved. It was 6 P. M. of the 24th when the party reached this station.

"The testimony of Mate Barclay shows that there were twenty-nine persons all told on board the *Elizabeth*, eleven of whom were saved

and eighteen lost. The names of those saved have been ascertained and are given in the report from the Golden Gate Park Station as follows: Mrs. Colcord and her son and daughter; M. C. Barclay, mate; R. Jansen, Louis Marie, Joseph Taken, A. Granholm, Charles Sievert, George Hanna, and Olaf Oide. The loss of Keeper Charles Henry is mourned by his crew as well as by all who knew him. I can also say that to my mind the three tugboats named in this report and owned by J. D. Spreckles & Brother did all in their power to save the ship and the lives of her crew. They also assisted the life-saving men in every way practicable and without charge. I would add, in closing, that the men of the Service made almost superhuman efforts to save life on this occasion, and that to have expected more of them under the circumstances would have been expecting an impossibility."

It is a noteworthy fact, in connection with the untimely end of Keeper Henry, that he had but the day previous been promoted to the keepership in succession to Keeper Charles D. Stuart transferred to another station. He had enlisted at the station some months before, and prior to that had served through three seasons at the Milwaukee Station in the Eleventh District, (Lake Michigan.) He bore an excellent reputation as a cool, courageous, and careful man. His body was recovered in the bay near San Rafael, California, on February 22, the day after his death, and conveyed to San Francisco for burial.

From the San Francisco Examiner of February 23, 1891 the following, which fairly represents the tone of the press in reference to this calamity, is quoted:

"It is gratifying to note that the Life Saving Stations on this side of the channel showed no lack of promptness or courage on this occasion. The life-saving crew at Bakers Beach (Fort Point) put off for the scene of the wreck, but it was too distant to be reached by a lifeboat in the heavy sea that was running. The death of the captain of the station is much to be regretted, but it has done much to raise the Service in the esteem of the people."

LOSS OF KEEPER WILLIAM CLARK.

The Service suffered another unfortunate loss by the drowning of Keeper William Clark, of the Erie Life-Saving Station, (Ninth District,) which occurred on June 4, 1891, while he was attempting, with his crew, to render assistance to the stranded steamer *Badger State*. The following is from the report of the officer detailed to inquire into the circumstances of this deplorable event:

"It appears that at about a quarter after 2 o'clock in the morning of June 4, the wind being from the northeast and the weather foggy, the steamer *Badger State*, of and from Buffalo, New York, which port she had left at 7 o'clock the previous evening, in attempting to reach Erie Harbor got out of her course and stranded at a point nearly two miles west of Erie piers. The *Badger State* plies in the Lake Superior Line between Buffalo and Duluth, calling at intermediate ports. She had

thirty-six persons on board, nine of whom were passengers. She had also a light general cargo and expected to fill up as she proceeded. She was discovered half an hour after stranding by the 2 o'clock patrol from the Erie Station, (surfman Robert Allen,) who waved a lantern to her and then hastened back to give the alarm. At about 3:15 A. M., or within a very few minutes from the time of his arrival, the Dobbins lifeboat was in the water and away. It is in evidence that the Department's order of March 27, 1876, requiring the men to wear cork lifebelts, was disregarded, the belts remaining in their usual places on the thwarts. The crew also committed the fatal blunder, as is clearly shown by their testimony, of neglecting to properly close the end air-chambers of the boat, the doors or shutters of these chambers being left unfastened. As an excuse for this omission the men say that the water was not very rough when the boat shot out from between the piers and started up the lake. It is also an established fact that the forward air-chamber was used as a receptacle for the men's coats. The coats were thrown in there before the boat slid down the ways.

"The vessel which had grounded on the outer bar some one hundred and fifty or two hundred yards from the shore, was reached at half-past 4 o'clock, or perhaps a little earlier, and when Clark asked Captain Smith if he desired assistance the latter replied that he would need help in running a line to a tug as soon as one could arrive. It appears that the second mate, Mr. Grant, had already landed (before 3 o'clock) in one of the steamer's yawls for the purpose of engaging the assistance of tugs, and reached the station to telephone over to Erie very soon after the lifeboat set out. After several ineffectual efforts to signal the central office in Erie he left the station and engaged a watchman employed in guarding the pound nets outside the harbor to row him over to the city, where he boarded the tug *Erie*, Captain Thompson, and started on his return to his vessel, picking up on his way out two of his companions who had accompanied him to the station. He also engaged the services of the tug *Scott*, which was to follow later. While awaiting the coming of the tug, the lifeboat crew, to keep in the smoothest water—for the lake had become very rough since they left the harbor—had remained under the lee of the steamer, and feeling the chilly morning air uncomfortable after their long pull they put on their coats, three at least of which, belonging to surfmen Bloomer, Carver, and Rabe, had been tossed into the forward air-chamber, as previously stated, before the launch. After the lapse of a half or perhaps three-quarters of an hour the tug hove in sight, the end of a small rope to be used as a running line for the hawser was handed down into the boat, and when the keeper gave the order 'Oars!' off came the coats, and they were again thrown into the air-chamber to be kept dry and out of the way of the rowers. Surfman Bloomer, who pulled the bow oar, admits that he failed to properly fasten or button the door when the coats were thus disposed of. The boat shoved off towards the tug, which had rounded

to at a distance of five or six hundred feet from the steamer, but there being a strong current setting to the westward the line bowed far to the leeward, and the lifeboat was unable to get within thirty or forty feet of the tug. A heaving line was therefore thrown from the tug and the end was caught by those in the boat. By this time the tug had drifted in so near the shoals that it began to be dangerous, and just as the two lines were bent together by surfman Houston, and were thrown clear of the boat, the end of the tug's line was observed to be let go also, and communication with the stranded steamer was broken.

“The evidence of the lifeboat crew and the second mate of the steamer as to the letting go of this line is contradictory, the former attributing it to the stupidity of the men on the tug, while Grant claims that some one in the lifeboat shouted to him to let it go. The evidence of Captain Thompson, of the tug, explains this discrepancy fully. He says that finding his vessel drifting rapidly to the leeward into shoal water, and feeling her touch the bottom, he, from his station in the pilot house, called out, ‘Let go that line; it will have to be run over again;’ it being his intention to steam offshore again to his first position, for the safety of his craft. Grant and the men at the stern of the tug heard this order and the line was accordingly let go. He doubtless thought the order came from the lifeboat; in reality it came from the captain of the tug he was then on. It was easy for him to be mistaken, and on the other hand the lifeboatmen could not know that the tug was touching bottom. There was thus nothing to do but pull back to the steamer, recover the line, and run it again to the tug; and Keeper Clark had turned his boat for this purpose, and was rowing back directly in the trough of the sea, when a run of seas much heavier than the rest dashed high over the boat, and rolled it completely bottom up, as though it had been a chip of wood. Mr. John Cassin, first officer of the steamer, who was watching the boat's movements from the upper deck, says that ‘the first sea lifted and rolled her down, and before she recovered, another sea hit her and turned her over.’ It came so unexpectedly that the keeper had barely time to exclaim, ‘We are going to catch it now;’ when the men found themselves floundering in the water beneath the boat. The older hands, those of the last season's crew, accustomed to practice in capsizing and righting the boat, did not for the moment give themselves any uneasiness, as they clung to their thwarts expecting the boat to immediately roll upright again, as it had always done before, but as it hung in the same position and failed to recover itself they instinctively came out from beneath the craft, which was settling deeper and deeper with the rush of water into the two end air-chambers. The crew to a man, being good swimmers, succeeded in reaching the upturned keel, and there they clung; the warning to ‘look out’ being given by one and another each time a sea would gather and sweep over them and threaten to wash them off. Keeper Clark was at the sternpost, and the last words he was heard to utter, when it became

apparent that the boat would not right itself, were, 'We will have to ride her in-in this way.'

"The wind, the sea, and the current were from the northeast, or along and slightly towards the shore, and the boat was drifting rapidly to the westward, when another unusually heavy wave swept over the group from the direction of the bow, and striking Clark fairly in the breast, he was thrown off and carried some distance from the boat. Being an excellent swimmer he turned and headed for the shore. Another man, Anderson, was washed off at the same time, but managed to regain his hold. The men watched Clark for a few moments as the waves broke about him, when suddenly he disappeared and failed to rise. What caused him to sink can never be told, but it is known that he was heavily clad and had long rubber boots on. I am inclined to attribute his disappearance to the undertow, which all agree was very strong near the shore. The loss of their captain had a depressing effect upon the rest. The men testify that Bloomer waved and shouted to the people on the beach to come to their aid, and some of them even assert that these signals were entirely disregarded. This story received publicity in the local papers, but I think it is conclusively shown by the evidence of surfman Carey and of the people on the stranded steamer, and Captain Thompson, of the tug *Erie*, that two of the three men left upon the beach by the second mate when he went to the station to telephone for the tugs did go to the aid of the men on the capsized boat. They were unable to launch and row their heavy yawl out through the surf, and took the only remaining course of following along the shore in the hope of being able to extend assistance to them in landing. I am of the opinion that the surfmen in their dangerous situation were laboring under too great excitement to know exactly what was going on about them. It is an undisputed fact that these two sailors gave their coats and other articles of clothing to two of the surfmen, who, upon landing, started back immediately to the station.

"The testimony of the master of the tug, a disinterested party, who watched the situation from a distance through his glass, also shows that the moment the lifeboat overset preparations were made on the *Badger State* to hoist out and lower a boat to go to the rescue of the imperiled crew, but as this necessarily took some little time—the boat being stowed on the upper deck—the lifeboat had drifted into broken water by the time the yawl was ready, and Captain Smith was compelled to abandon his humane purpose. Had the lifeboat remained outside the breakers there can be no question that he would have picked the men up. The stories of inhumanity on the part of the *Badger State's* crew are not true.

"After drifting along the bar in the breakers a great distance, probably three-fourths of a mile to the westward, the lifeboat edged near enough to the shore to touch bottom between the seas. The men in

the meantime had managed to divest themselves of their boots and other cumbersome clothing. Two of them were washed off, and succeeded in reaching the shore, one being so exhausted that he could only with the greatest difficulty crawl out of the water. This was surfman Houston. The beach where he landed is quite steep. Seeing these two land safely, the others on the boat took courage and began dropping off, one by one, until all were ashore. It was at this time that the two men belonging to the steamer were hastening toward them. They gave their coats and other necessary garments to Carey and Bloomer, who were on their way to the station for dry clothing for the rest, some of the party being almost nude. Upon finding that they were but a few hundred feet from the Presque Isle light-house, the men left behind wended their way thither, and were received by Keeper Van Natta in the most hospitable manner. He quickly built a fire, made coffee, and threw open his wardrobe, telling them to help themselves. In fact, so solicitous was he for their comfort that when one of the men started to return to the station with nothing on but a shirt and pair of drawers, he insisted upon his turning back for a more complete outfit. These men, when they finally set out on their return, were met by their two comrades and some of the steamer's crew, carrying dry clothing and blankets, but, thanks to Van Natta, this aid was not then needed.

“Captain Fengar, of the revenue steamer *Perry*, stationed at Erie, upon hearing of the accident to the lifeboat, proceeded to the station and took temporary charge, and later, when he decided to go to the relief of the stranded steamer with his vessel, left his gig's crew to assist the station crew in recovering their boat, which was found a considerable distance, probably two miles, to the westward of where it had been abandoned near the lighthouse, having drifted that far after the crew dropped off. It was still bottom up, with one of the end air-chambers—the after one, smashed in. This was done by pounding on the bottom and on the tree stumps along the edge of the surf. In the forward chamber, the door of which was not buttoned, were the coats deposited therein when the boat left the side of the steamer to pull to the tug with the running line. Clark's body was not recovered until the 12th instant, eight days after his death. It was found in the surf by a party of log hunters three or four miles to the westward of where the boat capsized.

“From the foregoing it is very plain that the drowning of Keeper Clark was the result of his own unfortunate carelessness in not observing the precaution, so necessary before leaving the station upon such an errand, of seeing that the air-chambers of his boat were properly closed, and of his disregard of the peremptory order of the Department to wear a life-belt whenever he engaged in boat service. I ascribe his carelessness more to haste and that contempt of danger so common in the seaman than to any willful intent to set the regulations at defiance.

His life was the forfeit, and it is fortunate that others were not lost with him. The failure of the boat to right itself does not appear to have been due to any defect in the model or construction of the craft; it was occasioned by the air-chambers being left open so that they filled with water when the boat capsized and thus defeated the purpose for which they were designed."

The stranded steamer was subsequently hauled afloat by the revenue cutter *Perry* and harbor tugs from Erie, and returned to Buffalo for repairs.

ESTABLISHMENT OF STATIONS.

Since the last report the stations then stated to be in process of construction at Knobbs Beach (near Newburyport), Great Neck (Nantucket Island), Massachusetts; Marquette and Bois Blanc Island, Michigan; and at Coos Bay and the mouths of the Umpqua and Coquille rivers, Oregon, have been completed and put in operation. Contracts have also been made for the construction of stations at Burnt Island (near the mouth of St. Georges River), Maine; Quonochontaug, Rhode Island; Fenwick Island, Delaware; and Ilwaco Beach, Washington, and these are now being built.

REBUILDING, REPAIR, AND IMPROVEMENT OF STATIONS.

The stations at Sandy Hook, Seabright, and Cold Spring, coast of New Jersey, (Fourth District,) and also the one at Ocean City, Maryland, (Fifth District,) have been rebuilt. Extensive repairs and improvements have also been made to twenty-six stations in the Sixth District, (coasts of Virginia and North Carolina,) and similar work is in progress on several of the stations between Cape Henlopen, Delaware, and Cape Charles, Virginia, (Fifth District.)

TELEPHONE SYSTEM.

A considerable extension of the Service telephone system has been made in connecting stations in the vicinity of cities with the local systems, affording ready means of obtaining tugs and other aids on occasions of disaster, and a new line is being constructed connecting the stations on the Rhode Island coast.

BOARD ON LIFE-SAVING APPLIANCES.

No meeting of the Board on Life-Saving Appliances has been held during the year, the business accumulated since the last meeting not having been sufficient to justify one. Committees appointed at the last meeting have, however, been engaged in practical tests of inventions previously submitted. It is expected that for the purpose of taking final action on these subjects and examining the new matter on hand a meeting will be necessary next spring (1892).

THE WOMEN'S NATIONAL RELIEF ASSOCIATION.

Actuated by the same benevolent spirit which has characterized the doings of the Women's National Relief Association since its organization, the association has continued its noble work by generous donations of clothing and such delicate food and cordials as are useful in mitigating the distress and suffering of the survivors of shipwrecks. These donations have greatly aided in augmenting the usefulness of the service, and grateful acknowledgments are due to the ladies of the association for their benefactions.

The stores of the association were used during the past year in relieving the need of those suffering from shipwrecks and exposure, as follows:

The crew of the schooner *Bonnie Doon* near the Hereford Inlet Station, coast of New Jersey, on July 3, 1890; the survivors of the crew of the schooner *Fanny L. Jones*, near the Cleveland Station, Lake Erie, on August 11, 1890; the crew of the steamer *Monitor*, near the Racine Station, Lake Michigan, on August 19, 1890; the crew of the scow *MWhicott*, near the Manistee Station, Lake Michigan, on September 13, 1890; the crew of the schooner *Genesee Chief*, near the Thunder Bay Island Station, Lake Huron, September 20, 1890; the crew of the schooner *Mexican*, near the Davis Neck Station, coast of Massachusetts; the crew of the schooner *Asa H. Pervere*, near the Chatham Station, coast of Massachusetts; and the crew of the schooner *Jane L. Newton*, near the Monomoy Station, coast of Massachusetts, on October 17, 1890; the crew of the schooner *E. Cohen*, near the Pointe aux Barques Station, Lake Huron; and the crew of the schooner *Pathfinder*, near the Racine Station, Lake Michigan, on October 18, 1890; the crew of the schooner *Edward Cooper*, near the Smiths Point Station, coast of Long Island, on October 27, 1890; the crew of the British brig *Eugenie*, near the Short Beach Station, coast of Long Island, on October 28, 1890; the crew of the *Belle Stephens*, near the Manistee Station, Lake Michigan, on November 1, 1890; the crews of the schooners *Caroline Marsh*, near the Oswego Station, Lake Ontario, and *Montana*, near the Middle Island Station, Lake Huron, on November 2, 1890; the crew of the schooner *Lehman Blew*, near the Popes Island Station, coast of Virginia, on November 18, 1890; the crew of the schooner *William Jones*, near the Manistee Station, Lake Michigan, on November 22, 1890; the survivor of the crew of the schooner *Joseph H. Neff*, near the Oak Island Station, coast of North Carolina; and the crew of the schooner *Blanche*, near the Ocracoke Station, coast of North Carolina, on December 17, 1890; the crew of the schooner *Melissa Trask*, near the Sandy Hook Station, coast of New Jersey; the survivors of the crew of the schooner *A. H. Hurlburt*, and the crew of the schooner *Bill Stowe*, near the Narragansett Pier Station, coast of Rhode Island, on December 26, 1890; the survivors of the crew of the schooner *Nathaniel Lank*, near the Gull Shoal Station, coast of North Carolina, on

January 22, 1891; the crew of the steamer *Cragside*, near the Ocracoke Station, coast of North Carolina, on February 20, 1891; the crew of the schooner *Helen*, near the Cape Elizabeth Station, coast of Maine, on March 4, 1891; the survivors of the crew of the British brig *Joseph Banigan*, near the Long Branch Station, coast of New Jersey, on March 24, 1891; and the crew of the Norwegian bark *Admiral*, near the North Beach Station, coast of Maryland, on April 1, 1891.

In addition to the foregoing the stores of the association were also used in ministering to the comfort of a man who had fallen into the water near the Racine Station, Lake Michigan, on July 13, 1890; two men rescued from a capsized skiff near the Middle Island Station, Lake Huron, on September 6, 1890; two men capsized from the small boat *Lillie*, near the Erie Station, Lake Erie, on October 3, 1890; a man from a boat capsized near the Manistee Station, Lake Michigan, on October 4, 1890; and a man and a woman rescued from drowning near the Racine Station, Lake Michigan, on November 11, 1890.

There were seventy-seven old stations replenished, and three new stations furnished with these supplies.

CONCLUSION.

In former reports of the operations of the Service a considerable and steadily increasing space has been devoted to detailed accounts of the services of the station crews at marine disasters and also of the deeds of heroism brought to the notice of the Department, in recognition of which medals of honor have been awarded. These accounts were originally suggested by the very evident fact that mere statistical figures cannot convey to the reader a full and intelligible conception of the work actually performed by the crews, either as to its extent, the dangers and hardships it involves, or the great fertility of resources, both moral and material, that is so frequently displayed in accomplishing the end sought to be attained. For example the tables might show a certain number of disasters in one district and an equal number in another, yet not a single case in the former might have involved serious danger nor more than a few hours of ordinary labor, while in the latter many of the instances might have exacted from the life-saving crews weeks of hard work and put their lives in imminent peril. So might the rescue of a single individual in one instance have called out the most strenuous and daring efforts, while the rescue of ten times as many in another might have been entirely devoid of extraordinary features. In the minds of some readers the figures would probably induce an exaggerated idea of toil and heroism on the part of the surfmen, while to other readers they would suggest far less credit than was honestly deserved. Besides, it is a fact that comparatively few people study such figures at all. The statistical tables are of much value for purposes of ready reference and comparison, but they arrest the attention of the general reading public, who have always manifested

an intense interest in this service, only when they go hand in hand with well told verbal accounts. The presentation of an interesting array of facts illustrates in a remarkable degree and in the only really effective way the nature and extent of the work of the Service.

Moreover, the publication of the details of the daily work of the crews has a tendency to insure truthful and accurate returns from the stations. The annual reports are critically read by the coast people, and more especially the narratives of shipwrecks and casualties occurring in their own vicinity and of which they are generally personally cognizant. These people, neighbors of the surfmen, are perhaps their most censorious critics, and hence the officers in charge of the stations perceive the necessity of avoiding even the semblance of exaggeration in setting forth the details of their operations at wrecks in their reports to this office. In fact, this influence is so great and there is such a strong desire to maintain unquestioned their well-earned reputations for skill and courage upon occasions of disaster, that it can truthfully be said that they far more frequently err in the contrary direction, and fail to claim for themselves and those under them the credit that is actually their due for heroic and meritorious work, lest even a suspicion of self-glorification should detract from their already established distinction.

Another important consideration is that these explicit narratives are instructive to the entire Service in that they familiarize the crews with the operations and methods of their comrades at stations far remote from their own, often showing on one hand how to avoid errors and on the other how to achieve success under extraordinary difficulties. They acquaint the men with new expedients and devices, unify the Service by bringing the scattered and isolated station crews into closer relations of thought and sentiment, and incite a feeling of wholesome rivalry; thus establishing an *esprit de corps* that is promotive of the best results.

It has also been found by experience that these publications stimulate the spirit of invention in the line of life-saving appliances. The records of the office and the large number of new devices and inventions annually referred to the Board constituted some years ago for the consideration of such methods amply bear out this statement.

Another circumstance that invests these accounts with great importance is the fact that the annual reports of the Life-Saving Service are much sought for and read by persons engaged in like work in other countries. This office is frequently in receipt of inquiries from life-saving institutions abroad, as to the boats, line-throwing apparatus and other appliances, and the methods in use in our service, and sometimes tendering us valuable suggestions well worthy of consideration.

In addition to all this the public, from whose treasury the appropriations necessary to maintain the Service are drawn, are entitled to the details of the annual work accomplished by their agents, and it is only by

complete reports of the operations of the crews that this information can be best imparted.

But the time has come when, with the gradual extension of the field of operations of the Service and the increasing number of instances where the crews have been instrumental in rescuing life and property, it has been found that the limited force of the office renders it impracticable to prepare such an immense mass of data in the form hitherto presented and have it ready for the printer in any reasonable time. For the present, therefore, these features of the report will have to be omitted. It is with great reluctance that the office finds this course incumbent upon it, and it only resorts to it as a temporary expedient in order to catch up with the work and bring the reports out as early as possible after the close of each fiscal year. It should be remarked, however, that, as heretofore, all wrecks and casualties coming within the scope of Service operations, are noted in the Table of Casualties, found further on.

The same consideration that has compelled this departure from the custom of fully narrating the work of the crews has rendered it necessary, also, to omit the detailed accounts of rescues for which awards of medals have been made. There has, however, been substituted a tabulated statement of all medals bestowed for heroism and bravery since the passage of the act of June 20, 1874, first authorizing such awards. This tabulation will, it is thought, be of interest, giving, as it does, the names of all recipients of medals under this and subsequent acts, constituting what may be fitly termed a roll of honor.

The reports for the year from the several districts show a continuance of the high standard of efficiency that has marked the labors of the officers and crews of the stations in the rescue of life and the saving of vessel property cast upon our shores, notwithstanding the great embarrassment that has been caused by the resignation of some of the best keepers and surfmen, who, as stated in the last annual report, have been compelled to leave the service to seek more remunerative employment. This exodus of experienced surfmen, which in the last report was shown to reach fully thirty per cent of the number employed in the districts embracing the Great Lakes, where in the busiest season men are paid by vessel owners as high as four and five dollars a day, has continued during the past year, and it is obvious that unless this state of affairs is checked the efficiency of the corps will before long be very seriously impaired. Many of the men who would otherwise leave are retained by the hope of better pay in the future, the hope being based upon the merits of their claims which they with good reason think should be apparent. The recommendations made in the three preceding reports that the pay of these gallant men be fixed at such rates as will place them above the allurements which constantly beset them to engage in other pursuits, where, with a higher scale of compensation there is less

hardship to be encountered and comparatively no risk of life or limb, are earnestly renewed.

The general superintendent would, in closing, express his deep sense of obligation to the corps of inspectors and district superintendents, as well as to the keepers and surfmen, for the zeal and fidelity displayed at all times and frequently under the most dangerous and trying conditions in guarding the interests committed to their care.

It is fitting also that grateful acknowledgments be made to the clerical force of this office for the untiring industry with which they have performed their varied duties. It is largely due to their unflagging interest and intelligent assistance that the administrative details of the Service have been carried on so successfully during the year.

VESSELS WARNED FROM DANGER,
1890-1891.

VESSELS WARNED FROM DANGER.

In connection with the other valuable services rendered by the various life-saving crews during the year, the records show that thirteen vessels were warned of their proximity to danger during the day by the display of the appropriate flags of the International Code and other means, and one hundred and ninety-four were warned from impending peril by Coston signals displayed by the surfmen while on their night patrol duty. Many of these vessels would undoubtedly have suffered disaster but for the timely warning they received, and though the extent of the loss to life and property thus prevented cannot be even approximately estimated, it cannot be otherwise than very large. No more striking evidence of the efficiency of the patrol system and of the faithful watchfulness of the surfmen during their lonely tramps along the beaches at all seasons and in all weather could be well afforded.

The following is a list of such warnings:

BY DAY SIGNALS.

Date.	Station and locality.	Circumstances of warning.
1880. Sept. 13	Fort Lauderdale, coast of Florida . . .	An English steamer steering toward a dangerous reef off the station changed her course and went clear on seeing the warning signal that was displayed by the keeper. This was early in the afternoon.
Sept. 25	Point Reyes, coast of California	At twenty minutes before 8 o'clock in the morning, during a dense fog, a steamer's whistle was heard at the station. The signal was frequently repeated, and from the sound it was evident the craft was nearing the dangerous coast. The keeper appreciated the vessel's danger and quickly had the Lyle gun run out and charged. Three shots were fired at short intervals. The steamer acknowledged the warning and headed offshore.
Sept. 26	Cape Henlopen, coast of Delaware	Half an hour before noon the keeper observed a large square rigged vessel steering up the coast inside of the Hen and Chickens' Shoal. He at once hoisted the international danger signal J D, ("You are standing into danger") and the craft shortly tacked offshore and avoided the impending peril.
Oct. 26	False Cape, coast of Virginia	Late in the afternoon, at half past 5 o'clock, a large steamship running too close to the beach for safety hauled off into deep water when the keeper displayed the International Code signal J D, ("You are standing into danger.")
Nov. 27	Saluria, coast of Texas	A deeply laden steamer running in for the pass anchored when the International Code signal M F ("Hold on until high water") was hoisted at the station. Had the steamer continued her course she would have stranded on the bar. When the tide served the signal was hauled down and the vessel went in in safety.
Dec. 12	.....do	At 7 o'clock in the morning, a steamer headed for the bar was warned by the appropriate signal, which was timely displayed at the station flagstaff, not to attempt to cross it until high water.

BY DAY SIGNALS—Continued.

Date.	Station and locality.	Circumstances of warning.
1890. Dec. 15	Saluria, coast of Texas.....	Shortly after daybreak the International Code flags M F ("Hold on until high water") were displayed at the station. This was intended as a warning to a steamer that was seen headed in for Pass Cavallo. The signal was heeded, and the vessel anchored until high water.
Dec. 24	.....do.....	On this date, a service similar to that above-mentioned was rendered the same steamer when bound into Matagorda Bay. The sea was rough on this occasion, and had the vessel not been warned she might have been wrecked on the bar.
1891. Feb. 13	Golden Gate Park, coast of California.	The signal J D ("You are standing into danger") displayed at the station notified an outward bound steamer that was steering for the southwest channel that the bar was dangerous. She at once acknowledged the warning by changing her course and heading for the more northerly channel. That, too, was very rough, and the steamer put back into port.
Mar. 10	Biscayne Bay, coast of Florida.....	A large three-masted schooner bound to the southward, was made aware of her dangerous proximity to the shore by the appropriate signal of warning hoisted by the keeper. The craft kept away and cleared the reefs.
Apr. 4	Hog Island, coast of Virginia.....	At 4 o'clock in the afternoon a large sailing vessel was observed running very close to the beach, and the keeper caused the signal flags J D ("You are standing into danger") to be hoisted on the station flagstaff. Immediately on seeing the signal the vessel kept away. She narrowly escaped disaster; in fact she struck bottom several times before getting an offing. A high surf was running, and had she stuck on the bar she would probably have been wrecked.
June 2	Sabine Pass, coast of Texas.....	An hour before noon a brig standing in toward the east jetty at the entrance to Sabine Pass Harbor was given notice of her danger by the display of the International Code Signal J D ("You are standing into danger") at the station. She anchored just in time to prevent running aground.
June 17	Indian River Inlet, coast of Delaware.	At 6 o'clock in the morning the keeper twice warned off a strange sloop that was trying to enter the inlet and was in danger of stranding on the shoals, and finally directed her, by signals, how to steer in crossing the bar.

BY NIGHT SIGNALS.

1890. July 14	Muskallonge Lake, coast of Michigan.	A steamer that was approaching the shore too near for safety was warned off by signal of the west patrol.
July 17	Milwaukee, coast of Wisconsin.....	During the night the north patrol sighted a steamer with two barges in tow, heading for the beach and in danger of running on a reef. The flash of his signal caused her to speedily sheer off and shape a course out into the lake.
Aug. 21	Ludington, coast of Michigan.....	At about 10 o'clock, while a raft of logs, which had become scattered, was blocking the entrance to Ludington Harbor, a schooner hove in sight bound in. The patrol hurried to the outer end of the north pier and fired his signal, whereupon the vessel quickly went about and stood off to a safe anchorage. The prompt warning had saved her from accident.
Aug. 28	Manistee, coast of Michigan.....	At a quarter before 11 the north patrol burned a night signal to a vessel that was too close in for safety. She went about and stood out into the lake.
Aug. 30	Thunder Bay Island, coast of Michigan.	About 3 o'clock in the morning the patrol burned a signal and warned off a steamer that was in danger of running on the reef at the southeast end of the island.
Aug. 30	Shoalwater Bay, coast of Washington.	Soon after dark the station watch flashed his signal to a large three-masted schooner, which he discovered close to the beach and in danger of going ashore. She quickly tacked and put to sea.
Sept. 8	Wallops Beach, coast of Virginia....	Shortly before 8 o'clock in the evening the north patrol discovered a sloop in danger of going ashore on Gunboat Shoal. He promptly fired his signal to her when she speedily altered her course and stood seaward.

BY NIGHT SIGNALS—Continued.

Date.	Station and locality.	Circumstances of warning.
1890. Sept. 6	Saluria, coast of Texas	At half past 9 o'clock the night patrol flashed his signal to a steamer that was too close to the bar for safety. On seeing the warning she at once kept off.
Sept. 9	Pointe aux Barques, coast of Michigan.	Just previous to midnight the south patrol saw a steamer close in and on a course that would have caused her to strand. He discharged his signal when she speedily hauled out into the lake and proceeded in safety.
Sept. 13	Point Reyes, coast of California.....	Shortly after 11 o'clock, during hazy weather, the keeper discovered a vessel heading in toward the breakers. She would soon have been ashore had he not quickly fired a signal. The warning caused her to haul by the wind and stand off.
Sept. 14	Hog Island, coast of Virginia.....	While the north patrol was returning to the station during the midnight watch, he struck his signal light and warned off a steamer that was standing a dangerous course for the bar.
Sept. 16	Vermillion Point, coast of Michigan.	At a quarter past 10 a sailing vessel that was in danger of running ashore was warned off by the patrolman's signal.
Sept. 17	Calcoons Hollow, coast of Massachusetts.	When some three miles south of the station the night patrolman flashed his signal light and warned off a vessel that was running into danger.
Sept. 17	Metomkin Inlet, coast of Virginia.	A steamer, out of her course and in danger of running ashore, was warned clear by signal of the night patrol.
Sept. 19	Chatham, coast of Massachusetts...	At 7 o'clock in the evening the south patrol, from the appearance of a vessel's lights, saw that the craft was standing directly on shore. He at once displayed his red warning signal, when she hauled off and stood clear.
Sept. 27	Cape Henlopen, coast of Delaware..	The night patrol, by the timely display of his signal, warned off a schooner that was in danger of running ashore.
Sept. 28	Oswego, coast of New York.....	The early morning patrol to the eastward of the station warned off, by means of his signal, a vessel that was approaching the beach and in danger of going ashore.
Oct. 1	Thunder Bay Island, coast of Michigan.	Shortly before daylight, during hazy weather, the patrol flashed a signal to a steamer that was running a dangerous course toward the reef at the south end of the island. She answered with her whistle and promptly steered out into the lake.
Oct. 4	Fourth Cliff, coast of Massachusetts.	About dark the north patrol, by means of his night signal, warned off a vessel that was too near the shore for safety.
Oct. 9	South Brigantine, coast of New Jersey.	The surfmen, on patrol from 4 o'clock to sunrise, fired their danger signals on seeing a vessel running for the shore. She promptly took warning and stood seaward.
Oct. 10	Hunniwells Beach, coast of Maine.	The early morning patrol saw a vessel in dangerous proximity to the beach, and immediately flashed his signal. She took warning and shaped a safe course off shore.
Oct. 10	Peaked Hill Bars, coast of Massachusetts.	In the midnight watch the patrol gave warning, by the display of his signal, to a schooner that he discovered very close to the breakers on the outlying bar. She immediately went about and headed off-shore, narrowly clearing the shoals.
Oct. 10	Orleans, coast of Massachusetts....	A schooner, too near the shore for safety, was warned off by the south patrol, who flashed his signal in time to prevent her stranding.
Oct. 10	Townsend's Inlet, coast of New Jersey.	The patrol, from 8 o'clock to midnight, fired a red signal and warned off a vessel that was too close to the shore for safety.
Oct. 11	Race Point, coast of Massachusetts.	The west patrol, on watch after midnight, discovered a vessel in danger of stranding on the bar. He warned her off by flashing his signal.
Oct. 12	Sand Beach, coast of Michigan.....	A steamer that was observed to be running into shoal and dangerous water was promptly warned to change her course by the north patrolman.
Oct. 12	North Manitou Island, coast of Michigan.	During rainy and stormy weather, at about 1 o'clock, the patrol flashed his signal to a steamer that was running so near the shore as to be in imminent danger of stranding. This warning went unheeded, but a second signal caused the vessel to answer with her whistle and to quickly haul off on a safe course.

BY NIGHT SIGNALS—Continued.

Date.	Station and locality,	Circumstances of warning.
1890.		
Oct. 14	North Beach, coast of Maryland....	The surfman on patrol duty south of the station, during the midnight watch, saw a small schooner running for the shore. She was close in and would soon have stranded had he not quickly fired a signal. She promptly heeded the warning and kept away.
Oct. 14	Fort Lauderdale, coast of Florida ..	At half-past 10 o'clock the keeper, seeing a steamer too close in for safety, burned a signal light and warned her off.
Oct. 17	Race Point, coast of Massachusetts.	A steamer that was discovered close to the bar and in danger of stranding was promptly warned off by the east patrol with his signal light. The weather was stormy.
Oct. 19	Ocean City, coast of New Jersey....	Shortly after dark the north patrol, discovering a steamer running dangerously near the bar, fired a signal to warn her. She hauled off shore just in time to escape stranding.
Oct. 19	Hog Island, coast of Virginia.....	At 9 o'clock the patrol burned a signal to a steamer that was running a dangerous course near the beach, but she paid no heed to the warning, and the surfman was obliged to flash a second signal. Thereupon the vessel kept hard off, but not in time to avoid grounding on the bar. She, however, soon worked clear, and proceeded in safety.
Oct. 19	Cobbs Island, coast of Virginia.....	At 3 o'clock in the morning the patrol discovered a vessel standing in close towards the beach. Had he not promptly burned his signal and warned her of danger she would undoubtedly have gone ashore.
Oct. 20	Indian River Inlet, coast of Delaware.	During the watch preceding sunrise the south patrol saw a steamer standing in too near the beach for safety. He burned a red signal, when she took warning and kept away. A high wind was blowing, with a heavy sea.
Oct. 20	Metomkin Inlet, coast of Virginia..	At 11 o'clock the south patrol fired a signal to a steamer that was in danger of running on the shoals. She kept off at once and proceeded on a safe course.
Oct. 20	Golden Gate Park, coast of California.	Soon after dark the station watch discovered a vessel approaching the rocks. He fired his red signal, when she immediately tacked off shore in safety.
Oct. 23	Nauset, coast of Massachusetts	During the midnight watch the south patrol saw a schooner heading for the beach and very close in. He quickly burned a signal, but as no heed, apparently, was paid to it, he flashed another, when the vessel promptly changed her course and stood off shore out of danger.
Oct. 24	San Luis, coast of Texas.....	The patrol, during the night, flashed his signal to a vessel that was in danger of running on the beach. She promptly kept away.
Oct. 25	Little Island, coast of Virginia.....	During the night the south patrol discovered a steamer dangerously near the beach. He discharged his warning signal to her, when she immediately stood off-shore.
Oct. 26	Long Branch, coast of New Jersey ..	During calm, hazy weather, at half-past 3 o'clock in the morning, the north patrol discovered a four-masted schooner drifting close in towards the bar. He displayed his red danger signal, when she immediately anchored and avoided stranding.
Oct. 26	Assateague Beach, coast of Virginia.	A steamer that was running too near Ship Shoal was warned off by signal of the patrol.
Oct. 27	Cape Henlopen, coast of Delaware ..	A steamer that was in imminent danger of running on the beach was warned off by signal of the patrol.
Oct. 28	Townsend's Inlet, coast of New Jersey.	A steamer that was running a course that would have taken her on Townsend's Inlet bar was promptly warned by signal of the north patrol. She responded with her whistle and stood off.
Oct. 29	Townsend's Inlet, coast of New Jersey.	A vessel that was in danger of stranding was warned clear by the signal of the night patrol.
Oct. 30	Hog Island, coast of Virginia.....	At half-past 7 o'clock in the evening the patrol flashed his signal to a steamer that was running towards the bar. This timely warning saved her from striking and meeting with serious accident, if not disaster, as the sea was very rough.
Oct. 31	Cahoons Hollow, coast of Massachusetts.	A schooner in danger of running ashore was warned off by the north patrolman.
Nov. 1	North Beach, coast of Maryland....	During the midnight watch a steamer that was dangerously near the bar was warned off by the timely signal of the north patrol.
Nov. 1	Cape Lookout, coast of North Carolina.	The south patrol, seeing a steamer's lights close in, fired his signal to give the vessel warning. It required, however, a second signal before she took heed and stood off.

BY NIGHT SIGNALS—Continued.

Date.	Station and locality.	Circumstances of warning.
1890. Nov. 3	Vermillion Point, coast of Michigan.	At 9 o'clock the east patrol fired his signal and gave timely warning to a steamer that was in peril of running on Vermillion Point reef. She immediately answered by blowing her whistle, and stood out into the lake. It was snowing at the time.
Nov. 3	Crisps, coast of Michigan	The night patrol, sighting a large steamer heading for the beach, quickly fired his signal to her. Immediately she blew her whistles to reverse the engine, but, notwithstanding, she grounded. In a short time, however, she worked off. It is quite evident that she would have gone hard on and fared badly had not the surfman given a timely warning.
Nov. 5	Race Point, coast of Massachusetts.	During the watch before midnight a schooner was seen by the west patrol heading a dangerous course towards the bar. He promptly displayed his signal light, when she took warning and tacked off shore.
Nov. 5	Smiths Island, coast of Virginia ...	A schooner that had approached the shore too near for safety was promptly warned off by signal of the patrol.
Nov. 9	Cahoons Hollow, coast of Massachusetts.	The surfman on night patrol burned his signal to a schooner which he saw running towards the shore. The vessel quickly went about on a safe course.
Nov. 9	Point of Woods, coast of Long Island.	Shortly after dark, as the fog, which had been thick in the vicinity, lifted, the east patrol saw a steamer close to the outer bar and in danger of stranding. He quickly showed a signal, when she changed her course off shore.
Nov. 10	Little Beach, coast of New Jersey...	Between 8 o'clock and midnight the north patrol signaled a vessel that was running into danger. She promptly altered her course and proceeded safely.
Nov. 12	Metomkin Inlet, coast of Virginia...	Shortly before daybreak the patrolmen sighted a schooner standing a perilous course in close proximity to the land. They gave her immediate warning by means of a night signal, when she sheered off and went clear.
Nov. 12	Point Reyes, coast of California....	Just previous to daybreak the north patrol fired his signal and warned off a vessel that he saw close in shore.
Nov. 13	North Beach, coast of Maryland...	Soon after dark the north patrol, by the flash of his signal, warned off a steamer that was running too near the shore for safety.
Nov. 14	Brazos, coast of Texas.....	A vessel that was dangerously near the shore was promptly warned off by the south patrol.
Nov. 16	San Luis, coast of Texas	About 7 o'clock in the evening the patrol to the southward of the station fired his signal to a vessel that was heading directly for the beach. She took warning and hauled off at once.
Nov. 17	Smiths Point, coast of Long Island..	Between 8 o'clock and midnight the east patrol discharged his signal and warned off a steamer that was running too near the beach for safety.
Nov. 17	Bellport, coast of Long Island.....	A steamer heading for the beach and close inshore was warned by the east patrol, who flashed his danger signal. She changed her course and went clear.
Nov. 17	Townsend's Inlet, coast of New Jersey.	The north patrol, during the midnight watch, burned a red signal and warned off a vessel that was in danger of running on Townsend's Inlet bar.
Nov. 18	Chatham, coast of Massachusetts...	At 10 o'clock the running lights of a vessel indicated that she was standing a course that would fetch her up on Chatham bar. The patrolman fired a warning signal when the craft at once wore around and escaped stranding.
Nov. 20	Wachapreague, coast of Virginia...	A steamer being observed dangerously near the outlying shoals, the patrol immediately flashed his red signal, when she changed her course and stood out to sea.
Nov. 20	Hog Island, coast of Virginia	A large three-masted schooner was discovered by the patrol running towards the bar. He burned the warning signal, when she immediately changed course and stood off shore. In five minutes more she would have struck.
Nov. 22	Sand Beach, coast of Michigan	Shortly before daybreak the south patrol, by means of his beach lantern, signaled to a steamer that was too close in and in danger of stranding. She changed her course and sheered off.
Nov. 23	Nauset, coast of Massachusetts....	Between sunset and 8 o'clock a brig was seen by the patrol standing a dangerous course towards the bar on the north side of Nauset harbor. He flashed his red warning signal, but before she could alter her course she grounded on the shoal. The prompt action of the surfman, however, had saved her from going on with force, and she soon swung round and went clear.

BY NIGHT SIGNALS—Continued.

Date.	Station and locality.	Circumstances of warning.
1890. Nov. 24	Watch Hill, coast of Rhode Island..	A large schooner that was standing dangerously near Napatree Point was warned off by the west patrol, who promptly displayed his signal light.
Nov. 24	Pointe aux Barques, coast of Michigan.	The north patrol, during the night, discovered a schooner standing a perilous course inside the reef. He at once fired his signal to her, whereupon she quickly hauled off and stood out into the lake.
Dec. 2	Race Point, coast of Massachusetts.	A schooner, too close to the bar for safety, was warned of her danger by the patrolman's signal. She immediately tacked and stood clear.
Dec. 2	Wachapreague, coast of Virginia...	The patrol, discovering a vessel running into danger near the shoals, burned his signal to her, whereupon she promptly hauled off.
Dec. 3	Great Egg, coast of New Jersey....	About a quarter past 11 o'clock the north patrol saw a large steamer heading for the beach. He quickly flashed a signal, when she answered with three blasts of her whistle and backed off, shaping a safe course clear of the land. The weather was rainy with a high wind.
Dec. 4	Hog Island, coast of Virginia	The surfman on the north patrol burned his signal light to a vessel that was in danger of running on the shoals. She immediately tacked and afterwards came to a safe anchorage.
Dec. 4	Cobbs Island, coast of Virginia	At 10 o'clock the patrol saw a steamer standing in towards the shoals. He gave warning with his signal, when she immediately changed her course and proceeded off shore.
Dec. 5	Race Point, coast of Massachusetts.	The first patrol west burned a signal to a schooner which was dangerously near the bar. Had she not taken heed immediately and tacked off she would undoubtedly have gone ashore.
Dec. 5	Peaked Hill Bars, coast of Massachusetts.	During the watch from 8 o'clock to midnight the west patrol burned his danger signal to a steamer that was running a perilous course near the shoals. She took warning and at once shaped a course off shore.
Dec. 6	Cape Henlopen, coast of Delaware.	Between 8 o'clock and midnight the south patrol fired a signal and warned off a steamer that was too near the Hen and Chickens Shoals.
Dec. 6	Rehoboth Beach, coast of Delaware.	The north patrol, shortly after dark, discovered a vessel approaching the shore and in danger of stranding. He burned a signal to her, whereupon she altered her course and proceeded in safety.
Dec. 7	Cobbs Island, coast of Virginia.....	Shortly after dark a steamer that was too close to the shoals for safety was warned off by signal of the patrol.
Dec. 12	Nauset, coast of Massachusetts	Between 10 and 11 o'clock the south patrol discovered a vessel almost ashore. He quickly flashed his danger signal, when she went about and stood off the land.
Dec. 13	.....do	Just before daybreak the north patrol saw a vessel standing into danger. The weather was thick at the time and she would doubtless have got into trouble had not the surfman quickly ignited his signal and warned her off.
Dec. 16	Creeds Hill, coast of North Carolina.	The south patrol, at 11 o'clock, fired a red signal to a schooner that had approached too near the beach. She at once came to anchor and narrowly avoided stranding. At daybreak it was seen that she was just clear of the outer breakers.
Dec. 16	Durants, coast of North Carolina ..	A schooner that was discovered running towards the breakers was promptly warned by the signal of the night patrol. She immediately hauled off and came to anchor.
Dec. 17	Shark River, coast of New Jersey..	The patrolmen on watch from 8 o'clock to midnight saw a steamer too near the beach for safety. They flashed a warning signal, when she at once altered her course and stood out to sea.
Dec. 19	Point of Woods, coast of Long Island.	The first patrol out saw a steamer very close to the beach and in danger of going ashore. He discharged his signal, when the vessel changed her course and stood seaward.
Dec. 21	Metomkir Inlet, coast of Virginia..	The north patrol, between 4 o'clock and sunrise, sighted a vessel heading in for the shoals. He at once flashed a signal to her, whereupon she tacked and stood out of danger.
Dec. 23	Cuttjhungk, coast of Massachusetts.	Between midnight and 4 o'clock a three-masted schooner was discovered under all sail, heading for the beach. The patrolman quickly burned a signal, which he promptly followed with a second one, when the vessel wore round on a safe course. She had narrowly avoided stranding.

BY NIGHT SIGNALS—Continued.

Date.	Station and locality.	Circumstances of warning.
1890. Dec. 27	Corsens Inlet, coast of New Jersey.	During the watch preceding midnight the south patrol flashed a signal to a schooner which was seen to be running into danger. She at once altered her course and stood off shore.
Dec. 28	Atlantic City, coast of New Jersey.	Shortly after nightfall, a steamer too near the beach for safety was warned off by the timely display of a signal by the south patrol.
Dec. 29	Cold Spring, coast of New Jersey...	The east patrol, seeing a vessel running too near the beach, warned her with his danger signal. She immediately hauled off.
Dec. 31	Atlantic City, coast of New Jersey.	During the midnight watch, the south patrolman discovered a small steamer nearing the bar and in danger of grounding. He flashed his signal without delay, when she quickly took warning and stood clear.
1891.		
Jan. 1	Southampton, coast of Long Island.	During rainy and foggy weather, the evening patrol, while returning to the station, flashed his warning signal to a vessel that was standing a dangerous course near the shore.
Jan. 3	Crumple Island, coast of Maine	The patrolman at 11 o'clock flashed his signal and warned off a vessel that, during a thick fog, had approached too near the shore.
Jan. 4.	Long Branch, coast of New Jersey..	The north patrol, shortly after dark, discharged his signal light and warned off a steamer that he discovered standing into danger.
Jan. 5.	Hog Island, coast of Virginia.....	At 10 o'clock the patrol discovered a vessel running towards the bar. It was blowing a gale of wind, with a high sea, and the craft was in imminent danger of being lost. The surfman quickly flashed his signal to her, when she kept hard off and just cleared the point of the bar. It was a narrow escape.
Jan. 8	Little Island, coast of Virginia	On the first watch out the south patrol warned off, by means of his signal, a steamer that was standing dangerously near the beach.
Jan. 11	Green Run Inlet, coast of Maryland.	Early in the morning, before daybreak, the north patrol sighted a steamer standing a dangerous course towards the shore. He waved his beach lantern, when she immediately took warning and steered clear.
Jan. 12	Cuttyhunk, coast of Massachusetts.	A steamer that was observed heading for the shore and evidently out of her reckoning was warned by the night signal of the patrol. She quickly went about and stood clear.
Jan. 12	Townsend's Inlet, coast of New Jersey.	The north patrol, at 8 o'clock, flashed his signal to a steamer that was very close to Townsend's Inlet bar. She quickly changed course and stood off.
Jan. 13	Short Beach, coast of Long Island..	The patrol, between midnight and 4 o'clock, by means of his red signal, warned off a steamer that was too near the shore for safety.
Jan. 14	Metomkin Inlet, coast of Virginia ..	At 2 o'clock in the morning the north patrol flashed his signal to a vessel that was running dangerously near the shore. She heeded the warning and altered her course.
Jan. 17	Long Branch, coast of New Jersey..	During stormy and thick weather, shortly before daybreak, the south patrol discovered a vessel in danger of running ashore. He promptly warned her off by means of his signal.
Jan. 22	Cahoons Hollow, coast of Massachusetts.	At about 5 o'clock in the morning, during thick, rainy weather, the south patrol flashed his signal and warned off a steamer that otherwise would soon have stranded.
Jan. 25	Toms River, coast of New Jersey ..	During the night a vessel that was out of her reckoning and running toward the beach was promptly warned off by signal of the patrol. The weather was stormy and thick.
Jan. 26	Peaked Hill Bars, coast of Massachusetts.	Between sunset and 8 o'clock a schooner was observed by the patrolman in danger of running on the bar. He quickly flashed a warning signal when she at once changed her course seaward.
Jan. 27	Peaked Hill Bars, coast of Massachusetts.	During the early part of the night a schooner that was approaching the bar, and in danger of striking, was warned off by the prompt discharge of the patrolman's signal. After going about she came to anchor in a safe berth.
Jan. 29	Tathams, coast of New Jersey	The patrol from 8 o'clock to midnight prevented a vessel from running ashore by the prompt display of his signal light.
Jan. 30	Race Point, coast of Massachusetts.	The western patrol, from sunset to 8 o'clock, discovered a schooner dangerously near the bar. He quickly ignited his signal when the vessel tacked offshore in safety.

BY NIGHT SIGNALS—Continued.

Date.	Station and locality.	Circumstances of warning.
1891. Jan. 30	Ocracoke, coast of North Carolina.	During foggy weather, at about 3 o'clock in the morning, the north patrol discovered a schooner very close in. On burning his signal she quickly tacked offshore. It was a narrow escape from stranding.
Feb. 3	North Beach, coast of Maryland....	The south patrol, in the midnight watch, flashed a red signal to a steamer that had approached too near the land for safety. She quickly hauled off out of danger.
Feb. 4	Race Point, coast of Massachusetts.	A schooner that was standing into danger was warned off by the timely signal of the west patrol.
Feb. 5	Cape Hatteras, coast of North Carolina.	Shortly after 9 o'clock the south patrol flashed his red signal and warned off a vessel that was in danger of stranding.
Feb. 6	Cranberry Isles, coast of Maine	During the night the patrolman, seeing a steamer running close inshore, warned her off by flashing his signal.
Feb. 6	Cuttyhunk, coast of Massachusetts.	Shortly after midnight the surfman on patrol flashed his red light to a steamer and her tow which were making torch signals in Vineyard Sound.
Feb. 6	Shark River, coast of New Jersey ..	A large steamer that was discovered dangerously close to the beach was warned off by the red light of the south patrol.
Feb. 6	Harveys Cedars, coast of New Jersey.	At 11 o'clock, during foggy weather, the north patrol fired his signal to a steamer that was dangerously near the shore. The warning caused her to stand off clear of the land.
Feb. 7	Peaked Hill Bars, coast of Massachusetts.	The east patrol, shortly after nightfall, flashed his light to a steamer that was out of her reckoning and dangerously near the bar. The vessel, on seeing the signal, at once altered her course and stood clear. The weather was thick, with rain and snow.
Feb. 8	Shoalwater Bay, coast of Washington.	The station watch, between 8 o'clock and midnight, saw a vessel's lights dangerously near the bar. He burned a signal and the craft at once headed seaward.
Feb. 8	Cape Disappointment, coast of Washington.	A vessel that was fortunately seen by the patrol was warned out of danger by the flash of his signal. She was standing toward the shoals and would soon have been aground.
Feb. 9	North Scituate, coast of Massachusetts.	During the first watch after sunset the south patrol flashed his signal and warned a vessel out of danger. She was standing close inshore.
Feb. 9	Ocean City, coast of New Jersey ...	At a quarter past 3 o'clock in the morning the south patrol ignited his signal and warned off a schooner that was running a perilous course near the beach.
Feb. 10	Zachs Inlet, coast of Long Island ..	The east patrol, shortly before daybreak, discovering a three-masted schooner heading directly for the beach quickly showed his signal light when she at once took warning and stood seaward.
Feb. 10	Brazos, coast of Texas.....	At 8 o'clock in the evening, the south patrol discovering a steamer in danger warned her off by the flash of his signal.
Feb. 11	Little Island, coast of Virginia.....	The north patrol, during the watch before sunrise, struck his red light to a steamer that was dangerously near the shore. She immediately hauled off, but not in time, apparently, to avoid grounding. She floated soon afterwards, however, and stood to sea. The timely action of the patrolman saved her from a more serious accident.
Feb. 12	Santa Rosa, coast of Florida	At 9 o'clock the patrol discovered a schooner close to the shore about a mile and a half to the westward of the station. He first tried to warn her off with his beach lantern, but failing in that, he fired a signal. She then quickly hauled off and stood to sea.
Feb. 14	Little Island, coast of Virginia	During the midnight watch the north patrol discovered a steamer rapidly nearing the beach and in danger of striking. He flashed a red signal when she promptly hauled off on a safe course.
Feb. 15	Indian River Inlet, coast of Delaware.	In the watch from midnight to 4 o'clock, the south patrol sighted a steamer running a course that would have set her ashore. He quickly burned a red signal when she took warning and headed off the land.
Feb. 16	Turtle Gut, coast of New Jersey....	During the watch preceding sunrise, the south patrol showed his warning signal to a steamer that was standing into danger near Cold Spring bar. She hauled off at once.
Feb. 16	Cold Spring, coast of New Jersey....	Shortly before daybreak the east patrol saw a steamer running dangerously near Cold Spring bar. He at once flashed his signal to her when she altered her course and stood clear.
Feb. 16	Cape Disappointment, coast of Washington.	The patrol, during the night, flashed a signal and warned off a vessel standing into danger.

BY NIGHT SIGNALS—Continued.

Date.	Station and locality.	Circumstances of warning.
1891.		
Feb. 18	Santa Rosa, coast of Florida	At 11 o'clock a schooner standing dangerously near the shore was warned off by signal of the patrol.
Feb. 19	Hog Island, coast of Virginia	During stormy weather, in the watch before sunrise, the patrol saw a large three-masted schooner standing directly for the bar. He quickly discharged his signal when the craft changed course and barely escaped stranding.
Feb. 20	Bodies Island, coast of North Carolina.	The north patrol, in the watch before sunrise, saw a steamer dangerously near the outer reefs. He flashed a warning signal to her whereupon she headed out to sea. The weather was thick and the vessel would doubtless have been stranded but for the timely action of the surfman.
Feb. 21	High Head, coast of Massachusetts.	A vessel dangerously near the shoals was warned off in time to escape stranding. She was signaled by the west patrolman.
Feb. 21	High Head, coast of Massachusetts.	The east patrol flashed his danger signal and warned off a steamer that was standing an unsafe course near the shore.
Feb. 21	Monmouth Beach, coast of New Jersey.	The first patrol out to the southward of the station saw a large steamer running directly for the land. The fog was quite thick and she was in imminent danger of stranding. The surfman quickly fired a signal, when the vessel blew her whistle and hauled off.
Feb. 26	Fort Point, coast of California.....	The patrol gave warning by means of his signal light to a vessel that was standing into danger.
Feb. 26	South Brigantine, coast of New Jersey.	In the watch from 8 o'clock to midnight, the south patrol burned his red warning light to a steamer that was standing a perilous course near the land. She at once took heed and hauled off.
Feb. 26	North Beach, coast of Maryland	During thick and rainy weather, the north patrol, from 8 o'clock to midnight, saw a steamer standing too near the outlying bar for safety. He immediately fired a signal which had the desired effect as the vessel sheered off out of danger.
Feb. 27	Ocean City, coast of Maryland	Between midnight and 4 o'clock, the north patrolman, while returning to the station, saw a schooner running straight for the shore. The prompt discharge of his signal caused her to immediately alter her course and keep away.
Feb. 28	Peaked Hill Bars, coast of Massachusetts.	The patrolmen, during their watch from 8 o'clock to midnight, saw a schooner running into danger near the shoals. They simultaneously fired their signals when the vessel at once hauled offshore. Threatening weather prevailed, with rain and hail.
Mar. 1	Wachapreague, coast of Virginia ...	The night patrol, seeing a steamer approaching too near the shore, fired his signal and warned her off.
Mar. 1	Pea Island, coast of North Carolina.	The patrolman on duty after sunset saw a steamer dangerously near New Inlet Shoals. He warned her by means of his signal, when she headed off shore in safety.
Mar. 1	Chicamicomco, coast of North Carolina.	A steamer that was too near the beach for safety was warned off by signal of the north patrol.
Mar. 2	Absecon, coast of New Jersey	At a quarter past 1 o'clock in the morning the south patrol flashed his signal to a steamer dangerously near the beach. She at once altered her course and stood off.
Mar. 5	Fletchers Neck, coast of Maine	About half past 3 o'clock, during a northerly gale and thick snowstorm, the patrol discovered a large vessel heading directly on shore. He quickly fired his signal, whereupon she kept off. The warning saved her from stranding.
Mar. 6	Point Allerton, coast of Massachusetts.	Shortly before daylight the south patrol saw a schooner running towards Point Allerton Bar and almost ashore. He lost no time in flashing his signal, when the vessel quickly went about and stood clear.
Mar. 6	Cuttyhunk, coast of Massachusetts.	Towards morning the patrol saw a steamer's light dangerously near the Sow and Pigs Reef. He promptly ignited his signal and warned her of her peril.
Mar. 9	Cahoons Hollow, coast of Massachusetts.	At a point three miles south of the station, at about half past 10 o'clock, the patrol flashed his signal to a steamer which was in danger of stranding. She immediately altered her course. The weather was thick and rainy.
Mar. 10	.....do	A schooner that was seen running into danger was warned off by the timely signal of the night patrol.
Mar. 12	Point Reyes, coast of California....	During misty and rainy weather the north patrol discovered a schooner running directly for the beach. He immediately gave her warning with his signal light, when she backed off and headed out to sea.

BY NIGHT SIGNALS—Continued.

Date.	Station and locality.	Circumstances of warning.
1891.		
Mar. 13	Fourth Cliff, coast of Massachusetts	The south patrolman, after midnight, saw a vessel running very close inshore and in danger of stranding. He flashed his light, when she immediately hauled off. The weather was thick.
Mar. 14	Wallops Beach, coast of Virginia...	At half past 10 o'clock the north patrol discovered a schooner running directly towards Williams Shoal. He at once burned his red signal when she quickly came to and anchored. Had she continued her course she would doubtless have been wrecked. The following morning the vessel proceeded in safety.
Mar. 15	Muskeget, coast of Massachusetts	By the prompt flash of his signal the western patrol warned off a vessel that was standing in for the beach and in danger of stranding.
Mar. 15	Turtle Gut, coast of New Jersey....	A steamer, with a tow, that was running an unsafe course and in danger of striking Cold Spring Bar, was given warning by the north patrol, who immediately flashed his signal on seeing her. She quickly hauled off.
Mar. 16	Race Point, coast of Massachusetts.	The west patrol, shortly after nightfall, warned off with his signal a schooner that was close to the bar and in imminent danger of stranding.
Mar. 18	Wachapreague, coast of Virginia...	The night patrol flashed his signal to a vessel that was standing into danger. She took warning at once and kept off.
Mar. 18	Paramores Beach, coast of Virginia.	The north patrol, at about 10 o'clock, fired his signal to a vessel that was dangerously near the shore. She immediately hauled off.
Mar. 20	Lone Hill, coast of Long Island.....	A vessel standing directly for the shore was warned off by the flash of the patrolman's signal.
Mar. 21	Hog Island, coast of Virginia.....	A steamer, which was sighted by the patrolman during his watch from 8 o'clock to midnight, would undoubtedly have struck on the outlying shoals had he not given her timely warning with his signal. She at once changed her course and stood clear.
Mar. 24	Cape Henry, coast of Virginia.....	Shortly before midnight the south patrol fired his signal to a large steamer that was heading on shore and close in. She immediately took heed of the warning, kept off, showed an answering light, and came to anchor.
Mar. 25	Cape Lookout, coast of North Carolina.	About 1 o'clock the south patrol fired a signal to a schooner which was standing towards the beach. The warning caused her to quickly tack and stand off shore.
Mar. 28	Atlantic City, coast of New Jersey.	The south patrol, from 8 o'clock to midnight, discovered a large three-masted schooner approaching the shore and in danger of stranding. He promptly signaled her off.
Mar. 30	Bellport, coast of Long Island.....	While returning to the station, during the 8 o'clock to midnight watch, the west patrol saw a steamer very close to the beach and heading on. He promptly burned his signal, when she hauled off in safety.
Apr. 2	Paramores Beach, coast of Virginia.	About 10 o'clock the surfman on the south patrol flashed his signal and warned off a steamer that was running a course too near the beach for safety.
Apr. 3	Cape Elizabeth, coast of Maine.....	The west patrolman, during the watch from midnight to 4 o'clock in the morning, warned off a vessel that was standing dangerously near the rocks. She went about just in time to avoid striking.
Apr. 3	Indian River Inlet, coast of Delaware.	The north patrol, during the midnight watch, fired his signal to warn off a vessel that was standing towards the shore. She went about and shaped a safe course seaward.
Apr. 4	Race Point, coast of Massachusetts.	The west patrol, soon after nightfall, saw a schooner standing a course that would have taken her ashore. He flashed his warning signal, when she went about on a safe course.
Apr. 4	Oregon Inlet, coast of North Carolina.	During the midnight watch the south patrol observed a schooner heading a dangerous course for the beach. He fired a signal and gave her warning, whereupon she quickly changed her course and went clear.
Apr. 4	Pea Island, coast of North Carolina.	A schooner heading in dangerously near the shore was promptly warned off by the signal of the night patrol.
Apr. 12	Nauset, coast of Massachusetts....	Shortly before 11 o'clock, the south patrol, seeing a vessel approaching the shore and in danger of stranding, warned her off by the timely display of his signal.
Apr. 15	Spermaceti Cove, coast of New Jersey.	At 10 o'clock the south patrol saw a vessel approaching the beach and in danger of stranding. He quickly fired his signal, when she went about and stood clear.

BY NIGHT SIGNALS—Continued.

Date.	Station and locality.	Circumstances of warning.
1891. Apr. 16	Aransas, coast of Texas.....	At 10 o'clock a schooner, which had mistaken the landmarks and was heading a perilous course, was warned off by the patrolman's signal. The vessel was bound in. She stood out to sea, and waited for daylight.
Apr. 23	Race Point, coast of Massachusetts.	The surfman having the west patrol from 8 o'clock to midnight, discovered a schooner dangerously near the bar. He at once fired his signal, when she took warning and kept away.
Apr. 25	Cobbs Island, coast of Virginia.....	During rainy weather, in the midnight watch, the patrol, by the flash of his signal, warned a vessel out of danger. She was standing a course too near the shoals.
Apr. 26	Fletchers Neck, coast of Maine.....	A large three-masted schooner that had approached too near the rocks off Little Beach Island, was warned out of danger by the patrolman, who, on discovering the vessel's danger, promptly ignited his signal.
Apr. 29	Green Run Inlet, coast of Maryland.	During the midnight watch the north patrol sighted a schooner running for the beach and in danger of stranding. He flashed his signal in time to save her. She promptly hauled off and went clear.
Apr. 29	Oregon Inlet, coast of North Carolina.	The night patrol warned off a vessel that was approaching too near the shore.
Apr. 29	Little Kinnakeet, coast of North Carolina.	The south patrol, shortly before daybreak, burned a signal and prevented a vessel that was running towards the shore from stranding. The warning caused her to quickly change her course.
Apr. 30	Cold Spring, coast of New Jersey..	A sloop that was seen to be running a course too near Cold Spring Bar was promptly warned of her danger by a signal from the east patrol. She at once put off shore.
May 14	North Manitou Island, coast of Michigan.	About midnight the patrol flashed his signal to two steamers that were close in and almost ashore. The warning was promptly answered with a whistle and the vessels hauled out into the lake.
May 14	Grande Pointe au Sable, coast of Michigan.	Between 9 and 10 o'clock the patrolman, when about half a mile north of the station, discovered a vessel heading directly for the shore. He quickly warned her by burning his signal, whereupon she went about and kept off.
May 19	North Manitou Island, coast of Michigan.	During smoky weather the watch at the station discovered a steamer standing a course that would have caused her to strand. He flashed a warning signal, when she answered with her whistle and hauled off.
May 30	.....do.....	During foggy weather, at about 2 o'clock in the morning, the north patrol discovered a steamer close in and almost ashore. He quickly fired his signal, and she hauled off just in time to avoid stranding.
May 31	Sturgeon Point, coast of Michigan..	Between 8 o'clock and midnight the south patrol saw a steamer heading directly for the land. He was obliged to fire two signals before she took warning and backed out into the lake. She narrowly saved herself from running ashore.
May 31	Vermillion Point, coast of Michigan.	During rainy and thick weather the patrol, by flashing his signal, gave warning to a steamer that was blowing whistles near the shore.
June 3	North Manitou Island, coast of Michigan.	The north patrol flashed his signal and warned off a steamer that was standing into danger near the shore.
June 10	Cape Disappointment, coast of Washington.	During the midnight watch the patrol fired a signal and warned out of danger a vessel that was running toward the shoals.
June 17	North Manitou Island, coast of Michigan.	A vessel that was in danger of stranding on the shoals was warned of her peril by the signal of the station watch. She promptly went about and sought safe water. The weather at the time was foggy.
June 19	Vermillion Point, coast of Michigan	During the midnight watch the west patrol discovered a steamer very close inshore and in imminent danger of stranding. He quickly fired his signal, when she stopped and backed off into deep water. It was a narrow escape.
June 29	Point Reyes, coast of California....	During foggy weather the south patrol, when about a mile and a half from the station, saw a large steamer heading for the breakers. He quickly fired his signal, when the vessel responded with a flash light and stood off.
June 30	Peaked Hill Bars, coast of Massachusetts.	Shortly after dark the keeper, seeing a schooner dangerously near the outlying shoals, fired a danger signal, warning her to keep off.

LETTERS OF ACKNOWLEDGMENT.

LETTERS ACKNOWLEDGING THE SERVICES OF LIFE-SAVING CREWS.

The following letters have been received from the captains or the owners of some of the vessels assisted by the crews of life-saving stations during the year. These persons, to whom the aid proved of great value in many cases, felt so deep an appreciation of the services rendered that they deemed it a duty to acknowledge the efforts of the surfmen in their behalf otherwise than by mere verbal expressions, and therefore wrote the letters in testimony of the character and efficiency of the aid extended. Some of the letters are addressed to the officers of the Service, others to the keepers who headed the relieving parties:

FALL RIVER, MASSACHUSETTS, *July 12, 1890.*

DEAR SIR: On the night of July 16 I anchored my yacht, the *W. F. Swift*, in the harbor at Cuttyhunk, and about 10 o'clock in the evening she struck adrift during a sudden shift of wind, the wind coming from the northeast, and drifted ashore. The captain of the station immediately boarded the yacht, rendered me valuable service, and we soon were afloat and in a good anchorage. For this service I desire to return thanks to you, as I have to him.

Yours truly,

C. W. ANTHONY.

B. C. SPARROW, Esq.,
*Superintendent Second U. S. Life-Saving District,
East Orleans, Massachusetts.*

U. S. ENGINEER OFFICE,
Cleveland, Ohio, July 21, 1890.

CAPTAIN: I have just learned of the service rendered by your men in putting out the fire on the West Breakwater on the afternoon of July 20, 1890. Please express to the men who were engaged in this duty my appreciation of their services, and thanks for the same, which will be duly reported to Washington.

Very respectfully,

L. COOPER OVERMAN,
Major of Engineers.

Capt. GOODWIN,
Keeper Life-Saving Station, Cleveland, Ohio.

HYPOLUXO, FLORIDA, *July 22, 1891.*

SIR: A sense of gratitude impels me to pen the following acknowledgment of the valuable service rendered me by the Life-Saving Service in the person of Capt. Fulford, keeper of the Biscayne Bay House of Refuge: On the 21st of April, 1891, I was sailing on Biscayne Bay, going south with the United States mail, when a terrific gale set in from the northeast, causing the waves to run so high as to swamp my boat. She sunk in ten feet of water with the mail on board. I dived for the mail bag and managed to secure it to the painter. I then turned my attention to saving myself, and was taken out of the water in an exhausted condition by Messrs. Pedan and Barnott, both of Biscayne. I asked them to help me to locate the boat and get the mail, but they refused, saying that it was impossible and that we would be lucky to get ashore safely. When I got to the post-office I reported the accident and called on the postmaster to help me recover the mail. We got a boat and went out, but found it was all we could do to keep afloat. By the greatest exertions and at the risk of our lives we succeeded in crossing the bay. We arrived at the House of Refuge all played out. The keeper and his wife at once took us in hand, giving us dry clothes and something to eat. I reported the swamping of the mail boat to the keeper. It being by that time pitch dark nothing could be done just then. Long before daylight, however, Capt. Fulford was up, and his wife soon had breakfast ready. After eating we started in the station boat for the scene of the wreck. The sunken boat was out of sight, but was soon located. A Spanish windlass was rigged and by it the boat was lifted to the surface, when she was bailed out. Everything was saved. It was the prompt assistance of the keeper, Capt. Fulford, that saved my boat and the United States mail. The mail bag contained over \$400 in cash. Mrs. Fulford gave us material aid in handling the gear in raising the boat. The Life-Saving Service is doing much good here, and it certainly has an efficient officer in charge of the Biscayne Bay Station, he being always on the alert to save life and property.

Very respectfully,

H. J. BURKHARDT,
Sub Mail Contractor.

Capt. H. B. SHAW,
Superintendent Seventh U. S. Life-Saving District.

ONTARIO BEACH, NEW YORK, *September 14, 1890.*

TO THE PUBLIC:

The sudden rise of the Genesee River, caused by the recent rains, has for the past two days made it impossible for the ferry boat *Yosemite* to ply on her usual route between Charlotte and Summerville. In order to satisfy many demands made by patrons of the ferry, an attempt to cross was made on Wednesday, September 10, at 3 P. M. The current proved too strong, and the pressure snapped in two the massive chain, letting the *Yosemite* float lakewards on the turbulent stream. The immediate services of the ever-ready Capt. Doyle, of the Charlotte Life-Saving Station, and his efficient crew, rescued the ferryboat from her perilous position and towed her safely back to her slip. I desire to publicly express my thanks for their exertions.

F. MURRAY,
Owner of Ferryboat Yosemite.

WOODVILLE, JEFFERSON COUNTY, NEW YORK,
September 30, 1890.

DEAR SIR: In attempting to enter Big Sandy Creek with the schooner *Fiat*, on the 29th of September, she grounded on a bar fifteen hundred feet from shore, and immediately the captain and crew of the Big Sandy Life-Saving Station boarded the schooner and rendered important assistance in lightening her off and getting her into port. I wish to express my gratitude to the Life-Saving Service in general, and especially to the captain and crew of the Big Sandy Station for the prompt and valuable assistance rendered on that occasion.

I am, sir, your obedient servant,

JOSEPH A. JENKINS,
Master of Schooner *Fiat*.

Hon. S. I. KIMBALL,
General Superintendent U. S. Life-Saving Service,
Washington, D. O.

MEMPHIS AND CINCINNATI PACKET CO.,
+ Cincinnati, Ohio, October 27, 1890.

DEAR SIR: Please accept the thanks of this company for your promptness in going to the relief of steamer *New South* on the night of October 23. This is only one of many times that you have rendered this company valuable service, and I congratulate the Life-Saving Service in having a man at the head of its station at Louisville who is ready at all times, night or day, to render assistance to boats in trouble. Anything that we can do for yourself or for the Service, we will do with pleasure.

Yours truly,

R. W. WISE,
General Superintendent.

Capt. WILLIAM DEVAN,
Keeper of Life-Saving Station, Louisville, Kentucky.

KENOSHA, WISCONSIN, December 3, 1890.

DEAR SIR: I feel it not only a duty, but a pleasure to say how much I and my crew appreciate the services of the Kenosha Station life-saving crew in coming to our assistance on December 2, 1890, so promptly, regardless of the severity of the gale and the blinding snowstorm, and rescuing us from the steamer *Van Raalte* when stranded two miles south of Kenosha. Our Government should be glad to know that it has secured so courageous and hard-working a crew. It is certainly not too much to say that those men are not only doing what they are paid to do, but much more. I have been a seaman for years, and if I should ever again get into like trouble and need assistance I hope the assistance may be given by just such another set of men as compose the crew of the Kenosha Life-Saving Station. The men of that crew and all others connected with the United Life-Saving Service have my thanks and good wishes, as I think the service is doing much good.

Very respectfully,

JOHN H. SIMONSEN,
Master of Steamer *A. C. Van Raalte*.

Capt. N. ROBBINS,
Superintendent Eleventh Life-Saving District.

OREGON INLET LIFE-SAVING STATION,
North Carolina, December 13, 1890.

SIR: We desire to express thanks to the keeper and crew of this station for their promptness in rescuing us and for their unvarying kindness to us after we reached the station. Their promptness and efficiency are worthy of all commendation and deserve favorable recognition by the Department.

Very respectfully,

JAMES L. DAVIS,
Late Master of Schooner Mollie J. Saunders.
 KNUDT M. HANSON,
Mate.
 GEORGE W. BARNES,
Steward.
 E. B. SCOTT,
Boatswain.

Mr. S. I. KIMBALL,
General Superintendent U. S. Life-Saving Service,
Washington, D. C.

BUFFALO, NEW YORK, *December 13, 1890.*

DEAR SIR: Accept my most cordial thanks for the prompt and timely assistance rendered by you and your crew on December 10, to the steamer *Edwin S. Tice* when stranded on the reef at the foot of Georgia street; and also for the assistance given in unshipping the rudder. The stranding was caused by the parting of the lines, during a strong southwest wind, while being towed around the stone break-water.

I am, sir, very gratefully yours,

H. H. TOWNSEND,
Master of Steamer Tice.

Captain WILLIAMS,
Keeper Buffalo Life-Saving Station.

JANUARY 8, 1891.

DEAR SIR: This is to acknowledge the valuable services rendered to us while ashore at Matompkin Inlet, Virginia, by the crew of the Matompkin Inlet Life-Saving Station, under the control of Captain L. E. Core. Those services are highly appreciated by us. Wishing the life-saving crew every success, and hoping they may long be spared to serve in the gallant service to which they belong, we are,

Very respectfully,

THOMAS PEARSALL,
Master of Schooner Phoebe Ann.
 CARMAN PEARSALL,
Mate.

S. I. KIMBALL, Esq.,
General Superintendent U. S. Life-Saving Service,
Washington, D. C.

CURRITUCK BEACH, NORTH CAROLINA, *January 18, 1891.*

DEAR SIR: I beg to state that my vessel, the Norwegian steamship *Banan*, stranded on the beach about two miles south of the Currituck lighthouse in very thick weather and a heavy sea from northeast, at 8 o'clock yesterday morning. The vessel had been working full speed astern for about two minutes before striking, and continued doing so for about half an hour after, but when it was seen to be of no avail, and the sea was breaking heavily, we fired five distress signals at a few seconds' interval, to call for help. Shortly after 9 o'clock, when the coast was discerned from the vessel, the lifeboat was there ready to be launched. About 9:30 the boat came alongside and took off my wife and some of the seamen. About one hour later the boat came out again and took off a few more, leaving on board both mates, chief engineer, steward, five sailors, and myself, who did not want to leave the vessel. I find it a pleasure to state that Captain Scarborough and his crew worked with the utmost dispatch, and, considering the heavy breakers, handled their boat admirably and took all that were landed ashore without any misfortune. I have also heard to-day from my wife and the part of the crew that were on shore during the night, that they have been treated very kindly in every respect. For these services I hereby offer, both in their name and in my own, most sincere thanks.

I am, dear sir, yours truly,

THO. HANSEN,
Master of Steamship Banan.

A. SCARBOEGUGH, Esq.,
Keeper Currituck Inlet Life-Saving Service.

HATTERAS, NORTH CAROLINA, *January 31, 1891.*

DEAR SIR: Allow me to express my fervent thanks to yourself and your noble crew for the prompt and successful rescue of myself and entire crew from our perilous situation when stranded in the breakers on Ocracoke Beach on the morning of January 22, 1891. Trusting that you may be spared many years to your noble calling of saving human life,

I am gratefully, yours,

J. W. COVERDALE,
Late Master of Schooner Charles C. Lister, Jr.
Captain JAMES W. HOWARD,
Keeper Ocracoke Life-Saving Station.

SAN FRANCISCO, CALIFORNIA, *February 12, 1891.*

DEAR SIR: On the 31st day of January last my son, aged fourteen years, fell over the bluff near the Sutro tunnel. He fell a distance of about two hundred and fifty feet, and was rescued by Henry Clinton, the lookout from the life-saving station at that point. The latter obtained some rope from the branch station near that place, and went down after the boy. Had it not been that the rope was kept so close at hand my son would have been drowned. I wish to tender to you my sincere thanks for having such capable men at the station, and also to Henry Clinton and Captain T. J. Hollahan, of the life-saving station.

Yours, respectfully,

F. PAULSEN,
1837 Eddy Street.

T. J. BLAKENEY, Esq.,
Superintendent Twelfth Life-Saving District.

PEA ISLAND LIFE-SAVING STATION, NORTH CAROLINA,
February 18, 1891.

SIR: I desire to express, through you, to the General Superintendent of the United States Life-Saving Service at Washington, D. C., my sincere thanks for the prompt assistance rendered to and the rescuing of myself and crew from the wrecked schooner *J. W. Gaskill*, on the 16th of February, 1891, one-quarter of a mile north of New Inlet, coast of North Carolina, by the keepers and crews of the Pea Island, Oregon Inlet, and New Inlet life-saving stations.

JOHN DOUGLASS,
Late Master of Schooner J. W. Gaskill.

Lieutenant W. A. FAILING,
*Assistant Inspector of Life-Saving Stations, Sixth District,
Elizabeth City, North Carolina.*

PENSACOLA, FLORIDA, February 14, 1891.

SIR: I hereby tender to you my sincere and heartfelt thanks for the noble services rendered to me by your life-saving crew on Santa Rosa Island, Florida, when I was wrecked on said island on the morning of the 6th instant. To their efforts my crew and I owe our lives, and the owners of the wreck must be under a deep obligation to them for their indefatigable efforts in saving property.

Very respectfully yours,

ALVERDO DODGE,
Master of Barkentine Hattie G. McFarland.

GENERAL SUPERINTENDENT U. S. LIFE-SAVING SERVICE,
Washington, D. C.

DEAR SIR: We, the undersigned, hereby express our thanks to the keeper and crew of Saluria Life-Saving Station, Texas, for rescuing us on February 21, 1891, from the schooner *Mattie B.* The wind was blowing freshly from the north-northwest, and the schooner was in a sinking condition. Without rudder or centerboard, and with no ground tackle to hold us, we were drifting helplessly out to sea, and, but for the crew of the Saluria Station, who kindly rowed to us and took us off the schooner, we would have been lost.

JAMES MOORE,
Late Master of Schooner Mattie B.
JAMES GREEN,
Seaman.

Capt. W. A. HUTCHINGS,
Superintendent Eighth Life-Saving Station, Galveston, Texas.

JUPITER, DADE COUNTY, FLORIDA, March 29, 1891.

SIR: I have the honor to report for your information the following occurrences:

At daylight on the 26th of March, I arrived off the United States Life-Saving Station at Jupiter, Florida, in the sloop *Minnehaha* of some three tons burden. At this time a strong east wind was blowing, accom-

panied by a very heavy northeast swell, which rendered the passage of Jupiter bar impossible. Under the circumstances, and being on a dead lee shore, we were in a position of great danger, as there was too much wind and sea to admit of the sloop being "laid to" or hauled off the land. We were, therefore, left with two alternatives—either to run the sloop on shore through a tremendous surf and take the chances of saving life, or anchor. We chose the latter, although we had small hope of being able to ride safely. In the meantime we had made signals of distress, which were answered by the surfboat at the life-saving station being got out and manned with admirable promptitude, and a gallant attempt was made to launch her at once, but the surf was too heavy, and, as we afterwards learned, the boat shipped much water.

All this time we rode to our anchor, momentarily expecting the cable would part, as the sloop was plunging very heavily, and the captain and crew of the life-saving station remained by their boat watching for a chance to launch her, and signaled, "Another attempt will be made at low water."

About 11 a. m., the sea having gone down considerably, their efforts were successful, and the surfboat came alongside of the sloop. I explained the situation to Capt. Carlin, requested him to land my wife and steward, and concerted measures with him for running the sloop on shore if the cable parted. After laying out another anchor for us and supplying me with some cork life-belts, the boat left and safely landed the passengers, who were looked after and well taken care of by Capt. Carlin and his wife.

All through the following night Carlin and his crew "stood by" to render assistance in case of our cables parting, and the next morning, the wind having shifted and the sea being smoother, he signaled us to attempt the passage of the bar, and proceeded with his crew to Jupiter Inlet to render us assistance in case of an accident. By placing his men in a line, he indicated the course to steer over the bar, and we finally crossed it without any mishap.

I can not speak too highly of Capt. Carlin's conduct, or of the efficiency, promptness, and zeal of his crew throughout, and I consider that, under the circumstances, it is my duty to report it to you. I may here add, the sea was so heavy when we arrived off the station that a surf was breaking in a depth of three fathoms, and more than once I had little hope of saving the sloop or our lives.

I have the honor to be, sir, your obedient servant,

WILLIAM HENN,

Lieut. Royal Navy, Great Britain (retired list).

Hon. S. I. KIMBALL,

General Superintendent U. S. Life-Saving Service,

Washington, D. C.

VICE-CONSULATE OF SWEDEN AND NORWAY,
OFFICE, No. 138 SOUTH SECOND STREET,
Philadelphia, April 6, 1891.

The subscriber, late master of the Norwegian bark *Admiral*, of Christiania, desires herewith to express on behalf of himself and the crew of his vessel most heartfelt thanks to Captain or Keeper John A. J. Hudson and his men of the U. S. Life-Saving Service, Fifth District, North Beach Station Worcester County, Maryland, for the efficiency and promptness exhibited by them all upon the occasion of the stranding of my vessel on the morning of April 1. The vessel struck at 2.30 a. m. in the dark

and during heavy rain squalls, but, nevertheless, said U. S. life-saving crew had observed us, and at about 5 a. m. we saw the life-saving apparatus coming, although the distance from the vessel to the station of the life-saving crew was $3\frac{1}{2}$ miles. The first gun fired brought us successfully the life-saving line, and after that the work of saving us went on with most commendable rapidity, ability, and care, all of which deserves the highest honor and praise. Upon our arrival at the station we were treated in the most kindly and affectionate manner by all of them, and we can not adequately express our united and most sincere thanks to the station master and his crew for their noble and successful efforts in our behalf.

Very respectfully,

AUDUS A. GJERTSEN,
Late Master of Norwegian Bark Admiral.

Capt. JOHN A. J. HUDSON,
Keeper of North Beach Life-Saving Station, Berlin, Maryland.

POPLAR BRANCH, NORTH CAROLINA, *May 27, 1891.*

I wish to tender thanks in behalf of myself and daughter, officers, and crew of the bark *Vibilia* to Capt. J. T. Wescott and his life-saving crew [of the Poyner's Hill Station] for their prompt assistance in rescuing us, under trying circumstances, on the night of the 25th instant, from the above-named bark when she was stranded on Currituck Beach. I wish also to express our thanks to Mr. T. J. Poyner, of Poplar Branch, for his kind hospitality to those of us who were at his house.

H. BEVERIDGE,
Late Master of Bark Vibilia.

BIG KINNAKEET LIFE-SAVING STATION, *June 24, 1891.*

To whom it may concern:

On Saturday evening, June 20, 1891, the schooner *William H. Hopkins*, while bound from New York to Mayport, Florida, and when beating along the coast off Hatteras Shoals, sprang a leak, and the efforts of her crew, to keep her afloat proving ineffectual, she sank in six fathoms of water near this station about 4 a. m., June 22, and the master and crew, fearing to try to pass through the breakers in their yawl, boarded another vessel that soon came up, and as soon as it was light enough set a signal for the Big Kinnakeet life-saving crew. A long delay was expected in answering the signal on account of the crew being off duty, but to our surprise we immediately saw preparations being made to come to our assistance, and in about twenty minutes they were alongside of the wreck of the *Hopkins*. They then came to the schooner we had boarded, landed us safely, and conveyed us immediately to the station, treating us all the time with the greatest care, kindness, courtesy, and consideration.

After treating us to a good, warm breakfast, Capt. Gray, of this station, offered his services for anything further concerning the wreck I desired; but thinking that nothing further could be done immediately, I could but thank him for his offer. Monday morning, June 22, Capt. Gray again offered his services; but he having done so much already, and seeing that plenty of other assistance could be had, I thought it

best to tax the generosity of the service no further. I then proceeded to call in the advice of the commissioner of wrecks, D. G. Midgett. A survey was then called, and the schooner was of course pronounced a total loss. Yet, hoping to save some of the rigging and sails, Z. T. Scarborough was appointed wreckmaster, and up to this date, June 24, 2 P. M., nearly all the material within reach has been landed on the beach.

I can not too highly commend Capt. Gray and his noble crew for their promptness in our case, as I should not have dared to land in our own boat, but would have had to sail away from the vicinity of the wreck and sacrifice all that has thus far been saved. * * * Capt. Gray also has my gratitude and thanks for needed advice outside of his official position.

GIDEON J. FISHER,
Master of Schooner William H. Hopkins.

MEDALS OF HONOR.

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AWARDS OF MEDALS.

In the following table will be found the names of all persons to whom gold or silver medals of honor have been awarded under authority of the acts of June 20, 1874, June 18, 1878, and May 4, 1882, for deeds of heroism and daring in saving life. While this table contains in brief form the circumstances for which all awards have been made to the close of this year, it should be stated that more full and complete accounts of the rescues for which medals were bestowed by the Secretary of the Treasury prior to June 30, 1890, may be found in the annual reports of the Service covering the years in which such awards were made.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Lucien M. Clemons . . .	Marblehead, Ohio.	Rescue of two of the crew of the schooner Consuelo, near Kelleys Island, Lake Erie, May 1, 1875. (An. Rpt., 1876.)	Gold medal . . .	June 19, 1876
Hubbard M. Clemons . . .	do	do	do	Do.
A. J. Clemons	do	do	do	Do.
Otis N. Wheeler	Cape Elizabeth, Me.	Rescue of two men from Watts Ledge, Maine, Nov. 30, 1875. (An. Rpt., 1876.)	Silver medal . . .	June 23, 1876
John O. Philbrick	do	do	do	Do.
James Martin	Member of English life-boat crew.	Rescue of eight of the crew of the wrecked American ship Ellen Southard, at the mouth of the River Mersey, England, September 26 and 27, 1875. (An. Rpts., 1876 and 1877.)	Gold medal . . .	Feb. 27, 1877
Hugh Beard	do	do	do	Do.
James Conley	do	do	do	Do.
William Gregory	do	do	do	Do.
Charles Danslow	do	do	do	Do.
John Dolman	do	do	do	Do.
George Lee	do	do	do	Do.
Philip Murphy	do	do	do	Do.
James Munday	do	do	do	Do.
William Ruffler	do	do	do	Do.
Samuel Richards	do	do	do	Do.
William Stewart	do	do	do	Do.
R. J. Thomas	do	do	do	Do.
Charles Eddington	do	do	do	Do.
William Griffith	do	do	do	Do.
James Godfrey	do	do	do	Do.
W. Jones	do	do	do	Do.
John Dean	do	do	do	Do.
James Duncan	do	do	do	Do.
James Harvey	do	do	do	Do.
Robert Lucas	do	do	do	Do.
Thomas Maloney	do	do	do	Do.
Charles McKenzie	do	do	do	Do.
John Powell	do	do	do	Do.
John Robinson	do	do	do	Do.
E. Crabtree	do	do	do	Do.
Henry Williams	do	do	do	Do.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
J. Schuyler Crosby	New York	Rescue of Miss Edith May, and efforts to rescue others from the yacht Mohawk, which capsized and sunk in New York Harbor during a squall, July 20, 1876. (An. Rpt., 1877.)	Gold medal	June 8, 1877
Carl Fosberg	do	do	do	Do.
Henry M. Lee	Milwaukee, Wis.	Rescue of nine of the crew of the bark Tanner, which stranded near the harbor of Milwaukee, Sept. 9, 1875. (An. Rpt., 1877.)	Silver medal	June 11, 1877
N. A. Petersen	do	do	do	Do.
Henry Spark	do	do	do	Do.
John McKenna	do	do	do	Do.
Barnet Oleson	do	do	do	Do.
Anton Oleson	do	do	do	Do.
Charles H. Smith	Master of U. S. lighthouse tender Rose.	Rescue from drowning of a small boy named Thomas Walsh, who had fallen into the Christiana River at Wilmington, Del., Sept. 17, 1877. (An. Rpt., 1878.)	do	Nov. 23, 1877
Edward Nordall	Seaman on U. S. revenue cutter Tench Coxe.	Rescue from drowning of a man who had fallen from a capsized yacht into the Delaware River, and assisting in the rescue of several others, June 3, 1877. (An. Rpt., 1878.)	do	Do.
Malachi Corbell	Keeper of lifesaving station.	Rescue of two fishermen whose boat had capsized on the outer bar near Caffey's Inlet, North Carolina, Nov. 25, 1875. (An. Rpt., 1878.)	do	Do.
Philip C. Bleil	Metropolitan police of New York.	Rescue of eighteen persons from drowning at various times. (An. Rpt., 1878.)	Gold medal	Jan. 4, 1878
John Hussey	New York	Rescue of eighteen persons from drowning in and about the waters of New York Harbor. (An. Rpt., 1878.)	do	Mar. 28, 1878
H. C. T. Nye	Master, U. S. Navy.	Rescue from drowning of Lieut. James Franklin, U. S. Navy, off Monomoy Point, Cape Cod, Sept. 1, 1875. (An. Rpt., 1878.)	Silver medal	Apr. 5, 1878
J. L. Hunsicker	do	do	do	Do.
Thomas McBride	Metropolitan police of New York.	Rescue of eighteen persons from drowning along his beat on the water front of the East River. (An. Rpt., 1878.)	Gold medal	Do.
John Carey	Jersey City, N. J.	Rescue from drowning of Adolph Gabriel, who had fallen from a ferryboat into the North River. (An. Rpt., 1878.)	do	Apr. 13, 1878
Joseph Napier	Keeper of lifesaving station.	Rescue of the crew of the schooner D. G. Williams near the harbor of St. Joseph, Mich., Oct. 10, 1877. (An. Rpt., 1878.)	do	May 1, 1878
Michael Gorman	Metropolitan police of New York.	Rescue of two men from drowning in the East River on Nov. 18, 1876, and Sept. 4, 1877, respectively. (An. Rpt., 1878.)	Silver medal	May 3, 1878
Lucien Young	Ensign, U. S. Navy	Rescuing and attempting to rescue his shipmates from the U. S. S. Huron, wrecked on the coast of North Carolina, Nov. 23 and 24, 1877. (An. Rpt., 1878.)	Gold medal	June 12, 1878

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Michael Gorman.....	Metropolitan police of New York.	Rescue of Fannie Starkley from drowning in the East River, Sept. 7, 1878, and attempting to rescue a boy, July 8, 1878.	Gold medal...	Jan. 31, 1879
Timothy C. Murphy...	Norwich, Conn...	Rescue of a number of persons from drowning in the Thames River, at Norwich, Conn., at various times between 1874 and 1879. (An. Rpt., 1879.)	Silver medal...	Mar. 4, 1879
Antoine Williams.....	Seaman, U. S. Navy	Rescuing and attempting to rescue his shipmates from the U. S. S. Huron, wrecked on the coast of North Carolina, Nov. 23 and 24, 1877. (An. Rtp., 1879.)	Gold medal...	Mar. 13, 1879
William Burke.....	Chicago, Ill.....	Rescue of the crew of the wrecked schooner Jo. Vilas, on Lake Michigan, Oct. 9, 1876. (An. Rpt., 1879.)	Silver medal...	Apr. 2, 1879
Patrick Langan.....	Buffalo, N. Y.....	Rescue of Maurice Langan, who was swept overboard from the schooner Chandler J. Wells, during a gale on Lake Erie, Oct. 6, 1876. (An. Rpt., 1879.)	Gold medal...	Apr. 25, 1879
Frank M. McQuirk.....	do.....	do.....	do.....	Do.
William McGee.....	do.....	do.....	do.....	Do.
Garret J. Benson.....	Albany, N. Y.....	Rescue of a number of persons from drowning in the Hudson River during the several years prior to 1879. (An. Rpt., 1879.)	Silver medal...	May 10, 1879
Thomas F. Sandsbury..	Nantucket, Mass.	Rescue of the crew of the stranded schooner John W. Hall, and the survivors of the crew of the wrecked schooner Em. G. Edwards off Nantucket during the gale of Apr. 1, 1879. (An. Rpt., 1879.)	Gold medal...	May 10, 1879
James C. Sandsbury.....	do.....	do.....	Silver medal...	Do.
Henry C. Coffin.....	do.....	do.....	do.....	Do.
Marcus W. Dunham.....	do.....	do.....	do.....	Do.
John B. Dunham.....	do.....	do.....	do.....	Do.
Andrew Brooks.....	do.....	do.....	do.....	Do.
Edwin R. Smith.....	do.....	do.....	do.....	Do.
George E. Coffin.....	do.....	do.....	do.....	Do.
Frederick Kendrick...	Ludington, Mich.	Rescue of a number of persons from the rigging of the sunken grain barge J. H. Rutter, at Ludington, in the face of a raging storm, Nov. 1, 1878. (An. Rpt., 1879.)	Gold medal...	May 12, 1879
William Cousins.....	Fireman on U. S. revenue cutter Hartley.	Rescuing, at various times, three persons from drowning in the harbor of San Francisco, Cal. (An. Rpt., 1879.)	Silver medal...	Do.
Alex Labre.....	New York.....	Rescuing in an heroic manner several persons from drowning in the East River, New York, during the years 1875-78. (An. Rpt., 1879.)	Gold medal...	July 1, 1879
John H. Rapp.....	New York.....	Rescue from drowning in the East River, New York, of two persons; one in August, 1877, and the other in September, 1878. (An. Rpt., 1879.) A gold medal was subsequently, on the 4th of March, 1882, awarded Mr. Rapp for saving life.	Silver medal...	July 2, 1879

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Joseph O. Doyle	Keeper of life-saving station.	Rescuing the crews of the stranded schooners E. P. Dorr (September, 1878) and Star (October, 1878) under specially hazardous circumstances. (An. Rpt., 1879.)	Gold medal ...	Aug. 2, 1879
William Devan	Louisville, Ky.	Rescuing from drowning in the Ohio River, at the falls at Louisville, at various times since 1875, of no less than forty-five persons. (An. Rpt., 1879.)	Gold medal ...	Sept. 3, 1879
John Gillooly	do	do	do	Do.
John Tully	do	do	do	Do.
Isaac F. Mayo	Provincetown, Mass.	Rescuing several of the crew of the schooner Sarah J. Fort, wrecked on Cape Cod Feb. 26, 1879. (An. Rpt., 1879.)	do	Nov. 10, 1879
Morris Dowd	Private, U.S. Army	Rescue of a fellow soldier, named Charles Lock, from drowning in Frenchmans Creek, Montana, July 20, 1879. (An. Rpt., 1880.)	Silver medal..	Feb. 4, 1880
John Delaney	Metropolitan police of New York.	Rescue of George McFadden from drowning in the East River, Dec. 4, 1879. (An. Rpt., 1880.)	do	Mar. 2, 1880
Cheney R. Prouty	Indianola, Tex. ...	Rescuing three men from a capsized boat on the Texas coast, May 5, 1878, after almost superhuman exertions. (An. Rpt., 1880.)	Gold medal ...	Mar. 16, 1880
Thomas Farley	Metropolitan police of New York.	Rescuing a number of persons from drowning in the East River during the years 1877, 1879, and 1880. (An. Rpt., 1880.)	do	Apr. 2, 1880.
Lovell K. Reynolds ...	Ensign, U.S. Navy.	Rescuing at sea, during a gale, the crew of the wrecked Austro-Hungarian bark Olivo, Nov. 24, 1879, making several trips through the stormy sea between the U. S. frigate Constellation and the wreck in a small boat in effecting the rescue. (An. Rpt., 1880.)	do	Do.
William A. Clark	Glen Arbor, Mich.	Rescuing, at great risk to his life, two men, the survivors of the crew of seven of the wrecked schooner W. B. Phelps, Nov. 26, 1875, near Glen Arbor. (An. Rpt., 1880.)	do	Apr. 8, 1880
Charles A. Rosman	do	do	do	Do.
W. C. Ray	do	do	do	Do.
John Tobin	do	do	do	Do.
John Blanchfield	do	do	do	Do.
Charles H. Valentine ..	Keeper lifesaving station.	Rescuing the crews of two vessels, the schooner E. C. Babcock and the Spanish brig Augustina, wrecked on the New Jersey beach during the terrible gale of Feb. 3, 1880. (An. Rpt., 1880.)	do	June 18, 1880
Garret H. White	Surfman	do	do	Do.
Nelson Lockwood	do	do	do	Do.
Benjamin C. Potter	do	do	do	Do.
William H. Ferguson	do	do	do	Do.
John Van Brunt	do	do	do	Do.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Jerome G. Kiah.....	Keeper of life-saving station.	Gallant attempt to reach the distressed scow J. H. Magruder, Apr. 23, 1880, in which the life-boat was capsized and all but the keeper drowned. (An. Rpt., 1880.)	Gold medal...	Nov. 8, 1880
Richard Stockton.....	Trenton, N. J.	Rescue from drowning of a gentleman who, while bathing at Long Branch, N. J., got beyond his depth and was being carried seaward by the current, July 31, 1879. (An. Rpt., 1880.)	...do.....	Nov. 9, 1880
Edith Morgan.....	Hamlin, Mich.	Rescuing and assisting to rescue two fishermen whose boat had capsized (Mar. 23, 1878), and the crew of the wrecked steamer City of Toledo (Dec. 21, 1879), near Grand Point au Sable, Mich. (An. Rpt., 1880.)	Silver medal..	Nov. 9, 1880
Charles Gnowach.....	Manistee, Mich.	Rescuing from drowning twenty-four persons at various times between November, 1874, and October, 1880. (An. Rpt., 1881.)	Gold medal...	Apr. 18, 1881
William P. Chadwick ..	Keeper of life-saving station.	Rescue of the crew of the schooner George Taulane, wrecked on the coast of New Jersey in the terrible storm of Feb. 3, 1880. (An. Rpt., 1881.)	...do.....	June 10, 1881
Peter Sutfin.....	Surfman.....	do.....	do.....	Do.
Tylee C. Pearce.....	do.....	do.....	do.....	Do.
Benjamin Truex.....	do.....	do.....	do.....	Do.
William Vannote.....	do.....	do.....	do.....	Do.
Charles Seaman.....	do.....	do.....	do.....	Do.
John Flemming.....	do.....	do.....	do.....	Do.
William H. Brower.....	do.....	do.....	do.....	Do.
Lewis Truex.....	do.....	do.....	do.....	Do.
Abram J. Jones.....	do.....	do.....	do.....	Do.
Charles W. Flemming.....	do.....	do.....	do.....	Do.
Demerest T. Herbert.....	do.....	do.....	do.....	Do.
William L. Chadwick ..	Volunteer.....	do.....	do.....	Do.
Isaac Osborn.....	do.....	do.....	do.....	Do.
David B. Fisher.....	do.....	do.....	do.....	Do.
David B. Clayton.....	do.....	do.....	do.....	Do.
Abner R. Clayton.....	do.....	do.....	do.....	Do.
Abner Herbert.....	do.....	do.....	do.....	Do.
Charles P. Smith.....	Queens County, N. Y.	Heroic conduct at the time of the burning of the steamer Seawanaka, of which he was captain, June 28, 1880, whereby nearly all of the three hundred persons on board were saved. (An. Rpt., 1881.)	do.....	June 25, 1881
Ida Lewis-Wilson.....	Keeper of Lime Rock light-house, Newport, R. I.	Rescuing from drowning at various times at least thirteen persons, and particularly for the rescue of two soldiers who had broken through the ice near Lime Rock on the afternoon of Feb. 4, 1881. (An. Rpt., 1881.)	...do.....	July 16, 1881
Isaac H. Grant.....	Keeper of the Whitehead light-house, Maine.	Rescue of two men from drowning, Aug. 7, 1881. (An. Rpt., 1882.)	Silver medal..	Jan. 31, 1882
John H. Rapp.....	New York.....	Rescuing a number of persons from drowning in the East River since the silver medal of the Service was awarded him in July, 1879. (An. Rpt., 1882.)	Gold medal...	Mar. 4, 1882

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
William Ross.....	Seaman on U. S. revenue cutter Commodore Perry.	Rescue from drowning of one of his shipmates, Charles Bates, on the 9th of June, 1877. (An. Rpt., 1882.)	Silver medal..	Mar. 14, 1882
Samuel S. Cox.....	Metropolitan police, New York.	Rescuing from drowning at various times during the years 1878-'81 four persons. (An. Rpt., 1882.)	...do.....	Mar. 15, 1882
C. A. J. Queckbörner.....	New York.....	Rescuing from drowning some thirty-five persons between the years 1876 and 1881 (An. Rpt., 1883). A silver bar was awarded Mr. Queckbörner June 14, 1886, for saving life in July and August, 1882.	...do.....	May 17, 1882
William H. Daily.....	Santa Cruz, Cal....	Rescue of some twenty-eight persons from drowning at various times, and notably the saving of Mr. J. W. De Woolfe at Santa Cruz, July 5, 1881. (An. Rpt., 1883.)	Gold medal...	Nov. 1, 1882
Dominick J. Ryder.....	New York.....	Rescue from drowning of eleven persons at Rockaway Beach, Long Island, between the years 1876 and 1881. (An. Rpt., 1883.)	...do.....	Do.
Charles R. Rosevear.....	do.....	Rescue of James Haggerty from drowning, he having fallen overboard from a tug in the harbor of New York, June 10, 1882. (An. Rpt., 1883.)	Silver medal..	Do.
John H. Theis.....	do.....	do.....	...do.....	Do.
Julius W. Rohn.....	Milwaukee, Wis....	Rescuing some thirty-nine persons from drowning at various times, and particularly for saving a party of eight excursionists in the harbor of Milwaukee, June 20, 1880. (An. Rpt., 1883.)	...do.....	Mar. 16, 1883
Joseph Cardran.....	Macinac Island, Michigan.	Rescuing from drowning, after heroic and persistent effort, and at the imminent risk of his own life, the keeper of the Spectacle Reef light-house, Lake Huron, and two of his assistants, April 15, 1883. (An. Rpt., 1883.)	Gold medal...	June 7, 1883
Alfred Cardran.....	do.....	do.....	...do.....	Do.
Alfred M. Palmer.....	Second lieutenant, U. S. Army.	Rescue of two persons, father and son, from drowning at Angel Island, California, Aug. 19, 1878. (An. Rpt., 1884.)	Silver medal..	Mar. 15, 1884
William E. Bowman.....	Shawneetown, Ill..	Rescue of a boy named Herbert Martin from drowning, February 22, 1883. (An. Rpt., 1884.)	...do.....	Do.
William Wilson.....	Sergeant, U. S. Army.	Rescue from drowning, at Angel Island, San Francisco Bay, California, of a twelve-year-old lad, Oct. 22, 1882. (An. Rpt., 1884.)	...do.....	Mar. 31, 1884
F. C. Bartholomew.....	Stony Creek, Conn.	Rescuing eight persons from the yacht Prodigal, capsized in Long Island Sound, Aug. 11, 1883. (An. Rpt., 1884.)	...do.....	June 19, 1884
C. A. Harrison.....	do.....	do.....	...do.....	Do.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
John Sanders.....	Metropolitan police of New York.	Rescuing from drowning in the East River, New York, at great personal risk, of several persons at various times during the summer of 1883. (An. Rpt., 1884.)	Gold medal ...	June 27, 1884
John H. Hewitt.....	New Haven, Conn.	Rescue of the crew of the schooner Jane, wrecked off New Haven, Conn., during the furious gale of Feb. 29, 1884. (An. Rpt., 1885.)	Silver medal ..	Nov. 29, 1884
Aaron Bradley	do	do	do	Do.
Frank Waters	do	do	do	Do.
James McFee	do	do	do	Do.
Thomas W. Perry	do	do	do	Do.
George E. Ball	do	do	do	Do.
Eugene Payne	do	do	do	Do.
John Burns	do	do	do	Do.
A. A. Gould	do	do	do	Do.
Alden C. Roberts	do	do	do	Do.
William J. Wilson	do	do	do	Do.
Charles Parketon	do	do	do	Do.
Henry C. Tuncks	do	do	do	Do.
F. P. H. Ley	do	do	do	Do.
Edward Smeed	Providence, R. I.	do	do	Do.
Carl Johnson	Charlestown, Mass.	do	do	Do.
Ross Ingalls	Baltimore, Md.	do	do	Do.
Charles C. Goodwin....	Keeper of life-saving station.	Rescuing the crews (twenty-nine persons) of the schooners Sophia Minch, John B. Merrill, and John T. Johnson, sunk off Cleveland, Ohio, on the 31st of October and the 1st and 11th of November, 1883, respectively. Each service was performed at night, and during the prevalence of a terrific gale. (An. Rpt., 1885). Frederick T. Hatch was subsequently—see under date of Feb. 26, 1891—awarded a gold bar for saving life.	Gold medal... ..	Dec. 3, 1884
Lawrence Distel	Surfman	do	do	Do.
John L. Eveleigh	do	do	do	Do.
Joseph Goodroe	do	do	do	Do.
William Goodwin	do	do	do	Do.
Frederick T. Hatch	do	do	do	Do.
Delos Hayden	do	do	do	Do.
Charles Learned	do	do	do	Do.
Jay Lindsay	do	do	do	Do.
Charles W. Fraser	Caldwell, N. Y.	Rescue of three men from a small sloop yacht capsized on Lake George, New York, Oct. 25, 1884. (An. Rpt., 1885.)	Silver medal.. ..	Dec. 18, 1884
Dean Worden.....	Great Captains Island, New York.	Rescue from drowning of Mr. Charles P. Cowles, who broke through the ice while skating near Great Captains Island, Long Island Sound, Feb. 23, 1885. (An. Rpt., 1885.)	do	Apr. 24, 1885
Benjamin B. Dailey....	Keeper of life-saving stations.	Rescuing the crew of nine men from the rigging of the wrecked barkentine Eppraim Williams, off Cape Hatteras, Dec. 22, 1884. To accomplish the rescue they pulled 5 miles off shore during a gale, and through a tremendous sea. (An. Rpt., 1885.)	Gold medal ...	Do.
Patrick H. Etheridge	do	do	do	Do.
Isaac L. Jennett	Surfman	do	do	Do.
Thomas Gray	do	do	do	Do.
John H. Midgett	do	do	do	Do.
Jabez B. Jennett	do	do	do	Do.
Charles Falcher	do	do	do	Do.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Cornelius Roach.....	Boston, Mass.....	Rescuing several persons from drowning in the harbor at Boston, during the years 1833-84, at the imminent risk of his own life. (An. Rpt., 1885.)	Gold medal...	Apr. 24, 1885
Marcus A. Hanna.....	Keeper of Cape Elizabeth Light Station, Maine.	Rescue of two of the crew of the schooner Australia, wrecked on Cape Elizabeth Jan. 23, 1885, during a severe gale and intensely cold weather. (An. Rpt., 1885.)	...do.....	Apr. 25, 1885
Harry Rutter.....	Atlantic City, N. J.	Rescue of a man from drowning in the surf at Atlantic City, July 26, 1883. (An. Rpt., 1885.)	Silver medal...	May 20, 1885
John P. F. Hagen.....	Philadelphia, Pa..	Rescue of thirteen boys who had broken through the ice on the Schuylkill River, Feb. 3, 1884. This feat was accomplished at great hazard to the rescuer. (An. Rpt., 1885.)	Gold medal...	May 22, 1885
David Miller.....	Captain of the schooner Driver.	Rescue of twelve persons, the survivors of the crew of the steamer H. C. Akeley, which foundered in Lake Michigan during the gale of Nov. 13, 1883. The mate and seaman of the Driver rendered specially meritorious service on this occasion. (An. Rpt., 1885.)	Silver medal..	June 2, 1885
Daniel F. Miller.....	Mate.....	do.....	Gold medal...	Do.
Patrick H. Daly.....	Seaman.....	do.....	do.....	Do.
Charles H. Biller.....	Newark, N. J.....	Rescue from drowning of a man named Thomas O'Neil, at Asbury Park, N. J., Aug. 16, 1884. (An. Rpt., 1886.)	Silver medal...	Aug. 12, 1885
Joseph Greenwald.....	St. Louis, Mo.....	Rescuing two persons from drowning in the Mississippi River. (An. Rpt., 1886.)	Silver medal...	Dec. 2, 1885
James Larson.....	Sister Bay, Wis...	Rescuing unaided, by means of a small boat, the entire crew—seven men—of the wrecked Canadian bark Two Friends, on the night of Oct. 16, 1850, during a heavy gale and snow-storm. (An. Rpt., 1886.)	Gold medal...	June 10, 1886
C. A. J. Queckberner ..	New York.....	Rescue of several persons from drowning in July and August, 1882. A silver medal had previously been awarded Mr. Queckberner for saving life (see under date of May 17, 1882).	Silver bar.....	June 14, 1886
Joseph Devine.....	Cranston, R. I....	Rescuing several persons from drowning in April, 1884, and July, 1885. (An. Rpt., 1887.)	Silver medal...	July 22, 1886
Michael J. Bradford...	Of the volunteer Life-Saving Corps, Atlantic City, N. J.	Rescuing the crew of the schooner Flora Curtis, wrecked off Atlantic City on the 18th of Aug., 1879. Mr. Bradford had also rescued from drowning a great many persons at various times. (An. Rpt., 1887.)	Gold medal...	July 26, 1886
Jesse B. Bean.....	do.....	do.....	Silver medal..	Do.
E. Owens.....	do.....	do.....	do.....	Do.
Hiram Dudley Buck...	Crown Point Center, N. Y.	Rescue from drowning of four persons at various times. (An. Rpt., 1887.)	do.....	Do.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
George W. Bloomer	Chatham, Mass.	Rescue of the crew of five men of the schooner Grecian, wrecked on Chatham Bar early in the morning of December 6, 1885. (An. Rpt. 1887.)	Silver medal	July 26, 1886
Benjamin Patterson	do	do	do	Do.
Andrew H. Bearse	do	do	do	Do.
Zenas W. Hayes	do	do	do	Do.
Otis C. Eldredge	do	do	do	Do.
Zenas H. Gould	do	do	do	Do.
Francisco Bloomer	do	do	do	Do.
William A. Bloomer	do	do	do	Do.
Willis I. Bearse	do	do	do	Do.
Wilber H. Patterson	do	do	do	Do.
Thomas Reynolds	Quartermaster on U. S. Coast Survey steamer McArthur.	Rescue from drowning of a shipmate who fell overboard in Haro Strait, Washington Territory, while the vessel was under way, Sept. 19, 1886. (An. Rpt., 1887.)	do	Dec. 17, 1886
Charles Richardson	Mate of Light-house Tender, Shubrick.	Rescue of a man from the bottom of boat capsized in the breakers on Clatsop Spit, Columbia River, Oregon, October 7, 1884. (An. Rpt., 1887.)	do	Dec. 24, 1886
John Jones	Seaman	do	do	Do.
Nicolas Dorie	do	do	do	Do.
Peter Nesman	do	do	do	Do.
August Ripetz	do	do	do	Do.
Axl Wiklund	do	do	do	Do.
John C. Patterson	Keeper of life-saving station.	Rescue of the crew of the yacht Foam, off Key East, N. J., on the 27th of July, 1885, during a heavy onshore gale. (An. Rpt., 1887.)	Gold medal	Feb. 3, 1887
John Redmond	Surfman	do	Silver medal	Do.
John H. Pearce	do	do	do	Do.
John H. Smith	do	do	do	Do.
David Kittell	do	do	do	Do.
Henry A. Bennett	do	do	do	Do.
Edward Brand	do	do	do	Do.
William Newman	Volunteer	do	do	Do.
Dixon McQueen	Of the fire-boat Zodha Mills, New York Harbor.	Rescuing a number of persons from drowning in the North River, New York, during the years 1878-1887. (An. Rpt., 1887.)	do	Feb. 4, 1887
Thomas Conroy	Niagara Falls, N. Y.	Rescuing a man from a rock in the Niagara River, just above the falls, where his boat had been swept by the strong current, on the night of Oct. 15, 1886. (An. Rpt., 1887.)	do	Mar. 28, 1887
Frederic Kernochan	New York	Rescue from drowning, at Highlands, N. J., on the 4th of October, 1886, of a young woman. (An. Rpt., 1887.)	do	Apr. 7, 1887
Edith Clarke	Oakland, Cal.	Rescue from drowning in Lake Chabot on Aug. 31, 1886, while a pupil at the Convent of Our Lady of the Sacred Heart, at Oakland, of a schoolmate. (An. Rpt., 1887.)	do	May 26, 1887
William Babb	Goderich, Ontario, Canada.	Rescuing the entire crew—seven people—of the American schooner A. C. Maxwell, stranded near Goderich on the morning of Dec. 9, 1885, during a fierce gale. (An. Rpt., 1888.)	Gold medal	Nov. 12, 1887

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Thomas Finn	Goderich, Ontario, Canada.	Rescuing the entire crew—seven people—of the American schooner A. C. Maxwell, stranded near Goderich on the morning of Dec. 9, 1885, during a fierce gale. (An. Rpt., 1888.)	Silver medal..	Nov. 12, 1887
Daniel McIver	do	do	do	Do.
Malcolm McDonald	do	do	do	Do.
John McDonald	do	do	do	Do.
Neil McIver	do	do	do	Do.
John McLean	do	do	do	Do.
Henry H. Everett	Chicago, Ill.	Rescue of several persons from drowning in Lake Michigan at different times in the years 1883-'85. (An. Rpt., 1888.)	Silver medal..	Nov. 12, 1887
William R. Everett	do	do	do	Do.
John F. Kilty	Boston, Mass.	Rescue of ten persons from drowning on various occasions during the years 1874-'86. (An. Rpt., 1888.)	do	Do.
Frederick A. Walker ..	Schenevus, N. Y.	Rescuing from drowning two boys who had broken through the ice while skating March 4, 1887. (An. Rpt., 1888.)	do	Jan. 12, 1888
James Huston	Bayfield, Ontario, Canada.	Rescuing the crew of eight men of the American schooner George W. Davis, wrecked near Bayfield, December 1, 1886, during a heavy gale and snow storm. (An. Rpt., 1888.)	do	Do.
Cornelius W. Johnston	Winneconne, Wis.	Rescuing four persons from drowning during the years 1883-'86. (An. Rpt., 1888.)	do	Do.
Marie D. Parsons	Fireplace Point, Long Island, N. Y.	Rescuing a young man and a little girl from drowning, July 7, 1883. At that time the rescuer was but ten years old. (An. Rpt., 1888.)	do	Feb. 7, 1888
James Behan	Metropolitan police of New York.	Rescue from drowning of a lad who had fallen from a dock into the East River and was being swept away by the strong tide, August 18, 1887. (An. Rpt., 1888.)	do	Do.
Thomas Sampson	New York	Rescue from drowning of five boys, three near Fort Hamilton, N. Y., June, 1854; and two in Hell Gate, East River, June, 1856. These rescues were effected in so heroic and gallant a manner that a medal was awarded Mr. Sampson by special act of Congress. (An. Rpt., 1888.)	Gold medal ...	May 14, 1888, by an act of Congress, approved that date.
Henry F. Paige	Schenevus, N. Y.	Rescuing a companion from drowning in a deep pond near Schenevus, August 8, 1887. (An. Rpt., 1888.)	Silver medal..	May 31, 1888
Charles Gibbons, jr'	Philadelphia, Pa.	Rescue from drowning, at great personal risk, of a man at Beach Haven, N. J., July 28, 1883. (An. Rpt., 1889.)	Gold medal ...	July 7, 1888
William J. Venable	New York	Rescuing from drowning at Coney Island, New York, at various times between 1879 and 1888, some thirty persons. (An. Rpt., 1889.)	Silver medal..	Do.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Charles Mollhagen	St. Joseph, Mich.	Rescuing four men, the survivors of the crew of seven of the schooner Havana, wrecked and sunk during the severe gale of October 3, 1887. (An. Rpt., 1889.)	Gold medal...	July 7, 1888
August Kuehn	do	do	do	Do.
John H. Langley	do	do	Silver medal.	Do.
John Carrow	do	do	do	Do.
August Habel	do	do	do	Do.
George Schneider	do	do	do	Do.
Louis Mollhagen	do	do	do	Do.
Robert Mollhagen	do	do	do	Do.
Alexander Cran	do	do	do	Do.
Augustus S. Heckler ..	New York.....	Rescue of two persons from drowning in the surf at Asbury Park, New Jersey, August 11, 1885. (An. Rpt., 1889.)	do	Do.
William A. Harris.....	San Bernardino, Cal.	Rescue from drowning of a lad who was caught by the undertow while seining for fish and swept off shore beyond the line of breakers, August 2, 1886. (An. Rpt., 1889.)	Gold medal...	Nov. 17, 1888
Mary Whiteley.....	Charleston, S. C.	Rescuing three men whose boat was capsized in the harbor of Charleston by the heavy wind prevailing on August 21, 1888. (An. Rpt., 1889.)	Silver medal..	Do.
Maud King	do	do	do	Do.
Dennis O'Hara	Metropolitan police of New York.	Rescue from drowning of a woman who fell from a pier into the North River early in the morning of December 2, 1885. (An. Rpt., 1889.)	do	Do.
Walter Claus.....	Ontario, Canada ..	Rescuing, on October 15, 1886, during a severe storm, four men from the rigging of the American schooner O. M. Bond, wrecked near Rondeau, Canada (An. Rpt., 1889.)	Silver medal..	Nov. 17, 1888
Christopher, Ludlam ..	Keeper of life-saving station.	Rescuing, on the night of December 4, 1886, during a heavy northeast gale and snow storm, the entire crew, five men, of the schooner D. H. Ingraham, afire and stranded amongst the breakers on the bar at Hereford Inlet, New Jersey. (An. Rpt., 1889.)	Gold medal...	Do.
Jason Buck	Surfman	do	Silver medal..	Do.
Henry W. Hildreth	do	do	do	Do.
Willard F. Ware	do	do	do	Do.
Somers C. Godfrey	do	do	do	Do.
Smith S. Hand	do	do	do	Do.
Providence S. Ludlam ..	do	do	do	Do.
Harry A. George.....	Charlottesville, Va.	Rescuing from drowning a companion who had broken through the ice while skating, January 28. (An. Rpt., 1889.)	do	Do.
James Manning.....	Private, Co. B., 6th U. S. Infantry.	Rescue of a fellow-soldier from drowning while crossing the Grand River, Utah, June 6, 1886. (An. Rpt., 1889.)	do	Do.
John Coyle	Co. B., 22d U. S. Infantry.	Rescuing a lady who, but for his gallant action, would have lost her life in the "Old Faithful Geyser," Yellowstone Park, August 9, 1883. (An. Rpt., 1889.)	do	Do.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
John F. Condon	New York	Rescuing from drowning two persons, one a boy who had broken through the ice, the other a man who had ventured too far from shore while swimming. (An. Rpt., 1890.)	Silver medal..	Nov. 17, 1888
John T. De Liesseline ..	Charleston, S. C. ..	Rescuing from drowning an insane woman who had escaped from her keepers and jumped into the Ashley River, August 13, 1888. (An. Rpt., 1889.)	Silver medal..	Dec. 4, 1888
Silas H. Harding	Keeper of life-saving station.	Rescuing, on June 26, 1888, during a severe storm and heavy sea, four men from the schooner Oliver Dyer, wrecked on the rocks near the Jerrys Point Station, New Hampshire. (An. Rpt., 1889.)	Gold medal...	Jan. 10, 1889
George W. Randall	Surfman	do	do	Do.
Winslow A. Amazen	do	do	do	Do.
Ephraim S. Hall	do	do	do	Do.
Selden F. Wells	do	do	do	Do.
Ernest Robinson	do	do	do	Do.
John Smith	do	do	do	Do.
Joshua James	Volunteer of the Massachusetts Humane Society.	Rescuing the crew of eight men of the schooner Gertrude Abbott, wrecked on the rocks at Nantasket Roads by the furious gale early in the evening of Nov. 25, 1888. The heavy sea, together with the darkness and driving snow-storm, rendered the service extremely hazardous. Capt. Joshua James had charge of the rescuing boat. (An. Rpt., 1889.)	do	Jan. 10, 1889
Osceola F. James	do	do	do	Do.
Alonzo L. Mitchell	do	do	do	Do.
H. Webster Mitchell	do	do	do	Do.
Ambrose B. Mitchell	do	do	do	Do.
John L. Mitchell	do	do	do	Do.
Eben T. Pope	do	do	do	Do.
George F. Pope	do	do	do	Do.
Joseph T. Galiano	do	do	do	Do.
Louis F. Galiano	do	do	do	Do.
Frederick Smith	do	do	do	Do.
Eugene Mitchell	do	Rescue of the survivors—five men—of the schooner H. C. Higginson, stranded on Nantasket Beach Nov. 26, 1888. Two of the schooner's crew had been washed overboard and lost, and one froze to death in the rigging before succor arrived. Capt. Joshua James, who figured so conspicuously in the preceding case, had charge of the boat on this occasion, and, besides the five men here named, was accompanied by several of his crew of the previous day. (An. Rpt., 1889.)	Silver medal..	Do.
Eugene Mitchell, jr.	do	do	do	Do.
William B. Mitchell	do	do	do	Do.
Alfred Galliano	do	do	do	Do.
George Augustus	do	do	do	Do.
John H. Hanley	New York	Rescue of several persons from drowning at Rockaway Beach, Long Island during the years 1877-'88. (An. Rpt., 1890.)	do	July 2, 1889

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
James Quigley.....	Metropolitan police of New York.	Rescue of two persons from drowning in the East River. (An. Rept., 1890.)	Silver medal..	July 2, 1889
William B. Miller.....	Elkton, Md.....	Rescue from drowning of a lad who, together with several companions, of whom young Miller was one, was swimming in Big Elk Creek, Md., June 23, 1888. (An. Rept., 1890.)	...do	Do.
James S. Kintz.....	Surfman of Life-Saving Station.	Rescuing two men from the yacht Collingwood, capsized at the mouth of the Genesee River, N. Y., Aug. 13, 1888. (An. Rept., 1890.)	...do	Do.
Thomas J. Truxton....	Keeper of Life-Saving Station.	Rescue from drowning of a bather at Rehoboth Beach, Del., July, 23, 1888. (An. Rept., 1890.)	...do	Do.
C. Allen Maull.....	Lewes, Del.....	Rescue of a woman from drowning in the surf at Rehoboth Beach, Del., July 23, 1888. (An. Rpt., 1890.)	Silver medal..	July 2, 1889
James Macdonald.....	Gloucester, Mass.	Rescuing, on Jan. 2, 1882, during a northeast gale and snowstorm, the crew of 3 men of the small schooner Dorado. (An. Rpt., 1890.)	...do	Do.
Patrick G. McInnis ..	...do .....	...do .....	...do	Do.
Alexander Brimmer ..	...do .....	...do .....	...do	Do.
Fugi Hachitaro.....	Cabin steward of U. S. S. <i>Trenton</i> .	Rescue from drowning at great personal risk of Lieut. John S. Wilson, navigating officer of U. S. S. <i>Vandalia</i> , in Apia Harbor, Samoan Islands, during the great hurricane of Mar. 16, 1889. (An. Rpt., 1890.)	Gold medal ...	Nov. 5, 1889
Albert K. Pike.....	Glens Falls, N. Y.	Rescuing a child from drowning in Glen Lake, September 20, 1889. (An. Rpt., 1890.)	Silver medal..	Dec. 9, 1889.
Jonas Johns.....	Indian of the Quinalt Agency, Wash.	Rescuing the entire crew—fourteen men—of the schooner Lilly Grace wrecked near Grays Harbor, January, 1887, and, about a year later, rescuing three of the crew of the British ship <i>Abercorn</i> , wrecked not far from the same place. (An. Rpt., 1890.)	Silver medal..	Do.
Sampson Johns.....	...do .....	...do .....	...do	Do.
Richard F. Warren ...	Wilmington, N. C.	Rescuing from drowning, at great hazard to himself, a young lady who, while bathing at Wrightsville Beach, N. C., was carried out beyond the breakers by the strong current, June 15, 1889. (An. Rpt., 1890.)	Gold medal ...	April 23, 1890
John Boyne.....	South Haven, Mich.	Rescue from drowning of a child that had fallen from a wharf into the harbor of South Haven, August 10, 1889. (An. Rpt., 1890.)	Silver medal..	Do.
Andrew M. Taylor	Rondout, N. Y.	Rescuing several persons from drowning during the years 1882-'83. (An. Rpt., 1890.)	...do	Do.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Joseph B. Sears.....	Brooklyn, N. Y....	Rescuing the crews— forty-one persons—of the steamers Cleopatra and Crystal Wave, wrecked in a collision off the capes of the Dela- ware early in the morn- ing of October 29, 1889. (An. Rpt., 1890.)	Silver medal..	April 13, 1890
Dennis Tracy.....	Bangor, Me.....	Rescue of several persons from drowning in the Penobscot and Kendus- keag rivers at various times during the year 1880. (An. Rpt. 1890.)	....do.....	Do.
Frank Tompkins.....	Governor's Island, New York.	Rescue from drowning in the Narrows, entrance to harbor of New York, of a sailor, July 27, 1889. (An. Rpt., 1890.)	....do.....	Do.
James S. Donahue.....	Keeper of light- house at South Haven, Mich.	Rescuing a number of persons from drowning at various times during the years 1875-'89. (An. Rpt., 1890.)	Silver medal..	May 20, 1890
James McMahan.....	New York.....	Rescue of a man from drowning in the surf off Normandie, N. J., at the imminent risk of his life, July 26, 1890. (An. Rpt., 1891.)	Gold medal...	Aug. 29, 1890
Jesse Howland.....	Seabright, N. J....	....do.....	....do.....	Do.
Arthur L. Finch.....	Lackawaxen, Pa....	Rescue from drowning of a lad who had fallen into Lackawaxen Creek, which, at the time, was much swollen by recent heavy rains, July 27, 1890. (An. Rpt., 1891.)	Silver medal..	Sept. 11, 1890
Harry H. Moore.....	Brooklyn, N. Y....	Rescuing a girl from drowning near Cos Cob, Conn., Aug. 6, 1890. (An. Rpt., 1891.)	....do.....	Sept. 30, 1890
Lawrence O. Lawson...	Keeper of Life- Saving Station.	Rescue of the crew of the steamer Calumet, wrecked some fifteen miles from the Evans- ton Life-Saving Sta- tion, Illinois, Nov. 28, 1889. The service was particularly hazardous, and the rescue was ef- fected only after the display of extraordi- nary heroism and cour- age by the boat's crew. (An. Rpt., 1891.)	Gold medal...	Oct. 17, 1890
George Crosby.....	Surfman.....	....do.....	....do.....	Do.
William M. Ewing.....	....do.....	....do.....	....do.....	Do.
Jacob Loining.....	....do.....	....do.....	....do.....	Do.
Edson B. Fowler.....	....do.....	....do.....	....do.....	Do.
William L. Wilson.....	....do.....	....do.....	....do.....	Do.
Frank M. Kindig.....	....do.....	....do.....	....do.....	Do.
Thomas M. Webb.....	Wilmington, N. C.	Rescue from drowning in the surf off Wrights- ville, N. C., of two ladies who had been carried beyond their depth by the tide, Aug. 30, 1890. (An. Rpt., 1891.)	....do.....	Do.
Daniel J. Reagan.....	South Boston, Mass.	Rescue of a man from drowning in the harbor at South Boston, July 4, 1890. (An. Rpt., 1891.)	Silver Medal..	Dec. 22, 1890
Thomas F. Freel.....	New York.....	Rescuing several persons from drowning in the harbor of New York at various times during the years 1884-'89. (An. Rpt., 1891.)	....do.....	Jan. 9, 1891

Names.	Residence, etc.	Service rendered.	Award.	Date of award.
Alfred Mitchell	Erie, Penn	Rescuing, while in command of the steam barge Edward Smith No. 2, thirteen men of the steamer Annie Young while she was burning on Lake Huron, Oct. 20, 1890. (An. Rpt., 1891.)	Gold medal...	Jan. 10, 1891
Jacob N. Lanstra	Assistant keeper of Groose Point Light - Vessel, Lake Michigan.	Rescue from drowning of a boy who had broken through the ice, Dec. 29, 1890. (An. Rpt., 1891.)	Silver medal..	Jan. 28, 1891
Frederick T. Hatch	Keeper of Light-house, Cleveland, Ohio.	Rescue of a lady from drowning at the entrance to the harbor of Cleveland on the night of October 26, 1890. (An. Rpt., 1891.) Mr. Hatch had previously, while a surfman at the Cleveland Life-Saving Station, received the gold medal of the Service. See under date of Dec. 3, 1884.	Gold bar.....	Feb. 26, 1891
C. A. Carlssen	Boatswain's mate on the U. S. S. Despatch.	Rescuing from drowning a man who had broken through the ice off the Washington navy-yard, Jan. 9, 1891. (An. Rpt., 1891).	Silver Medal..	Feb. 27, 1891
Patrick Kennedy.....	Ordinary seaman	.....do .....	.....do	Do.
William Penn	Seaside Park, New Jersey.	Rescue from drowning of a boy who had fallen into the water from the railroad bridge at Barnegat Bay, N. J., Sept. 13, 1890. (An. Rpt., 1891).	.....do	Apr. 7, 1891
Eugene Longstreet	Brielle, New Jersey.	.....do .....	.....do	Do.
Custis Harrison	Corporal, Troop D, 5th U. S. Cavalry.	Rescuing 3 persons from drowning in the Red River, near Fort Sill, Tex., Nov. 23, 1890. (An. Rpt., 1891.)	.....do	Do.
Mabel Mason	Mamajuda light-station, Detroit River.	Rescuing a man who had been thrown from his boat into the Detroit River by the swash of a passing steamer, May 11, 1890. (An. Rpt., 1891).	.....do	Apr. 15, 1891

TABLE OF CASUALTIES

WITHIN THE FIELD OF OPERATIONS OF THE LIFE-SAVING SERVICE.

SEASON OF 1890-1891.

United States Life-Saving Service.—Table

DISTRICT NO. 1.—EMBRACING COASTS

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1890.					
July 16	Moos-a-bec Reach, five and one-half miles north of station.	Crumple Island...	Rowboats (2), Jonesport, Me.	.....	.....
July 25	Near Lobster Rocks, one mile north of station.	Fletchers Neck...	Sc. Vapor, Marblehead, Mass.	Colyer.....	6
July 26	Bakers Island	Cranberry Isles...	Sc. John, C. Gregory, Boston, Mass.	Killen.....	379
July 31	Kelleys Point, seven miles northeast of station.	Crumple Island...	Sc. Edna, Columbia Falls, Me.	Donovan...	309
Aug. 3	Bakers Island	Cranberry Isles...	Sc. Ivica, Annapolis, Nova Scotia.	Snell.....	43
Aug. 3	Little Cranberry Island .....	.....do	Sc. Adelia, Annapolis, Nova Scotia.	Kowding...	163
Aug. 9	Pumpkin Rocks	Fletchers Neck...	Cat-boat,* Biddeford Pool, Me.	.....	.....
Aug. 22	Sawyers Cove, eight miles north by east of station.	Crumple Island...	Sc. Lucy Wentworth, Machias, Me.	Kelley.....	77
Aug. 23	Beals Island .....	.....do	Sc. Little Sadie, Jonesport, Me.	Beal.....	23
Aug. 27	Browns Island Ledges....	White Head	Sc. Albert Jameson, Rockland, Me.	Bridges....	78
Sept. 29	Hopkins Point, five and one-half miles north of station.	Crumple Island...	Sc. Victory, Rockland, Me.	Snow.....	34
Oct. 3	Two miles west of station.	Cape Elizabeth...	Sloop, Portland, Me. ....	.....	.....
Oct. 17	Nortons Island	White Head	Sl. Resolute, Rockland, Me.	Farnsworth	23
Oct. 20	Southwest Harbor	Cranberry Isles...	Sc. V. T. H., Digby, Nova Scotia.	Delap.....	149
Oct. 21	Seal Harbor	White Head	Sc. Alaska, Machias, Me.	Clark.....	174
Oct. 21	.....do .....	.....do	Sc. Mizpah, Digby, Nova Scotia.	Gaskell....	53
Oct. 21	.....do .....	.....do	Sc. Sarah, St. John, N. B.	Gough.....	117
Oct. 26	Hicks Rocks, two miles north of station.	Jerrys Point.....	Sc. Emma, † Portland, Me.	Brown.....	81
Oct. 30	One and one-half miles northeast of station.	White Head	Sc. Ohio, North Haven, Me.	Clayter....	43
Nov. 13	Goose Island Ledge	Crumple Island...	Sc. Frank W., St. John, N. B.	Cole.....	105
Nov. 15	One-eighth mile north of station.	Hunniwells Beach	Sc. Maud Sherwood, Boston, Mass.	Kelley.....	526
Nov. 16	Kelleys Point, seven miles northeast of station.	Crumple Island...	Sc. Rogers, Machias, Me.	Rogers.....	266
Nov. 25	Muscle Ridge Channel, one and one-half miles east of station.	White Head	Sc. Eva May, † Portland, Me.	McDuffee..	341
Dec. 3	One and three-quarter miles north of station.	Jerrys Point.....	Sc. Polly, Rockland, Me.	Snow.....	48
Dec. 4	Seal Harbor.....	Cranberry Isles...	Sc. Federal, Mount Desert Ferry, Me.	Lunt.....	20
Dec. 4	Seguin Ledges.....	Hunniwells Beach	Sc. Gondola, St. John, N. B.	Martin....	185
Dec. 4	One and one-half miles northeast of station.	Jerrys Point.....	Sc. Atlanta, † Rockland, Me.	Kenney....	53
Dec. 9	West Bunkers Ledge....	Cranberry Isles...	Sc. Lyra, † St. John, N. B.	Seely.....	99
Dec. 14	Off Cape Elizabeth.....	Cape Elizabeth...	Sc. Reaper, St. John, N. B.	Brown.....	124

* The persons on board were landed by another boat near by. The keeper of the life-saving station got the boat off.

† No assistance required of life-saving crew.

of casualties, season of 1890-'91.

OF MAINE AND NEW HAMPSHIRE.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Pleasure trip		\$35		\$35	\$35		4	4			
Fishing trip to Swamscott, Mass. Providence, R. I., to Northeast Harbor, Me.		500		500	500		2	2			
New York City to Shulee, Nova Scotia. Beaver Harbor, Nova Scotia, to Rockland, Me.	Wood	22,000	800	22,000	22,000	940	7	7			
Annapolis, Nova Scotia, to Boston, Mass.	do	700	405	1,105	55	1,050	4	4			
Pleasure trip		400		400	400		7	7			
Plymouth, Mass., to Jonesport, Me.		1,200		1,200	1,200		3	3			
Jonesport, Me., fishing.		600		600	600		5	5			
Boston, Mass., to Rockland, Me.		1,200		1,200	1,125	75	4	4			
Rockland to Jonesport, Me.	Lime	2,000	300	2,300	2,200	100	3	3			
Portland to Staten Island, Me.	General	300	300	600	550	50	1	1			
South Thomaston to Clarks Island, Me.		700		700	680	20	2	2			
Boston, Mass., to Bear River, Nova Scotia.	Flour and meal.	7,000	500	7,500	7,500		7	7			
Machias, Me., to New York City.	Lumber	3,000	3,400	6,400	6,400		5	5			
Grand Menan, N. B., to Gloucester, Mass.	Fish	1,700	2,000	3,700	3,680	20	4	4			
St. John, N. B., to Providence, R. I.	Lumber	2,000	1,800	3,800	3,800		5	5			
Fishing trip	Fish	4,000	715	4,715	4,665	50	14	14			
Jonesboro' to Spruce Head, Me.	Granite	700	400	1,100	950	150	3	3			
Moncton, N. B., to Portsmouth, N. H.	Cedar posts.	2,300	120	2,420	2,345	75	5	5			
Boston, Mass., to Iceboro, Me.		50,000		50,000	50,000		8	8			
Shulee, N. S., to New York City.	Piling	16,000	2,500	18,500	18,500		6	6			
Mount Desert, Me., to New York City.	Paving stones.	4,500	2,500	7,000	7,000		7	7			
Boston, Mass., to Rockland, Me.	Corn and meal.	1,000	200	1,200	825	375	2	2			
Fremont to Seal Harbor, Me.	Fishing gear.	650	150	800	675	125	4	4			
Boston, Mass., to Two Rivers, N. S.		5,000		5,000		5,000	6	5	1		
Portsmouth, N. H., to Rockland, Me.		1,000		1,000	1,000		2	2			
St. John, N. B., to Boston, Mass.	Lumber	2,500	2,500	5,000	5,000		5	5			
Cheticamp, N. S., to Vineyard Haven, Mass.	do	2,400	1,000	3,400	3,100	300	5	5			

‡ In dangerous position, from which life-saving crew extricated her.

§ In extreme peril.

United States Life-Saving Service.—Table

DISTRICT NO. 1.—EMBRACING COASTS OF

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1890.					
Dec. 17	One-quarter mile east of station.	Jerrys Point.....	Bg. Trygve, * St. John, N. B.	Babon	220
Dec. 19	Six miles west-northwest of station.	Cranberry Isles...	Sc. Dolphin, † New York City.	Ayhoard...	113
Dec. 19	Fishing Island	Jerrys Point.....	Sc. A. C. Watson, St. John, N. B.	Johnson...	112
Jan. 11	Junk of Pork, eight miles northeast of station.	Cape Elizabeth ...	Sc. Ada Barker, Boston, Mass.	Wilband...	231
Feb. 6	Rocks near Eagle Island..	Fletchers Neck...	Sc. J. W. Collins, Gloucester, Mass.	Silvia.....	79
Mar. 1	Negro Island .....	...do	Sc. Fleetwing, Deer Isle, Me.	Scott	83
Mar. 4	Maxwells Point	Cape Elizabeth ...	Sc. Helen, Rockland, Me.	Ames.....	120
Mar. 9	Three-quarters of a mile north of station.	Fletchers Neck...	Sc. J. H. Wainwright, Bangor, Me.	Jones.....	200
Apr. 3	One and one-quarter miles north by east of station.	Hunniwells Beach	Sc. E. H. Cornell, Bath, Me.	Wass	356
Apr. 8	Three-quarters of a mile northeast of station.	...do	Sc. Hyue, Bath, Me.	Emerg.....	156
Apr. 15	One-half mile northeast of station.	Jerrys Point.....	Sc. Connecticut, Bangor, Me.	Webber ...	99
May 27	Otter Island Ledge, four miles northeast of station.	White Head	Sc. Diok Williams, † Philadelphia, Pa.	Hopkins...	185
June 1	South side of Libbys Island.	Cross Island.....	Sc. Sea Bird, St. John N. B.	Andrews ..	80
June 2	Sail Rock, two and one-fourth miles east of station.	Quoddy Head.....	Sc. Zeila, Eastport, Me.	Hollowell..	123
June 2	Two miles southeast of station.	White Head	Sc. Hattie, * Deer Isle, Me.	Spofford ...	170
June 10	One-quarter mile east by south of station.	Hunniwells Beach	Sc. Kate Lilly, Wiscasset, Me.	Barter	93
	Total .....	.....	.....	.....	.....

DISTRICT NO. 2.—EMBRACING

1890.					
July 9	One-half mile northwest by north of station.	Cuttyhunk	Sl. y. M. F. Swift, Fall River, Mass.	.....	.....
July 28	Pollock Rip Shoal	Monomoy.....	Bg. Jennie Phinney, † Portland, Me.	.....	438
Aug. 1	One-quarter mile northeast of station.	Cuttyhunk	Sl. Flight, New Bedford, Mass.	Ricketson..	15
Aug. 3	Chatham Bar	Chatham	Sc. Abel W. Parker, † Providence, R. I.	Nickerson..	203
Aug. 4	Shovelful Shoal	Monomoy.....	Sc. William Gillum, † New York City.	.....	144
Aug. 5	Handkerchief Shoal.....	...do	Sc. Mail, † Boston, Mass.	.....	136
Sept. 2	Two and one-half miles north-northwest of station.	Coskata	Cat-boat Princess, Nantucket, Mass.	.....	.....
Sept. 15	Three-quarters of a mile west-southwest of station.	Race Point	Sc. Ethel Maud, Boston, Mass.	Crawley ...	81
Sept. 17	Five-eighths of a mile west-northwest of station.	Cuttyhunk	Sc. Maria Adelaide, Bangor, Me.	Atwood....	112
Sept. 18	North Breaker, Newburyport Bar.	Plum Island.....	Sc. Carita, Port Medway, Nova Scotia.	Landry	121
Sept. 19	Five-eighths of a mile west-northwest of station.	Cuttyhunk	Sl. Elizabeth Ann, New York City.	Kreyer	26

* In dangerous position, from which life-saving crew assisted to extricate her.

of casualties, season of 1890-'91—Continued.

MAINE AND NEW HAMPSHIRE—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days succored afforded.
New York City to St. John, N. B.	Coal	\$1,000	\$1,080	\$2,080	\$2,080		6	6			
Boston, Mass., to Calais, Me.		2,500		2,500	2,400	\$100	4	4			
St. John, N. B., to Boston, Mass.	Lumber	1,200	1,800	3,000	3,000		4	4			
Port Liberty, N. Y., to Portland, Me.	Coal	5,000	1,200	6,200		6,200	6	6			
Georges Bank to Boston, Mass.	Fish	3,500	900	4,400	4,400		16	16			
Deer Isle, Me., to Boston, Mass.	Stone	3,000	300	3,300		3,300	3	3	3	21	
Rockland, Me., to New York City.	Lime	4,000	1,150	5,150		5,150	4	4	4	4	
Boston, Mass., to Portland, Me.		2,500		2,500	2,500		6	6			
Bath, Me., to Darien, Ga.		1,200		1,200	1,200		8	8			
Vineyard Haven, Mass., to Bath, Me.		2,000		2,000	2,000		4	4			
Boston, Mass., to Bangor, Me.		500		500		500	3	3			
Bangor, Me., to New Bedford, Mass.	Lumber	4,500	2,800	7,300	7,100	200	5	5			
St. John, N. B., to Rockland, Me.	Wood	1,700	380	2,080	1,780	300	4	4			
Danversport, Mass., to Pembroke, Me.		2,000		2,000	1,500	500	5	5			
New York City to Bangor, Me.	Coal	4,000	1,500	5,500	5,500		5	5			
Bath, Me., to Boston, Mass.	Wood	1,500	150	1,650	1,575	75	4	4			
		194,285	30,250	224,535	189,880	34,655	235	234	1	7	25

COAST OF MASSACHUSETTS.

Fall River, Mass., fishing.		\$3,000		\$3,000	\$3,000		5	5			
New York City to Portland, Me.	Coal	3,500	\$2,500	6,000	5,940	\$60	8	8			
New Bedford, Mass., to Newport, R. I.		1,750		1,750	1,650	100	2	2			
Albany, N. Y., to Boston, Mass.	Sand	7,000	350	7,350	7,250	100	6	6			
Bangor, Me., to Dennis, Mass.	Lumber	1,500	1,550	3,050	2,800	250	5	5			
Perth Amboy, N. J., to Boston, Mass.	Clay	1,800	250	2,050	2,050		7	7			
Nantucket, Mass., fishing.		300		300	300		2	2			
Provincetown to South Channel, Mass.		6,000		6,000	6,000		18	18			
Bridgeport, Conn., to Bangor, Me.		2,000		2,000		2,000	4	4	4	10	
Boston to Newburyport, Mass.		7,000		7,000	7,000		8	8			
Glen Cove, N. Y., to Edgartown, Mass.		900		900	825	75	4	4	4	10	

† No assistance required of life-saving crew.

United States Life-Saving Service.—Table

DISTRICT NO. 2.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1890.					
Sept. 20	North Breaker, Newburyport Bar.	Plum Island.....	Sc. Helen E. Low, Gloucester, Mass.	O'Neal.....	59
Sept. 22	Pollock Rip Shoal.....	Monomoy.....	Sc. Fred Walton, Provincetown, Mass.	Rich.....	464
Sept. 24	.....do.....	.....do.....	Sc. Maria O. Teel, Boston, Mass.	Johnstone.....	1,069
Sept. 24	Shovelful Shoal.....	.....do.....	Sc. Grampus, U. S. Government.	Hahn.....	88
Oct. 11	One-half mile north of station.	Plum Island.....	Sc. Jonathan Cone, Newburyport, Mass.	Sherman.....	122
Oct. 15	Eight miles, east-southeast of station.	Chatham.....	Yht. Lizzie,* Bristol, Me.	.....	.....
Oct. 17	One-half mile southwest of station.	Davis Neck.....	Sc. Mexican, Bucksport, Me.	Lawson.....	92
Oct. 17	Hog Island.....	Point Allerton.....	Sc. Albert Crandall, Boston, Mass.	Mitchel.....	51
Oct. 17	Windmill Point.....	.....do.....	Sc. William Thomas, New York City.	Johnson.....	107
Oct. 17	One and one-half miles west by north of station.	.....do.....	Sc. Mary A. Williams, Provincetown, Mass.	Williams.....	12
Oct. 17	Two miles south of station.	Chatham.....	Sc. Asa H. Pervere, Wellfleet, Mass.	Jones.....	98
Oct. 17	Three-eighths of a mile east by north of station.	Monomoy.....	Sc. Jane L. Newton, Boston, Mass.	Atkins.....	278
Oct. 17	Seven-eighths of a mile northwest of station.	Cuttyhunk.....	Sl. Elizabeth Ann, New York City.	Kreyer.....	22
Oct. 19	Peddocks Island.....	Point Allerton.....	Sl. Dolphin, Boston, Mass.	.....	.....
Oct. 20	Jericho Beach, three miles south of station.	North Scituate.....	Sl. Eclipse, Gloucester, Mass.	.....	.....
Oct. 20	Three and three-quarter miles north of station.	Fourth Cliff.....	Sc. Frederick Tador, Boston, Mass.	Flynn.....	10
Oct. 20	.....do.....	.....do.....	Sc. Mary Emerson, Boston, Mass.	Ward.....	13
Oct. 28	Plum Island Point.....	Plum Island.....	Sc. Ocean Eagle, Boston, Mass.	Littlefield.....	59
Nov. 1	Four miles east-northeast of station.	Chatham.....	Sc. Anna Elizabeth, Bangor, Me.	Karrigan.....	152
Nov. 6	Chatham Bar.....	.....do.....	Sc. Ring Dove, Rockland, Me.	Rowe.....	158
Nov. 7	Ipawich Bar.....	Davis Neck.....	Sc. John Simmons, Provincetown, Mass.	Perkins.....	70
Nov. 13	Handkerchief Shoal, seven miles southwest of station.	Monomoy.....	Sc. Annie J. Pardee,† New Haven, Conn.	Hatch.....	682
Nov. 14	Alderidges Ledge.....	Point Allerton.....	Sc. y. Fleur de Lys, New York City.	Trotter.....	84
Nov. 15	Two-thirds of a mile southeast of station.	Gurnet.....	Sc. Paragon,† Belfast, Me.	Dawes.....	161
Nov. 16	Handkerchief Shoal.....	Monomoy.....	Sc. Lizzie Young, Boston, Mass.	Peirce.....	380
Nov. 30	.....do.....	.....do.....	Sc. Hattie I. Phillips, Boston, Mass.	Plunkett.....	102
Dec. 12	Five hundred yards east-southeast of station.	Orleans.....	Sc. Chattanooga, Bucksport, Me.	Morgan.....	156
Dec. 16	One and one-quarter miles northwest by west of Peaked Hill Bars Station.	Peaked Hill Bars and Race Point.	Sc. William Emerson, Boston, Mass.	Roderick.....	86
Dec. 30	One and one-half miles southeast of station.	Chatham.....	Sc. Robert Byron, Portland, Me.	Thurston.....	96
1891.					
Jan. 26	One mile west of station.....	Race Point.....	Sc. Sylvester Whalen, Boston, Mass.	McLoughlin.....	118
Jan. 31	Bearses Shoal.....	Monomoy.....	Sc. Augustus Hunt, Bath, Me.	Hall.....	1201

* In extreme danger.

† Extricated from dangerous position.

of casualties, season of 1890-'91—Continued.

OF MASSACHUSETTS—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Gloucester to Newburyport, Mass.		\$6,000		\$6,000	\$5,300	\$700	12	12		12	12
Hoboken, N. J., to Boston, Mass.	Coal	7,000	\$3,000	10,000	10,000		7	7			
Newport News, Va., to Boston, Mass.	do	61,000	5,400	66,400	66,400		12	12			
Woods/Holl to Gloucester, Mass.		10,000		10,000	10,000		11	11			
New York City to Newburyport, Mass.	Coal	3,000	1,000	4,000	4,000		5	5			
Boston, Mass., to Bristol, Me.		400		400	400		2	2		2	12
New York City to Bucksport, Me.	Coal	2,500	600	3,100		3,100	4	4		4	17
Dragged anchor and stranded.		600		600	\$85	15					
Tiverton, R. I., to Chelsea, Mass.	Fish oil	2,000	2,500	4,500	4,350	150	4	4			
Dragging anchor		600		600	600		3	3			
Provincetown, Mass., to New York City.	Stone	6,000	1,000	7,000		7,000	4	4		4	8
Bangor, Me., to New York City.	Laths	4,000	1,500	5,500		5,500	7	7		7	11
New Bedford, Mass., to New York City.		900		900	900		2	2			
Boston, Mass., on fishing trip.		250		250	225	25	10	10			
Parted cables and stranded.		800		800	800		4	4			
do		800		800	800						
do		1,800		1,800	1,800						
Newburyport to Plum Island Point, Mass.	Sand	800	75	875	835	40	4	4			
New York City to Portsmouth, N. H.	Coal	1,200	1,000	2,200	1,800	400	6	6			
Rondout, N. Y., to Boston, Mass.	Cement	5,000	2,000	7,000	6,400	600	6	6			
Ipswich to Boston, Mass.	Sand	1,200	125	1,325	250	1,075	4	4			
Baltimore, Md., to Boston, Mass.	Coal	28,000	3,500	31,500	31,500		9	9			
Bath, Me., to Boston, Mass.		35,000		35,000	35,000		15	15			
South Amboy, N. J., to Plymouth, Mass.	Coal	3,000	1,250	4,250	4,250		8	3			
New York City to Boston, Mass.	do	6,000	2,200	8,200	8,200		7	7			
Fishing to Boston, Mass.	Fish and fishing outfits.	5,000	800	5,800	5,800		19	19			
New York City to Bucksport, Me.	Coal	1,500	1,000	2,500	825	1,675	4	4		4	12
Fishing to Provincetown, Mass.	Fish	6,000	700	6,700		6,700	16	16			
New York City to Boston, Mass.	Clay	4,000	400	4,400	3,900	500	4	4			
Provincetown, Mass., fishing.		8,000		8,000	8,000		22	22			
Boston, Mass., to Philadelphia, Pa.		30,000		30,000	30,000		11	11			

† In dangerous position from which life-saving crew extricated her, thereby saving her from probable destruction.

United States Life-Saving Service.—Table

DISTRICT NO. 2.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1891.					
Feb. 2	One and three-quarter miles west-southwest of station.	Race Point	Sc. Julia E. Whalen, Boston, Mass.	McCarthy	101
Feb. 5	Bearses Shoal	Monomoy	Sc. George S. Tarbell, Wellfleet, Mass.	Ryan	525
Feb. 16	Handkerchief Shoal .....	.....do	Sc. Florida, Portland, Me.	Priest	287
Feb. 18	Sow and Pigs Reef	Cuttyhunk	Sc. Gardener G. Deering, Bath, Me.	Swain	718
Feb. 19	.....do .....	.....do	Sc. Hunter, Bangor, Me.	Kelson	197
Feb. 20	Three and one-eighth miles south of station.	Nauset	Catboat Ada, New Bedford, Mass.	.....	.....
Mar. 6	Pollock Rip Shoal	Monomoy	Sc. Henry S. Little, Manasquan, N. J.	Pearce	1096
Mar. 12	Three miles north by east of station.	Orleans	Sl. Shadown, Orleans, Mass.	.....	.....
Mar. 15	One-quarter mile west-southwest of station.	Cuttyhunk	St. sp. Triana, U. S. Government.	Lyon	306
Apr. 28	Rams Head Bar, two and one-half miles north-northwest of station.	Point Allerton	Sc. Annie G., St. John, N. B.	Mallett	112
May 9	Hog Island .....	.....do	Sl. Centennial, Boston, Mass.	.....	.....
June 11	Three hundred yards southeast by south of station.	Nauset	Sc. William Boardman,* New York City.	Eaton	189
June 15	Shovelful Shoals	Monomoy	Sc. Fannie S. Orne,* Southport, Me.	Hays	84
June 15	.....do .....	.....do	Sc. Jessie W. Starr,* Philadelphia, Pa.	.....	307
	Total .....	.....	.....	.....	.....

DISTRICT NO. 3.—EMBRACING COASTS OF

1890.					
July 18	One-half mile north of station.	Tiana	Catboat Capt. Phillips, Atlanticville, N. Y.	.....	.....
July 19	One-half mile southwest of station.	Eatons Neck	Sloop, Huntington, N. Y.	.....	.....
July 20	Two and one-half miles northwest of station.	Blue Point	Sl. George D. Gerard, Patchogue, N. Y.	.....	.....
Aug. 17	Three and one-half miles west of station.	Long Beach	Catboat Moguntia, New York City.	.....	.....
Aug. 20	Jones Inlet Bar	Short Beach and Point Lookout	St. sp. Dania, † Hamburg, Germany	Landerer	4,379
Aug. 24	Watch Hill Reef	Watch Hill	Sc. Avenger, Charlotte-town, P. E. I.	Rice	150
Aug. 26	Three miles east of station.	Rockaway	Catboat Birdie G., Far Rockaway, N. Y.	.....	.....
Aug. 27	One-half mile southeast of station.	New Shoreham	Sl. Topsy, Diston Bay, N. Y.	.....	.....
Aug. 28	New Inlet, two miles east of station.	Point Lookout	Sl. Gertrude, New York City.	Robbins	9
Sept. 2	Two miles east of station.	Ditch Plain	Skiff, New London, Conn.	.....	.....
Sept. 25	Catumb Reef	Watch Hill	Sc. F. A. Pike, Calais, Me.	Manton	125
Oct. 13	Brentons Reef	Brentons Point	Sc. Douglas Haynes, Bath, Me.	Greenleaf	174
Oct. 13	Catumb Reef	Watch Hill	Sc. Ayr, St. John, N. B.	Branscombe	124

* No assistance required of life-saving crew.

of casualties, season of 1890-'91—Continued.

OF MASSACHUSETTS—Continued.

Where from and where bound.	Cargo	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Provincetown, Mass., fishing.	Fish	\$9,000	\$200	\$9,200	\$9,200	.....	17	17	.....	.....	.....
Boothbay, Me., to Philadelphia, Pa.	Ice	16,000	400	16,400	14,600	\$1,800	8	8	.....	.....	.....
St. John, N. B., to New York City.	Lumber ..	7,000	4,500	11,500	7,000	4,500	7	7	.....	5	5
Baltimore, Md., to Boston, Mass.	Coal	30,000	3,000	33,000	.....	33,000	9	9	.....	8	31
New York City to Portland, Me.	Whiting ..	4,000	2,000	6,000	3,200	2,800	6	6	.....	5	5
Provincetown to New Bedford, Mass.	.....	150	.....	150	150	.....	2	2	.....	2	4
Baltimore, Md., to Boston, Mass.	Coal	55,000	5,000	60,000	60,000	.....	10	10	.....	.....	.....
Orleans, Mass., fishing.	.....	500	.....	500	400	100	2	2	.....	2	2
Newport, R. I., to Cuttyhunk, Mass.	.....	30,000	.....	30,000	.....	30,000	24	24	.....	19	35
St. John, N. B., to Boston, Mass.	Spiling ...	4,000	600	4,600	4,600	.....	5	5	.....	.....	.....
Quincy to Hull, Mass.	Stone	300	50	350	275	75	2	2	.....	2	2
Bangor, Me., to New York City.	Lumber ..	2,000	2,000	4,000	3,400	600	4	4	.....	.....	.....
Fishing to Monomoy Point, Mass.	Fish and fishing outfits.	5,000	600	5,600	5,300	300	13	13	.....	.....	.....
New York City to Bath, Me.	Coal	8,000	2,500	10,500	10,500	.....	7	7	.....	.....	.....
.....	.....	448,050	53,550	501,600	398,360	103,240	402	402	.....	84	176

RHODE ISLAND AND LONG ISLAND.

Atlanticville to South Beach, N. Y.	.....	\$100	.....	\$100	\$100	.....	1	1	.....	.....	.....
Pleasure trip .....	.....	300	.....	300	300	.....	7	7	.....	7	7
.....do .....	.....	400	.....	400	400	.....	7	7	.....	.....	.....
Far Rockaway to Long Beach, N. Y.	.....	450	.....	450	400	\$50	2	2	.....	.....	.....
Hamburg, Germany, to New York City.	General ...	375,000	\$200,000	575,000	550,000	25,000	437	437	.....	.....	.....
New York City to Chatham, N. B.	Kerosene oil and coal.	8,000	450	8,450	8,450	.....	6	6	.....	.....	.....
Pleasure trip .....	.....	600	.....	600	600	.....	7	7	.....	.....	.....
.....do .....	.....	4,000	.....	4,000	4,000	.....	5	5	.....	.....	.....
New York City to New Inlet, N. Y.	.....	700	.....	700	700	.....	1	1	.....	.....	.....
New London, Conn., fishing.	.....	10	.....	10	10	.....	2	2	.....	.....	.....
Calais, Me., to Stonington, Conn.	Lumber ..	4,000	2,500	6,500	6,500	.....	5	5	.....	.....	.....
Augusta, Me., to Newport, R. I.	.....do	6,500	2,800	9,300	9,300	.....	5	5	.....	.....	.....
St. John, N. B., to New York City.	.....do	5,000	3,000	8,000	6,925	1,075	5	5	.....	.....	.....

† Vessel got off on August 23 by wreckers. No assistance required of life-saving crew.

United States Life-Saving Service.—Table

DISTRICT NO. 3.—EMBRACING COASTS OF

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1890.					
Oct. 27	One-half mile west of station.	Smiths Point.....	Yawl belonging to Sc. Edward Cooper, New York City.	.....	.....
Oct. 28	Jones Inlet Bar	Short Beach	Bg. Eugenie, Halifax, Nova Scotia.	Monroe	145
Nov. 1	Three hundred yards south of station.	Rockaway Point..	Sl. Kit. Carson, Patchogue, N. Y.	Sweezy ..	15
Nov. 3	One-quarter of a mile southeast of station.	Southampton	Fish boat, Southampton, N. Y.	.....	.....
Nov. 14	Three and one-half miles west of station.	Long Beach.....	Bk. Virgo, Lussino, Austria.	Ivanich....	470
Dec. 3	Napatree Point	Watch Hill	Sc. Winnie Lawry, Boston, Mass.	Ritchie	246
Dec. 17	Off station	Lone Hill.....	Sl. Hallie V., Patchogue, N. Y.	.....	.....
Dec. 26	Black Point, about two and three-fourths miles south of station.	Narragansett Pier	Sc. A. H. Hurlburt, Gloucester, Mass.	Thurston ..	263
Dec. 26	Three-quarters of a mile northeast of station.	.....do	Sc. Bill Stowe, Boston, Mass.	Dill.....	460
Dec. 27	Two miles west-northwest of station.	Watch Hill.....	Sc. Carrie A. Lane, Bath, Me.	Dyer	800
1891.					
Jan. 13	One and one-quarter miles east of station.	Bellport	Sc. Otter, St. John, N. B.	Welsh	198
Jan. 17	Two miles northwest of station.	Point of Woods..	Sl. Alexine Davidson, New York City.	Brant.....	17
Mar. 3	One mile east of station ..	Lone Hill.....	Sl. Sparkle, Patchogue, N. Y.	.....	.....
Mar. 3	One-quarter mile northeast of station.	.....do	Catboat Governor Cook, Patchogue, N. Y.	.....	.....
Mar. 3	Two miles northwest of station.	.....do	Yht. Charm, Sayville, N. Y.	.....	.....
Mar. 4	Three miles northwest of station.	Point of Woods ..	Catboat Clara, Patchogue, N. Y.	.....	.....
Mar. 14	One and one-quarter miles west of station.	Smiths Point and Bellport.	Sl. Idler, Bellport, N. Y.	.....	.....
Apr. 19	Butter-Ball Rock	Brentons Point..	Sp. Lydia Skolfield, New York City.	Masson	1264
	Total .....	.....	.....	.....	.....

DISTRICT NO. 4.—EMBRACING

1890.					
July 3	North Bar, Hereford Inlet	Hereford Inlet...	Str. Bonnie Doon, New York City.	Craig	12
July 4	One-quarter mile west of station.	Sandy Hook	Sl. y. Gael, Staten Island, N. Y.	.....	.....
July 5	One-third mile southwest of station.	.....do	Sailboat, Sandy Hook, N. J.	.....	.....
July 12	One and one-half miles northwest of station.	Cape May	Yht. Alice, Philadelphia, Pa.	Sheller	11
July 23	South Bar, Hereford Inlet	Hereford Inlet...	Sc. Two Brothers, Camden, N. J.	Vanaman ..	18
Aug. 9	Middle ground, one-half mile south of station.	Little Egg	St. y. Florence, Philadelphia, Pa.	Baole	51
Aug. 21	Little Egg Inlet, 6 miles southwest of station.	Bonds	Skiff, Long Beach, N. J.	.....	.....
Aug. 23	Point of Sandy Hook	Sandy Hook	Catboat Martin, Highlands, N. J.	.....	.....
Aug. 23	One and one-half miles northwest of station.	Cape May	Sc. Eugene H. Cathrall, Bridgeton, N. J.	Smith	42
Aug. 24	Point of Sandy Hook	Sandy Hook	Sl. y. Petrel, Staten Island, N. Y.	.....	.....
Aug. 27	One-quarter mile west of station.	.....do	Rowboat Josie, Sandy Hook, N. J.	.....	.....

* No one on board.

of casualties, season of 1890-'91—Continued.

RHODE ISLAND AND LONG ISLAND—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
		\$100		\$100	\$100		5	5		5	5
Brazil, S. A., to New York City.	Sugar	5,000	\$15,000	20,000		\$20,000	7	7		7	7
Sayville, N. Y., to New Haven, Conn.		1,000		1,000	1,000		3	3		3	9
		10		10	10		3	2	1		
Buenos Ayres, S. A., to New York City.	Fertilizers	9,000	1,000	10,000	10,000		11	11			
Lanesville, Mass., to New York City.	Paving stones.	5,000	1,200	6,200	1,700	4,500	6	6		6	31
Adrift		500		500	500		(*)				
Belfast, Me., to New York City.	Ice	8,000	600	8,600		8,600	6	3	3	3	6
Somes Sound, Me., to New York City.	Paving stones.	15,000	2,500	17,500		17,500	7	7		7	7
Belfast, Me., to Norfolk, Va.		40,000		40,000	40,000		10	10		1	1
St. Kitts, W. I., to New York City.	Salt	6,000	1,500	7,500		7,500	7	5	2	5	15
From Sayville, N. Y.		1,500		1,500	1,500		(*)				
Dragged anchor and stranded.		300		300	300		(*)				
Adrift		600		600	600		(*)				
do		200		200	200		(*)				
From Blue Point, N. Y.		200		200	200		(*)				
Bellport to South Beach, N. Y.		900		900	900		4	4			
New Orleans, La., to New York City.	Cotton-seed oil.	27,500	130,000	157,500	65,000	92,500	18	18		2	2
		525,870	360,550	886,420	709,695	176,725	577	571	6	46	90

COAST OF NEW JERSEY.

Milford, Del., to Anglesea, N. J.		\$2,000		\$2,000		\$2,000	2	2		2	4
Cruising		1,000		1,000	\$1,000		9	9			
		75		75	75		1	1			
Philadelphia, Pa., to Cape May, N. J.		3,000		3,000	3,000		4	4			
Sea Isle to Camden, N. J.		2,000		2,000	2,000		3	3			
Beach Haven to Atlantic City, N. J.		8,000		8,000	8,000		8	8			
From fishing trip		30		30	30		2	2			
Fishing to Highlands, N. J.		600		600	600		3	3			
Dragged anchor and stranded.		3,000		3,000	3,000		2	2			
Staten Island, N. Y., to Highland Beach, N. J.		500		500	500		2	2			
Adrift		50		50	50						

United States Life-Saving Service.—Table

DISTRICT NO. 4.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1890.					
Aug. 29	Absecon Bar.....	Atlantic City.....	Yht. C. W. Carr, * Atlantic City, N. J.		
Sept. 13	Three hundred yards northwest of station.	Sandy Hook.....	Sc. Emma Jane, Greenport, N. Y.		14
Sept. 13	One-eighth mile west of station.	Bay Head.....	Yht. Peggy, Bay Head, N. J.		
Sept. 13	do.....	do.....	Sl. Lurline, Perth Amboy, N. J.	Loneland	6
Sept. 13	One-half mile north of station.	Mantoloking.....	Catboat Vesper, Toms River, N. J.		
Sept. 20	South Bar, Corsons Inlet	Corsons Inlet.....	Sc. Elizabeth S. Lee, Somers Point, N. J.	Thompson	491
Sept. 24	Off Sandy Hook.....	Sandy Hook.....	Sailboat, Sandy Hook, N. J.		
Oct. 6	Point of Sandy Hook.....	do.....	Bg. Starlight, New York City.	Olstedt	256
Oct. 6	do.....	do.....	Sc. Scotia, New London, Conn.	Cardoza	61
Oct. 7	South Bar, Hereford Inlet.	Hereford Inlet....	Sc. H. W. Godfrey, Bridgeton, N. J.	Sharp	197
Oct. 16	One-third mile northeast of station.	Sandy Hook.....	Sc. William H. Allison, Richmond, Va.	Kenaston	477
Oct. 26	One-half mile north of station.	Hereford Inlet....	Sc. James W. Lee, Somers Point, N. J.	Buck	21
Oct. 28	Two miles south of station	Cape May.....	Str. Ivanhoe, Philadelphia, Pa.	Vmstad	95
Nov. 5	Corsons Inlet Bar.....	Corsons Inlet.....	Sc. y. Ibis, New York City.		19
Nov. 22	One-quarter mile northwest of station.	Sandy Hook.....	Sl. Reliance, New York City.	Anderson	29
Nov. 22	One mile east-northeast of station.	Ocean City.....	Sc. Louisa B. Robinson, Tuckerton, N. J.	Blackman	30
Dec. 3	Barnegat Bay.....	Forked River.....	Sl. Albert, Perth Amboy, N. J.	Birdsall	7
Dec. 17	Sheep Head Marshes....	Little Egg.....	Sl. Rio Grande, Perth Amboy, N. J.	Foster	13
Dec. 18	North Bar, Turtle Gut Inlet.	Turtle Gut.....	Sc. Judith Nelson, New Bedford, Mass.	Benson	210
Dec. 20	Three-quarters of a mile east of station.	Sandy Hook.....	Sl. Sophia Van Name, New York City.	Ludlow	21
Dec. 25	North point of Brigantine Beach.	Little Beach.....	Yht. Sinbad, Atlantic City, N. J.		
Dec. 26	Two and one-half miles from station.	Sandy Hook.....	Sc. Melissa Trask, Bangor, Me.	Atwood	237
Dec. 26	Deal Beach.....	Deal and Long Branch.	Sc. Yale, New Haven, Conn.	Simpson	717
1891.					
Jan. 7	Four miles southeast of station.	Holly Beach.....	Sc. Albert Mason, New York City.	Gale	286
Jan. 10	One-half mile north of station.	Hereford Inlet....	Sl. Hattie W. Mills, Bridgeton, N. J.	Taylor	14
Jan. 13	One-half mile northwest of station.	Seabright.....	Small boat, Long Branch, N. J.		
Feb. 11	Shrewsbury Rocks.....	Monmouth Beach.	Bk. Chestina Redman, Boston, Mass.	Watts	589
Feb. 11	North Bar, Hereford Inlet.	Hereford Inlet....	Sc. William H. Hewlett, Camden, N. J.	Richardson	23
Feb. 16	Romer Shoals.....	Sandy Hook.....	Sc. William E. Lee, Philadelphia, Pa.	Garwood	501
Mar. 6	Corsons Inlet, one mile southwest of station.	Corsons Inlet.....	Sc. James W. Lee, Somers Point, N. J.	Buck	21
Mar. 13	Point of Sandy Hook.....	Sandy Hook.....	Sc. Hope, New York City.	Lyons	60
Mar. 13	Romer Shoals.....	Sandy Hook and Spermaceti Cove	Bk. Umberto I, Castellamare, Italy.	Cangiano	510
Mar. 24	One-quarter mile north of Long Branch and Monmouth Beach.	Long Branch and Monmouth Beach.	Bg. Joseph Banigan, Carnarvon, Wales.	Lyons	177

* A steamer, near by when the casualty occurred, rescued the crew. The life-saving crew saved the vessel.

of casualties, season of 1890-'91—Continued.

COAST OF NEW JERSEY—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
From fishing trip.....		\$500		\$500	\$300	\$200	6	6			
Keyport, N. J., fishing.		1,000		1,000	1,000		2	2			
Collided and stranded		300		300	300		(†)				
do		500		500	500		(†)				
Toms River to Mantoloking, N. J.		400		400	400		6	6			
Boston, Mass., to Philadelphia, Pa.		8,000		8,000	8,000		7	7			
	Provisions	40	\$10	50		50	1	1			
Demarara, S. A., to New York City.	Sugar	5,000	35,000	40,000	40,000		9	9			
From fishing trip....	Fish	2,000	400	2,400		2,400	10	10	10	11	
James River, Va., to New York City.	Wood	4,000	1,000	5,000		5,000	6	6	5	10	
Richmond, Va., to Bridgport, Conn.	Pig iron ..	30,000	12,800	42,800	42,800		10	10			
Cruising.....		500		500	500		3	3			
To Philadelphia, Pa.		30,000		30,000	30,000		6	6			
New York City to Delaware City, Del.		4,500		4,500	4,500		2	2			
Staten Island, N. Y., to Sandy Hook, N. J.	Stone	1,000	140	1,140	1,120	20	2	2	2	2	
Atlantic City to Mays Landing, N. J.		2,000		2,000	1,900	100	2	2			
Point Pleasant to Barnegat Inlet, N. J.		600		600	600		2	2			
Highlands, N. J., to New York City.	Clams	800	75	875	875		4	4	4	12	
New Bedford, Mass., to Philadelphia, Pa.	Lumber ..	6,000	4,000	10,000	4,500	5,500	6	6	6	7	
New York City to Tuckerton, N. J.		2,000		2,000	2,000		3	3			
Pleasure trip to Atlantic City, N. J.		600		600	600		3	3			
Jacksonville, Fla., to New York City.	Lumber...	8,000	2,650	10,650	8,650	2,000	7	7	7	35	
Boston, Mass., to Baltimore, Md.		32,000		32,000	3,000	29,000	8	8	8	8	
Chickahominy River, Va., to New York City.	Rails and ties.	8,000	2,000	10,000	10,000		6	6			
Anglesea, N. J., to fishing banks.		1,000		1,000	1,000		3	3			
Long Branch to Highlands, N. J.		10		10	10		2	2	2	2	
Savannah, Ga., to New York City.	Timber ...	30,000	10,000	40,000	40,000		10	10			
Camden to Hereford, N. J.		1,000		1,000	1,000		3	3			
Philadelphia, Pa., to New York City.	Coal	16,000	1,910	17,910	13,345	4,565	7	7			
Ludlams Bay to Hereford Inlet, N. J.		600		600	600		3	3			
To New York City ..		10,000		10,000		10,000	9	9	9	9	
Rosario, Argentine Republic, to New York City.	Hides, skins and wool	20,000	100,000	120,000	8,000	112,000	12	12			
Jamaica, W. I., to Havre, France.	Logwood .	4,000	3,500	7,500	3,500	4,000	10	9	1	9	9

† No one on board.

‡ Vessel in distress and in danger of sinking.

United States Life-Saving Service.—Table

DISTRICT NO. 4.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1891. Apr. 3	Point of Sandy Hook.....	Sandy Hook.....	Sc. Georgie L. Drake, Bath, Me.	Goldthwaite	466
Apr. 25	Three-quarters of a mile west of station.	Absecon.....	Catboat, Atlantic City, N. J.	.....	.....
May 1	One-half mile south of station.	Little Egg.....	Sc. Phoebe Ann, Pat- chogue, N. Y.	Pearsall....	32
May 20	Point of Sandy Hook.....	Sandy Hook.....	Sc. E. J. Hamilton,* New York City.	Inman.....	188
May 31	Two and one-quarter miles southwest of station.	Absecon.....	Sc. Commodore, Ston- ington, Conn.	Littlefield..	26
	Total.....	.....	.....	.....	.....

DISTRICT NO. 5.—EMBRACING COAST BETWEEN

1390. July 1	One mile south one-half east of station.	Indian River Inlet	Sc. J. W. Somers, Somers Point, N. J.	Burton	18
July 15	.....do.....	.....do.....	Sc. Addie, Wilmington, Del.	Aydelet....	17
July 18	Fox Shoal.....	Assateague Beach	Sl. Lizzie Jane, Chincoteague, Va.	Wheaton..	11
Aug. 6	One-half mile south of station.	North Beach.....	Sc. W. Wallace Ward, New Haven, Conn.	O'Brien....	1,245
Aug. 30	One mile east-southeast of station.	Metomkin Inlet ..	Fish boat, Accomack Court-House, Va.	.....	.....
Sept. 22	One mile south one-half east of station.	Indian River Inlet	Sc. Northern Light, Wilmington, Del.	Lynch.....	19
Sept. 27	Two and three-quarter miles southwest of sta- tion.	Assateague Beach	Sc. John R. Walters, Chincoteague, Va.	Booth.....	9
Sept. 27	Carters Bar.....	Cobbs Island	Sc. John Young, New York City.	Burden....	87
Oct. 15	One hundred yards north- northwest of station.	.....do.....	Sc. Marvin D. White, Norfolk, Va.	Bloxom....	28
Nov. 6	One and one-half miles northeast of station.	Wallops Beach....	Sl. Josie Smith, Chincoteague, Va.	Mumford..	12
Nov. 18	Two and one-half miles south of station.	Popes Island	Sc. Lehman Blew, Cam- den, N. J.	Sharp.....	275
Nov. 20	Carters Bar.....	Cobbs Island	Sc. Daniel Brown, New York City.	Davis.....	204
Nov. 22	Three-quarters of a mile south-southwest of sta- tion.	Wachapreague ..	Sl. Undine, Chincoteague Island, Va.	Booth.....	10
Dec. 3	Four miles south-south- east of station.	Cobbs Island	Sc. Marion, New Lon- don, Conn.	Wade.....	1,009
Dec. 7	One-half mile southwest of station.	Hog Island	Sc. Union, Philadelphia, Pa.	Bowen....	19
Dec. 11	One mile south of station.	Cobbs Island	Sc. George C. Wain- wright, Newport News, Va.	Chapman..	52
Dec. 25	.....do.....	Indian River Inlet	Sc. Dan, Wilmington, Del.	Lathberry .	38
Dec. 26	One-half mile west-south- west of station.	Metomkin Inlet ..	Sc. Phoebe Ann, Pat- chogue, N. Y.	Pearsall ...	32
1891. Jan. 9	Four miles southwest of station.	Smiths Island....	Sl. Phoebe, Norfolk, Va.	West.....	26
Jan. 13	One mile south of station.	Cobbs Island	Sc. Sussex, Wilming- ton, Del.	Wheaton .	63
Feb. 26	Four hundred yards north of station.	Lewes	Small boat belonging to Fenwicks Island light-vessel.	.....	.....

*No assistance required of life-saving crew.

of casualties, season of 1890-'91—Continued.

COAST OF NEW JERSEY—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Mobile, Ala., to New York City.	Lumber ..	\$12,000	\$1,500	\$13,500	\$13,000	\$500	8	8	.....	1	1
Pleasure trip.....	.....	50	.....	50	50	.....	2	2	.....	.....	.....
Little Egg Harbor, N. J., to Rockaway, N. Y.	Oysters...	1,500	700	2,200	2,200	.....	4	4	.....	.....	.....
Virginia to New York City.	Wood.....	5,000	1,000	6,000	6,000	.....	6	6	.....	.....	.....
Fishing to New York City.	Fish.....	2,500	300	2,800	2,800	.....	7	7	.....	.....	.....
.....	.....	271,655	176,985	448,640	271,305	177,335	233	232	1	65	110

CAPE HENLOPEN AND CAPE CHARLES.

Indian River, Del., to Red Bank, N. J.	Wood.....	\$1,000	\$100	\$1,100	\$1,100	.....	3	3	.....	.....	.....
Indian River, Del., to Atlantic City, N. J.	Lumber ..	1,000	150	1,150	1,150	.....	2	2	.....	.....	.....
Norfolk to Chincoteague, Va.	Shingles and laths.	1,200	300	1,500	1,500	.....	2	2	.....	.....	.....
Providence, R. I., to Norfolk, Va.	.....	35,000	.....	35,000	35,000	.....	11	11	.....	.....	.....
Fishing to Folly Creek, Va.	.....	30	.....	30	.....	\$30	2	2	.....	.....	.....
Indian River, Del., to Millville, N. J.	Lumber ..	800	250	1,050	950	100	2	2	.....	.....	.....
Hog Island to Chincoteague, Va.	Oysters...	500	100	600	580	20	3	3	.....	.....	.....
Nansemond River, Va., to New York City.	Wood.....	4,000	550	4,550	600	3,950	6	6	.....	6	12
Norfolk to Cobbs Island, Va.	.....	2,000	.....	2,000	2,000	.....	3	3	.....	.....	.....
Parted cables and stranded.	.....	500	.....	500	490	10	4	4	.....	.....	.....
Virginia to Philadelphia, Pa.	Wood.....	3,000	900	3,900	600	3,300	6	6	.....	6	20
James River, Va., to New York City.	.....do	7,000	1,000	8,000	7,800	200	7	7	.....	.....	.....
Chincoteague Island to Wachapreague, Va.	.....	800	.....	800	800	.....	4	4	.....	.....	.....
New London, Conn., to Norfolk, Va.	.....	15,000	.....	15,000	15,000	.....	4	4	.....	4	4
Hog Island to Norfolk, Va.	Oysters...	600	300	900	890	10	3	3	.....	.....	.....
Cobbs Island to Norfolk, Va.	.....do	2,500	320	2,820	2,820	.....	4	4	.....	.....	.....
Wilmington to Millville, Del.	Merchandise.	700	1,000	1,700	900	800	3	3	.....	3	3
New York City to Norfolk, Va.	.....	1,500	.....	1,500	1,500	.....	5	5	.....	.....	.....
Cobbs Inlet to Norfolk, Va.	Oysters...	450	250	700	.....	700	3	3	.....	1	1
Norfolk to Cobbs Island, Va.	.....	500	.....	500	500	.....	4	4	.....	.....	.....
To the light-vessel.	.....	100	.....	100	100	.....	1	1	.....	.....	.....

† In distress and in danger of capsizing. Life savers landed the crew; vessel towed to Norfolk, Va.

United States Life-Saving Service.--Table

DISTRICT NO. 5.—EMBRACING COAST BETWEEN

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1891. Mar. 12	Hen and Chickens Shoal..	Lewes	Bk. Principessa Margherita di Piemonte, Naples, Italy.	Cassaregola.	438
Mar. 14	Dawson Shoals.....	Wachapreague ...	Sc. Mary C. Carroll, Somers Point, N. J.	Campbell ..	174
Mar. 15	Isaac Shoals.....	Smiths Island....	Sc. C. C. Crusier, Cape Charles City, Va.	Mister.....	13
Mar. 22	One-half mile northwest of station.	Cobbs Island.....	Sc. L. B. Chandler, New Castle, Del.	Hudson....	39
Mar. 27	One and one-half miles south-southwest of station.	Ocean City.....	Bg. Hattie, Boston, Mass.	Sanborn ...	345
Mar. 28	One mile west of station..	Lewes	Sc. Benjamin Fabens, Salem, Mass.	Condon....	723
Mar. 28	Two miles west of Lewes Station.	Lewes and Cape Henlopen.	Sc. A. P. Nowell, Philadelphia, Pa.	Hunter....	241
Apr. 1	Three and one-quarter miles south-southwest of station.	North Beach.....	Bk. Admiral, Christiania, Norway.	Gyertsen ..	744
Apr. 22	One-half mile northwest of station.	Cobbs Island.....	Sl. Passport, Norfolk, Va.	Jones.....	14
Apr. 26	One and one-quarter miles south one-half east of station.	Indian River Inlet.	Sc. Wm. Ellison, Wilmington, Del.	Lathberry ..	16
Apr. 29	Three miles south-southwest of station.	Popes Island.....	Sc. William M. Bird, Somers Point, N. J.	Barrett....	808
May 4	Three and one-half miles north-northeast of station.	Ocean City.....	Sc. Harold Borden, Canning, Nova Scotia.	Sanford....	142
May 27	Myrtle Shoals, seven miles northeast of station.	Smiths Island....	Sc. Libbie P. Hallock, Somers Point, N. J.	Shaw.....	79
June 18	Nine miles north-northwest of station.	Lewes	Sc. George Henry, Baltimore, Md.	Smith.....	41
June 19	One-half mile northwest of station.	Cobbs Island.....	Str. Spray, Alexandria, Va.	Davis.....	18
June 29	One mile south of station.	do	Sl. y. Pirate, Richmond, Va.	Marshall ..	22
	Total .....	.....	.....	.....	.....

DISTRICT NO. 6.—EMBRACING COAST BETWEEN

1890. Aug. 12	Four miles west-northwest of station.	Currituck Inlet...	Sloop, Currituck Inlet, N. C.	.....	.....
Sept. 9	Point of Cape Fear	Cape Fear	St. y. Mignon, Newark, N. J.	Pugh	77
Sept. 29	One mile south-southeast of station.	Cape Henry	Sc. Hattie Perry, New Bedford, Mass.	Chase.....	174
Oct. 3	Three-quarters of a mile northwest of station.	Cape Lookout ...	St. sp. Rhiwiderin, Cardiff, Wales.	.....	1, 156
Oct. 29	Kings Point, Pamlico Sound.	Creeds Hill and Cape Hatteras.	Sl. Alice, Elizabeth City, N. C.	.....	.....
Dec. 11	One mile off shore.....	Oregon Inlet.....	Yawl belonging to Sc. Mollie J. Saunders, New York City.	.....	.....
Dec. 13	Gull Shoal Reef	Gull Shoal.....	Sl. Eliza Ellen, Newbern, N. C.	O'Neal.....	10
Dec. 17	Ocracoke Beach, twelve miles southwest of station.	Ocracoke	Sc. Blanche, Sydney, Cape Breton.	Landrey...	220
Dec. 17	Two and one-half miles west of station.	Oak Island	Sc. Joseph H. Neff, Wilmington, N. C.	Lewis.....	10,

of casualties, season of 1890-'91—Continued.

CAPE HENLOPEN AND CAPE CHARLES—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Plymouth, England, to Philadelphia, Pa.	China clay and stone.	\$4,500	\$2,345	\$6,845	.....	\$6,845	11	11	.....	.....	.....
Cartaret, N. J., to Richmond, Va.	Phosphate	3,000	8,000	11,000	.....	11,000	6	6	.....	6	14
Smiths Island to Cape Charles City, Va.	Machinery	1,000	1,500	2,500	\$2,500	.....	6	6	.....	.....	.....
Norfolk to Cobbs Island, Va.	.....	1,800	.....	1,800	1,800	.....	2	2	.....	.....	.....
Cape Haitien, Haiti, to Boston, Mass.	Logwood	7,000	7,500	14,500	8,000	6,500	9	9	.....	.....	.....
New York City to Philadelphia, Pa.	.....	20,000	.....	20,000	18,000	2,000	7	7	.....	.....	.....
Wilmington, N. C., to Philadelphia, Pa.	Lumber and shingles.	2,500	4,500	7,000	6,000	1,000	6	6	.....	.....	.....
Rio de Janeiro, Brazil, to Halifax, Nova Scotia.	.....	8,000	.....	8,000	.....	8,000	10	10	.....	10	10
Oyster grounds to Cobbs Island, Va.	Oysters	400	50	450	450	.....	3	3	.....	.....	.....
Indian River Inlet, Del., to Cape May, N. J.	Lumber	1,000	250	1,250	1,250	.....	2	2	.....	.....	.....
Kennebec River, Me., to Philadelphia, Pa.	Ice	35,000	2,500	37,500	37,500	.....	9	9	.....	.....	.....
Antigua, West Indies, to Delaware Breakwater.	Sugar	6,000	15,000	21,000	21,000	.....	7	7	.....	.....	.....
Morris River to Jersey City, N. J.	Sand	2,000	300	2,300	.....	2,300	4	4	.....	.....	.....
Philadelphia, Pa., to Newbern, N. C.	Coal	1,000	300	1,300	.....	1,300	5	4	1	.....	.....
Cobbs Island to Eastern Shore, Va.	.....	4,500	.....	4,500	4,500	.....	10	10	.....	.....	.....
Cobbs Island to Norfolk, Va.	.....	1,500	.....	1,500	1,500	.....	5	5	.....	.....	.....
.....	.....	177,389	47,465	224,845	176,780	48,065	184	183	1	36	64

CAPE HENRY AND CAPE FEAR.

Currituck Inlet to Knotts Island, N. C.	.....	\$50	.....	\$50	\$50	.....	1	1	.....	.....	.....
Morehead City, N. C., to Savannah, Ga.	.....	6,500	.....	6,500	375	\$6,125	5	5	.....	5	11
Philadelphia, Pa., to New Bedford, Mass.	Coal	5,000	\$650	5,650	.....	5,650	7	7	.....	7	14
Key West, Fla., to Newcastle, England.	Phosphate rock.	100,000	8,400	108,400	108,400	.....	19	19	.....	.....	.....
Elizabeth City to Trent, N. C.	.....	150	.....	150	115	35	2	2	.....	.....	.....
.....	.....	25	.....	25	25	.....	8	8	.....	8	32
Fort Landing to Little Kinnakeet, N. C.	Wood	400	50	450	450	.....	2	2	.....	.....	.....
Cape Haitien, Haiti, to Boston, Mass.	Logwood	8,000	7,000	15,000	.....	15,000	8	8	.....	.....	.....
Lockwoods Folly to Wilmington, N. C.	Tar, turpentine, and wood.	400	300	700	200	500	2	1	1	1	1

United States Life-Saving Service.—Table

DISTRICT NO. 6.—EMBRACING COAST BETWEEN

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1891.					
Jan. 3	Cross Shoals, three miles north-northwest of station.	Little Kinnakeet.	Sl. Edith B., Hatteras, N. C.	.....	.....
Jan. 17	Two miles north of station.	Whales Head.....	St. sp. Banan, Christiana, Norway.	Hansen.....	978
Jan. 19	One and one-half miles northwest of station.	Cape Henry.....	St. sp. Acuba, Sunderland, England.	Steele.....	1,845
Jan. 22	Three and one-half miles north by east of station.	Gull Shoal.....	Sc. Nathaniel Lank, Wilmington, Del.	Sipple.....	282
Jan. 22	One mile southeast of station.	Ocracoke.....	Sc. Charles C. Lister, jr., Wilmington, Del.	Cloverdale.	160
Jan. 24	Pamlico Sound, one mile north-northwest of station.	Big Kinnakeet....	Sc. F. M. Isabella, Edenton, N. C.	Scarborough.	6
Jan. 25	Chicomico, two miles north-northwest of station.	Gull Shoal, Chicomico, and New Inlet.	Sc. River Queen, Chicomico, N. C.	.....	.....
Feb. 5	Three miles west of station.	Little Kinnakeet.	Sc. Willie T., Newbern, N. C.	O'Neal.....	5
Feb. 16	Two and one-quarter miles south by east of Pea Island Station.	Pea Island, Oregon Inlet, and New Inlet.	Sc. J. W. Gaskill, Bridgeton, N. J.	Douglass..	423
Feb. 20	One mile south of station.	Ocracoke.....	St. sp. Cragside, London, England.	Sinclair.....	1,278
Feb. 23	Six miles northwest of station.	Durants.....	Sc. S. C. Wilson, Washington, N. C.	Simpson...	60
Feb. 26	Olivers Reef, six miles west-northwest of station.	...do.....	Sc. Enterprise, Wilmington, Del.	Oden.....	35
Mar. 2	Four hundred yards east of station.	Wash Woods.....	Sl. Hope.....	.....	.....
Mar. 15	Two and one-half miles west of station.	Oregon Inlet.....	Sail-boat Pilot Shad, Marco, N. C.	.....	.....
Mar. 24	One and one-quarter miles south of station.	Chicomico.....	St. sp. Strathairly, Newcastle, England.	Wynne.....	1,919
Mar. 27	One mile north of station.	Seatack.....	Bk. Dictator, Moss, Norway.	Jorgensen..	1,242
Mar. 27	Three miles south west of station.	Ocracoke.....	St. sp. Borinquen, Bilbao, Spain.	De Borica..	1,262
Apr. 14	One mile east-by-south of station.	Cape Henry.....	Bk. Strathome, Maitland, Nova Scotia.	Urquhart..	1,098
May 25	One and one-half miles south of station.	Poyners Hill.....	Bk. Vibilia, Yarmouth, Nova Scotia.	Beveridge..	553
May 25	Bodies Island Beach, three miles south-southeast of Nags Head Station.	Nags Head, Kill Devil Hills, and Bodies Island.	St. sp. Hudson, New York City.	Remble.....	1,873
June 21	Three and one-half miles northeast of station.	Big Kinnakeet...	Sc. William H. Hopkins, New York City.	Fisher.....	324
June 23	Seven miles northwest of station.	Durants.....	Sc. H. K. Price, Baltimore, Md.	Patience...	53
June 24	Austins Reef, eight miles west-northwest of station.	...do.....	Sloop, Hatteras, N. C.	.....	.....
	Total.....	.....	.....	.....	.....

* Got off without assistance.

of casualties, season of 1890-'91—Continued.

CAPE HENRY AND CAPE FEAR—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Elizabeth City to Hatteras, N. C.	Coal	\$165	\$35	\$9200	\$200	.....	2	2	.....	.....	.....
Boston, Mass., to Pensacola, Fla.	.....	50,000	.....	50,000	37,000	\$13,000	20	20	.....	9	9
Philadelphia, Pa., to Newport News, Va.	.....	90,000	.....	90,000	90,000	.....	22	22	.....	.....	.....
Saint Thomas, West Indies, to Delaware Breakwater.	Sugar	12,000	24,000	36,000	.....	36,000	8	7	1	7	7
New York City to Wilmington, Del. Parted from moorings and stranded.	Guano	6,000	4,000	10,000	.....	10,000	5	5	.....	3	6
.....	.....	600	.....	600	590	10	.....	.....	.....	.....	.....
Dragged anchors and stranded.	.....	400	.....	400	400	.....	.....	.....	.....	.....	.....
Elizabeth City to Kinnakeet, N. C.	Wood, corn and meal.	800	25	825	825	.....	3	3	.....	.....	.....
Philadelphia, Pa., to Savannah, Ga.	Coal	18,000	2,500	20,500	.....	20,500	7	7	.....	7	222
Galveston, Tex., to Liverpool, England.	Cotton and oil-seed cake.	100,000	293,360	393,360	311,360	82,000	23	22	1	22	114
Washington to Hatteras, N. C.	Lumber	1,500	.....	1,500	1,500	.....	4	4	.....	.....	.....
.....do .....	.....	1,500	400	1,900	1,900	.....	4	4	.....	.....	.....
.....	.....	200	.....	200	100	100	.....	.....	.....	.....	.....
Chicomicomico to Manteo, N. C.	.....	100	.....	100	100	.....	2	2	.....	.....	.....
Santiago, Cuba, to Baltimore, Md.	Iron ore	75,000	6,250	81,250	.....	81,250	26	7	19	7	56
Pensacola, Fla., to West Hartlepool, England.	Timber	15,000	9,825	24,825	9,825	15,000	17	10	7	10	20
Galveston, Tex., to Liverpool, England.	Cotton and oil-seed cake.	47,000	118,000	165,000	121,260	43,740	28	28	.....	.....	.....
Lobos de Afuera, Peru, to Hampton Roads, Va.	Guano	25,000	75,000	100,000	100,000	.....	14	14	.....	.....	.....
New York City to Savannah, Ga.	.....	12,000	.....	12,000	.....	12,000	11	11	.....	6	12
New York City to New Orleans, La.	General	250,000	150,000	400,000	393,500	6,500	96	96	.....	.....	.....
New York City to May Port, Fla.	Rock	12,000	20,000	32,000	.....	32,000	7	7	.....	7	35
Aurora, N. C., to Baltimore, Md.	Lumber	2,500	400	2,900	2,900	.....	4	4	.....	.....	.....
South Creek to Hatteras, N. C.	.....do	150	25	175	165	10	2	2	.....	.....	.....
.....	.....	840,440	720,220	1,560,660	1,181,240	379,420	359	330	29	99	560

United States Life-Saving Service.—Table

DISTRICT NO. 7.—EMBRACING COASTS OF

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1890.					
Nov. 30	Four miles north of station.	Morris Island . . .	Sl. Albany, Charleston, S. C.	.....	.....
Dec. 4	Two and one-half miles northwest of station.	.....do	Cat-boat White Wing,* Charleston, S. C.	.....	.....
Dec. 9	One and one-half miles west-northwest of station.	Bethel Creek . . .	Str. St. Lucie,† New York City.....	Brock . . .	165
Dec. 12	One-half mile southeast of station.	Morris Island . . .	Sloop, Charleston, S. C.	.....	.....
Dec. 28	Six miles north of station.	.....do	Str. Susie Magwood, Charleston, S. C.	Magwood..	10
1891.					
Feb. 1	Folly Inlet Shoal, two miles south-by-east of station.	.....do	Bg. J. A. Horsey, North Carlisle, Nova Scotia.	Smith . . .	182
Mar. 17	South jetty, Charleston Harbor.	.....do	Sl. Potosi,‡ Philadelphia, Pa.	Henderson.	369
Mar. 26	One and one-quarter miles east of station.	Jupiter Inlet . . .	Sl. Minnehaha,§ New Smyrna, Fla.	.....	.....
Apr. 21	Two miles northwest of station.	Biscayne Bay . . .	Cat-boat || .....	.....	.....
	Total .....	.....do .....	.....do .....	.....do .....	.....do

DISTRICT NO. 8.—EMBRACING GULF

1890.					
July 14	Mustang Island	Aransas	Sc. Lake Austin, Eagle Pass, Tex.	Eidelbach .	56
Sept. 2	Four miles north of station	San Luis	Sc. Flaviella, Galveston, Tex.	Hanford . .	9
Sept. 22	One mile northwest of station.	Sabine Pass	Sl. Star of the Sea, ¶ Galveston, Tex.	Brant.....	6
Sept. 23	Southwest end of Saint Joseph Island.	Aransas	Sc. Henrietta, Galveston, Tex.	Connell....	34
Oct. 15	One-half mile southeast station.	Sabine Pass . . .	Sc. Garnock, Lake Charles, La.	Benard . . .	73
Oct. 22	One-quarter mile west of station.	Galveston	Sc. Ada Crossman, Bra-shear, La.	Thomas....	29
Oct. 26	North side of Pelican Island.	.....do	Cat-boat ** .....	.....	.....
Nov. 15	Southeast point of Padre Island.	Brazos.....	Sc. Leman No. 3, Lake Charles, La.	Anderson..	60
Dec. 1	Four miles southwest of station.	San Luis.....	Sc. Flaviella, Galveston, Tex.	Brock.....	9
Dec. 23	Four miles west of station.	Santa Rosa	Sp. Eastern Light, †† Haugesund, Norway.	Oesthus....	1,181
1891.					
Jan. 2	One-half mile north by west of station.	Brazos.....	Sc. Ada, Brownsville, Tex.	Baker.....	31
Jan. 18	Three and one-half miles southwest of station.	San Luis.....	Sl. Hattie, Quintana, Tex.	.....	.....
Jan. 31	Three-quarters of a mile west of station.	Galveston	Sc. Carolina, Lake Charles, La.	Hansen....	54
Feb. 4	One mile southwest of station.	.....do	Sc. Dave Freeman, Galveston, Tex.	Christensen	24

* Crew landed without assistance. Life-saving crew raised the sunken craft.

† Got off on December 11 by the steamer St. Sebastian.

‡ No assistance by life-saving crew.

§ In distress.

of casualties, season of 1890-'91—Continued.

SOUTH CAROLINA, GEORGIA, AND EASTERN FLORIDA.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Sullivans Island to Fort Sumter, S. C.		\$200		\$200	\$200		1	1			
Charleston to Thomas Island, S. C.		600		600	580	\$20	3	3			
Melbourne to Jupiter, Fla.	General	20,000	\$1,000	21,000	21,000		25	25			
Fishing trip to Charleston, S. C.		100		100	100		3	3		2	4
Charleston to Bulls Bay, S. C.		5,000		5,000	5,000		5	5			
Mole St. Nicolas, Haiti, to Philadelphia, Pa.	Logwood	5,000	5,390	10,390	7,930	2,460	8	8			
Norfolk, Va., to Charleston, S. C.	Coal	10,000	1,000	11,000		11,000	7	7			
Charlotte Harbor to New Smyrna, Fla.		500		500	500		2	2		1	1
Bakers Haulover to Lemon City, Fla.		75		75	75		1	1			
		41,475	7,390	48,865	35,385	13,480	55	55		3	5

COAST OF THE UNITED STATES.

Lake Charles, La., to Corpus Christi, Tex.	Lumber	\$3,000	\$900	\$3,900	\$3,700	\$200	2	2			
Galveston to Quintana, Tex.	General	900	600	1,500	1,350	150	1	1			
		400		400	380	20					
Lake Charles, La., to Corpus Christi, Tex.	Lumber	2,500	800	3,300	3,300		4	4			
Orange, Tex., to Tampico, Mex.	do	3,000	1,000	4,000	4,000		6	6			
Galveston, Tex., to Calcasieu, La.		1,200		1,200	1,200		2	2			
Bolivar Point to Galveston, Tex.		75		75	65	10	4	4			
Lake Charles, La., to Point Isabel, Tex.	Lumber	3,000	850	3,850	3,585	265	5	5			
Quintana to Galveston, Tex.		800		800	800		6	6			
Pensacola, Fla., to Sharpness, England.	Timber and lumber.	20,000	8,650	28,650	28,650		17	17			
From Point Isabel, Tex.		2,300		2,300	2,300		3	3			
Quintana to Galveston, Tex.	Wood	75	15	90	90		2	2			
Galveston, Tex., to Morgan City, La.		1,000		1,000	1,000		4	4			
In Galveston Harbor.	Provisions	1,000	500	1,500	1,500		2	2			

|| Rescued by men near by, who saw the accident. Keeper of station assisted to save the boat.
 ¶ Struck by lightning and sunk. Life-saving crew raised the vessel.
 ** Crew rescued by a boat near by. Life-saving crew saved the craft.
 †† No assistance required of life-saving crew.

United States Life-Saving Service.—Table

DISTRICT NO. 8.—EMBRACING GULF

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1891.					
Feb. 6	Four miles east of station.	Santa Rosa	Dkt. Hattie G. McFarland, Thomaston, Me.	Dodge	540
Feb. 21	Nine miles south of station	Saluria	Sc. Mattie B., Galveston, Tex.	.....	.....
Mar. 1	Three-quarters of a mile northwest of station.	Brazos.....	Sc. Frank Hitchcock, Brownsville, Tex.	Esquitin..	22
Mar. 14	One and one-quarter miles east of station.	Santa Rosa	Sail-boat, Pensacola, Fla.	.....	.....
Apr. 7	Six miles south-southeast of station.	Sabine Pass	Sc. Sea Bird, Galveston, Tex.	Wholf	10
May 25	One mile southeast of station.	.....do	Sc. T. F. P., Galveston, Tex.	Brown.....	32
	Total .....	.....	.....	.....	.....

DISTRICT NO. 9.—EMBRACING

1890.					
July 4	One-quarter mile west of station.	Cleveland.....	Skiff, Cleveland, Ohio	.....	.....
July 5	Two miles west by north of station.	Buffalo	Skiff, Buffalo, N. Y.	.....	.....
July 8	One hundred yards north-west-by-north one-half north of station.	Cleveland.....	Fish boat, Cleveland, Ohio.	.....	.....
July 8	Fifty yards southwest of station.	.....do	Canoe, Cleveland, Ohio.	.....	.....
July 8	Above cross dam, Falls of the Ohio.	Louisville	Skiff, Louisville, Ky	.....	.....
July 14	One-half mile north of station.	Charlotte.....	skiff, Charlotte, N. Y.	.....	.....
July 16	One hundred and fifty yards west of station.	Cleveland.....	Yht. Alva, Cleveland, Ohio.	.....	.....
July 16	Three hundred yards northwest of station.	.....do	Cutter, Cleveland, Ohio	.....	.....
July 16	Above cross dam, Falls of the Ohio.	Louisville	Flat, Pittsburg, Pa	.....	.....
July 17	One-quarter mile north-west of station.	Point Marblehead.	Catboat May H., Lakeside, Ohio.	.....	.....
July 31	One-half mile west of station.	Oswego.....	Skiff, Oswego, N. Y.	.....	.....
July 31	Three-quarters of a mile west of station.	Point Marblehead.	Sloop, Catawba Island, Ohio.	.....	.....
Aug. 1	One-half mile north of station.	Fairport	Sailboat, Richmond, Ohio.	.....	.....
Aug. 4	One-half mile north of station.	Cleveland.....	Sailboat, Cleveland, Ohio.	.....	.....
Aug. 4	One hundred yards west of station.	.....do	Yht. Electra, Cleveland, Ohio.	.....	.....
Aug. 10	One-eighth mile north-west of station.	Buffalo	Sailboat, Buffalo, N. Y.	.....	.....
Aug. 10	Four hundred yards south-west of station.	Cleveland.....	Sc. y. Cruiser, Cleveland, Ohio.	.....	.....
Aug. 11	Two miles west of station.	.....do	Sc. Fanny L. Jones, Cleveland, Ohio.	Cummings.	113
Aug. 17	Middle chute, Falls of the Ohio.	Louisville	Skiff, Louisville, Ky	.....	.....
Aug. 20	North Point Reef, Kellys Island.	Point Marblehead	Sc. Young America, Detroit, Mich.	Wilson	243
Aug. 21	Two hundred yards west of station.	Cleveland	Yht. Ida K., Cleveland, Ohio.	.....	.....
Aug. 22	Three hundred yards southwest of station.	.....do	Sl. y. Alva, Cleveland, Ohio.	.....	.....
Aug. 22	Fifty yards southwest of station.	.....do	Fish boat, Cleveland, Ohio.	.....	.....

* No one on board.

† One rescued by the life-saving crew; the others got ashore without assistance.

of casualties, season of 1890-'91—Continued.

COAST OF THE UNITED STATES—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Havana, Cuba, to Pensacola, Fla.	\$18,000	.....	\$18,000	.....	\$18,000	9	9	.....	.....	.....
Matagorda Bay to Galveston, Tex.	150	.....	150	.....	150	2	2	.....	2	6
From Point Isabel, Tex.	1,500	.....	1,500	\$1,500	.....	5	5	.....	.....	.....
Pensacola to Santa Rosa Island, Fla.	75	.....	75	75	.....	(*)	.....	.....	.....	.....
Galveston to Orange, Tex.	300	.....	300	300	.....	1	1	.....	.....	.....
Lake Charles, La., to Galveston, Tex.	Lumber and cotton.	1,200	\$800	2,000	1,800	200	3	3	.....	3	33
.....	60,475	14,115	74,590	55,595	18,995	78	78	.....	5	39

LAKES ONTARIO AND ERIE.

Adrift	.....	\$15	.....	\$15	\$15	.....	1	1	.....	.....	.....
do	.....	30	.....	30	30	.....	4	†4	.....	.....	.....
Dragging anchor	.....	200	.....	200	190	\$10	.....	.....	.....	.....	.....
Adrift	.....	75	.....	75	60	15	.....	.....	.....	.....	.....
Fishing trip	.....	10	.....	10	10	.....	2	2	.....	.....	.....
Pleasure trip	.....	50	.....	50	50	.....	2	2	.....	.....	.....
Adrift	.....	800	.....	800	800	.....	.....	.....	.....	.....	.....
Dragging anchor	.....	150	.....	150	150	.....	.....	.....	.....	.....	.....
Pittsburg, Pa., to Cairo, Ill.	.....	10	.....	10	10	.....	2	2	.....	.....	.....
Marblehead to Lakeside, Ohio.	.....	50	.....	50	50	.....	2	2	.....	.....	.....
Pleasure trip	.....	30	.....	30	30	.....	3	3	.....	.....	.....
do	.....	75	.....	75	75	.....	2	2	.....	.....	.....
Richmond to Fairport, Ohio.	.....	40	.....	40	40	.....	5	5	.....	.....	.....
Cruising	.....	75	.....	75	75	.....	2	2	.....	.....	.....
Adrift	.....	400	.....	400	400	.....	.....	.....	.....	.....	.....
Pleasure trip	.....	75	.....	75	75	.....	2	2	.....	.....	.....
Adrift	.....	150	.....	150	150	.....	.....	.....	.....	.....	.....
Kellys Island to Ash- tabula, Ohio.	Stone	2,000	\$600	2,600	.....	2,600	4	3	1	3	3
Louisville, Ky., fish- ing.	.....	5	.....	5	5	.....	5	5	.....	.....	.....
Kellys Island to Ash- tabula, Ohio.	Stone	5,000	225	5,225	4,675	550	9	9	.....	.....	.....
Dragging anchor	.....	200	.....	200	200	.....	.....	.....	.....	.....	.....
Adrift	.....	800	.....	800	760	40	.....	.....	.....	.....	.....
Broke from moorings and stranded.	.....	200	.....	200	195	5	.....	.....	.....	.....	.....

† Rescued by a boat near by; life-saving crew saved the craft.

United States Life-Saving Service.—Table

DISTRICT NO. 9.—EMBRACING LAKE

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1890.					
Aug. 28	Three-quarters of a mile southwest of station.	Charlotte	Yht. Atalanta,* Brighton, Ontario.	.....	.....
Sept. 2	Cross dam, Falls of the Ohio.	Louisville	Skiff, Portland, Ky .....	.....	.....
Sept. 4	One mile northeast of station.	Charlotte	Canoe, Rochester, N. Y. ....	.....	.....
Sept. 5	Three-quarters of a mile north-northeast of station.	...do	Skiff, Charlotte, N. Y. ....	.....	.....
Sept. 10	One hundred yards northwest of station.	...do	Ferryboat Yosemite, Rochester, N. Y.	Zane	310
Sept. 11	...do .....	...do	Yht. Restless, Rochester, N. Y. ....	.....	.....
Sept. 13	One hundred yards west of station.	Cleveland	Fish boat, Cleveland, Ohio.	.....	.....
Sept. 17	Falls of the Ohio	Louisville	Skiff, Louisville, Ky .....	.....	.....
Sept. 19	One hundred and fifty yards west of station.	Cleveland	Canoe Onaway, Cleveland, Ohio.	.....	.....
Sept. 19	Two hundred yards northwest of station.	...do	Sailboat Luckey, Cleveland, Ohio.	.....	.....
Sept. 19	One hundred and fifty yards northwest of station.	...do	Sailboat Dolphin, Cleveland, Ohio.	.....	.....
Sept. 22	One-half mile northwest of station.	Erie	Small boat Hattie, Erie, Pa.	.....	.....
Sept. 28	Ahead of station	Buffalo	Scow, Buffalo, N. Y. ....	.....	.....
Sept. 29	One-quarter mile west of station.	Big Sandy	Sc. Fiat, Cape Vincent, N. Y.	Jenkins	38
Sept. 29	Two miles southeast of station.	Point Marblehead.	Fish boat, Sandusky, Ohio.	.....	.....
Oct. 3	Two hundred yards west of station.	Erie	Small boat Lillie, Erie, Pa.	.....	.....
Oct. 6	One hundred yards northwest of station.	Cleveland	Yht. Electra, Cleveland, Ohio.	.....	.....
Oct. 14	About three miles west of Dunkirk, N. Y., and forty-five miles southwest-by-west of station.	Buffalo	Sc. Golden Fleece, Cleveland, Ohio.	Somerville	452
Oct. 16	Near station	Cleveland	Sl. y. Rover, Cleveland, Ohio.	.....	.....
Oct. 16	One hundred yards northwest of station.	...do	Fish boat Nellie M., Cleveland, Ohio.	.....	.....
Oct. 23	Falls of the Ohio	Louisville	Str. New South, Evansville, Ind.	Mars	933
Oct. 26	One-half mile north-northwest of station.	Cleveland	Sc. Wahnapitae, Port Huron, Mich.	Hazen	1,432
Oct. 29	One-half mile west of station.	...do	Sc. M. I. Wilcox, Buffalo, N. Y.	McCreery	379
Nov. 2	Three hundred yards east of station.	Oswego	Sc. Caroline Marsh, Coburg, Ontario.	Ewart	224
Nov. 2	One-third of a mile west of station.	...do	Sl. y. Allie, † Oswego, N. Y. ....	.....	.....
Nov. 2	Three hundred and thirty yards north-northwest of station.	Cleveland	Str. O. J. True and scow, § Cleveland, Ohio.	Bowen	16
Nov. 19	Starve Island Shoals	Point Marblehead.	Str. Rube Richards, Cleveland, Ohio.	Place	816
Nov. 22	Five miles east by north of station.	...do	Fish boat, Sandusky, Ohio.	.....	.....
Dec. 10	One and one-half miles north-northwest of station.	Buffalo	Str. Edwin S. Tice, Buffalo, N. Y.	Townsend	729
1891.					
Mar. 17	Eighty yards north of station.	...do	Canoe, Buffalo, N. Y. ....	.....	.....

* Life-saving crew assisted to save the vessel from destruction by fire.
 † Rescued by a boat near by; life-saving crew saved the craft.

of casualties, season of 1890-'91—Continued.

ONTARIO AND ERIE—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Lying at Charlotte, N. Y.		\$3,000		\$3,000	\$2,200	\$800					
Louisville to Portland, Ky.		5		5	5		1	1			
Pleasure trip		40		40	40		2	2			
do		50		50	50		3	3			
Adrift		2,000		2,000	2,000						
do		1,000		1,000	1,000						
do		150		150	150						
do		15		15	15		3	3			
do		150		150	150						
Adrift		50		50	50						
do		35		35	35						
Pleasure trip		30		30	30		2	2		2	2
do		25		25	15	10	3	3			
Oswego to Woodville, N. Y.	General	300	\$650	950	950		3	3			
Kelleys Island to Sandusky, Ohio.		400		400	390	10	2	2			
Pleasure trip		20		20	20		2	2			
Adrift		400		400	400						
Buffalo, N. Y., to Erie, Pa.		14,000		14,000		14,000	7	7			
Broke from moorings and stranded.		800		800	700	100					
Adrift		200		200	160	40					
Cincinnati, Ohio, to Memphis, Tenn.	Merchandise	50,000	125,000	175,000	175,000		122	122			
Ashland, Wis., to Fairport, Ohio.	Lumber	25,000	26,000	51,000		51,000	8	7	1	7	7
Escanaba, Mich., to Fairport, Ohio.	Iron ore	9,000	1,975	10,975	10,975		7	7			
Oswego, N. Y., to Toronto, Ontario.	Coal	4,000	1,800	5,800		5,800	7	7		5	5
Pleasure trip		250		250	250		2	2			
do		2,600		2,600	2,600		4	4			
Toledo, Ohio, to Milwaukee, Wis.	Coal	50,000	2,500	52,500	49,750	2,750	14	14			
Kelleys Island to Sandusky, Ohio.	Fish	200	300	500	495	5	4	4			
do		50,000		50,000	50,000		7	7			
Pleasure trip		10		10	10		1	1			

† In dangerous position, from which life-saving crew extricated her.

§ In great peril.

United States Life-Saving Service.—Table

DISTRICT NO. 9.—EMBRACING LAKES

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1891.					
Apr. 4	Five-eighths of a mile north of station.	Cleveland.....	Str. Tempest, Cleveland, Ohio.	Murray....	9
Apr. 19	Wing dam, Falls of the Ohio.	Louisville.....	Skiff, Louisville, Ky.....		
Apr. 27	One and one-half miles northeast of station.	Fairport.....	Sailboat Pilot, Fairport, Ohio.		
Apr. 28	One-quarter mile northeast of station.	Cleveland.....	Scow Mammoth, Cleveland, Ohio.		
Apr. 30	Above cross dam, Falls of the Ohio.	Louisville.....	Sailboat, Louisville, Ky.		
May 5	One-half mile north of station.	Fairport.....	Sc. Moravia, Cleveland, Ohio.	Bang.....	1,067
May 5	One hundred yards southwest of station.	Cleveland.....	Sailboat Minnie, Cleveland, Ohio.		
May 26	Four miles east of station.	Charlotte.....	Sailboat, Kingston, Ontario.		
May 27	Middle chute, Falls of the Ohio.	Louisville.....	Sailboat Stanley Huber, Louisville, Ky.		
May 27	do.....	do.....	Skiff Evelyn, Louisville, Ky.		
June 3	Two hundred yards northwest of station.	Cleveland.....	Small boat, Cleveland, Ohio.		
June 4	Two miles northwest of station.	Erie.....	Str. Badger State, † Buffalo, N. Y.	Smith.....	1,116
June 4	One-quarter mile west of station.	Cleveland.....	Sl. y. Minx, Cleveland, Ohio.		29
June 8	Middle chute, Falls of the Ohio.	Louisville.....	Sailboat Stanley B. Huber, Louisville, Ky.		
June 10	do.....	do.....	Skiff, Louisville, Ky.....		
June 16	Three miles north of station.	Oswego.....	Skiff, Oswego, N. Y.		
June 17	Two hundred yards northeast of station.	do.....	Sl. Volante, Oswego, N. Y.		
June 17	Four hundred yards northwest of station.	do.....	Sloop-yacht, Oswego, N. Y.		
June 17	Indiana chute, Falls of the Ohio.	Louisville.....	Skiff, Louisville, Ky.....		
June 26	Four hundred yards southwest of station.	Cleveland.....	St. y. Viking, Cleveland, Ohio.		33
	Total.....				

DISTRICT NO. 10.—EMBRACING

1890.					
July 9	One and one-half miles west-southwest of station.	Ottawa Point.....	Sc. R. T. Lambert, Alpena, Mich.		23
July 16	Two miles southeast of station.	Middle Island....	St. sp. Winslow, Erie, Pa.	Mayloy....	1,050
Aug. 10	One mile east of station...	Sand Beach.....	Sc. Annie Vought, † Buffalo, N. Y.	Curry.....	680
Aug. 10	Six miles east-southeast of station.	Thunder Bay Island.	Raft of logs, Bay City, Mich.		
Aug. 14	One mile north of station.	Ship Canal.....	Scow, Duluth, Minn...		
Aug. 26	One-half mile west of station.	Hammonds Bay...	Str. Sarah Smith, Port Huron, Mich.	Trempe....	42
Sept. 3	Three miles southwest of station.	Thunder Bay Island.	Sc. B. M. Baker, Detroit, Mich.	Bedford...	187

* The tug American Eagle picked up the crew. Life-saving crew assisted to save the vessel.
 † Keeper of the life-saving station was drowned while going to the assistance of the vessel.

of casualties, season of 1890-'91—Continued.

ONTARIO AND ERIE—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days succor afforded.
Towing in Cleveland Harbor.		\$3,000		\$3,000	\$2,800	\$200	5	2	3		
Fishing.		5		5	5		1		1		
Pleasure trip		40		40	40		1	1			
Capsized in Cleveland Harbor.	Sand.....	4,000	\$25	4,025	3,500	525	5	*5			
Pleasure trip		15		15	15		1	1			
Chicago, Ill., to Fairport, Ohio.	Wheat....	60,000	60,000	120,000	119,000	1,000	7	7			
Parted moorings and capsized.		75		75	60	15					
From Great Sodus, N. Y.	Miscellaneous.	100	150	250	250		1	1			
Pleasure trip		25		25	25		3	3			
do		35		35	35		1	1			
do		30		30	30		2	2			
Buffalo, N. Y., to Duluth, Minn.	General merchandise.	40,000	10,000	50,000	42,500	7,500	43	43			
Adrift		3,000		3,000	3,000						
Pleasure trip		25		25	25		2	2			
do		10		10	10		4	4			
Adrift		5		5	5		2	2			
Pleasure trip		350		350	275	75	7	7			
do		150		150	150		3	3			
do		5		5	5		3	3			
Dragging anchors		5,000		5,000	5,000		4	4			
		340,040	229,225	569,265	482,215	87,050	344	338	6	17	17

LAKES HURON AND SUPERIOR.

Bay City to Alpena, Mich.	Oats.....	\$600	\$900	\$1,500	\$1,500		3	3			
Buffalo, N. Y., to Duluth, Minn.	General...	45,000	36,605	81,605	63,605	\$18,000	200	200			
Buffalo, N. Y., to Milwaukee, Wis.	Coal.....	20,000	4,000	24,000	23,800	200	8	8			
Prentiss Bay to Bay City, Mich.		48,000		48,000	46,800	1,200					
Duluth, Minn., to Portage Entry Mich.		5,000		5,000	5,000						
Cheboygan to Hammonds Bay, Mich.		8,000		8,000	8,000		6	6			
Rogers City to Detroit, Mich.	Wood and cedar.	2,000	2,000	4,000	3,700	300	5	5			

‡ In dangerous position, from which life-saving crew assisted to extricate her.

United States Life-Saving Service.—Table

DISTRICT NO. 10.—EMBRACING LAKES

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1890. Sept. 6	Three-quarters of a mile south-southwest of station.	Middle Island ...	Cat-boat.....	.....	.....
Sept. 19	Swan Point, twenty miles east-southeast of station.	Hammonds Bay...	Str. John E. Hall, Milwaukee, Wis.	Frees.....	343
Sept. 20	Eight miles north of station.	Sturgeon Point....	Str. Cuba, Hamilton, Ontario.	Hume.....	599
Sept. 20	Seventeen miles north of station.	Thunder Bay Island.	Sc. Genesee Chief, Detroit, Mich.	Rice.....	275
Sept. 23	Pointe aux Barques Reef.	P o i n t e a u x Barques.	Str. Araxes, Buffalo, N. Y.	Kinney....	569
Sept. 23	.....do.....	.....do.....	Sc. American Giant, Buffalo, N. Y.	Forbes....	365
Sept. 23	.....do.....	.....do.....	Sc. L. W. Drake, Buffalo.	Johnston..	456
Sept. 23	Six miles north of station.	Thunder Bay Island.	Str. Charles J. Kershaw, Cleveland, Ohio.	Mack.....	1,324
Oct. 4	Three hundred yards northwest of Two Heart River Station.	Two Heart River and Crisp.	Str. Clyde, Buffalo, N. Y.	McFarland	1,307
Oct. 11	One-eighth mile east-southeast of station.	Two Heart River.	Sailboat, Sault Ste. Marie, Mich.	.....	.....
Oct. 14	One-quarter mile northwest of station.	Middle Island ...	Sc. Starling, Picton, Ontario.	Murray....	198
Oct. 18	Port Hope Reef, eight and three-fourths miles south-southeast of station.	Pointe aux Barques	Bge. E. Cohen, Buffalo, N. Y.	Collins....	194
Oct. 18	One and one-half miles east by south of station.	Grindstone City..	Sc. Young America, Detroit, Mich.†	Wilson....	243
Oct. 18	.....do.....	.....do.....	Sc. Adain, Toledo, Ohio	Beck.....	62
Oct. 21	.....do.....	.....do.....	Sc. Young America, Detroit, Mich.	Wilson....	243
Oct. 26	Two miles west of station.	Hammonds Bay ..	Sc. H. A. Richmond,* Chicago, Ill.	Baker.....	209
Nov. 2	One mile west of station.	Ottawa Point....	Sc. Souvenir, Port Huron, Mich.	Cleary.....	87
Nov. 2	One-quarter mile west northwest of station.	Middle Island ...	Sc. Montana, Sandusky, Ohio.	Ellis.....	346
Nov. 4	Sugar Island, one mile northwest of station.	Thunder Bay Island.	Fish-boat, Alpena, Mich.	.....	.....
Nov. 5	Seven miles north of station.	Grindstone City..	Sc. Eugene, Detroit, Mich.	Potter....	41
Nov. 5	North Point Reef.....	Thunder Bay Island.	Sc. Gulnare, Hamilton, Ontario.	Skelton....	700
Nov. 7	One and one-half miles south-southwest of station.	Middle Island ...	Sc. Queen City,‡ Cleveland, Ohio.	Henderson	676
1891. Apr. 23	Eight miles north of station.	Sturgeon Point...	Str. George E. Brockway, Port Huron, Mich.	Thompson..	164
Apr. 27	Seven miles south of station.	Thunder Bay Island.	Sc. Uranus,§ Port Huron, Mich.	Frederick..	524
Apr. 29	Eight miles northwest one-quarter west of station.	Hammonds Bay ..	Sc. General Franz Sigel, Cleveland, Ohio.	La Voo....	317
May 4	Off station.....	Crisps.....	Small boat belonging to Sc. Atlanta.	.....	.....

* In distress, and saved from stranding by life saving crew.

† Rescued by a steamer.

of casualties, season of 1890-'91—Continued.

HURON AND SUPERIOR—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
From Turnbull and Bratton's Landing, Mich.		\$45		\$45	\$45		2	2		2	2
Cleveland, Ohio, to Swan Bay, Mich.	Cedar.....	30,000	\$150	30,150	26,000	\$4,150	10	10			
Chicago, Ill., to Montreal, Quebec.	Grain and provisions.	25,000	26,000	51,000	50,800	200	20	20			
Swan Bay to Detroit, Mich.	Cedar.....	3,000	800	3,800	2,520	1,280	6	6		5	7
Menominee, Wis., to Tonawanda, N. Y.	Lumber ..	25,000	20,000	45,000	29,000	16,000	13	13		13	23
do	do	5,000	18,000	23,000	18,000	5,000	7	7		7	11
do	do	6,000	20,000	26,000	19,000	7,000	7	7		7	11
Cleveland, Ohio, to Marquette, Mich.		50,000		50,000	45,000	5,000	14	14			
Marquette, Mich., to Buffalo, N. Y.	Iron ore ..	120,000	6,000	126,000	125,700	300	17	17			
Pleasure trip		100		100	75	25	1	1			
Midland, Georgian Bay, to Tonawanda, N. Y.	Lumber...	5,000	6,000	11,000	11,000		6	6			
Bay City, Mich., to Toledo, Ohio.	Lumber and laths.	2,500	4,000	6,500	500	6,000	5	5			
Detroit, Mich., to Cleveland, Ohio.	Grind-stones.	6,000	4,000	10,000	10,000		6	6			
Port Huron to Grindstone City, Mich.		1,000		1,000		1,000	3	3			
Detroit, Mich., to Cleveland, Ohio.	Grind-stones.	6,000	4,000	10,000	10,000		6	6			
Chicago, Ill., to Hammonds Bay, Mich.	Cedar.....	12,500	1,000	13,500	13,500		8	8			
Au Sable to East Tawas, Mich.	Hay	1,000	25	1,025	975	50	2	2			
Escanaba, Mich., to Sandusky, Ohio.	Iron ore ..	8,000	4,000	12,000		12,000	8	8		8	48
Alpena to Sugar Island, Mich.		300		300	300		2	2			
Port Hope to Au Sable, Mich.	Hay and oats.	700	250	950	25	925	6	6			
Portage Entry, Mich., to Hamilton, Ontario.	Stone	10,000	6,500	16,500	8,700	7,800	7	7		2	6
Cleveland, Ohio, to Marquette, Mich.	Coal.....	24,000	5,500	29,500	29,500		9	9			
Port Huron to Alpena, Mich.		10,000		10,000	10,000		12	12			
Toledo, Ohio, to Cheboygan, Mich.	Coal	6,000	2,000	8,000	7,600	400	7	7			
Lorain, Ohio, to Marinette, Mich.	do	10,000	900	10,900	10,600	300	6	6			
		20		20	20		7	2	5	2	20

‡ In extreme danger.
§ Dismasted and in distress.

United States Life-Saving Service.—Table

DISTRICT NO. 10.—EMBRACING LAKES

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1891. May 4	Eight miles northeast of Pointe aux Barques Station.	Point aux Barques and Sandy Beach	Sc. R. J. Gibbs, Detroit, Mich.	Coke.....	177
May 10	Two and one-half miles west of station.	Two Heart River.	Sc. H. A. Benson, Marquette, Mich.	Melton....	14
May 13	Abreast of station.....	Hammonds Bay ..	Sc. North Cape, Chicago, Ill.	Peterson...	386
May 25	Two miles east of station.	Two Heart River.	Sc. D. P. Dobbins, Detroit, Mich.	Wilson	448
June 3	Hardwood Point, five miles north-northwest of station.	Sand Beach	Str. George Presley, Cleveland, Ohio.	Morris.....	1,936
June 8	Nine miles east of Ontonagon, Mich., thirty-six miles southwest three-quarters south of station.	Ship Canal	Str. Idaho, Buffalo, N. Y.	Chatterton	1,111
June 9	Poes Reef.....	Bois Blanc.....	Str. Waverly, Vermillion, Ohio.	Touserly ..	1,104
June 9	do	do	Str. Bulgaria, Cleveland, Ohio.	Weaver.....	1,889
June 9	do	do	Sc. Northwest, Cleveland, Ohio.	.....	1,018
June 16	One hundred and sixty yards south by west of station.	Hammonds Bay...	Sc. Detroit, Alpena, Mich.	.....	.....
June 27	One quarter mile north-northeast of station.	Marquette.....	Sloop, Marquette, Mich.	.....	.....
June 28	Seven miles east of station.	Vermillion Point..	Str. Hesper, Cleveland, Ohio.	Jones.....	1,859
June 29	Poes Reef.....	Bois Blanc.....	Str. Cumberland, Sandusky, Ohio.	Grey	1,601
June 30	One-quarter mile south-southwest of station.	Ottawa Point.....	Sc. Katie Elliott, Au Sable, Mich.	Stewart....	12
	Total .....	.....	.....	.....	.....

DISTRICT NO. 11.—EMBRACING

1890. July 1	Seventy five yards south-west of station.	Muskegon.....	Sailboat, Muskegon, Mich.	.....	.....
July 1	Racine Reef	Racine.....	Sc. H. B. Moore, Grand Haven, Mich.	Olsen	195
July 2	One hundred and forty yards west of station.	Sturgeon Bay Canal.	Scow, Sturgeon Bay, Wis.	.....	.....
July 3	Two hundred yards north of station.	Point Betsy	Scow Joppa, Manistee, Mich.	.....	.....
July 4	Betts Landing, two and one-half miles north of station.	Frankfort	Scow No. 1, Frankfort, Mich.	.....	.....
July 4	One-half miles southeast of station.	Kenosha.....	Sl. Rambler, Kenosha, Wis.	.....	.....
July 6	One mile northeast of station.	Holland.....	Sl. y. Annie, Black Lake, Mich.	.....	.....
July 7	Two hundred yards west of station.	Ludington.....	Sc. Little Johnny, Sheboygan, Wis.	.....	.....
July 8	Two miles southwest of station.	Holland.....	Launch Florence and Alice, Grand Rapids, Mich.	.....	.....

* Nine were laborers who had contracted to unload the vessel.
† No one on board.

of casualties, season of 1890-'91—Continued.

HURON AND SUPERIOR—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Alpena to Huron, Mich.	Cedar posts.	\$2,500	\$1,550	\$4,050	\$2,250	\$1,800	6	6			
Sault Ste. Marie to Grand Marais, Mich.	Shingles and hay.	650	250	900	900		3	3			
Chicago, Ill., to Presque Isle Harbor, Mich.		39,000		39,000	39,000		7	7			
Bay City to Deer Park, Mich.	Railroad iron and coal.	20,000	5,000	25,000	25,000		6	6			
Marquette, Mich., to Cleveland, Ohio.	Iron ore	125,000	9,000	134,000	132,100	1,900	16	16			
Duluth, Minn., to Buffalo, N. Y.	Flour	65,000	5,000	70,000	59,500	10,500	48	48			
Buffalo, N. Y., to Chicago, Ill.	Coal	13,000	6,500	19,500	19,400	100	13	13			
Buffalo, N. Y., to Manitowoc, Wis.	do	113,000	7,000	120,000	120,000		18	18			
do	do	30,000	7,500	37,500	37,500		8	8			
Adrift		100		100	100						
Pleasure trip		90		90	90		1	1			
Two Harbors, Wis., to Cleveland, Ohio.	Iron ore	95,000	40,000	135,000	135,000		18	18			
Buffalo, N. Y., to Chicago, Ill.	Coal	60,000	10,000	70,000	69,850	150	14	14			
An Sable to Port Crescent, Mich.	Household goods and merchandise.	400	300	700	700		4	4			
		1,059,505	264,730	1,324,235	1,222,655	101,580	581	576	5	46	128

LAKE MICHIGAN.

Muskegon, Mich., to fishing grounds.		\$100		\$100	\$100		3	3			
Marinette, Mich., to Chicago, Ill.	Lumber	3,000	\$3,000	6,000	5,750	\$250	8	8			
Sturgeon Bay, Wis., to Chicago, Ill.	Ice	1,000	800	1,800	1,600	200	2	2			
Sturgeon Bay, Wis., to Point Betsy, Mich.	Stone	4,000	500	4,500	4,400	100	1	1		10	11
Frankfort to Edgewater, Mich.		200		200	150	50	(†)				
Pleasure trip		50		50	50		3	3			
do		300		300	300		3	3			
Sheboygan, Wis., to Ludington, Mich.	Grain	200	100	300	200	100	2	2		2	2
Pleasure trip		3,000		3,000	3,000		7	7			

† Rescued by a boat near by. The life-saving crew saved the craft.
 § Disabled; requiring assistance of life-saving crew.

United States Life-Saving Service.—Table

DISTRICT NO. 11.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1890.					
July 8	One-quarter mile north-east of station.	Chicago	Row-boat, Chicago, Ill. ....	.....	.....
July 11	One-quarter mile east of station.	Holland	Sl. y. Julia R., Holland, Mich. ....	.....	.....
July 11	Two miles north of station.	Milwaukee	Yht. Edele, Milwaukee, Wis. ....	.....	10
July 13	One-quarter mile south-southwest of station.	St. Joseph	Row-boat, St. Joseph, Mich. ....	.....	.....
July 17	Eight miles north of station.	Racine	Sc. Laura Johnson, Chicago, Ill.	Benson	34
July 18	One hundred and fifty yards southwest of station.	Muskegon	Str. Doctor Hanley, Grand Haven, Mich.	Nickett.	34
July 23 and 24.	One mile south of station.	Kenosha and Racine.	St. v. Muriel, * Chicago, Ill. ....	.....	.....
July 31	One-quarter mile east of station.	Milwaukee	Sc. Hilda, Milwaukee, Wis.	Try	14
Aug. 10	Four hundred yards west-southwest of station.	Beaver Island ...	Sailboat, Beaver Island, Mich. ....	.....	.....
Aug. 10	Northeast point of Squaw Island, ten miles north of station.	...do	Str. Nahant, Cleveland, Ohio.	Jones	1,204
Aug. 13	Three miles northeast of station.	...do	Sc. I. May Brown, Grand Haven, Mich.	Cross	20
Aug. 13	Four miles north of station.	Racine	Str. Imperial, Chicago, Ill.	Suddart ...	96
Aug. 17	One-half mile south of station.	Sheboygan	Sloop, Sheboygan, Wis. ....	.....	.....
Aug. 18	Two miles north of station.	Grand Haven	Sc. Spanish Lue, Muskegon, Mich. ....	.....	.....
Aug. 21	One-quarter mile east of station.	Racine	Sc. Wonder, Grand Haven, Mich.	Bussey	39
Aug. 22	One-quarter mile west of station.	Holland	Row-boat, Black Lake, Mich. ....	.....	.....
Aug. 26	One mile west of station.	Sturgeon Bay Canal.	Scow, Sturgeon Bay, Wis. ....	.....	.....
Aug. 29	One-quarter mile west of station.	St. Joseph	Row-boat, St. Joseph, Mich. ....	.....	.....
Aug. 31	Racine Harbor.	Racine	Sc. Albion, Chicago, Ill.	Offersen ...	35
Sept. 4	Three hundred yards northwest of station.	White River	Sc. Spanish Lue, Muskegon, Mich. ....	.....	.....
Sept. 6	One mile south of station.	South Chicago.	Sc. y. Ellida, Chicago, Ill. ....	.....	.....
Sept. 12	Two hundred yards west of station.	St. Joseph	Row-boat, St. Joseph, Mich. ....	.....	.....
Sept. 13	Ten miles south of station.	Frankfort	Sc. Madonna, Milwaukee, Wis.	Alwerd	77
Sept. 13	One-quarter mile north-west of station.	Manistee	Sc. Michicott, Grand Haven, Mich.	Stuart	77
Sept. 13	Five hundred yards east of station.	Racine	Canoe, Chicago, Ill. ....	.....	.....
Sept. 18	Three hundred and fifty yards west of station.	Pentwater	Row-boat, Pentwater, Mich. ....	.....	.....
Sept. 19	Rocky Mountain Point, six miles west-northwest of station.	Beaver Island ...	Sc. Yankee, Port Huron, Mich.	Johnston ..	286
Sept. 19	...do .....	...do	Str. N. Mills, Cleveland, Ohio.	Sims	391
Sept. 24	Two miles north of station.	Manistee	Scow, Manistee, Mich. ....	.....	.....
Sept. 25	Gull Harbor Point, one mile east-northeast of station.	Beaver Island ...	Sc. Rough and Ready, Grand Haven, Mich.	Johnston ..	13
Oct. 2	Four miles south of station.	Grand Haven	Sc. J. W. Johnson, Grand Haven, Mich.	Mulligan ..	21
Oct. 4	Seventy-five yards south of station.	Manistee	Skiff, Manistee, Mich. ....	.....	.....
Oct. 4	Racine Reef	Racine	Str. Republic, Cleveland, Ohio. ....	.....	2,116

* Disabled; requiring assistance of life-saving crew.

of casualties, season of 1890-'91—Continued.

LAKE MICHIGAN—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Pleasure trip		\$30		\$30	\$30		2	2			
do		150		150	150		1	1			
Broke from moorings and stranded.		3,000		3,000	3,000						
Fishing trip		5		5	5		1		1		
	Gravel	300	\$70	370		\$370	4	4		4	2
White Lake to Muskegon, Mich.	Ties and lumber.	2,500	100	2,600	2,600		3	3			
Chicago, Ill. to Racine, Wis.		7,000		7,000	7,000		2	2			
Milwaukee to Long Point, Wis.		400		400	300	100	2	2			
Capsized in harbor ..		10		10	10		1	1			
Escanaba, Mich., to Fairport, Ohio.	Iron ore ..	50,000	4,900	54,900	54,200	700	16	16			
High Island to Beaver Island Harbor, Mich.	Cedar posts	500	100	600	590	10	3	3			
Chicago, Ill., to Racine, Wis.		3,000		3,000	3,000		11	11			
Pleasure trip		95		95	90	5	4	4			
Muskegon to Grand Haven, Mich.	Wood.....	100	20	120	115	5	2	2		2	2
Holland, Mich., to Milwaukee, Wis.	Miscellaneous.	1,500	4,000	5,500	5,275	225	3	3			
Pleasure trip		30		30	30		1	1			
	Wood.....	2,000	100	2,100	2,100						
Pleasure trip		50		50	50		1	1			
Muskegon to Grand Haven, Mich.	Gravel	300	50	350	350		2	2			
	Wood.....	100	15	115	115		3	3		1	1
Fishing trip		800		800	780	20					
		40		40	40		1	1			
Milwaukee to Burnham's Pier, Wis.		2,000		2,000	2,000		3	3			
Milwaukee, Wis., to Onekama, Mich.	Merchandise.	1,500	150	1,650	1,150	500	3	3		3	6
Milwaukee, Wis., to Chicago, Ill.		10		10	10		1	1			
Pleasure trip		10		10	10		1	1			
Washburn, Mich., to Racine, Wis.	Lumber ..	7,500	4,570	12,070	9,870	2,200	6	6			
Marquette, Mich., to Chicago, Ill.	do	22,000	5,500	27,500	24,400	3,100	14	14			
	Gravel	60	10	70	65	5	1	1			
Whiskey Island to Beaver Harbor, Mich.	Lumber ..	600	150	750	750		4	4			
Muskegon to Grand Haven, Mich.	Wood.....	500	20	520	510	10	2	2			
Pleasure trip		15		15	15		1	1			
Chicago, Ill., to Milwaukee, Wis.		200,000		200,000	199,000	1,000	21	21			

† In great peril.

United States Life-Saving Service.—Table

DISTRICT NO. 11.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1890.					
Oct. 13	Seventy yards south of station.	Sturgeon Bay Canal.	Sc. America, Chicago, Ill.	McGraw...	257
Oct. 14	Eighty yards northwest of station.	South Haven	Sc. Charley J. Smith, Grand Haven, Mich.	Scanlin	43
Oct. 14	One hundred and seventy yards south of station.	Kenosha	Skiff, Kenosha, Wis. ....	.....	.....
Oct. 18-20	Eight miles southeast of station.	Racine and Michigan City	Sc. Pathfinder, Milwaukee, Wis. ....	.....	20
Oct. 24	One-third of a mile west of station.	Manistee	Sc. May Cornell,* Grand Haven, Mich.	Murphy ...	8
Nov. 1	One-quarter mile west-northwest of station.	...do	Sc. Belle Stevens, Duluth, Minn.	Ludwig ...	88
Nov. 5	North Passage Reef, three miles north of station.	Beaver Island ...	Str. William Maxwell,† Chicago, Ill.	Pirley	35
Nov. 12	Two hundred yards southwest of station.	Ludington	Sc. Addie, Grand Haven, Mich.	Flansburg ..	30
Nov. 19	Racine Reef	Racine	Sc. Adirondack, Chicago, Ill.	Stubbs	292
Nov. 20	One-third of a mile northwest of station.	Holland	Sc. Una,‡ Grand Haven, Mich.	Kemp	44
Nov. 20	Fifty yards east of station.	Muskegon	Str. Newaygo, Port Huron, Mich.	Jenkins ..	906
Nov. 20	...do .....	...do	Sc. Zapotic, Port Huron, Mich.	Thomson ...	811
Nov. 22	One-quarter mile southwest of station.	Manistee	Sc. William Jones, Chicago, Ill.	Cheyn	154
Dec. 2	One-quarter mile east of station.	St. Joseph	Str. A. Burton, § Chicago, Ill.	Lamereaux ..	25
Dec. 2	...do .....	...do	Row-boat, St. Joseph, Mich. ....	.....	.....
Dec. 2	Two miles south of station.	Kenosha	Str. A. C. Van Rasalte, Grand Haven, Mich.	Simonson ..	177
Dec. 29	One-eighth mile west of station.	Manistee	Str. F. and P. M. No. 5, East Saginaw, Mich.	Moody	1,723
1891.					
Feb. 4	Off station	Ludington .....	...do	Moody	1,723
Apr. 12	One-third mile south of station.	Chicago	Sc. Highland Maid, § Cleveland, Ohio.	Downer ...	18
Apr. 18	Platte River Reef, 7 miles north of station.	Point Betsy	Str. Alice M. Campbell, Frankfort, Mich.	Penfold ...	30
Apr. 18	One-half mile south of station.	Ludington	Str. F. and P. M. No. 5, East Saginaw, Mich.	Moody	1,723
Apr. 18	Six miles north of station.	...do	Str. J. H. Johnson, Grand Haven, Mich. ....	.....	67
Apr. 26	One-quarter mile north of station.	North Manitou Island.	Sl. Stella, North Manitou Island, Mich. ....	.....	.....
Apr. 27	One hundred and seventy yards south of station.	St. Joseph	Sl. Queen, St. Joseph, Mich. ....	.....	.....
Apr. 27	Three miles south of station.	Sheboygan	Sailboat, || Sheboygan, Wis. ....	.....	.....
May 3	Twelve miles southeast of station.	South Chicago....	Str. Viva, Chicago, Ill. .	Smith	30
May 7	Two hundred yards east of station.	Holland	Sc. Persia, Racine, Wis.	Johnson ...	92
May 8	Three miles east-southeast of station.	Racine	Sailboat Terror, Racine, Wis. ....	.....	.....
May 14	Little Point an Sable	Pentwater	Sc. Rambler, Grand Haven, Mich.	Raffensaud ..	17
May 15	One-half mile north of station.	Frankfort	Sc. Annie O. Hanson, Frankfort, Mich.	Raymond ..	186
May 15	...do .....	...do	Str. Alice M. Campbell, Frankfort, Mich.	Penfold ...	30
May 16	One-half mile east of station.	Racine	Sc. S. V. R. Watson, Detroit, Mich.	Ryan	516

* Unmanageable and drifting toward the beach.

† No assistance by life-saving crew.

‡ In perilous position, from which life-saving crew extricated her.

of casualties, season of 1890-'91—Continued.

LAKE MICHIGAN—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Chicago, Ill., to Menominee, Mich.		\$5,000		\$5,000	\$5,000		7	7			
Manistee to Benton Harbor, Mich.	Lumber	600	\$600	1,200	1,125	\$75	3	3			
		5		5	5		2	2			
Milwaukee to Racine, Wis.		300		300	300		2	2		2	4
Manistee to Holland, Mich.	Shingles and latns.	600	50	650	650		2	2			
Manistee to St. Joseph, Mich.	Lumber and shingles.	1,500	700	2,200	300	1,900	4	4		4	8
Manistique to Beaver Island Harbor, Mich.		3,000		3,000	3,000		5	5			
Chicago, Ill., to Manistee, Mich.	Poultry	1,000	200	1,200	1,150	50	2	2			
Marinette, Mich., to Chicago, Ill.	Lumber	8,000	8,250	16,250	16,250		7	7			
Holland to White Lake, Mich.		1,400		1,400	1,400		3	3			
Muskegon, Mich., to Cleveland, Ohio.	Lumber	75,000	20,000	95,000	95,000		15	15			
do	do	45,000	25,000	70,000	70,000		7	7			
Charlevoix, Mich., to Milwaukee, Wis.	do	2,500	1,500	4,000	900	3,100	5	5		5	5
Muskegon, Mich., to Chicago, Ill.		6,000		6,000	2,000	4,000	4	4			
To vessel on fire		15		15	15		2	2			
Chicago, Ill., to Kenosha, Wis.		8,000		8,000	7,825	175	10	10			
Ludington to Manistee, Mich.		100,000		100,000	100,000		24	24			
Milwaukee, Wis., to Ludington, Mich.	Flour and grain.	100,000	15,000	115,000	115,000		25	25			
At anchor		500		500	350	150					
Cruising for a tow		5,000		5,000	4,500	500	3	3			
Milwaukee, Wis., to Ludington, Mich.	Flour and grain.	100,000	15,000	115,000	115,000		25	25			
St. Joseph to Manistee, Mich.		3,000		3,000	3,000		5	5			
Leland to North Manitou Island, Mich.	Sawdust	125	15	140	140		3	3		2	2
St. Joseph, Mich., fishing.	Fishing nets.	50	15	65	65		2	2			
		75		75	75		1	1			
Chicago, Ill., to Pine, Ind.		5,000		5,000	5,000		5	5			
Black Lake to Muskegon, Mich.		1,500		1,500	1,500		4	4			
Pleasure trip		50		50	50		1	1			
Frankfort to Holland, Mich.	Lumber	600	300	900	850	50	3	3			
Milwaukee, Wis., to Frankfort, Mich.		3,500		3,500	3,100	400	5	5			
		3,000		3,000	2,400	600	3	3			
Toledo, Ohio, to Racine, Wis.	Coal	18,000	3,000	21,000	21,000		8	8			

§ Life-saving crew assisted to save the vessel from destruction by fire. In extreme peril.

United States Life-Saving Service.—Table

DISTRICT NO. 11.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1891.					
May 31	One-half mile northeast of station.	South Chicago....	Row boat, South Chicago, Ill.	.....	.....
May 31	Two hundred and seventy-yards west of station.	St. Joseph	Rowboat, St. Joseph, Mich.	.....	.....
June 3	Four and one-half miles southwest of station.	North Manitou Island.	Str. D. W. Powers, Chicago, Ill.	Chamly....	303
June 4	One mile south of station.	Grande Pointe au Sable.	Skiff.....	.....	.....
June 4	Three miles south of station.	Evanston.....	Sc. C. L. Fick, Chicago, Ill.	Harris....	89
June 4	Three miles north of station.	.....do	Sc. Lena Beam, Grand Haven, Mich.	Beam.....	34
June 7	One-third of a mile northeast of station.	Muskegon	Sailboat, Muskegon, Mich.	.....	.....
June 15	One mile north of station.	Manistee	Sl. Hunters Home, Manistee, Mich.	.....	.....
June 27	Four hundred yards southeast of station.	Kenosha.....	Sl. y. Argo, Chicago, Ill.	Raune....	15
June 27	Twelve miles south of Sheboygan station.	Sheboygan and Milwaukee.	Sc. Starke, Milwaukee, Wis.	Bennett...	209
June 29	One and one-half miles southwest of station.	Chicago	Skiff, Chicago, Ill.	.....	.....
	Total .....	.....	.....	.....	.....

DISTRICT NO. 12.—EMBRACING

1890.					
July 13	Peacock Spit	Cape Disappointment.	Barge, Fort Canby, Wash.	.....	.....
Sept. 20	Two and one-half miles northwest of station.	.....do	Sc. Governor Moody, Astoria, Oregon.	Cordiner...	64
Oct. 1	Point Diablo, three miles west-northwest of station.	Fort Point.....	Bgt. Lurline, San Francisco, Cal.	Mattson...	359
Nov. 16	One-quarter mile northwest of station.	.....do	Sl. y. Bertha Pierson, San Francisco, Cal.	.....	.....
Dec. 12	One half mile southeast of station.	Humboldt Bay ...	Str. Passadena, Wilmington, Cal.	Hamilton..	300
Dec. 24	Chimook Sands, six miles east of station.	Cape Disappointment.	Sp. Norma, San Francisco, Cal.	Thomson..	327
1891.					
June 25	One-third mile east of station.	Point Adams	Fishboat, Fort Stevens, Oregon.	.....	.....
	Total .....	.....	.....	.....	.....

* Three landed without assistance, the life-saving crew rescued the other.

of casualties, season of 1890-'91—Continued.

LAKE MICHIGAN—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Adrift		\$20		\$20	\$20		1	1			
Fishing		20		20	20		4	4		4	4
Pine Lake, Wis., to Chicago, Ill.	Lumber ..	16,000	\$2,000	18,000	17,800	\$200	11	11			
Adrift		50		50	50						
South Haven, Mich., to Chicago, Ill.	Lumber ..	3,000	2,000	5,000	5,000		5	5			
Chicago, Ill., to Ludington, Mich.		3,000		3,000	3,000		3	3			
Pleasure trip		150		150	150		2	2			
Onekama to Manistee, Mich.		30		30	30		3	3			
Dragging anchor		2,500		2,500	2,500		7	7			
Traverse Bay, Mich., to Milwaukee, Wis.	Lumber ..	8,000	1,000	9,000	3,500	5,500	7	7			
Pleasure trip		20		20	20		7	7			
.....		849,065	118,785	967,850	942,200	25,650	396	395	1	39	47

PACIFIC COAST.

Pleasure trip		\$200		\$200	\$200		4	4			
Astoria, Oregon, cruising.		15,000		15,000		\$15,000	4	*4		4	5
Hilo, Sandwich Islands, to San Francisco, Cal.	Sugar.....	30,000	\$70,000	100,000	45,000	55,000	13	13			
Pleasure trip		3,000		3,000	3,000		5	5			
Eureka to San Pedro, Cal.	Lumber ..	35,000	5,000	40,000	40,000		13	13			
San Francisco, Cal., to Astoria, Oregon.	General merchandise.	30,000	600	30,600	29,950	650	8	8			
Fishing trip to Fort Stevens, Oregon.	Fishing gear.	250	250	500	500						
.....		113,450	75,850	189,300	118,650	70,650	47	47		4	5

† No assistance by life-saving crew.

*United States Life-Saving Service.—Table of***RECAPIT**

Districts.	Total number of disasters.	Total value of ves- sels.	Total value of car- goes.
District No. 1.....	45	\$194, 285	\$30, 250
District No. 2.....	56	448, 050	53, 550
District No. 3.....	31	525, 870	360, 550
District No. 4.....	49	271, 655	176, 985
District No. 5.....	37	177, 380	47, 465
District No. 6.....	32	840, 440	720, 220
District No. 7.....	9	41, 475	7, 390
District No. 8.....	20	60, 475	14, 115
District No. 9.....	73	340, 040	229, 225
District No. 10.....	47	1, 059, 505	264, 730
District No. 11.....	85	849, 065	118, 785
District No. 12.....	7	113, 450	75, 850
Aggregate.....	491	4, 921, 690	2, 099, 115

casualties, season of 1890-'91—Continued.

ULATION.

Total amount of property involved.	Total amount of property saved.	Total amount of property lost.	Total number of persons on board.	Total number of persons saved.	Total number of persons lost.	Number of shipwrecked persons succored at stations.	Total number of days' succor afforded.	Number of disasters involving total loss to vessels.
\$224, 535	\$189, 880	\$34, 655	235	234	1	23	41	7
501, 600	398, 360	103, 240	402	402	.....	86	178	9
886, 420	709, 095	176, 725	577	571	6	50	94	5
448, 640	271, 305	177, 335	233	232	1	66	111	6
224, 845	176, 780	48, 065	184	183	1	41	69	9
1, 560, 660	1, 181, 240	379, 420	359	330	29	114	581	11
48, 865	35, 385	13, 480	55	55	.....	31	45	1
74, 590	55, 595	18, 995	78	78	.....	8	45	1
569, 265	482, 215	87, 050	344	338	6	19	19	4
1, 324, 235	1, 222, 655	101, 580	581	576	5	57	258	4
967, 850	842, 200	25, 650	396	395	1	52	70	3
189, 300	118, 650	70, 650	47	47	.....	4	5	2
7, 020, 805	5, 783, 960	1, 236, 845	3, 491	3, 441	50	*551	*1,516	62

* These figures include 100 persons to whom succor was given, who were not on the vessels embraced in the tables, and 244 days of such succor, as follows:

District No. 1, 16 persons 16 days.
 District No. 2, 2 persons 2 days.
 District No. 3, 4 persons 4 days.
 District No. 4, 1 person 1 day.
 District No. 5, 5 persons 5 days.
 District No. 6, 15 persons 15 days.

District No. 7, 28 persons 40 days.
 District No. 8, 3 persons 6 days.
 District No. 9, 2 persons 2 days.
 District No. 10, 11 persons 130 days.
 District No. 11, 13 persons 23 days.

Total... 100 244

APPROPRIATIONS AND EXPENDITURES.

171

STATEMENT

SHOWING THE

**APPROPRIATIONS AND EXPENDITURES FOR THE MAINTENANCE OF THE
LIFE-SAVING SERVICE FOR THE FISCAL YEAR ENDING JUNE 30, 1891.**

Appropriation, Life-Saving Service, 1891.

For salaries of superintendents of life-saving and life-boat stations and houses of refuge in the several districts on the sea and lake coasts of the United States, as follows:

Maine and New Hampshire, District No. 1.....	\$1, 500. 00	
Massachusetts, District No. 2.....	1, 500. 00	
Rhode Island and Long Island, District No. 3.....	1, 800. 00	
New Jersey, District No. 4.....	1, 800. 00	
Delaware, Maryland, and Virginia, District No. 5.....	1, 500. 00	
Virginia and North Carolina, District No. 6.....	1, 800. 00	
South Carolina, Georgia, and Florida, District No. 7.....	1, 500. 00	
Gulf of Mexico, District No. 8.....	1, 500. 00	
Lakes Ontario and Erie, District No. 9.....	1, 800. 00	
Lakes Huron and Superior, District No. 10.....	1, 800. 00	
Lake Michigan, District No. 11.....	1, 800. 00	
Washington, Oregon, and California, District No. 12.....	1, 800. 00	
Assistant Superintendent, Rhode Island, and Long Island, District No. 3.....	1, 000. 00	
		\$21, 100. 00

For salaries of two hundred and forty-seven keepers of life-saving and life-boat stations and houses of refuge..... 163, 360. 00

For pay of crews of surfmen employed at the life-saving and life-boat stations during the period of actual employment; compensation of volunteers at life-saving and life-boat stations for actual and deserving service rendered upon any occasion of disaster, or in any effort to save persons from drowning, at such rate, not to exceed \$10 for each volunteer, as the Secretary of the Treasury may determine; pay of volunteer crews for drill and exercise; fuel for stations and houses of refuge; repairs and outfits for same; rebuilding and improvement of same; supplies and provisions for houses of refuge and for shipwrecked persons succored at stations; traveling expenses of officers under orders from the Treasury Department; for carrying out the provisions of sections 7 and 8 of the act approved May 4, 1882; for draft animals and maintenance of same; and contingent expenses, including freight, storage, repairs to apparatus, medals, labor, stationery, advertising, and miscellaneous expenses that can not be included under any other head, of life-saving stations on the coasts of the United States..... 778, 925. 00

Total..... 963, 385. 00

Expenditures.

For salaries of superintendents of life-saving and life-boat stations and houses of refuge in the several districts, as follows:

District No. 1, July 1, 1890, to June 30, 1891.....	\$1,500.00	
District No. 2, July 1, 1890, to June 30, 1891.....	1,500.00	
District No. 3, July 1, 1890, to June 30, 1891.....	1,800.00	
District No. 4, July 1, 1890, to June 30, 1891.....	1,800.00	
District No. 5, July 1, 1890, to June 30, 1891.....	1,500.00	
District No. 6, July 1, 1890, to June 30, 1891.....	1,800.00	
District No. 7, July 1, 1890, to June 30, 1891.....	1,500.00	
District No. 8, July 1, 1890, to June 30, 1891.....	1,500.00	
District No. 9, July 1, 1890, to June 30, 1891.....	1,800.00	
District No. 10, July 1, 1890, to June 30, 1891.....	1,800.00	
District No. 11, July 1, 1890, to June 30, 1891.....	1,800.00	
District No. 12, July 1, 1890, to June 30, 1891.....	1,800.00	
Salary of assistant superintendent, District No. 3, from July 1, 1890, to June 30, 1891.....	1,000.00	
		\$21,100.00
Salaries of 229 keepers, Districts Nos. 1 to 12, inclusive, quarter ending September 30, 1890.....	38,962.19	
Salaries of 228 keepers, Districts Nos. 1 to 12, inclusive, quarter ending December 31, 1890.....	39,656.52	
Salaries of 231 keepers, Districts Nos. 1 to 12, inclusive, quarter ending March 31, 1891.....	40,071.97	
Salaries of 232 keepers, Districts Nos. 1 to 12, inclusive, quarter ending June 30, 1891.....	40,525.00	
		159,215.68
Pay of surfmen in District No. 1, from September 1, 1890, to April 30, 1891.....	29,150.00	
Pay of surfmen in District No. 2, from September 1, 1890, to April 30, 1891.....	56,083.06	
Pay of surfmen in District No. 3, from September 1, 1890, to April 30, 1891.....	95,400.00	
Pay of surfmen in District No. 4, from September 1, 1890, to April 30, 1891.....	106,351.85	
Pay of surfmen in District No. 5, from September 1, 1890, to April 30, 1891.....	43,033.61	
Pay of surfmen in District No. 6, from September 1, 1890, to April 30, 1891.....	77,132.22	
Pay of surfmen in District No. 7, from September 1, 1890, to April 30, 1891.....	4,800.00	
Pay of surfmen in District No. 8, from September 1, 1890, to April 30, 1891.....	19,522.93	
Pay of surfmen in District No. 9, from July 1, 1890, to June 30, 1891.....	25,954.64	
Pay of surfmen in District No. 10, from July 1 to December 11, 1890, and April 16 to June 30, 1891.....	39,208.96	
Pay of surfmen in District No. 11, from July 1 to December 10, 1890, and April 16 to June 30, 1891.....	61,576.99	
Pay of surfmen in District No. 12, from July 1, 1890, to June 30, 1891.....	29,622.23	
Pay of surfmen as acting keepers:		
Flethers Neck Station, District No. 1, July 1 to August 12, 1890.....	69.35	
Little Beach Station, District No. 4, July 1 to August 31, 1890.....	100.00	
Shark River Station, District No. 4, August 25 to 31, 1890.....	11.29	
Morris Island Station, District No. 7, July 1 to August 31, 1890.....	100.00	
Gilberts Bar Station, District No. 7, July 1 to August 12, 1890.....	69.35	
Indian River Inlet Station, District No. 7, August 1 to September 30, 1890.....	100.00	
Pay of surfmen for services at wrecks which occurred at periods when crews were not required to reside at the stations:		
District No. 1.....	183.00	
District No. 2.....	9.00	

Pay of surfmen for services at wrecks which occurred at periods when crews were not required to reside at the stations—Continued.

District No. 3	\$69. 00	
District No. 4	123. 00	
District No. 5	87. 00	
District No. 6	33. 00	
District No. 8	12. 00	
District No. 11	21. 00	
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882.....	6, 411. 14	\$595, 234. 62

Pay of volunteer surfmen for services at disasters:—

District No. 11.....		30. 00
Apparatus.....	11, 354. 93	
Books, charts, stationery, advertising, etc.....	1, 143. 49	
Care of stations pending appointment of keepers.....	75. 53	
Compensation for special services, labor, etc.....	17, 008. 63	
Draft animals.....	5, 422. 51	
Equipments.....	5, 739. 85	
Freight, packing, storage, telegraphing, etc.....	3, 265. 85	
Fuel and water for stations.....	14, 772. 01	
Furniture.....	3, 947. 95	
Lithographing and engraving.....	55. 00	
Medals.....	1, 262. 15	
Medical services.....	31. 00	
Medicines.....	101. 49	
Protection of stations from encroachment of the sea.....	1, 002. 17	
Rebuilding, repair, and improvement of stations.....	44, 304. 21	
Recording conveyances.....	8. 10	
Removal of stations.....	1, 424. 00	
Rent of office of inspector and superintendents.....	1, 729. 92	
Repairs to apparatus, equipments, and furniture.....	1, 543. 11	
Sites for stations.....	35. 15	
Subsistence of persons rescued from wrecked vessels.....	102. 85	
Supplies.....	11, 533. 05	
Transporting apparatus to and from wrecks, from stations where horses are not kept.....	340. 50	
Traveling expenses of officers.....	8, 523. 99	
Pay of disabled keepers, under the provisions of section 7 of the act approved May 4, 1882.....	1, 187. 17	
Pay of widows and others, under the provisions of section 8 of the act approved May 4, 1882.....	2, 298. 33	
		<u>138, 212. 94</u>

Total expenditures from appropriation "Life Saving Service, 1891".....	913, 793. 24
Balance of available funds July 1, 1891.....	49, 591. 76
	<u>963, 385. 00</u>

At the beginning of the fiscal year there remained on hand available from the appropriation of the preceding year the following:

Unexpended balance July 1, 1890.....	\$44, 853. 41
To which repayments have been made amounting to.....	4, 380. 91
	<u>49, 234. 32</u>

The expenditures from this sum during the last year, made in payment of indebtedness standing over from the preceding year, were as follows:

"Life-Saving Service, 1890," available as above.....	<u>\$49, 234. 32</u>
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Salary of superintendent of the Sixth Life-Saving District from October 1, 1889, to January 19, 1890.....	\$544. 99
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To reimburse keepers of the following-named stations for expenses incurred for services of temporary surfmen, viz:		
Peaked Hill Bars Station, District No. 2, from January 16, to February 3, 1890.....	\$31.00	
Hither Plain Station, District No. 3, from April 25 to 27, 1889, and May 1, 1889, to April 24, 1890.....	490.00	
Rehoboth Beach Station, District No. 5, from January 27 to February 10, 1890.....	25.92	
Pay of temporary surfman at Gull Shoal Station, District No. 6, from January 10 to 14, 1890.....	8.06	
Pay of surfmen for services at wrecks which occurred at periods when crews were not required to reside at the stations:		
District No. 2.....	15.00	
District No. 3.....	18.00	
District No. 5.....	3.00	
District No. 6.....	117.00	
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882.....	4,097.38	
		\$5,350.35
Apparatus.....	1,316.80	
Books, charts, stationery, advertising, etc.....	11.43	
Compensation for special services, labor, etc.....	883.17	
Equipments.....	78.57	
Freight, packing, storage, telegraphing, etc.....	1,136.79	
Fuel and water for stations.....	129.18	
Furniture.....	12.00	
Medals.....	14.00	
Rebuilding, repairs, and improvement of stations.....	11,540.92	
Rent of office of inspector and superintendents.....	657.53	
Repairs to apparatus, equipments, and furniture.....	105.44	
Sites for stations.....	110.00	
Subsistence of persons rescued from wrecked vessels.....	10.50	
Supplies.....	4,728.78	
Transporting apparatus to and from wrecks, from stations where horses are not kept.....	40.00	
Traveling expenses of officers.....	1,618.40	
Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882.....	1,050.00	
Pay of widows and others under the provisions of section 8 of the act approved May 4, 1882.....	1,363.29	
		24,806.80
Total expenditures from appropriation "Life-Saving Service, 1890".....	30,157.15	
Balance of available funds July 1, 1891.....	19,077.17	
		49,234.32

There also remained unexpended at the beginning of the fiscal year, from the appropriation of 1889, the following:

"Life-Saving Service, 1889".....	\$22,142.31
To which repayments have been made amounting to.....	113.84
Total available funds.....	22,256.15

The expenditures from this balance during the last year, made in payment of indebtedness standing over from the fiscal year ending June 30, 1889, were as follows:

"Life-Saving Service, 1889," available as above.....	\$22,256.15
To reimburse the keeper of the Hither Plain Station, District No. 3, for expenses incurred for services of a temporary surfman.....	\$105.00
Apparatus.....	.98
Books, charts, stationery, etc.....	1.90
Equipments.....	17.04
Freight, packing, storage, telegraphing, etc.....	48.57
Fuel and water for stations.....	9.00

Furniture.....	\$197.86	
Compensation for special services, labor, etc.....	7.00	
Rents.....	5.00	
Subsistence of persons rescued from wrecked vessels.....	7.20	
Supplies.....	152.71	
Traveling expenses of officers.....	231.35	
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882.....	297.48	
Pay of widows and others, under the provisions of section 8 of the act approved May 4, 1882.....	326.67	
Total expenditures from appropriation "Life-Saving Service, 1889".....		\$1,407.76
Balance unexpended June 30, 1891.....		20,848.39

Of this unexpended balance there was carried to the surplus fund the sum of \$20,141.45. The difference, \$706.94, is now in the hands of George A. Bartlett, disbursing clerk, and will be deposited by him during the current year and carried to the surplus fund June 30, 1892.

During the fiscal year ended June 30, 1891, Mr. Bartlett, the disbursing clerk, deposited the sum of \$204.38, being the unexpended balance in his hands June 30, 1890, on account of appropriation "Life-Saving Service, 1888," as shown in the report for that year.

Repayments amounting to \$33.93 have been made during the year to this appropriation, which sum, together with the amount deposited by the disbursing clerk, as shown above, making a total of \$238.31, was, upon June 30, carried to the surplus fund.

In "An act making appropriations to supply deficiencies in the appropriations for the fiscal year ending June 30, 1890, and for prior years, and for other purposes," approved September 30, 1890, the following appears:

To reimburse the crew of the life-saving station at Muskeget, Massachusetts, for the loss of their personal property at the time of the burning of the station, December twenty-seventh, eighteen hundred and eighty nine.....	\$170.65
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This sum has been paid to the crew.

At the beginning of the fiscal year there was on hand available from the appropriation "Rebuilding and Improving Life-Saving Stations, ("Proceeds of Sales") the following:

Unexpended balance July 1, 1890.....	\$3,652.63
This sum has been increased by amounts realized from sales of public property belonging to the Life-Saving Service condemned and sold in conformity with provisions of law.....	594.70
Total available funds.....	4,247.33

There have been no expenditures during the year from this appropriation.

The total net expenditures for the maintenance of the Life-Saving Service during the fiscal year ending June 30, 1891, were therefore as follows:

"Life-Saving Service, 1891".....	\$913,793.24
"Life-Saving Service, 1890".....	30,157.15
"Life-Saving Service, 1889".....	1,407.76
"Life-Saving Service, 1890" and for prior years.....	170.65

945,528.80

Less the following:

Repayments to appropriations:

"Life-Saving Service, 1890"	\$4,380.91
"Life-Saving Service, 1889"	113.84
"Life-Saving Service, 1888" and prior years	238.31
Excess of deposits, appropriation "Rebuilding and Improving Life-Saving Stations, ("proceeds of sales")	594.70
	<u>\$5,327.76</u>

Total net expenditures of the Service 940,201.04

There remained standing to the credit of the respective appropriations at the close of the fiscal year ending June 30, 1891, available as heretofore stated, the following balances:

"Life-Saving Service, 1891"	\$49,591.76
"Life-Saving Service, 1890"	19,077.17
"Life-Saving Service, 1889"	20,848.39
"Rebuilding and improving Life-Saving Stations (proceeds of sales)" ..	4,247.33

The foregoing statement of the net expenditures of the Life-Saving Service for the fiscal year ending June 30, 1891, differs from the expenditures by warrants in the following particulars:

Net expenditures by warrants, as shown upon page 24 of "Combined statement of the receipts and disbursements (apparent and actual) of the United States for the fiscal year ended June 30, 1891" \$946,174.71

From which should be deducted the following:

Amounts in hands of disbursing clerk June 30, 1891:

"Life-Saving Service, 1889"	\$706.94
"Life-Saving Service, 1890"	1,792.29
"Life-Saving Service, 1891"	5,308.36

7,807.59

Amounts reappropriated and expended by warrants not included in the foregoing statement 690.43

Items of expense payable from the appropriation Life-Saving Service, 1890, not expended by warrants until the fiscal year 1891, as stated on page 408 of the report for 1890..... 1,020.51

\$9,518.53

Less the following:

Amounts in hands of disbursing clerk June 30, 1890, as shown on page 408 of the report for 1890:

"Life-Saving Service, 1889"	\$530.01
"Life-Saving Service, 1890"	3,013.95

3,543.96

Items of expense payable from appropriations not expended by warrants until the fiscal year 1892:

"Life-Saving Service, 1890"	\$0.40
"Life-Saving Service, 1891" .....	.50

.90

3,544.86

5,973.67

Net expenditures from appropriations for the year..... 940,201.04

To the foregoing statement of expenditures for the maintenance of the Life-Saving Service may be added the following:

APPROPRIATION.

Salaries, office Life-Saving Service..... \$37,780.00

EXPENDITURES.

Compensation of officers and employes in office of Life-Saving Service \$37,151.49
Amount in hands of disbursing clerk unexpended..... 628.51
37,780.00

INSTRUCTIONS TO MARINERS IN CASE OF SHIPWRECK.

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INSTRUCTIONS TO MARINERS IN CASE OF SHIPWRECK,

WITH

INFORMATION CONCERNING THE LIFE-SAVING STATIONS UPON THE
COASTS OF THE UNITED STATES.

*Prepared by Lieut. C. H. McLELLAN, U. S. R. M., Assistant Inspector Life-Saving
Stations, under the direction of the General Superintendent.*

GENERAL INFORMATION.

Life-saving stations, life-boat stations, and houses of refuge are located upon the Atlantic and Pacific seaboard of the United States, the Gulf of Mexico, and the lake coasts, as shown in the list in the latter part of this book, the latitude and longitude being given so far as determined.

All stations on the Atlantic coast, from the eastern extremity of the State of Maine to Cape Fear, North Carolina, are manned annually by crews of experienced surfmen from the 1st of September until the 1st of May following.

Upon the lake coasts the stations are manned from the opening until the close of navigation, with the exception of the one on Beaver Island, Lake Michigan, which depends on a volunteer crew; and upon the Pacific coast they are opened and manned the year round, with the exception of the stations at Neah Bay and Cape Arago, which depend upon volunteer effort from the neighboring people in case of shipwreck.

All life-saving and life-boat stations are fully supplied with boats, wreck-guns, beach-apparatus, restoratives, etc.

Houses of refuge are supplied with boats, provisions, and restoratives, but not manned by crews; a keeper, however, resides in each throughout the year, who, after every storm, is required to make extended excursions along the coast, with a view of ascertaining whether any shipwreck has occurred and finding and succoring any persons that may have been cast ashore.

Houses of refuge are located exclusively upon the Florida coast, where the requirements of relief are widely different from those of any other portion of the seaboard.

Most of the life-saving and life-boat stations are provided with the International Code of Signals, and vessels can, by opening communication, be reported; or obtain the latitude and longitude of the station, where determined; or information as to the weather probabilities in most cases; or, if crippled or disabled, a steam tug or revenue cutter

will be telegraphed for, where facilities for telegraphing exist, to the nearest port, if requested.

All services are performed by the life-saving crews without other compensation than their wages from the Government, though in view of the meagerness of their pay they are not prohibited from receiving such rewards for labor performed or risks incurred at wrecks as owners or masters of vessels, or other persons, may see fit to voluntarily bestow upon them, but *they are strictly forbidden to solicit such rewards.*

Destitute seafarers are provided with food and lodgings at the nearest station by the Government as long as necessarily detained by the circumstances of shipwreck.

The station crews patrol the beach from two to four miles each side of their stations four times between sunset and sunrise, and if the weather is foggy the patrol is continued through the day.

Each patrolman carries Coston signals. Upon discovering a vessel standing into danger, he ignites one of them, which emits a brilliant red flame of about two minutes' duration, to warn her off, or, should the vessel be ashore, to let her crew know that they are discovered and assistance is at hand.

If the vessel is not discovered by the patrol immediately after striking, rockets or flare-up lights should be burned, or, if the weather be foggy, guns should be fired to attract attention, as the patrolman may be some distance away on the other part of his beat.

Masters are particularly cautioned, if they should be driven ashore anywhere in the neighborhood of the stations, especially on any of the sandy coasts, where there is not much danger of vessels breaking up immediately, to remain on board until assistance arrives, and under no circumstances should they attempt to land through the surf in their own boats until the last hope of assistance from the shore has vanished. Often when comparatively smooth at sea a dangerous surf is running, which is not perceptible four hundred yards off shore, and the surf, when viewed from a vessel, never appears so dangerous as it is. Many lives have unnecessarily been lost by the crews of stranded vessels being thus deceived and attempting to land in the ship's boats.

The difficulties of rescue by operations from the shore are greatly increased in cases where the anchors are let go *after entering the breakers*, as is frequently done, and the chances of saving life correspondingly lessened.

INSTRUCTIONS.

RESCUE WITH THE LIFEBOAT OR SURFBOAT.

The patrolman, after discovering your vessel ashore and burning a Coston signal, hastens to his station for assistance. If the use of a boat is practicable, either the large lifeboat is launched from its ways in the station and proceeds to the wreck by water or the lighter surfboat is hauled overland to a point opposite the wreck and launched, as circumstances may require.

Upon the boat reaching your vessel, the directions and orders of the keeper (who always commands and steers the boat) should be implicitly obeyed. Any headlong rushing and crowding should be prevented and the captain of the vessel should remain on board to preserve order until every other person has left.

Women, children, helpless persons, and passengers should be passed into the boat first.

Goods or baggage will positively not be taken into the boat until all

persons are landed. If any be passed in against the keeper's remonstrance he is fully authorized to throw the same overboard.

RESCUE WITH THE BREECHES BUOY OR LIFE CAR.

Should it be inexpedient to use either the lifeboat or surfboat, recourse will be had to the wreck-gun and beach-apparatus for the rescue by the breeches buoy or the life car.

A shot with a small line attached will be fired across your vessel.

Get hold of the line as soon as possible and haul on board until you get a tail-block with a whip or endless line rove through it. This tail-block should be hauled on board as quickly as possible to prevent the whip drifting off with the set or fouling with wreckage, etc. Therefore, if you have been driven into the rigging where but one or two men can work to advantage, cut the shot-line and run it through some available block, such as the throat or peak-halyards' block or any block which will afford a clear lead, or even between the ratlines, that as many as possible may assist in hauling.

Attached to the tail-block will be a tally-board with the following directions in English on one side and French on the other:

"Make the tail of the block fast to the lower mast, well up. If the masts are gone, then to the best place you can find. Cast off shot-line, see that the rope in the block runs free, and show signal to the shore."

The above instructions being complied with, the result will be as shown in Figure 1.

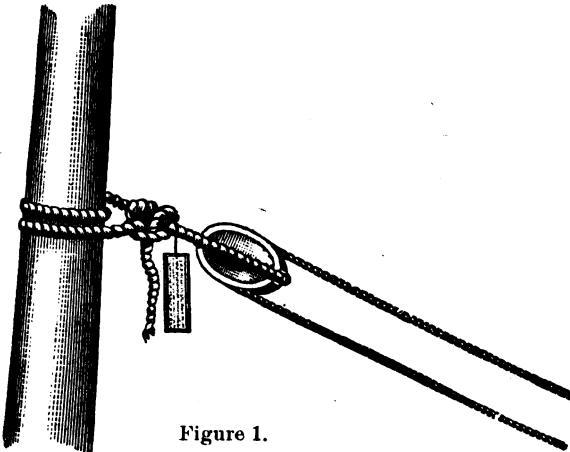


Figure 1.

As soon as your signal is seen a three-inch hawser will be bent onto the whip and hauled off to your ship by the life-saving crew.

If circumstances will admit, you can assist the life-saving crew by manning that part of the whip to which the hawser is bent and hauling with them.

When the end of the hawser is got on board a tally-board will be found attached, bearing the following directions in English on one side and French on the other:

"Make this hawser fast about two feet above the tail-block; see all clear, and that the rope in the block runs free, and show signal to the shore."

These instructions being obeyed, the result will be as shown in Figure 2.

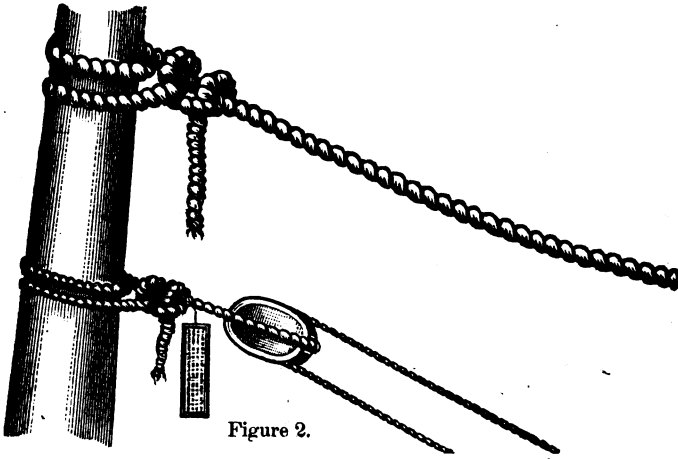


Figure 2.

Take particular care that there are no turns of the whip-line round the hawser; to prevent this, take the end of the hawser UP BETWEEN the parts of the whip before making it fast.

When the hawser is made fast, the whip cast off from the hawser, and your signal seen by the life-saving crew, they will haul the hawser taut and by means of the whip will haul off to your ship a breeches buoy suspended from a traveler block, or a life car from rings, running on the hawser.

Figure 3 represents the apparatus rigged, with the breeches buoy hauled off to the ship.

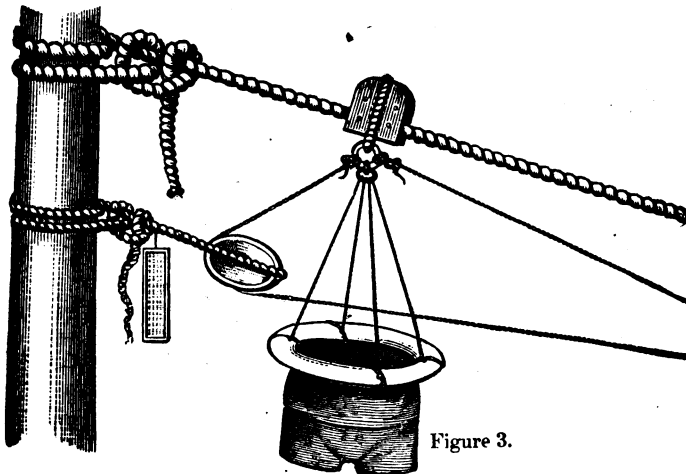


Figure 3.

If the breeches buoy be sent, let one man immediately get into it, thrusting his legs through the breeches. If the life car, remove the hatch, place as many persons in it as it will hold (four to six), and secure the hatch on the outside by the hatch bar-and hook, signal as

before, and the buoy or car will be hauled ashore. This will be repeated until all are landed. On the last trip of the life car the hatch must be secured by the inside hatch-bar.

In many instances two men can be landed in the breeches buoy at the same time, by each putting a leg through a leg of the breeches and holding on to the lifts of the buoy.

Children, when brought ashore by the buoy, should be in the arms of older persons or securely lashed to the buoy. Women and children should be landed first.

In signaling, as directed in the foregoing instructions, if in the daytime, let one man separate himself from the rest and swing his hat, a handkerchief, or his hand; if at night, the showing of a light, and concealing it once or twice, will be understood; and like signals will be made from the shore.

Circumstances may arise, owing to the strength of the current or set, or the danger of the wreck breaking up immediately, when it would be impossible to send off the hawser. In such a case a breeches buoy or life car will be hauled off instead by the whip, or sent off to you by the shot-line, and you will be hauled ashore through the surf.

If your vessel is stranded during the night and discovered by the patrolman, which you will know by his burning a brilliant red light, keep a bright lookout for signs of the arrival of the life-saving crew abreast of your vessel.

From one to four hours may intervene between the burning of the light and their arrival, as the patrolman may have to return to his station, perhaps three or four miles distant, and the life-saving crew draw the apparatus or surfboat through the sand or over bad roads to where your vessel is stranded.

Lights on the beach will indicate their arrival, and the sound of cannon-firing from the shore may be taken as evidence that a line has been fired across your vessel. Therefore, upon hearing the cannon, make strict search aloft, fore and aft, for the shot-line, for it is almost certain to be there. Though the movements of the life-saving crew may not be perceptible to you, owing to the darkness, your ship will be a good mark for the men experienced in the use of the wreck-gun, and the first shot seldom fails.

RECAPITULATION.

Remain by the wreck until assistance arrives from the shore, unless your vessel shows signs of immediately breaking up.

If not discovered immediately by the patrol, burn rockets, flare-up or other lights, or, if the weather be foggy, fire guns.

Take particular care that there are no turns of the whip-line round the hawser before making the hawser fast.

Send the women, children, helpless persons, and passengers ashore first.

Make yourself thoroughly familiar with these instructions, and remember that on your coolness and strict attention to them will greatly depend the chances of bringing you and your people safely to land.

LIST OF LIFE-SAVING DISTRICTS AND STATIONS

IN

THE UNITED STATES.

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LIFE-SAVING DISTRICTS AND STATIONS IN THE UNITED STATES.

FIRST DISTRICT.

COASTS OF MAINE AND NEW HAMPSHIRE.

Name of station.	State.	Locality.	Approximate position.*	
			Latitude north.	Longitude west.
Quoddy Head.....	Me	Carrying Point Cove	° ' "	° ' "
Cross Island.....	Me	Off Machias Port.....	44 48 40	66 58 50
Crumple Island.....	Me	Off Jonesport.....	44 36 45	67 16 30
Cranberry Isles.....	Me	Off Jonesport.....	44 26 40	67 36 10
Cranberry Isles.....	Me	Little Cranberry Island, off Mount Desert.	44 15 30	68 12 40
White Head.....	Me	On southwest end White Head Island....	43 58 40	69 08 00
Hunnwalls Beach.....	Me	On west side mouth Kennebec River.....	43 44 40	69 46 50
Cape Elizabeth.....	Me	Near the Lights.....	43 33 58	70 12 00
Fletchers Neck.....	Me	Biddeford Pool, Fletchers Neck.....	43 26 30	70 20 30
Jerry's Point.....	N. H.....	Southeast point Great Island, Portsmouth Harbor.	43 03 30	70 42 45
Wallis Sands.....	N. H.....	1½ miles south of Odiornes Point.....	43 01 15	70 44 00
Rye Beach.....	N. H.....	North end Rye Beach.....	42 59 30	70 45 20

SECOND DISTRICT.

COAST OF MASSACHUSETTS.

Plum Island.....	Mass.....	Near mouth of Merrimac River.....	42 48 30	70 49 00
Knobbs Beach.....	Mass.....	On Plum Island, 2½ miles from south end..	42 44 00	70 47 15
Davis Neck.....	Mass.....	Near Annisquam light.....	42 40 10	70 40 20
Point Allerton.....	Mass.....	1 mile west of Point Allerton.....	42 18 20	70 54 00
North Scituate.....	Mass.....	2½ miles south of Minots Ledge light.....	42 14 00	70 45 30
Fourth Cliff.....	Mass.....	South end of Fourth Cliff, Scituate.....	42 09 30	70 42 10
Gurnet.....	Mass.....	4½ miles northeast of Plymouth.....	42 00 10	70 36 10
Manomet Point.....	Mass.....	6½ miles southeast of Plymouth.....	41 55 30	70 32 40
Race Point.....	Mass.....	½ miles northeast of Race Point light.....	42 04 10	70 14 20
Peaked Hill Bars.....	Mass.....	2½ miles northeast of Provincetown.....	42 04 30	70 09 10
High Head.....	Mass.....	3½ miles northwest of Highland light.....	42 03 40	70 06 30
Highland.....	Mass.....	¼ mile northwest of Highland light.....	42 02 50	70 04 20
Pamet River.....	Mass.....	3½ miles south of Highland light.....	42 00 00	70 01 10
Cahoons Hollow.....	Mass.....	2½ miles east of Wellfleet.....	41 56 40	70 00 00
Nauset.....	Mass.....	1½ miles south of Nauset light.....	41 50 30	69 56 40
Orleans.....	Mass.....	Abreast of Ponchet Island.....	41 45 30	69 56 00
Chatham.....	Mass.....	On beach abreast of Chatham.....	41 41 00	69 55 50
Monomoy.....	Mass.....	2½ miles north of Monomoy light.....	41 35 20	69 59 00
Coskata.....	Mass.....	2½ miles south of Nantucket (Great Point) light.	41 21 45	70 01 20
Surfside.....	Mass.....	2½ miles south of the town of Nantucket..	41 14 30	70 06 00
Great Neck.....	Mass.....	6 miles west of Surfside.....	41 16 00	70 19 20
Muskeget.....	Mass.....	About midway of Muskeget Island.....	41 20 10	70 19 20
Cuttyhunk.....	Mass.....	Near east end of Cuttyhunk Island.....	41 25 15	70 54 45

* Obtained from latest Coast-Survey charts.

THIRD DISTRICT.

COASTS OF RHODE ISLAND AND LONG ISLAND.

Name of station.	State.	Locality.	Approximate position.	
			Latitude north.	Longitude west.
Brentons Point	R. I.	On Prices Neck	41 26 58	71 20 10
Narragansett Pier	R. I.	Northern part of the town	41 26 00	71 27 20
Point Judith	R. I.	Near light	41 21 40	71 29 00
Watch Hill	R. I.	Near light	41 18 20	71 51 30
New Shoreham	R. I.	Block Island, east side, near landing	41 10 20	71 33 30
Block Island	R. I.	Block Island, west side, near Dickens' Point.	41 09 40	71 36 40
Montauk Point	N. Y.	At the light	41 04 00	71 51 30
Ditch Plain	N. Y.	3½ miles southwest of Montauk light	41 02 10	71 54 30
Hither Plain	N. Y.	½ mile southwest of Fort Pond	41 01 30	71 57 50
Napeague	N. Y.	Abreast of Napeague Harbor	40 59 45	72 02 40
Amagansett	N. Y.	Abreast of the village	40 58 00	72 08 20
Georgica	N. Y.	1 mile south of village of East Hampton	40 56 40	72 11 40
Mecox	N. Y.	2 miles south of the village of Bridgehampton.	40 54 10	72 18 00
Southampton	N. Y.	¾ mile south of the village	40 52 10	72 23 04
Shinnecock	N. Y.	2 miles southeast of Shinnecock light	40 50 40	72 27 50
Tiana	N. Y.	2 miles southwest of Shinnecock light	40 49 40	72 31 30
Quogue	N. Y.	½ mile south of the village	40 48 20	72 36 00
Petunk	N. Y.	1¼ miles southwest of Petunk village	40 47 30	72 39 00
Moriches	N. Y.	2¼ miles southwest of Speonk village	40 46 30	72 43 10
Forge River	N. Y.	3¼ miles south of Moriches	40 44 30	72 49 00
Smiths Point	N. Y.	Abreast of the point	40 44 00	72 52 20
Bellport	N. Y.	4 miles south of the village	40 42 40	72 55 50
Blue Point	N. Y.	4½ miles south of Patchogue	40 40 40	73 01 20
Lone Hill	N. Y.	8 miles east of Fire Island Light	40 39 40	73 04 20
Point of Woods	N. Y.	4 miles east of Fire Island Light	40 38 50	73 08 10
Fire Island	N. Y.	½ mile west of Fire Island light	40 37 40	73 13 20
Oak Island	N. Y.	East end of Oak Island	40 38 10	73 17 40
Gilgo	N. Y.	West end of Oak Island	40 37 20	73 22 20
Jones Beach	N. Y.	East end of Jones Beach	40 36 40	73 26 20
Zachs Inlet	N. Y.	West end of Jones Beach	40 36 10	73 28 50
Short Beach	N. Y.	½ mile east of Jones Inlet	40 35 30	73 31 20
Point Lookout	N. Y.	2 miles west of New Inlet	40 35 10	73 35 40
Long Beach	N. Y.	Near Lucys Inlet	40 34 40	73 39 00
Rockaway	N. Y.	Near the village of Rockaway	40 35 30	73 47 30
Rockaway Point	N. Y.	West end of Rockaway Beach	40 34 10	73 51 50
Coney Island	N. Y.	Manhattan Beach	40 34 20	73 56 20
Eatons Neck	N. Y.	East side entrance to Huntington Bay, Long Island Sound.	40 57 10	73 24 00

FOURTH DISTRICT.

COAST OF NEW JERSEY.

Sandy Hook	N. J.	East of Main light	40 27 40	73 59 50
Spermaceti Cove	N. J.	2¼ miles south of Sandy Hook light	40 25 40	73 59 00
Seabright	N. J.	About a mile south of Navesink light	40 22 50	73 58 30
Monmouth Beach	N. J.	About a mile south of Seabright	40 20 30	73 58 30

* Obtained from latest Coast-Survey charts.

FOURTH DISTRICT—Continued.

COAST OF NEW JERSEY—Continued.

Name of station.	State.	Locality.	Approximate position.*	
			Latitude, north.	Longitude, west.
Long Branch.....	N. J.....	Greens Pond	40 16 40	73 59 00
Deal	N. J.....	Asbury Park	40 13 50	73 59 50
Shark River.....	N. J.....	Near the mouth of Shark River.....	40 11 30	74 00 40
Spring Lake.....	N. J.....	2½ miles south of Shark River	40 09 20	74 01 20
Squan Beach.....	N. J.....	1 mile southeast of Squan Village.....	40 07 00	74 02 00
Bayhead.....	N. J.....	At the head of Barnegat Bay.....	40 04 00	74 02 40
Mantoloking.....	N. J.....	2½ miles south of head of Barnegat Bay ..	40 01 40	74 03 10
Chadwicks.....	N. J.....	5 miles south of head of Barnegat Bay ..	39 59 10	74 04 00
Toms River.....	N. J.....	On the beach abreast mouth Toms River ..	39 56 10	74 04 30
Island Beach.....	N. J.....	1½ mile south of Seaside Park	39 53 40	74 05 00
Cedar Creek.....	N. J.....	5½ miles north of Barnegat Inlet.....	39 51 10	74 05 10
Forked River.....	N. J.....	2 miles north of Barnegat Inlet	39 48 10	74 05 40
Barnegat	N. J.....	South side of Barnegat Inlet	39 45 30	74 06 10
Loveladies Island ..	N. J.....	2½ miles south of Barnegat Inlet.....	39 43 50	74 07 20
Harveys Cedars.....	N. J.....	5½ miles south of Barnegat Inlet.....	39 41 20	74 08 30
Ship Bottom.....	N. J.....	Midway of Long Beach	39 38 10	74 11 00
Long Beach.....	N. J.....	1½ miles north of Beach Haven	39 35 00	74 13 20
Bonds	N. J.....	2½ miles south of Beach Haven	39 32 00	74 15 20
Little Egg.....	N. J.....	Near the light north of Inlet	39 30 10	74 17 20
Little Beach.....	N. J.....	South side of Little Egg Inlet.....	39 27 30	74 19 30
Brigantine.....	N. J.....	5½ miles north of Absecon light	39 25 30	74 20 30
South Brigantine.....	N. J.....	3½ miles north of Absecon light	39 24 00	74 22 30
Atlantic City.....	N. J.....	At Absecon light.....	39 22 00	74 24 50
Absecon.....	N. J.....	2½ miles south of Absecon light	39 20 50	74 27 40
Great Egg.....	N. J.....	6½ miles south of Absecon light	39 19 00	74 31 10
Ocean City.....	N. J.....	South side of Egg Harbor Inlet	39 17 20	74 34 00
Pecks Beach.....	N. J.....	3½ miles north of Corsons Inlet	39 14 50	74 36 50
Corsons Inlet.....	N. J.....	Near the Inlet, north side	39 13 10	74 38 20
Sea Isle City.....	N. J.....	3½ miles north of Townsends Inlet.....	39 09 50	74 41 00
Townsends Inlet.....	N. J.....	Near the Inlet, north side.....	39 07 30	74 42 40
Tathams	N. J.....	3½ miles north of Hereford Inlet.....	39 03 40	74 45 00
Hereford Inlet.....	N. J.....	Near Hereford light	39 00 20	74 47 20
Holly Beach.....	N. J.....	6 miles northeast of Cape May City.....	38 58 40	74 49 50
Turtle Gut.....	N. J.....	4 miles northeast of Cape May City	38 57 10	74 51 10
Cold Spring.....	N. J.....	1 mile east of Cape May City	38 56 00	74 54 00
Cape May.....	N. J.....	Near the light.....	38 55 40	74 57 30
Bay Shore.....	N. J.....	2½ miles west of Cape May City	38 56 40	74 58 10

FIFTH DISTRICT.

COASTS OF DELAWARE, MARYLAND, AND VIRGINIA.

(CAPE HENLOPEN TO CAPE CHARLES.)

Lewes	Del	2 miles west of Cape Henlopen light.....	38 46 50	75 07 10
Cape Henlopen.....	Del	¼ mile southerly of Cape Henlopen light..	38 45 50	75 04 50
Rehoboth Beach.....	Del	Opposite north end of Rehoboth Bay	38 41 30	75 04 20
Indian River Inlet.....	Del	North of Inlet.....	38 37 50	75 03 40
Ocean City.....	Md	Just north of village.....	38 20 00	75 05 00
North Beach.....	Md	10 miles south of Ocean City	38 11 30	75 09 20
Green Run Inlet.....	Md	13½ miles northeast of Assateague light..	38 04 30	75 12 50

* Obtained from latest Coast-Survey charts.

FIFTH DISTRICT—Continued.

COASTS OF DELAWARE, MARYLAND, AND VIRGINIA—Continued.

(CAPE HENLOPEN AND CAPE CHARLES.)

Name of station.	State.	Locality.	Approximate position.*	
			Latitude, north.	Longitude, west.
			° ' "	° ' "
Popee Island	Va.....	10 miles northeast of Assateague light....	38 00 20	75 15 40
Assateague Beach	Va.....	1½ miles south of Assateague light	37 53 40	75 21 40
Wallops Beach	Va.....	1½ miles south of Chincoteague Inlet	37 52 00	75 26 50
Metomkin Inlet	Va.....	On Metomkin Beach, near the Inlet.....	37 40 45	75 34 50
Wachapreague	Va.....	South end of Cedar Island.....	37 35 20	75 36 40
Paramores Beach	Va.....	Midway of beach	37 32 20	75 37 20
Hog Island	Va.....	South end of Hog Island.....	37 22 50	75 41 30
Cobbs Island	Va.....	South end of Cobbs Island.....	37 17 30	75 47 00
Smiths Island	Va.....	At Cape Charles light	37 07 00	75 53 40

SIXTH DISTRICT.

COASTS OF VIRGINIA AND NORTH CAROLINA.

(CAPE HENRY TO CAPE FEAR.)

Cape Henry	Va.....	¾ mile southeast of Cape Henry light.....	36 55 10	75 59 50
Seatack	Va.....	5½ miles south of Cape Henry light	36 51 10	75 58 40
Dam Neck Mills.....	Va.....	10 miles south of Cape Henry light	36 47 10	75 57 30
Little Island	Va.....	On beach abreast of North Bay	36 41 30	75-55 20
False Cape	Va.....	On beach abreast of Back Bay.....	36 36 00	75 52 50
Wash Woods	N. C.....	On beach abreast of Knotts Island.....	36 32 00	75 52 10
Currituck Inlet.....	N. C.....	5½ miles north of Currituck Beach light ..	36 27 30	75 50 40
Whales Head	N. C.....	¾ mile north of Currituck Beach light ..	36 23 20	75 49 40
Poyners Hill.....	N. C.....	6½ miles south of Currituck Beach light ..	36 17 10	75 48 00
Caffeys Inlet.....	N. C.....	10½ miles south of Currituck Beach light ..	36 13 40	75 46 20
Paul Gamiels Hill ..	N. C.....	5 miles north of Kitty Hawk	36 08 00	75 43 50
Kitty Hawk	N. C.....	On the beach abreast of north end of Kitty Hawk Bay.	36 03 50	75 41 30
Kill Devil Hills.....	N. C.....	4½ miles south of Kitty Hawk	36 00 10	75 39 40
Nags Head	N. C.....	9 miles north of Oregon Inlet	35 56 00	75 36 40
Bodies Island.....	N. C.....	¾ mile northeast of Bodies Island light ..	35 49 40	75 33 20
Oregon Inlet.....	N. C.....	¼ mile south of Oregon Inlet.....	35 47 30	75 32 10
Pea Island	N. C.....	2 miles north of New Inlet.....	35 43 15	75 29 30
New Inlet	N. C.....	¼ mile south of New Inlet	35 40 40	75 29 00
Chicomicomico	N. C.....	5 miles south of New Inlet.....	35 36 40	75 27 50
Gull Shoal	N. C.....	11½ miles south of New Inlet.....	35 29 50	75 28 40
Little Kinnakeet ..	N. C.....	11½ miles north of Cape Hatteras light....	35 25 00	75 29 10
Big Kinnakeet.....	N. C.....	5½ miles north of Cape Hatteras light....	35 20 00	75 30 20
Cape Hatteras	N. C.....	1 mile south of Hatteras light	35 14 20	75 31 20
Creeds Hill	N. C.....	4 miles west of Cape Hatteras light	35 14 30	75 35 15
Durants	N. C.....	3 miles east of Hatteras Inlet.....	35 12 35	75 41 00
Ooracoke	N. C.....	1½ miles west of Hatteras Inlet	36 11 00	75 46 11
Cape Lookout	N. C.....	1½ miles south of Cape Lookout light	34 36 30	76 32 20
Cape Fear	N. C.....	On Smiths Island, Cape Fear	33 50 30	77 57 20
Oak Island	N. C.....	West side mouth Cape Fear River.....	33 53 20	78 01 20

* Obtained from latest Coast-Survey charts.

SEVENTH DISTRICT.

COASTS OF SOUTH CAROLINA, GEORGIA, AND EASTERN FLORIDA.

Name of station.	State.	Locality.	Approximate position.*	
			Latitude, north.	Longitude, west.
Morris Island.....	S. C.....	Near Charleston light.....	32 42 00	79 52 30
Smiths Creek†.....	Fla.....	20 miles south of Matanzas Inlet.....	29 26 10	81 06 15
Mosquito Lagoon†.....	Fla.....	On beach outside the lagoon.....	28 51 30	80 46 20
Chester Shoal†.....	Fla.....	11 miles north of Cape Canaveral.....	28 36 40	80 35 50
Cape Malabar†.....	Fla.....	30 miles south of Cape Canaveral.....	28 03 10	80 32 45
Bethel Creek†.....	Fla.....	11 miles north of Indian River Inlet.....	27 40 00	80 21 20
Indian River Inlet†.....	Fla.....	South side of Inlet.....	27 29 45	80 17 50
Gilberts Bar†.....	Fla.....	Sainte Lucie Rocks, north side Sainte Lucie Inlet.	27 12 00	80 09 50
Jupiter Inlet.....	Fla.....	South side of Inlet.....	26 55 40	80 04 00
Orange Groves.....	Fla.....	Southern end Lake Worth, 32 miles south of Jupiter Inlet.	26 27 30	80 03 20
Fort Lauderdale.....	Fla.....	7 miles north of New River Inlet.....	26 08 00	80 06 00
Biscayne Bay†.....	Fla.....	10 miles north of Boca Ratones, Narrows Cut.	25 54 10	80 08 00

EIGHTH DISTRICT.

GULF COAST OF UNITED STATES.

Santa Rosa.....	Fla.....	Santa Rosa Island, 3 miles east of Fort Pickens.	30 19 00	87 14 30
Sabine Pass.....	Tex.....	East side of Pass.....	29 43 00	93 50 00
Galveston.....	Tex.....	East end Galveston Island.....	29 20 10	94 46 10
San Luis.....	Tex.....	West end Galveston Island.....	29 07 00	95 04 00
Velasco.....	Tex.....	East side, mouth of Brazos River.....	28 56 25	95 17 52
Saluria.....	Tex.....	Northeast end Matagorda Island.....	28 23 00	96 24 00
Aransas.....	Tex.....	Northeast end Mustang Island.....	27 51 00	97 03 00
Brazos.....	Tex.....	North end Brazos Island, entrance to Brazos Santiago.	26 04 00	97 08 00

NINTH DISTRICT,

LAKES ERIE AND ONTARIO.

Big Sandy.....	N. Y.....	North side mouth of Big Sandy Creek, Lake Ontario.		
Salmon Creek†.....	N. Y.....	East side mouth of Salmon Creek, Lake Ontario.		
Oswego.....	N. Y.....	East side entrance of Oswego Harbor, Lake Ontario.		
Charlotte.....	N. Y.....	East side entrance of Charlotte Harbor, Lake Ontario.		
Buffalo.....	N. Y.....	South side entrance of Buffalo Harbor, Lake Erie.		
Erie.....	Pa.....	North side entrance of Erie Harbor, Lake Erie.		
Fairport.....	Ohio.....	West side entrance of Fairport Harbor, Lake Erie.		
Cleveland.....	Ohio.....	West side entrance of Cleveland Harbor, Lake Erie.		
Point Marblehead.....	Ohio.....	Point Marblehead, near Quarry Docks, Lake Erie.		
Louisville.....	Ky.....	Falls of the Ohio River, Louisville, Ky.....		

* Obtained from latest Coast-Survey charts. † House of refuge. No crew employed.

‡ Destroyed by fire.

TENTH DISTRICT.
LAKES HURON AND SUPERIOR.

Name of station.	State.	Locality.	Approximate position	
			Latitude, north.	Longitude, west.
Sand Beach	Mich.	Inside Sand Beach Harbor, Lake Huron	0 1 "	0 1 "
Pointe aux Barques....	Mich.	Near light, Lake Huron		
Grindstone City	Mich.	1 mile northwest of City, Lake Huron		
Ottawa Point	Mich.	Near light, Lake Huron		
Sturgeon Point	Mich.	Near light, Lake Huron		
Thunder Bay Island...	Mich.	Near light, Lake Huron		
Middle Island	Mich.	Near end of Middle Island, Lake Huron		
Hammonds Bay	Mich.	Hammonds Bay, Lake Huron		
Bois Blanc	Mich.	About midway east end of Island, Lake Huron		
Vermillion Point	Mich.	10 miles west of White Fish Point, Lake Superior		
Crisps	Mich.	16 miles west of White Fish Point, Lake Superior		
Two Heart River	Mich.	Near mouth of Two Heart River, Lake Superior		
Muskallonge Lake	Mich.	Near mouth of Sucker River, Lake Superior		
Marquette	Mich.	Near light, Lake Superior		
Ship-Canal	Mich.	Old Portage Lake Ship-Canal, near north end		

ELEVENTH DISTRICT.

LAKE MICHIGAN.

Beaver Island	Mich.	Near light		
North Manitou Island.	Mich.	Near Pickard's wharf		
Point Betsey	Mich.	Near light		
Frankfort	Mich.	South side entrance of harbor		
Manistee	Mich.	North side entrance of harbor		
Grande Pointe au Sa- ble.	Mich.	1 mile south of light		
Ludington	Mich.	North side entrance of harbor		
Pent Water	Mich.	North side entrance of harbor		
White River	Mich.	North side entrance of White Lake		
Muskegon	Mich.	North side entrance of harbor, Port Sherman		
Grand Haven	Mich.	North side entrance of harbor		
Holland	Mich.	In the harbor, south side		
South Haven	Mich.	North side entrance of harbor		
Saint Joseph	Mich.	In the harbor, north side		
Michigan City	Ind.	East side entrance of harbor		
South Chicago	Ill.	North side entrance of Calumet Harbor		
Chicago	Ill.	In the harbor		
Evanston	Ill.	On Northwestern University grounds		
Kenosha	Wis.	In the harbor, on Washington Island		
Racine	Wis.	In the harbor		
Milwaukee	Wis.	Near entrance of harbor, south side		
Sheboygan	Wis.	In the harbor, east side		
Two Rivers	Wis.	North side entrance of harbor		
Sturgeon Bay Canal	Wis.	Eastern entrance of canal, north side		

TWELFTH DISTRICT.

PACIFIC COAST.

Name of station.	State.	Locality.	Approximate position.*	
			Latitude, north.	Longitude, west.
Neah Bay †	Wash.	On Indian reservation	48 22 00	124 38 00
Shoalwater Bay	Wash.	Near light-house boat-landing	46 43 00	124 03 00
Cape Disappointment.	Wash.	Bakers Bay, 1½ miles northeast of light	46 16 40	124 03 00
Point Adams	Oregon	½ mile southeast of Fort Stevens	46 12 00	123 57 00
Cape Arago	Oregon	Entrance of Coos Bay, near light	43 20 20	124 22 00
Umpqua River	Oregon	Near entrance of river, north side	43 42 00	124 10 30
Humboldt Bay	Cal.	Near light	40 46 00	124 13 00
Point Reyes	Cal.	3½ miles north of light	38 02 20	122 59 30
Bolinas Bay ‡	Cal.	½ mile north-northeast of Bolinas Point	37 54 20	124 41 00
Fort Point	Cal.	½ mile east of light	37 48 10	122 27 50
Golden Gate Park	Cal.	On beach in Golden Gate Park, San Francisco, ¾ mile south Point Lobos.	37 46 10	122 30 30

* Obtained from latest Coast-Survey charts.

† Discontinued December 17, 1890.

‡ Destroyed by fire.

DIRECTIONS
FOR
RESTORING THE APPARENTLY DROWNED.

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DIRECTIONS

FOR

RESTORING THE APPARENTLY DROWNED.

RULE I. *Arouse the patient.*—Unless in danger of freezing, do not move the patient, but instantly expose the face to a current of fresh air, wipe dry the mouth and nostrils, rip the clothing so as to expose the chest and waist, and give two or three quick, smarting slaps on the stomach and chest with the open hand. If, however, there is reason to believe that considerable time has elapsed since the patient became insensible, do not lose further time by practicing Rule I, but proceed immediately to Rule II. After loosening clothing, etc., if the patient does not revive, then proceed thus:

RULE II. *To expel water, etc, from the stomach and chest.*—(See Fig I.)



FIG. I.—Showing the first step taken, by which the chest is emptied of air, and the ejection of any fluids swallowed is assisted.

If the jaws are clinched, separate them, and keep the mouth open by placing between the teeth a cork or small bit of wood; turn the patient on the face, a large bundle of tightly-rolled clothing being placed beneath the stomach, and press heavily over it for half a minute, or as long as fluids flow freely from the mouth.

RULE III. To produce breathing.—(See Fig. II.)—Clear the mouth and throat of mucus by introducing into the throat the corner of a

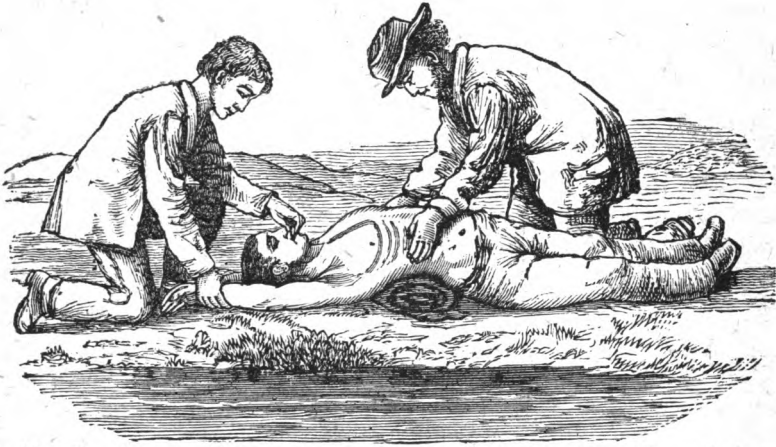


FIG. II.—Showing the position and action of the operator, in alternately producing artificial expiration and inspiration of air.

handkerchief wrapped closely around the forefinger; turn the patient on the back, the roll of clothing being so placed beneath it as to raise the pit of the stomach above the level of any other part of the body. If there be another person present, let him, with a piece of dry cloth, hold the tip of the tongue out of one corner of the mouth, (this prevents the tongue from falling back and choking the entrance to the windpipe,) and with the other hand grasp both wrists and keep the arms forcibly stretched back above the head, thereby increasing the prominence of the ribs, which tends to enlarge the chest. The two last-named positions are not, however, absolutely essential to success. Kneel beside or astride the patient's hips, and with the balls of the thumbs resting on either side of the pit of the stomach, let the fingers fall into the grooves between the short ribs, so as to afford the best grasp of the waist. Now, using your knees as a pivot, throw all your weight forward on your hands, and at the same time squeeze the waist between them, as if you wished to force everything in the chest upward, out of the mouth; deepen the pressure while you can count slowly one, two, three; then suddenly let go with a final push, which springs you back to your first kneeling position. Remain erect on your knees while you can count one, two, three; then repeat the same motions as before at a rate gradually increased from four or five to fifteen times in a minute, and continue thus this bellows movement with the same regularity that is observable in the natural motions of breathing which you are imitating. If natural breathing be not restored after a trial of the bellows movement for the space of three or four minutes, then turn the patient a second time on the stomach, as directed in Rule II, rolling the body in the opposite direction from that in which it was first turned, for the purpose of freeing the air-passages from any remaining water. Continue the artificial respiration from one to four hours, or until the patient breathes, according to Rule III; and for awhile, after the appearance of returning life, carefully aid the first short gasps until deepened into full breaths. Continue the drying and rubbing, which should be unceasingly practiced from the beginning by the assistants, taking care not to inter-

fere with the means employed to produce breathing. Thus the limbs of the patient should be rubbed always in an upward direction towards the body, with firm grasping pressure and energy, using the bare hands, dry flannels, or handkerchiefs, and continuing the friction under the blankets or over the dry clothing. The warmth of the body can also be promoted by the application of hot flannels to the stomach and armpits, bottles or bladders of hot water, heated bricks, etc., to the limbs and soles of the feet.

RULE IV. AFTER-TREATMENT.—*Externally*: As soon as breathing is established, let the patient be stripped of all wet clothing, wrapped in blankets only, put to bed comfortably warm, but with a free circulation of fresh air, and left to perfect rest. *Internally*: Give whisky or brandy and hot water in doses of a teaspoonful to a tablespoonful according to the weight of the patient, or other stimulant at hand, every ten or fifteen minutes for the first hour, and as often thereafter as may seem expedient. *Later manifestations*: After reaction is fully established there is great danger of congestion of the lungs, and if perfect rest is not maintained for at least forty-eight hours it sometimes occurs that the patient is seized with great difficulty of breathing; and death is liable to follow unless immediate relief is afforded. In such cases apply a large mustard plaster over the breast. If the patient gasps for breath before the mustard takes effect, assist the breathing by carefully repeating the artificial respiration.

NOTE.—Dr. Labordette, the Supervising Surgeon of the Hospital of Lisieux, in France, appears to have established that the clinching of the jaws and the semi-contraction of the fingers, which have hitherto been considered signs of death, are, in fact, evidences of remaining vitality. After numerous experiments with apparently drowned persons, and also with animals, he concludes that these are only signs accompanying the first stage of suffocation by drowning, the jaws and hands becoming relaxed when death ensues.* This being so, the mere clinching of the jaws and semi-contraction of the hands must not be considered as reasons for the discontinuance of efforts to save life, but should serve as a stimulant to vigorous and prolonged efforts to quicken vitality. Persons engaged in the task of resuscitation are, therefore, earnestly desired to take hope and encouragement for the life of the sufferer from the signs above referred to, and to continue their endeavors accordingly. In a number of cases Dr. Labordette restored to life persons whose jaws were so firmly clinched that, to aid respiration, their teeth had to be forced apart with iron instruments.

* The muscular rigidity of death (*rigor mortis*) occurs later, after the temporary relaxation here referred to.

ABSTRACTS
OF
RETURNS OF WRECKS AND OTHER CASUALTIES TO VESSELS
WHICH HAVE OCCURRED ON AND NEAR THE
COASTS AND ON THE RIVERS OF THE UNITED STATES,
AND TO
AMERICAN VESSELS AT SEA AND ON THE COASTS
OF FOREIGN COUNTRIES,
DURING THE
FISCAL YEAR ENDING JUNE 30, 1891.

WRECKS, COLLISIONS, AND OTHER CASUALTIES AT HOME AND ABROAD.

REMARKS EXPLANATORY OF THE WRECK STATISTICS FOR THE YEAR
1890-'91.

The following is the eighteenth annual statement of wrecks and casualties which have occurred on or near the coasts and on the rivers of the United States, and to American vessels at sea or on the coasts of foreign countries.

The statistics relating to disasters upon our own coasts are compiled from reports obtained and received through the officers of the customs, in compliance with the acts of June 20, 1874, and June 18, 1878.

Those relating to disasters which have occurred to American shipping in foreign waters are derived from reports received from our consular officers abroad and through the courtesy of officers of foreign governments; an interchange of such information having been effected, through the Department of State, with most other maritime nations.

In the preparation of the accompanying tables it has been found advisable, in order to facilitate reference, to make the following general divisions:

I. Disasters occurring on the Atlantic and Gulf coasts of the United States, embracing—

(1) All casualties outside of, but in proximity to, the coast-line;
(2) All casualties occurring in the bays and harbors adjacent to the coasts named;

(3) All casualties occurring in or near the mouths of rivers emptying into the ocean or Gulf.

II. Disasters occurring upon the Pacific coast of the United States, including those occurring in adjacent waters, as in the first division.

III. Disasters occurring on the Great Lakes, embracing—

(1) All casualties occurring on Lakes Superior, Michigan, Huron, St. Clair, Erie, or Ontario, reported by officers of the customs, whether in waters under the jurisdiction of the United States or of Great Britain;

(2) All casualties occurring in rivers, straits, etc., connecting these several lakes named;

(3) All casualties occurring in the harbors of any of said lakes, or in or near the mouths of rivers emptying into them, within the United States.

IV. Disasters occurring in rivers within the United States, embracing all rivers except those referred to in the foregoing division.

V. Disasters occurring to American shipping at sea or in foreign waters.

The disasters embraced in the foregoing divisions are classified as follows, viz:

(1) *Foundering*—embracing founderings which resulted from the leaking or capsizing of vessels, but not those which resulted from collision, stranding, or striking any sunken wreck, or against piers, snags, or ice,

(2) *Strandings*—embracing disasters resulting from running aground, striking a rock, reef, bar, or other natural object, although the vessel may have foundered as a result of such casualty.

(3) *Collisions*—embracing all collisions between vessels only.

(4) *Other causes*—embracing disasters resulting from various causes, as follows, viz:

Fire, irrespective of results;

Scuttling, or any intentional damage to vessel;

Collisions with fields or quantities of ice, although vessels may be sunk thereby;

Striking on sunken wrecks, anchors, buoys, piers, or bridges;

Leakage (except when vessel foundered or went ashore for safety);

Loss of masts, sails, boats, or any portion of vessel's equipments;

Capsizing, when vessel did not sink;

Damage to machinery;

Fouling of anchors;

Striking of lightning;

Explosion of boilers;

Breakage of wheels;

Also water-logged, missing, and abandoned vessels.

ADDITIONAL STATISTICS FOR THE FISCAL YEAR ENDING JUNE 30, 1890.

Since the publication of the annual statement for the fiscal year ending June 30, 1890, information has been received of the occurrence of disasters during the year to fifty-one American vessels, involving the loss of eight lives; also, the loss of ten lives on nine vessels, suffering no other casualty. The table annexed shows the nature of these disasters and the divisions in which they occurred:

Coasts, etc.	Foundering.			Strandings.			Collisions.			Other causes.			Totals.		
	Vessels.	Tonnage.	Lives lost.	Vessels.	Tonnage.	Lives lost.	Vessels.	Tonnage.	Lives lost.	Vessels.	Tonnage.	Lives lost.	Vessels.	Tonnage.	Lives lost.
Atlantic and Gulf coasts.....	1	93	10	4,706	2	6	1	4	206	3	17	5,011	4		
Pacific coast.....	1	1	1	831	2	1,542	3	2,373	3	2,373	3	2,373	3		
Great Lakes.....	8	5,022	4	340	3	776	15	6,138	2	533	2	533	2		
Rivers.....	1	348	3	605	10	11,168	1	14	12,121	4	8	26,176	8		
At sea or in foreign waters.....	1	348	3	605	10	11,168	1	14	12,121	4	8	26,176	8		
Total.....	2	441	3	22	11,164	6	346	1	21	14,225	4	51	26,176	8	

Coasts, etc.	Vessels totally lost.			Vessels partially damaged.			Vessels not damaged.			Aggregate.		
	Vessels.	Tonnage.	Lives lost.	Vessels.	Tonnage.	Lives lost.	Vessels.	Tonnage.	Lives lost.	Vessels.	Tonnage.	Lives lost.
Atlantic and Gulf coasts.....	5	264	12	4,747	4	1	184	1	18	5,195	5	5
Pacific coast.....	3	2,373	3	2,373	3	3	661	3	6	3,034	3	3
Great Lakes.....	2	226	13	5,912	1	1,759	1	16	7,897	1	1	1
Rivers.....	1	33	1	500	1	1,586	1	3	2,119	1	1	1
At sea or in foreign waters.....	2	428	3	11,693	1	3	2,578	4	17	14,699	8	8
Total.....	10	951	3	41	25,225	5	9	6,768	10	60	32,944	18

Of the lives lost, reported above, three were lost by the foundering of the schooner *Jennie Rosaline*, of Port Jefferson, New York, on Octo-

ber 25, 1889, while on passage from Savannah, Georgia, to Providence, Rhode Island; three were killed by the explosion of the boiler of the steamer *Samuel S. Brown*, of Stonington, Connecticut, while off Townsends Inlet, New Jersey, on November 4, 1889; one was lost overboard in a hurricane from the bark *Suranac*, of New York, off Cape Horn, South America, on April 7, 1890; one was knocked overboard from the schooner *J. B. Valter*, of New Orleans, Louisiana, while in collision with the schooner *Calla* on May 2, 1890, on Lake Pontchartrain, Louisiana; two were lost by the capsizing of small boats; two were lost in a dory while attending trawls; two were killed by falling from aloft; two fell overboard; one jumped overboard while insane, and one was washed overboard.

As the foregoing could not properly be included in the report for the fiscal year just closed, the General Summary table of the previous year, amended so as to include the particulars furnished by the wreck reports relative to the disasters mentioned above, is reprinted. The table will be convenient for comparison with the corresponding table in the statements of the present and other years.

Summary of disasters to vessels which occurred on and near the coasts and on the rivers of the United States, and to American vessels at sea and on the coasts of foreign countries, during the year ending June 30, 1890.

FOUNDERRINGS.

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea or in foreign waters.	Total.
Number of vessels.....	30	5	8	10	16	69
Tonnage of vessels damaged	390	295	29	618		1,332
Tonnage of vessels totally lost.....	4,986	51	2,283	282	3,115	10,717
Value of vessels...dollars..	201,450	17,700	126,700	46,900	63,800	456,550
Value of cargoes...do.....	46,495	12,000	13,900	32,050	37,175	141,620
Loss to vessels...do.....	124,200	2,900	122,200	12,475	68,800	325,575
Loss to cargoes...do.....	45,360	7,000	13,900	19,100	37,175	122,535
Insurance on vessels...do....	97,500	5,000	86,400	15,500	14,500	218,900
Insurance on cargoes...do....	35,600		8,000	37,800	13,675	95,075
Laden.....	22	2	4	6	12	46
In ballast.....	8	3	4	4	4	23
Unknown whether laden or not.....						
Wrecks involving total loss	22	2	7	5	16	52
Casualties involving partial and unknown damage.....	8	3	1	5		17
Number of passengers.....	2	3			26	31
Number in crews.....	116	27	40	70	93	346
Total on board.....	118	30	40	70	119	377
Number of lives lost.....	20		1	1	28	45

STRANDINGS.

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea or in foreign waters.	Total.
Number of vessels.....	250	31	114	17	60	473
Tonnage of vessels damaged	54,139	5,000	69,283	3,391	8,297	140,710
Tonnage of vessels totally lost.....	35,778	5,829	8,284	614	19,173	69,678
Value of vessels...dollars..	4,558,155	409,200	4,342,775	150,650	1,243,380	10,704,160
Value of cargoes...do.....	1,507,490	411,600	796,435	39,275	888,835	3,643,635
Loss to vessels...do.....	1,777,645	245,650	618,155	31,150	942,230	3,614,830
Loss to cargoes...do.....	545,520	197,300	156,030	10,700	287,665	1,197,415
Insurance on vessels...do....	1,229,745	161,300	2,622,970	10,000	624,855	4,648,870
Insurance on cargoes...do....	856,515	320,200	275,920	11,800	254,600	1,719,035
Laden.....	185	24	85	8	42	344
In ballast.....	65	7	29	9	18	128
Unknown whether laden or not.....						
Wrecks involving total loss	123	17	21	5	40	206
Casualties involving partial or unknown damage.....	127	14	93	12	20	266
Number of passengers.....	706	379	135	758	31	2,009
Number in crews.....	2,174	349	1,252	157	852	4,784
Total on board.....	2,880	728	1,387	915	883	6,793
Number of lives lost.....	47	85	4		23	159

Number of disasters to vessels which occurred on and near the coasts and on the rivers of the United States, etc.—Continued.

COLLISIONS.

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea or in foreign waters.	Total.
Number of vessels.....	267	30	86	37	28	448
Tonnage of vessels damaged	138,847	30,793	76,999	14,845	28,565	290,049
Tonnage of vessels totally lost.....	5,679	.....	3,552	1,654	708	11,593
Value of vessels.....dollars	10,100,880	3,355,000	4,812,000	583,100	489,000	19,339,980
Value of cargoes.....do	1,177,540	131,970	916,665	59,945	318,420	2,604,540
Loss to vessels.....do	495,540	33,925	372,690	86,825	117,775	1,106,755
Loss to cargoes.....do	142,255	.....	46,275	17,565	29,855	235,950
Insurance on vessels.....do	2,668,865	1,752,875	2,896,405	312,000	277,160	7,907,305
Insurance on cargoes.....do	852,400	86,745	254,385	35,500	114,230	1,343,260
Laden.....	117	17	49	17	12	212
In ballast.....	106	10	23	12	5	156
Unknown whether laden or not.....	44	3	14	8	11	80
Wrecks involving total loss	19	.....	4	6	3	32
Casualties involving partial and unknown damage.....	248	30	82	31	25	416
Number of passengers.....	4,624	1,181	124	238	6	6,173
Number in crews.....	2,793	921	936	429	215	5,294
Total on board.....	7,417	2,102	1,060	667	221	11,467
Number of lives lost.....	23	.....	1	5	.....	29

OTHER CAUSES.

Number of vessels.....	128	18	90	97	153	481
Tonnage of vessels damaged	48,218	5,954	45,267	20,714	75,631	195,784
Tonnage of vessels totally lost.....	6,458	2,131	1,546	10,003	20,611	40,749
Value of vessels.....dollars	3,796,525	488,150	3,182,100	1,443,535	4,507,420	13,417,730
Value of cargoes.....do	905,440	54,450	648,980	575,435	2,649,975	4,834,280
Loss to vessels.....do	604,790	108,740	321,010	604,635	967,145	2,606,320
Loss to cargoes.....do	55,795	19,450	46,880	144,040	350,530	616,695
Insurance on vessels.....do	1,894,700	135,000	1,680,665	376,700	1,412,340	5,499,405
Insurance on cargoes.....do	273,575	2,500	371,945	398,980	1,079,750	2,125,860
Laden.....	74	12	51	50	143	338
In ballast.....	49	6	39	47	10	143
Unknown whether laden or not.....	.....	.....	.....	.....	.....	.....
Wrecks involving total loss	26	5	8	41	40	120
Casualties involving partial and unknown damage.....	97	13	82	56	113	361
Number of passengers.....	1,659	549	890	1,083	326	4,507
Number in crews.....	1,232	248	1,072	1,828	1,886	6,266
Total on board.....	2,891	797	1,962	2,911	2,212	10,773
Number of lives lost.....	19	8	2	57	237	323

RECAPITULATION.

Number of vessels.....	670	84	298	161	257	1,470
Laden.....	398	55	197	81	206	940
In ballast.....	278	26	87	72	37	450
Unknown whether laden or not.....	44	3	14	8	11	80
Wrecks involving total loss	190	24	40	57	99	410
Casualties involving partial and unknown damage.....	480	60	258	104	158	1,060
Number of passengers.....	6,991	2,112	1,149	2,079	389	12,720
Number in crews.....	6,315	1,545	3,300	2,484	3,046	16,690
Total on board.....	13,306	3,657	4,449	5,463	3,435	29,410
Number of lives lost.....	109	93	8	63	283	*556
Total tonnage vessels damaged.....	241,594	42,642	191,578	39,568	112,493	627,875
Total tonnage vessels lost.....	52,901	8,011	15,665	12,553	43,677	132,737
Aggregate.....	294,495	50,653	207,243	52,121	156,100	760,612

*In addition to the number of lives lost here reported, 373 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 929.

Number of disasters to vessels which occurred on and near the coasts and on the rivers of the United States, etc.—Continued.

RECAPITULATION—Continued.

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea or in foreign waters.	Total.
Total value of vessels	\$18,657,010	\$4,270,050	\$12,463,575	\$2,224,185	\$6,303,600	\$43,918,420
Total value of cargoes	3,636,965	610,020	2,375,980	706,705	3,894,405	11,224,075
Aggregate.....	22,293,975	4,880,070	14,839,555	2,930,890	10,198,005	55,142,495
Total losses to vessels	3,002,175	391,215	1,434,055	735,085	2,090,950	7,653,480
Total losses to cargoes	788,930	223,750	263,085	191,405	705,425	2,172,595
Aggregate.....	3,791,105	614,965	1,697,140	926,490	2,796,375	9,826,075
Total insurance on vessels	5,890,810	2,054,175	7,286,440	714,200	2,328,855	18,274,480
Total insurance on cargoes	2,018,090	409,445	910,250	483,190	1,462,255	5,283,230
Aggregate.....	7,908,900	2,463,620	8,196,690	1,197,390	3,791,110	23,557,710

COMPARATIVE STATISTICS.

The subjoined tables show, by localities, the total number of vessels meeting with casualties, the total value of such vessels and their cargoes, the total losses to both, and the total tonnage involved, and the tonnage of vessels totally lost during the fiscal years 1889-90 and 1890-91, with the percentage of increase or decrease of the latter compared with the former:

NUMBER OF VESSELS INVOLVED.

	1889-'90.	1890-'91.	Per cent of--
Atlantic.....	653	649	Decrease, .61.
Pacific.....	81	64	Decrease, 20.99.
Great Lakes.....	283	329	Increase, 16.25.
Rivers.....	159	163	Increase, 2.52.
At sea or in foreign waters.....	243	226	Decrease, 6.99.
Aggregate.....	1,419	1,431	Increase, .85.

VALUE OF VESSELS AND CARGOES.

	1889-'90.	1890-'91.	Per cent of--
Atlantic.....	\$22,009,665	\$24,858,550	Increase, 12.94
Pacific.....	4,727,070	2,553,475	Decrease, 45.98
Great Lakes.....	14,456,450	16,066,475	Increase, 11.14
Rivers.....	2,905,540	3,820,730	Increase, 31.50
At sea or in foreign waters.....	9,599,305	11,420,195	Increase, 18.97
Aggregate.....	53,698,030	58,719,425	Increase, 9.35

LOSS TO VESSELS AND CARGOES.

	1889-'90.	1890-'91.	Per cent of--
Atlantic.....	\$3,697,855	\$2,985,290	Decrease, 19.27
Pacific.....	597,375	709,485	Increase, 18.77
Great Lakes.....	1,675,595	1,548,740	Decrease, 7.57
Rivers.....	925,140	940,900	Increase, 1.70
At sea or in foreign waters.....	2,709,520	2,309,585	Decrease, 14.76
Aggregate.....	9,605,485	8,494,000	Decrease, 11.57

TONNAGE OF VESSELS INVOLVED.

	1889-'90.	1890-'91.	Per cent of—
Atlantic.....	289,484	278,037	Decrease, 4.65
Pacific.....	48,280	27,892	Decrease, 42.23
Great Lakes.....	201,105	224,925	Increase, 11.84
Rivers.....	51,588	60,118	Increase, 16.53
At sea or in foreign waters.....	143,979	150,084	Increase, 4.24
Aggregate.....	734,436	739,056	Increase, .63

TONNAGE OF VESSELS TOTALLY LOST.

Atlantic.....	52,637	38,561	Decrease, 26.74
Pacific.....	8,011	6,725	Decrease, 16.05
Great Lakes.....	15,439	16,558	Increase, 7.25
Rivers.....	12,520	10,175	Decrease, 18.73
At sea or in foreign waters.....	43,179	29,854	Decrease, 30.86
Aggregate.....	131,786	101,873	Decrease, 22.70

On the 30th of June, 1891, the total number of registered, enrolled, and licensed vessels belonging to the United States was 23,899, with a total tonnage of 4,684,759. Of this number 1,361 vessels, having a total tonnage of 659,348, met with casualties during the year, being 5.70 per cent of the total number.

The following exhibit shows the number of steam and sailing vessels, barges, and canal boats, registered, enrolled, and licensed, belonging to the United States, on June 30, 1891, the number of each class which have met with disasters during the year, and the ratio of casualties to the number of vessels:

Comparative table.—Casualties to vessels.

Classification.	Number of vessels belonging to the United States.	Number of casualties to vessels.	Ratio of casualties to number of vessels.
Steam vessels.....	6,216	586	As 1 to 10.61
Sailing vessels.....	15,199	721	As 1 to 21.08
Barges.....	1,338	52	As 1 to 25.73
Canal boats.....	1,146	2	As 1 to 573.00
Total.....	23,899	1,361	As 1 to 17.56

During the year 508 vessels were reported as having met with collisions, but as two vessels were engaged in each collision (though in a few instances three or more collided with each other in gales, etc.) the actual number of casualties of this nature was a little less than one-half that number.

Sixty-four foreign vessels, having an aggregate tonnage of 68,919, met with disasters in American waters during the year. The nationalities, values involved, etc., of these vessels are given in certain of the accompanying tables.

Besides the foreign vessels above reported, six others collided with American vessels at sea, involving a tonnage of 10,789.

In addition to the lives lost in the disasters to vessels which are embraced in the tables, 318 persons perished by drowning or by accident on board, out of crews employed on 277 different vessels. In these

cases neither vessels nor cargoes suffered damage, the persons drowned having been lost overboard or having perished by the capsizing of small boats in which they had left their vessels to attend fishing trawls or for other purposes. In some instances lives were lost by falling to the deck from aloft and by being struck by spars, tackling, etc., falling or swinging, owing to the giving way of rigging. These vessels are not included in any of the tables, except 64 and 65.

The following exhibit shows the number of persons on board vessels suffering casualties, the number of lives lost, the ratio of those lost to the number on board, and the ratio of lives lost to the number of casualties for the last sixteen fiscal years:

Fiscal year.	Number of casualties.	Number of persons on board.	Number of lives lost.	Ratio of lives lost to number on board.	Ratio of lives lost to number of casualties.
1875-76.....	1,553	18,134	*878	As 1 to 20.65	As 1 to 1.77
1876-77.....	1,547	22,307	*826	As 1 to 27.00	As 1 to 1.87
1877-78.....	1,483	21,531	*644	As 1 to 33.43	As 1 to 2.30
1878-79.....	1,545	23,353	*730	As 1 to 31.99	As 1 to 2.12
1879-80.....	1,624	26,491	*469	As 1 to 56.48	As 1 to 3.46
1880-81.....	1,528	24,286	*623	As 1 to 38.98	As 1 to 2.45
1881-82.....	1,514	25,712	*502	As 1 to 51.22	As 1 to 3.02
1882-83.....	1,416	25,197	*539	As 1 to 46.75	As 1 to 2.63
1883-84.....	1,647	26,561	*807	As 1 to 32.91	As 1 to 2.04
1884-85.....	1,407	29,584	*335	As 1 to 88.31	As 1 to 4.20
1885-86.....	1,650	25,680	*576	As 1 to 44.58	As 1 to 2.86
1886-87.....	1,494	23,992	*529	As 1 to 45.35	As 1 to 2.82
1887-88.....	1,461	22,717	*538	As 1 to 42.22	As 1 to 2.72
1888-89.....	1,468	25,097	*638	As 1 to 39.34	As 1 to 2.30
1889-90.....	1,419	28,331	*548	As 1 to 51.70	As 1 to 2.59
1890-91.....	1,431	33,734	*447	As 1 to 75.64	As 1 to 3.20

* This number is exclusive of lives lost where vessels suffered no damage.

The following table is the same as the one above, except that it is confined to our own domain, the disasters occurring at sea and in foreign waters being excluded:

Fiscal year.	Number of casualties.	Number of persons on board.	Number of lives lost.	Ratio of lives lost to number on board.	Ratio of lives lost to number of casualties.
1875-76.....	1,139	13,487	*501	As 1 to 26.92	As 1 to 2.27
1876-77.....	1,023	15,977	*278	As 1 to 57.47	As 1 to 3.68
1877-78.....	1,083	16,785	*403	As 1 to 41.65	As 1 to 2.69
1878-79.....	1,044	16,245	*222	As 1 to 73.18	As 1 to 4.70
1879-80.....	1,265	21,691	*172	As 1 to 127.59	As 1 to 7.44
1880-81.....	1,171	19,713	*272	As 1 to 72.47	As 1 to 4.31
1881-82.....	1,208	20,495	*241	As 1 to 85.04	As 1 to 4.99
1882-83.....	1,090	20,623	*328	As 1 to 62.88	As 1 to 3.32
1883-84.....	1,246	20,364	*327	As 1 to 62.28	As 1 to 3.81
1884-85.....	1,066	24,302	*107	As 1 to 227.12	As 1 to 9.96
1885-86.....	1,269	21,076	*266	As 1 to 79.23	As 1 to 4.77
1886-87.....	1,196	20,538	*302	As 1 to 68.00	As 1 to 3.96
1887-88.....	1,175	18,635	*235	As 1 to 79.30	As 1 to 5.00
1888-89.....	1,158	19,792	*253	As 1 to 78.23	As 1 to 4.58
1889-90.....	1,176	25,261	*269	As 1 to 93.91	As 1 to 4.37
1890-91.....	1,205	30,181	*343	As 1 to 88.25	As 1 to 3.51

* This number is exclusive of lives lost where vessels suffered no damage.

STATISTICAL TABLES FOR THE FISCAL YEAR ENDING JUNE 30, 1891.

ATLANTIC AND GULF COASTS.

TABLE 1.—Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1891, showing the NUMBER and VALUE of VESSELS and CARGOES and amount of LOSS to same where known.

Months.	Total value of vessels.		Number of vessels, value unknown.	Total value of cargoes.		Number of cargoes, value unknown.	Unknown or not laden.	Loss to vessels.		Number of vessels damaged, amount unknown.*	Loss to cargoes.		Number of cargoes lost, amount unknown.	Number of cargoes not damaged, or damage unknown.
	Number.	Amount.		Number.	Amount.			Number.	Amount.		Number.	Amount.		
July.....	37	\$765,200	3	\$108,645	2	4	34	882,725	6	11	\$7,240	1	15	
August.....	55	1,981,750	4	685,215	5	5	50	197,515	9	9	7,575	1	22	
September.....	43	2,348,400	3	214,275	4	3	40	148,695	6	13	23,975	.....	14
October.....	81	3,613,700	9	597,480	.....	9	76	575,045	14	25	82,115	.....	39
November.....	46	1,708,910	5	220,230	.....	5	45	81,105	6	13	14,100	.....	16
December.....	50	977,000	1	184,185	.....	1	49	146,550	2	28	60,355	.....	11
January.....	40	1,001,150	2	131,675	.....	2	37	120,025	5	15	51,805	.....	9
February.....	42	1,256,350	7	503,870	1	5	40	185,180	9	13	84,095	.....	17
March.....	62	3,157,310	5	492,245	3	5	56	409,000	11	19	248,995	.....	25
April.....	56	1,587,165	9	462,375	2	9	53	116,630	12	15	102,925	.....	24
May.....	41	1,295,550	2	213,355	.....	4	37	78,895	6	6	47,740	.....	11
June.....	41	1,309,900	1	42,615	.....	4	38	89,380	8	9	23,625	.....	15
Total.....	594	21,002,385	55	3,856,165	13	56	555	2,230,745	94	182	754,545	2	218	

* In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 2.

TABLE 2.—Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1891, showing the number of VESSELS TOTALLY LOST, the number DAMAGED, their TONNAGE, the number of PERSONS ON BOARD, and; number of LIVES LOST.

Months.	Number of disasters resulting in total loss of vessels.	Number of disasters resulting in partial damage to vessels.	Whether total or partial loss, unknown.	Number of casualties resulting in no damage to vessel.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Total number of passengers.	Total number in crews, including master, etc.	Total number of lives lost
July	7	27	3	3	40	1,763	13,281	3,460	325	3
August	12	38	5	4	59	1,988	24,241	4,111	659	3
September	7	33	3	3	46	2,326	21,879	1,764	757	...
October	29	47	9	5	90	7,734	39,264	420	1,263	73
November	10	35	5	1	51	1,545	17,860	103	450	1
December	20	29	1	1	51	3,309	11,327	57	371	13
January	11	26	2	3	42	2,874	17,641	4	298	4
February	10	30	6	3	49	3,260	16,692	95	412	1
March	19	37	5	6	67	7,327	32,910	1,084	906	34
April	15	38	9	3	65	3,639	16,251	111	456	2
May	9	28	4	2	43	1,617	15,242	54	360	...
June	9	29	5	3	46	1,179	11,388	865	480	3
Total	158	397	57	37	649	38,561	237,476	12,128	6,737	137

TABLE 3.—Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1891, showing the number of VESSELS and CARGOES INSURED and UNINSURED, and the AMOUNT OF INSURANCE, where known.

Months.	Number of vessels and cargoes reported to be insured, and the AMOUNT OF INSURANCE.				Total amount of insurance.	Number of vessels and cargoes reported not insured.		Number of vessels and cargoes, whether insured or not unknown.		Vessels in ballast.
	Vessels.		Cargoes.			Vessels.	Cargoes.	Vessels.	Cargoes.	
	Num-ber.	Amount.	Num-ber.	Amount.						
July	12	\$269,000	2	\$5,800	\$274,800	24	14	4	11	13
August	21	366,000	5	9,600	375,600	26	7	12	19	28
September	25	645,450	11	198,980	844,430	14	6	10	19	19
October	35	1,150,800	14	377,070	1,527,870	39	23	16	27	26
November	22	664,580	11	202,175	866,755	19	7	10	11	22
December	15	272,000	16	70,450	342,450	27	12	9	11	12
January	21	539,500	9	75,160	614,660	16	6	5	9	18
February	21	464,200	11	243,105	707,305	14	4	14	15	19
March	36	1,106,100	16	320,305	1,426,405	18	9	13	19	23
April	15	729,800	13	285,155	1,014,955	34	11	16	15	26
May	18	531,300	7	52,150	583,450	15	8	10	9	19
June	24	450,425	8	112,745	563,170	15	7	7	9	22
Total	265	7,189,155	123	1,961,695	9,150,850	201	114	123	165	247

TABLE 4.—Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1891, distinguishing the NATURE of each casualty.

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered	4	3	1	5	4	6	4	2	2	2	3	2	38
Stranded	8	17	14	24	13	26	15	21	24	20	9	8	199
Collided	20	27	23	47	24	6	12	23	28	38	21	27	296
Abandoned												1	1
Capsized		1								1			2
Damage to hull, masts, rigging, etc.	2	3		4	4	5	4		3		1	1	27
Damage to machinery	2	2	1	1			2	1	2			2	13
Explosion of boiler, bursting of steam pipes		1			1			1	1				3
Fire	1	3	2	8	3	3	2	1	5	1	4	2	35
Ice						1	2						3
Sprung a leak	1	2			1						1		5
Struck bridge, sunken wreck, wharf, etc. .	2		3	1	2	1		1	2	2	3	3	20
Waterlogged						1					1		2
Miscellaneous			2			1	1			1			5
Total	40	59	46	90	51	51	42	49	67	65	43	46	649

TABLE 5.—Abstract of returns of disasters (excluding collisions) to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1891, distinguishing the CAUSE of each disaster.

Class and cause of disaster.	Foundering.	Strandings.	Other causes.	Missing vessels.	Total.
CLASS 1.—Causes connected with the weather:					
Calms, currents, and tides		11			11
Darkness		7			7
Fog		35			35
Gales, hurricanes, etc	12	69			81
Heavy sea	5	5			10
Total of class 1	17	127			144
CLASS 2.—Causes connected with vessel's equipments, or stowage:					
Defective hull, masts, rigging, etc	1		27		28
Error in chronometer		1			1
Error in compass		3			3
Total of class 2	1	4	27		32
CLASS 3.—Causes connected with navigation and seamanship:					
Errors of masters, officers, or crew	1	13			14
Errors of pilots		11			11
Total of class 3	1	24			25
CLASS 4.—Causes connected with machinery or boilers:					
Damage to machinery			13		13
Explosion of boiler and bursting of steampipes ..			3		3
Total class 4			16		16
CLASS 5.—Other causes:					
Abandoned			1		1
Absence of buoys or lights		8			8
Capsized			2		2
Fire			35		35
Ice			3		3
Misstayed		5			5
Snowstorms		6			6
Sprung a leak	17	5	5		27
Struck bridge, rock, sunken wreck, etc		5	20		25
Waterlogged			2		2
Miscellaneous	1	9	5		15
Unknown		1	6		7
Total of class 5	19	44	73		136
Aggregate	38	199	116		353

TABLE 6.—Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1891, showing the number of vessels COLLIDED, and distinguishing the CAUSE of each disaster.

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Accidental.....			2	2				4				4	8
Bad management.....										4			4
Carelessness.....		1	1		2	1				1		2	8
Darkness.....				2		2						2	10
Error in judgment.....				1									1
Error of pilots.....													2
"Fault of other vessel".....	4	14	8	19	7		2	2	11	7	9	7	90
Fault of tug towing.....		3		1					1				11
Fog.....			1	2	2		2	4	8	2	2	2	30
High and baffling winds.....		5	1	8	2		2		2	2	2	3	31
Misunderstanding signals.....			2				1	3					8
Negligence.....	2	1			1		1	1					2
Snowstorms.....													2
Tides, currents, etc.....	2		2	2	4					4			20
Want of proper lights.....								1	2		1		4
Miscellaneous.....							2	3				1	6
Unknown.....	2	8	5	12	6	1	1	3	4		2	4	52
Total.....	20	27	23	47	24	6	12	23	28	38	21	27	296

TABLE 7.—Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1891, showing the number of vessels and distinguishing their description.

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Barges.....	1	3	2	6	3	3	2	2	3	2	3	1	31
Barks.....				1	1	1		4	4	2	2		15
Barkentines.....		1					1	2	1				5
Brigs.....	2							1	2	1	1	2	9
Brigantines.....											1		1
Ferryboats.....		2	1	2	4		3	2	2	1	3	2	28
Schooners.....	18	27	17	51	26	36	22	18	23	40	18	18	314
Scows.....			1	1	1	1		1	1			3	11
Ships.....				1			1	1	1	1			4
Sloops.....	4	2	2		1	1	1	1	1	1		1	14
Steamers.....	12	17	18	20	11	5	8	15	18	11	11	15	161
Steam barges.....							1						1
Steamships.....	3	5	4	8	4	4	3	2	6	4	1		44
Steam yachts.....		2	1								3	3	9
Yachts.....												1	1
Unknown.....								1					1
Total.....	40	59	46	90	51	51	42	49	67	65	43	46	649

TABLE 8.—Abstract of returns of disasters to foreign vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1891, showing NATIONALITY and DESCRIPTION and distinguishing those TOTALLY LOST and those PARTIALLY DAMAGED.

Nationality and rig.	July.		August.		Septem-ber.		October.		Novem-ber.		Decem-ber.		Jann-ary.		Febru-ary.		March.		April.		May.		June.		Total.		
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Aggregate.
Argentine barks																											1
British barks																											2
British briggs																											1
British brigantines																											2
British schooners																											1
British ships																											14
British steamships																											14
Danish steamships																											1
German steamships																											1
Italian barks																											2
Norwegian barks																											1
Norwegian steamships																											4
Spanish barks																											1
Spanish steamships																											1
Total	2	2	1	1	2	5	1	1	3	2	1	3	2	1	2	1	4	5	4	2	3	2	2	2	1	20	29
Aggregate	2	4	2	7	2	5	3	9	5	4	1	49															49

NOTE.—For values involved, etc., in the casualties embraced in this table, as near as they can be ascertained, see summary, Table 62.

TABLE 9.—Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1891, showing the TONNAGE and distinguishing the number of those TOTALLY LOST and those PARTIALLY DAMAGED.

	July.		August.		Septem-ber.		October.		Novem-ber.		Decem-ber.		Janu-ary.		Febru-ary.		March.		April.		May.		June.		Total.					
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Aggregate.			
Not exceeding 50 tons.....	5	4	9	1	10	9	4	3	4	2	6	2	3	5	2	3	4	4	3	6	3	4	4	4	4	4	45	60	105	
Over 50 and not exceeding 100 tons.....	6	3	3	3	7	5	8	5	10	4	6	4	6	2	6	1	3	4	4	3	3	9	1	9	28	85	113			
Over 100 and not exceeding 200 tons.....	2	6	10	2	3	7	12	1	7	4	9	2	1	4	1	7	4	4	4	4	1	3	2	1	8	32	72	104		
Over 200 and not exceeding 300 tons.....	5	3	3	2	2	6	9	3	3	3	6	2	1	2	1	4	2	4	4	1	1	3	2	3	2	3	20	46	66	
Over 300 and not exceeding 400 tons.....	1	4	4	2	2	2	2	2	1	1	1	1	1	2	1	1	1	5	1	3	2	2	1	1	5	29	34	34		
Over 400 and not exceeding 500 tons.....	1	1	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	1	1	6	29	35		
Over 500 and not exceeding 600 tons.....	1	3	4	1	2	3	3	1	1	1	1	1	1	1	2	2	2	2	2	2	1	3	2	2	2	6	24	30		
Over 600 and not exceeding 700 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	12	15		
Over 700 and not exceeding 800 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	10	14		
Over 800 and not exceeding 900 tons.....	1	1	1	1	1	1	1	1	2	2	1	2	1	1	1	1	1	1	1	1	2	2	1	1	1	4	13	13		
Over 900 and not exceeding 1,000 tons.....	1	1	1	1	1	1	1	1	3	3	1	1	1	3	1	1	1	2	1	1	1	1	1	1	1	2	11	13		
Over 1,000 and not exceeding 1,100 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	7	
Over 1,100 and not exceeding 1,200 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	5	7
Over 1,200 and not exceeding 1,300 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	4
Over 1,300 and not exceeding 1,400 tons.....	2	5	5	1	5	7	3	2	3	2	2	2	1	3	2	4	1	6	3	3	3	3	1	3	1	3	4	41	44	
Over 1,400 tons.....	2	2	2	2	2	6	6	6	3	3	1	1	1	3	1	4	3	3	7	7	2	2	4	4	4	4	34	34	34	
Unknown.....	7	33	12	47	7	39	29	61	10	41	20	31	11	31	10	39	19	48	15	50	9	34	9	37	158	491	649	649		
Total.....	40	59	46	90	51	51	42	49	67	65	43	46	649	46	649															
Aggregate.....	40	59	46	90	51	51	42	49	67	65	43	46	649	46	649															

NOTE.—In the columns of "Partial loss" in this table are included the casualties in which the vessels sustained no damage, for the number of which see appropriate column in Table 2.

TABLE 10.—Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1891, showing the number of vessels and distinguishing AGE.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 3 years.....	2	6	4	10	6	5	5	6	7	7	10	4	72
Over 3 and not exceeding 7 years.....	4	4	2	6	8	6	7	3	4	3	8	5	57
Over 7 and not exceeding 10 years.....	3	3	3	11	4	4	4	11	7	3	2	4	64
Over 10 and not exceeding 14 years.....	5	12	8	9	9	5	5	5	6	6	5	2	56
Over 14 and not exceeding 20 years.....	12	8	9	17	2	2	8	10	17	11	6	9	123
Over 20 and not exceeding 25 years.....	4	13	2	9	6	6	5	5	9	7	4	9	81
Over 25 and not exceeding 30 years.....	8	9	5	10	4	6	6	6	5	8	2	4	76
Over 30 and not exceeding 35 years.....	2	2	3	3	4	3	1	1	2	2	2	3	23
Over 35 and not exceeding 40 years.....	2	2	2	2	2	3	1	1	1	5	2	2	27
Over 40 and not exceeding 45 years.....	1	1	2	2	2	3	1	2	1	3	2	2	19
Over 45 and not exceeding 50 years.....	1	1	1	1	1	1	1	1	1	3	2	2	3
Over 50 years.....	1	1	1	1	1	1	1	1	1	3	2	2	7
Unknown.....	2	3	8	3	3	2	5	3	9	9	2	4	41
Total.....	40	59	46	90	51	51	42	49	67	65	43	46	649

TABLE 11.—Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1891, showing the number of vessels and distinguishing their CARGOES.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast.....	13	28	19	26	22	12	18	19	23	26	19	22	247
Chemicals.....	1	1	1	1	1	1	1	1	1	1	1	1	11
Coal.....	5	5	4	14	9	6	5	7	8	4	5	2	74
Copper ore.....	1	1	1	1	1	1	1	1	1	1	1	1	11
Cotton, cotton seed, etc.....	1	1	1	1	1	1	1	1	1	1	1	1	11
Fertilizers.....	3	3	3	3	1	1	3	1	2	1	1	1	14
Fish, oysters, etc.....	3	1	1	7	1	3	3	1	1	2	2	2	26
Fruit, coffee, nuts, spices, etc.....	1	1	1	1	1	1	1	1	1	1	1	1	11
Grain.....	1	1	1	1	1	1	3	1	1	1	1	1	11
Ice.....	2	1	1	1	1	1	1	1	1	1	1	1	11
Iron, iron ore, etc.....	2	2	1	2	1	1	1	1	2	1	1	1	11
Lime.....	1	1	1	2	1	1	1	1	1	1	1	1	11
Logwood.....	1	1	1	1	1	1	1	1	1	1	1	1	11
Lumber, timber, etc.....	4	6	4	5	3	7	2	4	6	7	4	4	56
Merchandise (general).....	3	5	3	4	1	1	1	3	4	3	3	3	33
Petroleum.....	1	1	1	1	1	1	1	1	1	1	1	1	11
Provisions.....	1	1	1	1	1	1	1	1	1	1	1	1	11
Railroad iron.....	1	1	1	1	1	1	1	1	1	1	1	1	11
Salt.....	1	1	1	1	1	1	1	1	1	1	1	1	11
Sand, plaster, etc.....	1	1	1	2	2	2	2	1	2	2	4	1	12
Stone, brick, etc.....	1	3	1	5	2	2	2	1	2	2	1	3	20
Sugar, molasses, etc.....	1	1	1	1	1	1	2	1	1	1	1	1	7
Tar, turpentine, rosin, etc.....	1	1	1	1	1	2	2	1	1	1	1	1	11
Whale oil.....	1	1	1	1	1	1	1	1	1	1	1	1	11
Wood.....	1	1	2	2	1	2	2	2	6	4	1	1	12
Miscellaneous.....	1	1	5	3	4	2	2	2	6	4	1	1	30
Unknown.....	4	5	3	9	5	1	2	5	5	9	4	4	56
Total.....	40	59	46	90	51	51	42	49	67	65	43	46	649

TABLE 12.—*Summary—ATLANTIC and GULF coasts.*

Nature of casualties.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.*	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Foundering	38	5,286	960	6,246	32	6	.....	23	15	1	147	148	11
Strandings	199	22,847	40,525	63,372	133	66	.....	101	98	1,571	1,635	3,206	37
Vessels collided .	296	5,733	154,030	159,763	114	126	50	13	283	8,630	3,614	12,244	80
Other causes	116	4,695	41,361	46,656	67	49	.....	21	95	1,926	1,341	3,267	9
Total	649	38,561	237,476	276,037	346	247	56	158	491	12,128	6,737	18,865	137

* In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 2.

PACIFIC COAST.

TABLE 13.—Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1891, showing the NUMBER and VALUE of VESSELS and CARGOES and amount of LOSS to same where known.

Months.	Total value of vessels.		Number of vessels, value		Total value of cargoes.		Number of cargoes, value		Unknown whether laden or not.		Loss to vessels.		Number of vessels damaged, or damaged, or damage not known.	
	Number.	Amount.	Number of vessels, value	Number of cargoes, value	Number.	Amount.	Number.	Amount.	Unknown whether laden or not.	Number.	Amount.	Number of vessels totally lost, amount unknown.*	Number.	Amount.
July.....	3	\$287,500	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
August.....	5	246,700	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
September.....	4	134,500	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
October.....	12	450,500	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
November.....	5	21,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
December.....	7	216,300	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
January.....	3	118,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
February.....	7	220,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
March.....	2	32,500	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
April.....	3	28,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
May.....	3	96,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
June.....	5	142,600	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	57	1,993,600	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

* In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 14.

TABLE 14.—Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1891, showing the number of VESSELS TOTALLY LOST, the number DAMAGED, their TONNAGE, the number of PERSONS ON BOARD, and number of LIVES LOST.

Months.	Number of disasters resulting in total loss of vessels.	Number of disasters resulting in partial damage to vessels.	Whether total or partial loss, unknown.	Number of casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Total number of passengers.	Total number in crews, including master, etc.	Total number of lives lost.
July.....	2	1	.....	.....	3	284	1,710	.....	84	2
August.....	3	2	.....	.....	5	449	2,323	40	99	.....
September.....	2	.....	.....	.....	4	900	94	23	35	.....
October.....	.....	11	1	1	13	.....	5,800	414	239	.....
November.....	3	.....	.....	.....	3	396	.....	.....	19	.....
December.....	4	4	1	.....	9	349	1,554	43	124	8
January.....	.....	3	1	.....	4	.....	1,030	17	53	.....
February.....	3	4	3	.....	10	1,991	4,912	49	118	17
March.....	.....	2	.....	.....	2	.....	376	10	26	.....
April.....	2	1	.....	.....	3	457	20	18	20	.....
May.....	1	2	.....	.....	3	414	2,065	176	60	.....
June.....	2	3	.....	.....	5	1,485	1,193	49	85	.....
Total.....	22	35	6	1	64	6,725	21,167	839	962	27

TABLE 15.—Abstract of returns of disasters to vessels on the PACIFIC Coast during the year ending June 30, 1891, showing the number of VESSELS and CARGOES INSURED and UNINSURED, and the AMOUNT of INSURANCE, where known.

Months.	Number of vessels and cargoes reported to be insured, and the AMOUNT of INSURANCE.				Total amount of insurance.	Number of vessels and cargoes reported not insured.		Number of vessels and cargoes, whether insured or not, unknown.		Vessels in ballast.
	Vessels.		Cargoes.			Vessels.	Cargoes.	Vessels.	Cargoes.	
	Number.	Amount.	Number.	Amount.						
July.....	2	\$156,500	1	\$100,000	\$256,500	1	1	.....	1	.....
August.....	1	155,000	.....	.....	155,000	4	2	.....	1	2
September.....	2	86,000	.....	.....	86,000	2	2	.....	.....	2
October.....	8	247,500	2	72,555	320,055	4	6	1	1	4
November.....	2	12,000	.....	.....	12,000	1	2	.....	.....	1
December.....	2	8,000	.....	.....	8,000	4	3	3	2	4
January.....	1	23,000	1	2,790	25,790	2	.....	1	1	2
February.....	2	19,500	2	125,800	145,300	3	1	5	5	2
March.....	2	30,500	.....	.....	30,500	.....	1	.....	.....	1
April.....	3	27,000	2	14,500	41,500	.....	.....	.....	.....	1
May.....	2	13,500	2	51,000	64,500	.....	1	1	.....	.....
June.....	2	18,000	1	14,000	32,000	3	3	.....	.....	1
Total....	29	796,500	11	380,645	1,177,145	24	22	11	11	20

TABLE 16.—Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1891, distinguishing the NATURE of each casualty.

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered						2		1					3
Stranded	2	1	3	4	2	2	2	2	2	2	2	3	26
Collided				8		4	2	6					20
Abandoned	1												1
Damage to hull, masts, rigging, etc.								1					1
Damage to machinery		1									1	2	4
Fire		2	1	1		1	1			1			7
Ice		1			1								2
Total	3	5	4	13	3	9	4	10	2	3	3	5	64

TABLE 17.—Abstract of returns of disasters (excluding collisions) to vessels on the PACIFIC coast during the year ending June 30, 1891, distinguishing the CAUSE of each disaster.

Class and cause of disaster.	Foundering.	Strandings.	Other causes.	Missing vessels.	Total.
CLASS 1.—Causes connected with the weather:					
Calms, currents, and tides		4			4
Fog		9			9
Gales, hurricanes, etc.	2	6	1		9
Heavy sea		1	1		2
Snowstorms		2			2
Total of Class 1	2	22	2		26
CLASS 4.—Causes connected with machinery or boilers:					
Damage to machinery			4		4
Total of Class 4			4		4
CLASS 5.—Other causes:					
Fire			7		7
Ice			2		2
Sprung a leak	1				1
Struck a rock		1			1
Miscellaneous		3			3
Total of Class 5	1	4	9		14
Aggregate	3	26	15		44

NOTE.—Class 2 includes disasters arising from causes connected with vessel's equipments, or stowage. Class 3 includes disasters arising from causes connected with the navigation and seamanship. No casualties are reported in these classes.

TABLE 18.—Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1891, showing the number of vessels COLLIDED and distinguishing the CAUSE of each disaster.

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Darkness.....				2									2
"Fault of other vessel".....							1	1					2
Fog.....				6		2							8
High and baffling winds.....								2					2
Miscellaneous.....							1	1					2
Unknown.....						2							2
Total.....				8		4	2	6					20

TABLE 19.—Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1891, showing the number of vessels and distinguishing their DESCRIPTION.

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Barks.....	1			1				2					4
Brigantines.....				1									1
Schooners.....	1	1	2	3	2	4		2	1	2	1	2	21
Ships.....								3					3
Sloops.....					1							1	1
Steamers.....		3	2	7		2	3	2	1	1	1	2	24
Steam barges.....				1									1
Steamships.....	1	1				2	1	1					6
Unknown.....							1						1
Total.....	3	5	4	13	3	9	4	10	2	3	3	5	64

TABLE 20.—Abstract of returns of disasters to foreign vessels on the PACIFIC coast during the year ending June 30, 1891, showing NATIONALITY and DESCRIPTION, and distinguishing those TOTALLY LOST and those PARTIALLY DAMAGED.

Nationality and rig.	February.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	
British ships.....		1		1	1
Chilean ships.....		1		1	1
Total.....		2		2	2
Aggregate.....	2		2		

NOTE.—For values involved, etc., in the casualties embraced in this table, as near as they can be ascertained, see Summary Table 62.

TABLE 21.—Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1891, showing the TONNAGE and distinguishing the number of those TOTALLY LOST and those PARTIALLY DAMAGED.

Burden of vessels.	July.		August.		Septem-ber.		October.		Novem-ber.		Decem-ber.		Janu-ary.		Feb-ruary.		March.		April.		May.		June.		Total.		
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Aggregate.
Not exceeding 50 tons	1																										
Over 50 and not exceeding 100 tons		1		1		1		1		1		2		1		1							1		7	8	10
Over 100 and not exceeding 200 tons		1		1		4		2		4		1		1		1									3	6	9
Over 200 and not exceeding 300 tons	1					2		1		1		1		1											2	4	10
Over 300 and not exceeding 400 tons		1		1		1		1		1		1		1											2	4	6
Over 400 and not exceeding 500 tons						1		1		1		1		1											1	2	5
Over 500 and not exceeding 600 tons						1		1		1		1		1											1	2	3
Over 600 and not exceeding 700 tons						1		1		1		1		1											1	1	1
Over 700 and not exceeding 800 tons						1		1		1		1		1											1	4	4
Over 800 and not exceeding 900 tons						1		1		1		1		1											1	2	3
Over 900 and not exceeding 1,000 tons						1		1		1		1		1											1	1	1
Over 1,000 and not exceeding 1,100 tons						2		2		2		1		1											3	3	3
Over 1,100 and not exceeding 1,200 tons						1		1		1		1		1											1	1	1
Over 1,200 and not exceeding 1,300 tons						1		1		1		1		1											1	1	1
Over 1,300 and not exceeding 1,400 tons						1		1		1		1		1											1	1	1
Over 1,400 tons						1		1		1		1		1											2	3	5
Unknown						1		1		1		1		1											1	1	1
Total	2	1	3	2	2	2	13	3	4	5	4	5	4	3	7	10	2	2	1	2	1	2	3	22	42	64	
Aggregate	3	5	5	4	4	13	3	9	4	10	2	3	5	64													

NOTE.—In the columns of "Partial loss" in this table are included the casualties in which the vessels sustained no damage, for the number of which see appropriate column in Table 14.

TABLE 22.—Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1891, showing the number of vessels and distinguishing AGE.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 3 years.....			2	4		1	3					2	12
Over 3 and not exceeding 7 years.....		1	2	2	1	2	1		1	1			11
Over 7 and not exceeding 10 years.....				2				2					9
Over 10 and not exceeding 14 years.....				1				1			1	1	7
Over 14 and not exceeding 20 years.....	2	4		1		2		3					13
Over 20 and not exceeding 25 years.....				2		1		3		1			7
Over 25 and not exceeding 30 years.....											2		3
Over 30 and not exceeding 35 years.....	1			1					1				3
Over 35 and not exceeding 40 years.....													
Over 40 and not exceeding 45 years.....													
Over 45 and not exceeding 50 years.....							1						2
Over 50 years.....								1					2
Unknown.....													
Total.....	3	5	4	13	3	9	4	10	2	3	3	5	64

TABLE 23.—Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1891, showing the number of vessels and distinguishing their CARGOES.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast.....		2	2	4	1	4	2	2	1	1		1	20
Coal.....			1	2				2			1	1	7
Fish, oysters, etc.....												1	1
Lumber.....				2	2		1	1					6
Merchandise (general).....	1	2	1	2		1	1	1	1	1		2	12
Provisions.....		1									1		2
Sugar.....				1									1
Whale oil.....	1												1
Wood.....	1					1							2
Miscellaneous.....	1			1		2	1	3		1	1		6
Unknown.....				1		1	1	3					6
Total.....	3	5	4	13	3	9	4	10	2	3	3	5	64

TABLE 24.—Summary—PACIFIC coast.

Nature of casualties.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.*	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Foundering.....	3	117		117	1	2		3				10	5
Strandings.....	26	5,843	6,788	12,631	21	5		13	13	369	387	756	17
Vessels collided.....	20	16	9,761	9,777	8	6	6	1	19	341	315	656	3
Other causes.....	15	749	4,618	5,367	8	7		5	10	129	250	379	2
Total.....	64	6,725	21,167	27,892	38	20	6	22	42	839	962	1,801	27

* In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 14.

GREAT LAKES.

TABLE 25.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1891, showing the NUMBER and VALUE of VESSELS and CARGOES and amount of LOSS to same where known.

Months.	Total value of ves- sels.		Total value of car- goes.		Number of vessels, value unknown.	Number of cargoes, value unknown.	Unknown whether laden or not.	Loss to vessels.		Loss to cargoes.		Number of cargoes totally lost, amount unknown.	Number of cargoes not dan- aged, or damage unknown.
	Number.	Amount.	Number.	Amount.				Number.	Amount.	Number.	Amount.		
July.....	45	\$2,785,000	4	\$568,325	3	3	40	\$244,070	8	\$50,970	1	17	
August.....	27	1,020,000	22	148,165	1	2	35	113,400	4	11,275	.....	10
September.....	40	1,100,200	4	262,555	2	4	30	113,450	15	24,105	.....	16
October.....	50	2,541,700	1	364,555	.....	1	52	244,450	8	40,160	.....	23
November.....	50	1,593,700	2	300,550	4	2	49	170,575	6	68,600	.....	16
December.....	5	152,500	.....	200	.....	.....	2	20,800	.....	.....	.....	.....
January.....	2	136,000	1	9,000	.....	.....	2	7,655	.....	.....	.....	.....
February.....	1	30,000	.....	.....	.....	.....	1	7,645	.....	.....	.....	.....
March.....	2	360,000	.....	10,000	.....	.....	2	50,000	.....	.....	.....	.....
April.....	7	312,000	.....	7,000	.....	.....	7	5,700	.....	.....	.....	.....
May.....	31	1,943,800	2	168,545	3	3	27	7,120	.....	.....	.....	.....
June.....	34	1,643,000	1	186,870	3	1	32	150,200	3	24,460	.....	20
Total.....	313	14,033,000	16	2,033,475	17	16	286	1,305,530	40	243,210	1	128	

* In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 26.

TABLE 26.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1891, showing the number of VESSELS TOTALLY LOST, the number DAMAGED, their TONNAGE, the number of PERSONS ON BOARD, and number of LIVES LOST.

Months.	Number of disasters resulting in total loss of vessels.		Number of disasters resulting in partial damage to vessels.		Whether total or partial loss, unknown.	Number of casualties resulting in no damage to vessels.		Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Total number of passengers.	Total number in crews, including master, etc.	Total number of lives lost.
	No.	Amount.	No.	Amount.		No.	Amount.						
July	10	31	3	5	49	3,221	34,249	1,143	637	11			
August	5	30	2	2	39	1,097	28,117	248	416	1			
September	8	31	4	1	44	1,873	23,714	9	384	9			
October	12	40	1	7	60	4,468	37,968	17	619	10			
November	15	31	3	3	52	3,208	25,195	2	449	2			
December	2	3			5	143	1,273		7				
January		2			2		1,996		19				
February		1			1		460		14				
March		2			2		2,026	70	70				
April		7			7		5,149		81				
May	5	22	3	3	33	1,239	22,220	11	341	16			
June	5	27	1	2	35	1,309	26,000	107	437	2			
Total	62	227	17	23	329	16,558	208,367	1,607	3,474	51			

TABLE 27.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1891, showing the number of VESSELS and CARGOES INSURED and UNINSURED, and the AMOUNT of INSURANCE, where known.

Months.	Number of vessels and cargoes reported to be insured, and the AMOUNT of INSURANCE.					Number of vessels and cargoes reported not insured.		Number of vessels and cargoes, whether insured or not, unknown.		Vessels in ballast.
	Vessels.		Cargoes.		Total amount of insurance.	Vessels.	Cargoes.	Vessels.	Cargoes.	
	No.	Amount.	No.	Amount.						
July	30	\$2,065,740	12	\$281,040	\$2,346,780	15	8	4	12	17
August	20	1,159,315	7	39,400	1,198,715	15	3	4	11	14
September	27	710,505	15	207,805	918,310	12	3	5	11	12
October	36	1,340,060	13	132,135	1,472,195	19	10	5	21	16
November	27	1,007,490	14	172,845	1,180,335	18	15	7	14	15
December	3	10,500			10,500					4
January	2	38,000	1	9,000	47,000	2	1			4
February	1	30,000			30,000					1
March	2	183,000			183,000		1			1
April	3	45,000		2,000	47,000	4				1
May	14	528,500	6	73,185	601,685	15	6	4	12	9
June	14	502,940	7	97,200	600,140	14	6	7	15	9
Total	179	7,621,050	76	1,014,590	8,635,640	114	59	36	99	95

TABLE 28.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1891, distinguishing the NATURE of each casualty.

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered.....	3	4	2	.....	2	.....	.....	.....	.....	.....	3	1	15
Stranded.....	7	6	14	20	21	2	1	.....	1	4	7	11	94
Collided.....	25	20	12	18	14	.....	.....	.....	.....	.....	14	19	122
Abandoned.....	1	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	2
Damage to hull, masts, rigging, etc.....	.....	1	3	1	.....	.....	.....	.....	.....	2	3	.....	9
Damage to machinery.....	3	4	6	2	.....	.....	.....	.....	.....	.....	3	1	19
Explosion.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	2
Fire.....	6	2	1	6	9	3	1	1	1	1	1	2	34
Scuttled.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Sprung a leak.....	.....	1	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	3
Struck bridge, sunken wreck, wharf, etc.....	2	1	3	5	.....	.....	.....	.....	.....	.....	2	.....	13
Water logged.....	.....	.....	2	2	3	.....	.....	.....	.....	.....	.....	1	8
Miscellaneous.....	1	.....	1	3	2	.....	.....	.....	.....	.....	.....	.....	7
Total.....	49	39	44	60	52	5	2	1	2	7	33	35	329

TABLE 29.—Abstract of returns of disasters (excluding collisions) to vessels on the GREAT LAKES during the year ending June 30, 1891, distinguishing the CAUSE of each disaster.

Class and cause of disaster.	Foundering.	Strandings.	Other causes.	Missing vessels.	Total.
CLASS 1.—Causes connected with the weather :					
Calms, currents, and tides.....	.....	2	.....	.....	2
Darkness.....	.....	3	1	.....	4
Fogs.....	.....	19	1	.....	20
Gales, hurricanes, etc.....	6	26	20	.....	52
Heavy sea.....	1	2	4	.....	7
Snow-storm.....	.....	1	.....	.....	1
Total of class No. 1.....	7	53	26	.....	86
CLASS 2.—Causes connected with vessel's equipments or stowage :					
Defective hull, masts, rigging, etc.....	.....	.....	1	.....	1
Error in compass.....	.....	1	.....	.....	1
Total of class 2.....	.....	1	1	.....	2
CLASS 3.—Causes connected with navigation and seamanship :					
Errors of masters, officers, or crew.....	.....	4	.....	.....	4
Errors of pilots.....	.....	3	.....	.....	3
Total of class 3.....	.....	7	.....	.....	7
CLASS 4.—Causes connected with machinery or boilers :					
Damage to machinery.....	.....	.....	19	.....	19
Total of class 4.....	.....	.....	19	.....	19
CLASS 5.—Other causes :					
Absence of buoys or lights.....	.....	5	.....	.....	5
Capized.....	.....	.....	1	.....	1
Explosion.....	.....	.....	2	.....	2
Fire.....	.....	.....	34	.....	34
Sprung a leak.....	4	.....	4	.....	8
Struck bridge, pier, rock, wreck, etc.....	.....	7	8	.....	15
Miscellaneous.....	1	19	2	.....	22
Unknown.....	3	2	1	.....	6
Total of class 5.....	8	33	52	.....	93
Aggregate.....	15	94	98	.....	207

TABLE 30.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1891, showing the number of vessels COLLIDED, and distinguishing the cause of each disaster.

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
	Accidental.....	2	2	2									
Bad management.....	1	1										3	6
Carelessness.....													1
Darkness.....				2									2
Fault of other vessel.....	4	5	3	1	7								28
Fault of tug-towing.....	4	3		2							3	5	8
Fog.....				4								2	6
High and baffling winds.....	5	2		2	2								13
Misunderstanding signals.....													2
Narrow channel.....													2
Negligence.....	1												1
Tides, currents, etc.....		2	2										4
Unavoidable.....	2												2
Miscellaneous.....	4			6	4						1	4	19
Unknown.....	2	3	1	1	1						3	5	16
Total.....	25	20	12	18	14						14	19	122

TABLE 31.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1891, showing the number of vessels and distinguishing their DESCRIPTION.

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
	Barges.....		2	2	1	3						2	1	11
Canalboats.....													2
Ferryboats.....				1									1
Schooners.....	19	11	14	22	25	2				3	18	13	127
Scows.....	1		2	1									4
Steamers.....	25	19	21	33	22	3	1	1	2	3	13	20	163
Steam barges.....	2		1	1	1		1			1			7
Steam canalboats.....			1	1	1								2
Steamships.....	2	6	1	1								1	11
Steam yachts.....	1												1
Total.....	49	39	44	60	52	5	2	1	2	7	33	35	329

TABLE 32.—Abstract of returns of disasters to foreign vessels on the GREAT LAKES during the year ending June 30, 1891, showing NATIONALITY and DESCRIPTION, and distinguishing those TOTALLY LOST and those PARTIALLY DAMAGED.

Nationality and rig.	August.		September.		October.		November.		May.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
British ferryboats.....						1						1	1
British schooners.....		1				1	2	1		1	2	4	6
British steamers.....				1								1	1
British steamships.....				1								1	1
Total.....		1		2		2	2	1		1	2	7	9
Aggregate.....	1		2		2		3		1		9		

NOTE.—For values involved, etc., in the casualties embraced in this table, as near as they can be ascertained, see Summary Table 62.

TABLE 33.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1891, showing the TONNAGE and distinguishing the number of those TOTALLY LOST and those PARTIALLY DAMAGED.

Burden of vessels	July.		August.		Septem-ber.		October.		Novem-ber.		Decem-ber.		Janu-ary.		Febru-ary.		March.		April.		May.		June.		Total.					
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Aggregate.			
Not exceeding 50 tons	3	2	5	1	2	3	3	5	2	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	12	19	31		
Over 50 and not exceeding 100 tons	1	2	2	1	1	2	2	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	10	12		
Over 100 and not exceeding 200 tons	2	5	4	1	1	4	1	4	2	3	5	5	5	1	6	1	1	1	1	1	1	1	1	1	1	3	11	29		
Over 200 and not exceeding 300 tons	2	8	3	1	5	2	6	3	2	5	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	4	9	34		
Over 300 and not exceeding 400 tons	1	1	2	4	1	7	3	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	6	20		
Over 400 and not exceeding 500 tons	1	1	1	1	3	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	8	9	
Over 500 and not exceeding 600 tons	1	1	1	1	1	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	11	
Over 600 and not exceeding 700 tons	1	1	1	1	1	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	8	14	
Over 700 and not exceeding 800 tons	2	1	1	1	1	3	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	11	15	
Over 800 and not exceeding 900 tons	1	1	1	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	4	
Over 900 and not exceeding 1,000 tons	1	1	1	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	8	9	
Over 1,000 and not exceeding 1,100 tons	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	6	7	
Over 1,100 and not exceeding 1,200 tons	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	1	8	
Over 1,200 and not exceeding 1,300 tons	1	1	1	1	1	3	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	11
Over 1,300 and not exceeding 1,400 tons	3	1	1	1	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	10	10	
Over 1,400 tons	1	10	9	2	2	10	6	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	6	2	54	
Unknown	1	1	1	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	7	2	5	6	
Total	10	39	5	34	8	36	12	48	15	37	2	3	2	3	2	1	2	2	7	5	28	5	30	62	267	329	329			
Aggregate	49	39	44	60	52	5	5	2	1	1	2	1	1	33	85	329														

NOTE.—In the columns of "Partial loss" in this table are included the casualties in which the vessels sustained no damage, for the number of which see appropriate column in Table 26.

TABLE 34.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1891, showing the number of vessels and distinguishing AGE.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 3 years.....	8	8	3	11	10	1	1	.....	1	.....	7	6	56
Over 3 and not exceeding 7 years.....	6	3	5	6	4	.....	1	.....	.....	.....	1	4	30
Over 7 and not exceeding 10 years.....	5	3	8	10	7	.....	.....	1	.....	1	5	4	47
Over 10 and not exceeding 14 years.....	.....	.....	4	4	1	.....	.....	.....	.....	1	2	1	17
Over 14 and not exceeding 20 years.....	13	10	10	10	13	2	.....	.....	.....	4	3	5	70
Over 20 and not exceeding 25 years.....	.....	7	6	7	9	1	.....	.....	1	1	3	8	48
Over 25 and not exceeding 30 years.....	.....	1	3	7	4	1	.....	.....	.....	.....	.....	5	33
Over 30 and not exceeding 35 years.....	.....	1	3	4	.....	.....	.....	.....	.....	.....	.....	2	12
Over 35 and not exceeding 40 years.....	.....	1	.....	.....	2	.....	.....	.....	.....	.....	3	.....	8
Over 40 and not exceeding 45 years.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 45 and not exceeding 50 years.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 50 years.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Unknown.....	1	.....	2	1	2	.....	.....	.....	.....	.....	2	.....	8
Total.....	49	39	44	60	52	5	2	1	2	7	33	35	329

TABLE 35.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1891, showing the number of vessels and distinguishing their CARGOES.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast.....	17	14	12	16	9	4	1	1	1	4	9	7	95
Coal.....	4	3	6	10	12	.....	.....	.....	.....	.....	4	10	51
Fish, oysters, etc.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Fruit, coffee, nuts, spices, etc.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Grain.....	5	2	5	2	4	.....	.....	.....	.....	1	4	.....	23
Ice.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Iron, iron ore, etc.....	8	10	4	14	2	.....	1	.....	.....	.....	4	1	44
Lumber.....	4	3	11	11	10	.....	.....	.....	.....	.....	6	9	54
Merchandise (general).....	2	.....	.....	1	3	.....	.....	.....	1	.....	1	3	11
Provisions.....	1	.....	1	1	4	.....	.....	.....	.....	.....	.....	1	8
Salt.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Sand, plaster, etc.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Stone, brick, etc.....	.....	2	.....	2	2	.....	.....	.....	.....	.....	.....	3	9
Sugar, molasses, etc.....	.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....	.....	1
Wood.....	2	2	1	.....	3	.....	.....	.....	.....	.....	1	.....	7
Miscellaneous.....	1	.....	.....	.....	3	.....	.....	.....	.....	.....	.....	.....	4
Unknown.....	3	2	4	1	2	.....	.....	.....	.....	.....	3	1	16
Total.....	49	39	44	60	52	5	2	1	2	7	33	35	329

TABLE 36.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1891, showing the number of vessels and distinguishing the LAKES and connecting RIVERS on which they occurred.

Localities.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Lake Erie.....	10	7	1	12	7	1	1	1	.....	1	2	13	56
Lake Huron.....	4	1	13	9	10	.....	1	.....	.....	2	.....	.....	43
Lake Michigan.....	20	10	17	20	14	3	.....	.....	.....	.....	15	8	103
Lake Ontario.....	1	.....	4	.....	3	.....	.....	.....	.....	.....	.....	.....	8
Lake Superior.....	.....	5	.....	6	5	.....	.....	.....	.....	.....	.....	.....	23
Lake St. Clair.....	.....	.....	1	5	2	.....	.....	.....	.....	.....	.....	.....	8
Straits of Mackinac.....	1	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
Detroit River.....	3	1	1	1	1	.....	.....	.....	2	2	.....	.....	11
St. Clair River.....	.....	6	1	5	6	1	.....	.....	.....	.....	.....	.....	22
St. Mary's River.....	6	7	.....	2	4	.....	.....	.....	.....	.....	1	.....	22
Welland Canal.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Total.....	49	39	44	60	52	5	2	1	2	7	33	35	329

TABLE 37.—Summary—GREAT LAKES.

Nature of casualties.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.*	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Foundering.....	15	3,954	289	4,243	13	2	.....	14	1	6	95	101	29
Strandings.....	94	3,124	74,498	77,622	77	17	.....	17	77	266	1,188	1,454	.....
Vessels collided.....	122	4,536	83,024	87,560	70	36	16	11	111	1,103	1,242	2,345	3
Other causes.....	98	4,944	50,556	55,500	58	40	.....	20	78	232	949	1,181	19
Total.....	329	16,558	208,367	224,925	218	95	16	62	267	1,607	3,474	5,081	51

* In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 26.

RIVERS.

TABLE 38.—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1891, showing the NUMBER aged, and VALUE of VESSELS and CARGOES and amount of LOSS to same where known.

Months.	Total value of vessels.		Number of vessels, value		Total value of cargoes.		Number of cargoes, value		Unknown whether laden or not.		Loss to vessels.		Loss to cargoes.		Number of vessels damaged, lost, amount unknown.		Number of cargoes totally lost, amount unknown.		Number of cargoes not damaged, or damage unknown.		
	Number.	Amount.	Number of vessels, value	Number of cargoes, value	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number of vessels damaged, lost, amount unknown.	Number of cargoes totally lost, amount unknown.	Number of cargoes not damaged, or damage unknown.		
July	10	\$141,800	3	\$2,425	.....	.....	9	\$16,700	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	2
August	11	264,500	2	10,800	.....	.....	10	22,645	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	2
September	9	71,900	5	5,840	.....	.....	9	8,915	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	3
October	16	204,650	8	28,545	.....	.....	15	63,635	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	3
November	12	120,900	5	194,250	.....	.....	12	45,300	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	4
December	26	578,850	16	339,865	.....	.....	25	145,400	.....	.....	.....	.....	.....	.....	.....	3	.....	.....	.....	.....	3
January	11	157,800	6	160,355	.....	.....	11	70,680	.....	.....	.....	.....	.....	.....	.....	3	.....	.....	.....	.....	3
February	11	181,025	6	230,000	.....	.....	11	40,575	.....	.....	.....	.....	.....	.....	.....	3	.....	.....	.....	.....	3
March	17	291,750	11	230,425	.....	.....	11	37,415	.....	.....	.....	.....	.....	.....	.....	3	.....	.....	.....	.....	8
April	11	170,300	5	75,100	.....	.....	10	19,000	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	3
May	12	248,500	1	15,000	.....	.....	11	59,500	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	2
June	9	238,550	4	63,100	.....	.....	8	13,750	.....	.....	.....	.....	.....	.....	.....	3	.....	.....	.....	.....	6
Total	155	2,666,025	72	1,154,705	6	8	147	543,515	.....	.....	.....	.....	.....	.....	.....	16	.....	.....	.....	.....	51

* In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 39.

TABLE 39.—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1891, showing the number of VESSELS TOTALLY LOST, the number DAMAGED, their TONNAGE, the number of PERSONS ON BOARD, and number of LIVES LOST.

Months.	Number of disasters resulting in total loss of vessels.	Number of disasters resulting in partial damage to vessels.	Whether total or partial loss unknown.	Number of casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Total number of passengers.	Total number in crews, including master, etc.	Total number of lives lost.
July	1	8	.....	1	10	23	1,794	376	109	98
August .....	.....	10	.....	1	11	.....	2,860	250	131	.....
September	2	7	1	.....	10	142	3,171	15	82	.....
October	5	10	.....	1	16	1,126	2,172	22	154	.....
November	7	5	.....	.....	12	662	919	77	180	20
December	7	18	2	1	28	2,014	11,532	241	571	1
January	4	7	1	.....	12	1,658	2,729	5	232	.....
February	3	8	.....	.....	11	1,425	3,589	144	339	2
March	6	10	2	1	19	2,338	8,162	450	214	.....
April	1	9	.....	1	11	191	4,938	157	266	.....
May	4	7	.....	1	12	482	3,186	49	167	6
June	3	5	2	1	11	114	4,891	72	131	.....
Total	43	104	8	8	163	10,175	49,943	1,858	2,576	128

TABLE 40.—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1891, showing the number of VESSELS and CARGOES INSURED and UNINSURED, and the AMOUNT OF INSURANCE, where known.

Months.	Number of vessels and cargoes reported to be insured, and the AMOUNT OF INSURANCE.				Total amount of insurance.	Number of vessels and cargoes reported not insured.		Number of vessels and cargoes, whether insured or not, unknown.		Vessels in ballast.
	Vessels.		Cargoes.			Vessels.	Cargoes.	Vessels.	Cargoes.	
	Number.	Amount.	Number.	Amount.						
July	5	\$70,800	.....	.....	\$70,800	5	3	.....	.....	7
August	8	178,000	.....	.....	478,000	3	2	.....	.....	9
September	1	1,500	1	\$390	1,890	7	3	2	2	4
October	8	70,000	1	5,000	75,000	7	3	1	5	7
November	6	70,500	2	161,650	232,150	6	3	.....	1	6
December	15	255,500	3	93,000	348,500	11	8	2	8	9
January	8	109,165	5	89,750	198,915	3	.....	1	2	5
February	7	91,500	4	21,200	112,700	4	.....	.....	3	4
March	8	121,500	4	133,000	254,500	8	5	3	4	6
April	7	87,000	.....	.....	87,000	4	3	.....	2	6
May	6	39,100	.....	.....	39,100	5	.....	1	2	10
June	4	117,200	2	23,000	140,200	6	2	2	3	4
Total	83	1,211,765	22	526,990	1,738,755	68	32	12	32	77

TABLE 41.—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1891, distinguishing the NATURE of each casualty.

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered	1	2	3	1	3	1	1	3	1	1	1	1	12
Stranded	1	2	1	2	3	2	2	3	3	2	1	1	10
Collided	2	2	2	2	10	2	2	3	3	2	4	4	40
Capsized	1	1	1	1	1	1	1	1	1	1	1	1	4
Damage to hull, masts, rigging, etc.	1	1	1	1	1	1	1	1	1	1	1	1	2
Damage to machinery	1	2	1	1	1	2	1	2	2	4	1	1	15
Explosion of boiler	1	1	1	1	1	1	1	1	1	1	1	1	2
Fire	2	1	1	3	8	4	2	1	1	3	3	2	29
Ice	1	2	1	1	1	1	2	1	1	1	1	1	5
Sprung a leak	1	2	1	1	1	1	1	1	1	1	1	1	4
Struck bridge, pier, snag, wreck, etc.	3	1	5	6	1	5	4	1	5	1	3	2	37
Miscellaneous	1	1	1	1	1	1	1	1	1	1	1	1	3
Total	10	11	10	16	12	28	12	11	19	11	12	11	163

TABLE 42.—Abstract of returns of disasters (excluding collisions) to vessels on the RIVERS of the United States during the year ending June 30, 1891, distinguishing the CAUSE of each disaster.

Class and cause of disaster.	Foundering.	Strandings.	Other causes.	Missing ves- sels.	Total.
CLASS 1.—Causes connected with the weather:					
Darkness			1		1
Fog		1	1		2
Gales, hurricanes, etc.	5	5	5		15
Total of class 1	5	6	7		18
CLASS 3.—Causes connected with navigation and seamanship:					
Error of pilot		1			1
Total of class 3		1			1
CLASS 4.—Causes connected with machinery or boilers:					
Damage to machinery			15		15
Explosion of boiler			2		2
Total of class 4			17		17
CLASS 5.—Other causes:					
Explosion of petroleum			1		1
Fire			28		28
Ice			5		5
Misstayed		1			1
Sprung a leak	5	1	4		10
Struck bridge, pier, snag, wreck, etc.			34		34
Miscellaneous	1	1	5		7
Unknown	1				1
Total of class 5	7	3	77		87
Aggregate	12	10	101		123

NOTE.—Class 2 includes disasters arising from causes connected with vessel's equipments or stow- age. No casualties are reported in this class.

TABLE 43.—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1891, showing the number of vessels COLLIDED, and distinguishing the CAUSE of each disaster.

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
	Accidental.....	2											
Carelessness.....													2
Darkness.....													2
Error of pilots.....						1							1
Fault of other vessel.....		2	1				5						10
Fault of tug towing.....				2									4
Fog.....									2				2
High and baffling winds.....													2
Mismanagement.....										1			1
Misunderstanding signals.....									1				1
Tides, currents, etc.....											3		3
Unavoidable.....									1				1
Want of proper lights.....						2							2
Unknown.....			1			2		2	2				7
Total.....	2	2	2	2	10	2	2	8	2	4	4	40	

TABLE 44.—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1891, showing the number of vessels and distinguishing their DESCRIPTION.

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
	Barges.....				1	1		1		4			
Ferryboats.....	1	1				1				1	1		7
Schooners.....		1	3	4	2	5	1	1	2	1		2	22
Scows.....													1
Ships.....							1						1
Sloops.....						1							1
Steamers.....	8	9	5	11	9	19	8	10	10	9	11	7	116
Steamships.....	1		1			2			1			1	6
Yachts.....			1				1						2
Total.....	10	11	10	16	12	28	12	11	19	11	12	11	163

TABLE 45.—Abstract of returns of disasters to foreign vessels on the RIVERS of the United States during the year ending June 30, 1891, showing NATIONALITY and DESCRIPTION, and distinguishing those TOTALLY LOST and those PARTIALLY DAMAGED.

Nationality and rig.	September.		December.		March.		June.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
British steamships.....		1		1		1		1		4	4
Total.....		1		1		1		1		4	4
Aggregate.....	1		1		1		1		4		4

NOTE.—For values involved, etc., in the casualties embraced in this table, as near as they can be ascertained, see Summary Table 62.

TABLE 46.—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1891, showing the TONNAGE and distinguishing the number of those TOTALLY LOST and those PARTIALLY DAMAGED.

Burden of vessels.	July.		August.		Septem-ber.		October.		Novem-ber.		Decem-ber.		Janu-ary.		Febru-ary.		March.		April.		May.		June.		Total.			
	Total losses.	Partial losses.	Total losses.	Partial losses.	Total losses.	Partial losses.	Total losses.	Partial losses.	Total losses.	Partial losses.	Total losses.	Partial losses.	Total losses.	Partial losses.	Total losses.	Partial losses.	Total losses.	Partial losses.	Total losses.	Partial losses.	Total losses.	Partial losses.	Total losses.	Partial losses.	Total losses.	Partial losses.	Aggregate.	
Not exceeding 50 tons.....	1	3	4	2	1	3	5	3	3	1	3	3	1	1	3	1	3	1	2	1	2	1	2	1	2	17	34	
Over 50 and not exceeding 100 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	17	30	
Over 100 and not exceeding 200 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	19	
Over 200 and not exceeding 300 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	18	
Over 300 and not exceeding 400 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	9	22
Over 400 and not exceeding 500 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	9	10
Over 500 and not exceeding 600 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	9	10
Over 600 and not exceeding 700 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	8
Over 700 and not exceeding 800 tons.....	8	12
Over 800 and not exceeding 900 tons.....	1	1
Over 900 and not exceeding 1,000 tons.....	1	1
Over 1,000 and not exceeding 1,100 tons.....	1	1
Over 1,100 and not exceeding 1,200 tons.....	1	1
Over 1,200 and not exceeding 1,300 tons.....	1	1
Over 1,300 and not exceeding 1,400 tons.....	1	1
Over 1,400 tons.....	1	1
Unknown.....	1	1
Total.....	10	11	11	2	8	5	11	7	5	7	5	7	21	4	8	3	8	6	13	1	10	4	8	3	8	43	120	
Aggregate.....	10	11	11	10	16	12	12	28	12	11	11	11	12	11	11	11	11	11	11	11	11	11	11	11	11	168	168	

Note.—In the columns of "Partial loss" in this table are included the casualties in which the vessels sustained no damage, for the number of which see appropriate column in Table 39.

TABLE 47.—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1891, showing the number of vessels and distinguishing AGE.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 3 years.....	3	1	3	5	3	4	1	3	1	1	2	.....	27
Over 3 and not exceeding 7 years.....	1	2	1	3	3	5	1	1	3	1	.....	.....	20
Over 7 and not exceeding 10 years.....	2	3	3	3	2	4	4	3	6	3	3	.....	38
Over 10 and not exceeding 14 years.....	.....	1	3	1	2	4	4	.....	2	1	.....	.....	21
Over 14 and not exceeding 20 years.....	2	3	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	22
Over 20 and not exceeding 25 years.....	2	1	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	13
Over 25 and not exceeding 30 years.....	.....	.....	1	.....	1	3	.....	.....	.....	.....	1	.....	11
Over 30 and not exceeding 35 years.....	.....	.....	1	.....	.....	1	.....	.....	1	.....	.....	.....	3
Over 35 and not exceeding 40 years.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Over 40 and not exceeding 45 years.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1	.....	.....	2
Over 45 and not exceeding 50 years.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 50 years.....	.....	.....	.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....
Unknown.....	.....	.....	.....	.....	.....	.....	1	1	1	1	.....	1	5
Total.....	10	11	10	16	12	28	12	11	19	11	12	11	163

TABLE 48.—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1891, showing the number of vessels and distinguishing their CARGOES.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast.....	7	9	4	7	6	9	5	4	6	6	10	4	77
Chemicals.....	.....	.....	.....	1	.....	1	.....	.....	.....	.....	.....	.....	2
Coal.....	.....	.....	2	.....	.....	.....	1	.....	.....	1	.....	.....	6
Cotton, cotton seed, etc.....	.....	.....	.....	.....	3	1	.....	1	1	.....	.....	.....	6
Fertilizers.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Fish, oysters, etc.....	.....	.....	.....	2	.....	.....	.....	.....	1	.....	.....	.....	3
Fruit, nuts, coffee, spices, etc.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Grain.....	.....	.....	.....	1	1	3	1	.....	3	.....	.....	.....	9
Iron, iron ore, etc.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Lumber.....	.....	.....	.....	1	.....	1	1	1	.....	.....	.....	.....	6
Merchandise (general).....	1	.....	1	.....	.....	6	1	3	2	3	.....	.....	18
Petroleum.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Provisions.....	.....	.....	.....	.....	.....	1	.....	.....	1	.....	.....	.....	2
Sugar, molasses, etc.....	.....	.....	.....	.....	.....	1	1	.....	1	1	1	.....	5
Tar, turpentine, rosin, etc.....	.....	.....	1	.....	.....	1	.....	.....	.....	.....	.....	.....	2
Wood.....	.....	1	1	1	.....	.....	.....	.....	.....	.....	.....	.....	3
Miscellaneous.....	2	.....	.....	1	2	2	.....	2	1	.....	1	1	12
Unknown.....	.....	.....	1	.....	.....	2	1	.....	2	.....	.....	2	8
Total.....	10	11	10	16	12	28	12	11	19	11	12	11	163

TABLE 49.—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1891, distinguishing the RIVERS on which they occurred.

Rivers.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Altamaha, Georgia.....			1				1						2
Achafalaya, Louisiana.....					1	1							2
Bayou d'Arbonne, Louisiana.....					1								1
Bayou Macon, Louisiana.....							1						1
Cape Fear, North Carolina.....					1								1
Columbia.....						1							1
Connecticut.....							1						1
Delaware.....	4	2	2	3		4	2	1	2				24
Grand, Louisiana.....					1						1		1
Hudson.....		1		1	2						2	2	3
James.....				1									1
Kennebec.....									1	1			1
Kentucky.....										1			1
Little Kanawha, West Virginia.....								1					1
Mattaponi, Virginia.....		1											1
Minnesota.....	1				1								2
Mississippi.....	1		1	5	2	7	3		5	3	2	1	30
Mobile.....					1								1
Monongahela.....	1			1									2
Neuse, North Carolina.....			1			2							3
Ohio.....		4	1	2		2	3	3	6	1	5	2	35
Potomac.....	1	1	2	2		3		1	1	1		1	13
Rappahannock, Virginia.....		1	1										2
Red, Louisiana.....					1			2	2	2			5
St. John's, Florida.....					1	1				1			4
St. Lawrence.....					1	1						1	4
Salt, Kentucky.....							1						1
Savannah.....								1	1				2
Schuylkill, Pennsylvania.....		1											1
Skagit, Washington.....	1												1
Snohomish, Washington.....			1										1
Tallahatchee, Mississippi.....									1		1		2
Tar, North Carolina.....										1			1
Tennessee.....	1				1			1					3
Trinity, Texas.....												1	1
White, Arkansas.....								1					1
Wicomico, Maryland.....						1							1
Willamette, Oregon.....					1								1
Total.....	10	11	10	16	12	28	12	11	19	11	12	11	163

TABLE 50.—Summary—Rivers of the United States.

Nature of casualties.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.*	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Foundering.....	12	126	1,690	1,816	4	3	.....	3	9	253	121	374	98
Strandings.....	10	206	2,886	3,092	3	2	.....	5	5	119	207	326	.....
Vessels collided.....	40	596	20,938	21,534	16	16	.....	4	36	647	446	1,093	.....
Other causes.....	101	9,247	24,429	33,676	50	51	.....	31	70	839	1,802	2,641	30
Total.....	168	10,175	49,943	60,118	78	77	.....	43	120	1,858	2,576	4,434	128

* In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 39.

AT SEA AND IN FOREIGN WATERS.

TABLE 51.—Abstract of returns of disasters to American vessels AT SEA and in FOREIGN WATERS during the year ending June 30, 1891, showing the NUMBER and VALUE of VESSELS and CARGOES and AMOUNT of LOSS to same where known.

Months.	Total value of ves- sels.		Number of vessels, value unknown.	Total value of car- goes.		Number of cargoes, value unknown.	Unknown or not.	Loss of vessels.		Number of vessels to tally lost, amount un- known.	Number of vessels dam- aged, amount un- known.	Loss of cargoes.		Number of cargoes to tally lost, amount un- known.	Number of cargoes not damaged, or damage unknown.
	Num- ber.	Amount.		Num- ber.	Amount.			Num- ber.	Amount.			Num- ber.	Amount.		
July.....	18	\$730,550	2	\$46,700	1	2	18	\$97,180	3	2	7	\$14,850	.....	9
August.....	22	946,200	1	720,335	3	1	20	278,700	.....	.....	10	284,350	.....	8
September.....	17	427,000	1	289,630	.....	1	17	102,025	.....	.....	7	33,210	.....	5
October.....	12	532,000	.....	191,480	.....	.....	12	41,250	.....	.....	7	53,800	.....	3
November.....	17	346,500	.....	74,350	.....	.....	17	77,750	.....	.....	7	49,350	.....	5
December.....	35	628,440	.....	263,975	.....	.....	34	243,710	.....	.....	19	49,780	.....	9
January.....	26	1,110,900	.....	824,915	.....	.....	26	159,380	.....	.....	13	152,030	.....	10
February.....	12	378,900	.....	310,635	.....	.....	13	45,680	.....	.....	6	36,880	.....	5
March.....	18	499,500	.....	308,450	.....	.....	17	122,300	.....	.....	6	68,230	.....	11
April.....	15	220,100	.....	169,365	.....	.....	15	143,250	.....	.....	10	84,595	.....	4
May.....	12	828,700	.....	637,530	.....	.....	12	33,165	.....	.....	7	79,000	.....	4
June.....	11	587,700	.....	50,740	.....	.....	11	49,200	.....	.....	2	9,900	.....	7
Total.....	215	7,232,090	11	4,188,105	15	9	212	1,393,590	2	12	101	915,995	5	80	

* In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 52.

TABLE 52.—Abstract of returns of disasters to American vessels AT SEA and in FOREIGN WATERS during the year ending June 30, 1891, showing the number of VESSELS TOTALLY LOST; the number DAMAGED, their TONNAGE; the number of PERSONS on BOARD, and number of LIVES LOST.

Months.	Number of disasters resulting in total loss of vessels.	Number of disasters resulting in partial damage to vessels.	Whether total or partial loss unknown.	Number of casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Total number of passengers.	Total number in crews, including master, etc.	Total number of lives lost.
July	6	12	2	.....	20	1,889	11,279	52	277	.....
August	7	13	1	..... 2	23	6,290	14,604	47	438	..... 21
September	7	10	1	.....	18	2,274	10,536	40	269	..... 13
October	3	9	.....	.....	12	805	8,544	51	199	.....
November	4	13	.....	.....	17	808	8,481	5	188	..... 18
December	17	17	.....	..... 1	35	5,301	9,597	3	340	..... 18
January	10	17	..... 1	.....	28	3,909	15,459	48	391	..... 31
February	4	9	.....	.....	13	870	5,624	73	156	.....
March	4	13	.....	..... 1	18	2,640	10,669	1	203	..... 1
April	7	8	..... 1	.....	16	2,911	5,422	.....	152	.....
May	4	9	.....	.....	13	489	12,502	23	230	..... 2
June	4	7	..... 2	.....	13	1,668	7,513	153	214	.....
Total	77	137	8	4	226	29,854	120,230	496	3,057	104

TABLE 53.—Abstract of returns of disasters to American vessels AT SEA and in FOREIGN WATERS during the year ending June 30, 1891, showing the number of VESSELS and CARGOES INSURED and UNINSURED, and the AMOUNT of INSURANCE, where known.

Months.	Number of vessels and cargoes reported to be insured, and the AMOUNT of INSURANCE.				Number of vessels and cargoes reported not insured.		Number of vessels and cargoes, whether insured or not, unknown.		Vessels in ballast.	
	Vessels.		Cargoes.		Total amount of insurance.	Vessels.	Cargoes.	Vessels.		Cargoes.
	Num-ber.	Amount.	Num-ber.	Amount.						
July	16	\$286,340	5	\$16,050	\$302,390	1	4	3	7	4
August	16	307,800	8	540,680	848,480	5	3	3	7	3
September	11	236,230	2	130,000	366,230	5	3	2	4	3
October	9	367,585	4	19,880	378,465	3	3	.....	4	3
November	12	119,525	7	51,860	171,385	3	1	3	3	3
December	20	171,650	12	66,165	237,815	3	3	3	7	6
January	22	893,900	13	588,370	1,482,270	3	3	3	3	3
February	9	78,000	6	62,005	140,005	3	3	3	3	3
March	13	290,200	13	287,275	577,475	3	1	3	3	3
April	9	75,400	9	142,290	217,690	5	.....	3	5	3
May	5	344,700	6	551,800	896,500	5	2	3	3	3
June	7	251,850	2	10,800	262,650	3	3	3	5	3
Total	149	3,423,180	87	2,458,175	5,881,355	45	27	32	72	40

TABLE 54.—Abstract of returns of disasters to American vessels AT SEA and in FOREIGN WATERS during the year ending June 30, 1891, distinguishing the NATURE of each casualty.

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered	1	1	2	2	1	6	3	...	1	1	...	1	19
Stranded	7	8	2	2	3	9	4	5	...	...	...	4	59
Collided	10	2	2	2	2	...	2	2	2	4	...	6	30
Abandoned .....	...	...	2	...	...	3	1	1	1	...	1	1	10
Capsized .....	...	...	...	...	...	1	...	...	...	...	...	...	1
Damage to hull, masts, rigging, etc. ....	...	6	4	5	8	10	13	3	6	2	2	1	60
Damage to machinery	1	1	1	...	...	...	...	1	1	...	...	...	7
Fire	1	...	2	2	1	...	1	...	...	...	2	...	9
Ice .....	...	...	...	...	...	...	1	1	...	...	...	...	1
Never heard from .....	...	1	...	...	2	...	1	...	...	...	...	...	4
Sprung a leak .....	...	...	2	1	...	5	2	2	2	1	1	...	16
Struck wharf .....	...	...	...	...	...	...	...	...	1	...	...	...	1
Miscellaneous .....	...	4	1	...	...	1	1	...	2	...	...	...	9
Total	20	23	18	12	17	35	28	13	18	16	13	13	226

TABLE 55.—Abstract of returns of disasters (excluding collisions) to American vessels AT SEA and in FOREIGN WATERS, during the year ending June 30, 1891, distinguishing the CAUSE of each disaster.

Class and cause of disaster.	Foundering.	Strandings.	Other causes.	Missing ves- sels.	Total.
CLASS 1.—Causes connected with the weather :					
Calms, currents, and tides .....	...	12	...	...	12
Fog .....	...	9	...	...	9
Gales, hurricanes, etc.	11	20	79	...	110
Heavy sea	2	2	10	...	14
Total of class 1	13	43	89	...	145
CLASS 2.—Causes connected with vessel's equipments, or stowage :					
Defective chart .....	...	1	...	...	1
Total of class 2 .....	...	1	...	...	1
CLASS 3.—Causes connected with navigation and seamanship :					
Errors of masters, officers, or crews .....	...	5	...	...	5
Errors of pilots .....	...	2	...	...	2
Total of class 3 .....	...	7	...	...	7
CLASS 4.—Causes connected with machinery or boilers :					
Damage to machinery .....	...	...	7	...	7
Total of class 4 .....	...	...	7	...	7
CLASS 5.—Other causes :					
Fire .....	...	...	6	...	6
Ice .....	...	...	1	...	1
Misstayed .....	...	2	...	...	2
Spontaneous combustion .....	...	...	3	...	3
Sprung a leak	6	...	7	...	13
Struck rock .....	...	1	...	...	1
Miscellaneous .....	...	4	1	...	5
Unknown .....	...	1	...	4	5
Total of class 5	6	8	18	4	36
Aggregate	19	59	114	4	196

TABLE 56.—Abstract of returns of disasters to American* vessels AT SEA and in FOREIGN WATERS during the year ending June 30, 1891, showing the number of vessels COLLIDED and distinguishing the CAUSE of each disaster.

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Bad management.....									1				1
Fault of other vessel.....	2	1					1		1				5
Fog.....	4				2					2		6	14
High and baffing winds.....			2										2
Negligence.....	1	1											1
Unknown.....	3	1					1			2			7
Total.....	10	2	2		2		2		2	4		6	30

* Including six foreign vessels which collided with American vessels.

TABLE 57.—Abstract of returns of disasters to American vessels AT SEA and in FOREIGN WATERS during the year ending June 30, 1891, showing the number of vessels and distinguishing their DESCRIPTION.

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Barges.....	1		1							1			3
Barks.....	2	2	3	1	3	2	1	2	3	2			21
Barkentines.....	1	1			1	2	2	1	1				9
Brigs.....	1	1				1	1	2					7
Brigantines.....	1	1		1	1					1			4
Schooners.....	11	9	6	7	8	28	19	8	10	11	6	5	128
Sloops.....			1								1		2
Ships.....	1	4	4	1		2	1		2		3	2	8
Steamers.....	2	2			1						1		2
Steamships.....	3	3	1	2	2		4		2	1	2	2	22
Steam yachts.....					1								1
Unknown.....												1	1
Total.....	20	23	18	12	17	35	28	13	18	16	13	13	226

TABLE 58.—Abstract of returns of disasters to American vessels AT SEA and in FOREIGN VESSELS during the year ending June 30, 1891, showing the TONNAGE and distinguishing the number of those TOTALLY LOST and those PARTIALLY DAMAGED.

Burden of vessels.	July.		August.		September.		October.		November.		December.		January.		February.		March.		April.		May.		June.		Total.		Aggregate.		
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.			
Not exceeding 50 tons.....	1	2	1	4	1	1	1	1	1	1	5	2	3	2	2	1	1	1	1	1	1	1	1	1	3	4			
Over 50 and not exceeding 100 tons.....	1	3	1	1	1	1	1	1	1	1	2	5	3	2	1	1	1	1	1	1	1	1	1	1	1	19	54		
Over 100 and not exceeding 200 tons.....	2	3	1	1	1	1	3	1	1	1	3	5	1	1	1	1	1	1	2	2	1	2	1	2	1	11	32		
Over 200 and not exceeding 300 tons.....			2	1	1	1	1	1	1	1	1	2	1	3	1	1	1	1	1	1	1	1	1	1	1	7	18		
Over 300 and not exceeding 400 tons.....				2	2	2	2	2	1	1	1	4	2	4	1	1	1	2	1	1	1	1	1	1	1	8	14		
Over 400 and not exceeding 500 tons.....	1		2	2	1	1	2	1	1	1	2	2	1	1	2	1	1	1	1	1	1	1	1	1	1	10	19		
Over 500 and not exceeding 600 tons.....	1				1	3	1	1	1	3	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	6	15		
Over 600 and not exceeding 700 tons.....	2									2	1	3	1	1	1	1	1	1	1	1	1	1	1	1	1	3	12		
Over 700 and not exceeding 800 tons.....	2									2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	9		
Over 800 and not exceeding 900 tons.....	1									1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	6		
Over 900 and not exceeding 1,000 tons.....										1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	9		
Over 1,000 and not exceeding 1,100 tons.....										1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	6		
Over 1,100 and not exceeding 1,200 tons.....	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	
Over 1,200 and not exceeding 1,300 tons.....													3													1	3	4	
Over 1,300 and not exceeding 1,400 tons.....												1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	5
Over 1,400 tons.....			3	2	5	4	3	3	2	2	2	2	3	3	1	1	1	1	1	2	5	5	2	2	2	2	2	3	3
Unknown.....																											1	1	1
Total.....	6	14	7	16	7	11	3	9	4	13	17	18	10	18	4	9	4	14	7	9	4	9	4	9	77	149	226		
Aggregate.....	20		23		18		12		17		35		28		13		18		16		13		13		226				

NOTE.—In the columns of "Partial loss" in this table are included the casualties in which the vessels sustained no damage, for the number of which see appropriate column in Table 52.

TABLE 59.—Abstract of returns of disasters to American vessels AT SEA and in FOREIGN WATERS during the year ending June 30, 1891, showing the number of vessels and distinguishing AGE.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 3 years.....	8	3	...	3	5	2	2	...	4	3	2	2	34
Over 3 and not exceeding 7 years.....	2	3	3	2	2	5	3	1	1	1	2	1	22
Over 7 and not exceeding 10 years.....	5	1	3	2	2	2	7	2	6	3	1	2	42
Over 10 and not exceeding 14 years.....	3	4	4	3	3	7	1	2	2	4	3	2	25
Over 14 and not exceeding 20 years.....	1	7	4	3	3	2	10	6	3	4	3	3	55
Over 20 and not exceeding 25 years.....	2	3	4	2	3	4	2	1	1	4	1	4	31
Over 25 and not exceeding 30 years.....	1	...	...	1	1	...	...	...	...	...	1	...	7
Over 30 and not exceeding 35 years.....	...	...	...	...	...	...	1	1	...	...	...	...	2
Over 35 and not exceeding 40 years.....	...	1	...	...	...	1	...	...	...	...	1	...	3
Over 40 and not exceeding 45 years.....	...	...	...	...	1	...	...	...	...	1	...	...	2
Over 45 and not exceeding 50 years.....	...	...	...	...	...	...	...	...	...	...	...	...	...
Over 50 years.....	...	...	1	...	...	...	...	...	...	...	...	...	1
Unknown.....	...	...	1	...	...	...	...	...	...	...	...	1	2
Total.....	20	23	18	12	17	35	28	13	18	16	13	13	226

TABLE 60.—Abstract of returns of disasters to American vessels AT SEA and in FOREIGN WATERS during the year ending June 30, 1891, showing the number of vessels and distinguishing their CARGOES.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast.....	4	4	6	2	5	6	4	2	1	2	1	3	40
Asphalt.....	...	...	...	...	...	1	...	...	...	...	...	...	1
Chemicals.....	...	...	...	...	...	1	...	...	...	...	...	...	1
Coal.....	4	1	3	1	2	2	5	2	3	3	1	3	30
Cotton, cotton seed, etc.....	...	...	...	...	...	...	...	...	...	...	1	...	1
Fertilizers.....	...	...	1	...	...	4	2	...	1	...	...	...	8
Fish, oysters, etc.....	3	2	...	2	...	3	...	2	...	1	1	1	15
Fruit, nuts, coffee, spices, etc.....	...	1	...	1	1	...	...	...	...	1	1	1	5
Grain.....	...	...	1	...	...	1	...	...	...	...	1	1	4
Ice.....	2	...	...	...	...	...	...	...	...	...	1	...	3
Lime.....	...	...	1	...	...	...	...	...	...	...	...	...	1
Logwood.....	...	...	...	...	...	2	...	...	1	...	...	...	3
Lumber, timber, etc.....	...	4	...	2	1	9	5	2	5	3	2	1	34
Machinery.....	...	1	...	...	...	...	...	...	...	1	...	...	2
Merchandise (general).....	1	7	2	3	4	4	4	2	2	1	4	2	36
Petroleum.....	...	...	...	...	...	...	...	...	1	...	...	...	1
Provisions.....	1	...	...	...	...	1	...	...	...	...	...	...	2
Salt.....	...	...	...	...	2	...	...	...	...	1	...	...	3
Stone, brick, etc.....	...	...	...	1	...	...	...	...	...	...	...	...	1
Sugar, molasses, etc.....	...	...	...	...	...	...	3	2	2	2	...	...	9
Whale oil.....	...	2	...	...	...	...	...	...	...	...	...	...	2
Wood.....	...	...	1	...	...	...	1	...	...	...	...	...	2
Miscellaneous.....	3	...	2	...	2	...	2	1	2	...	...	...	12
Unknown.....	2	1	1	...	...	1	2	...	...	1	...	2	10
Total.....	20	23	18	12	17	35	28	13	18	16	13	13	226

TABLE 61.—Summary—AT SEA and in FOREIGN WATERS.

Nature of casualties.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.*	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Foundering	19	7, 118	.....	7, 118	18	3	.....	19	.....	2	148	150	30
Strandings	59	16, 321	7, 845	24, 166	42	17	.....	40	19	35	726	761	3
Vessels collided	30	228	31, 480	31, 708	19	3	.....	1	29	204	477	681	2
Other causes	118	6, 187	80, 905	87, 092	100	17	.....	17	101	255	1, 706	1, 961	69
Total	226	29, 854	120, 230	150, 084	177	40	.....	9	149	496	3, 057	3, 553	104

* In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 52.

TABLE 62.—Summary of disasters which have occurred to FOREIGN vessels on and near the Coasts and on the Rivers of the United States during the fiscal year ending June 30, 1891.

Coasts, etc.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Atlantic and Gulf coasts	49	12, 542	42, 663	55, 205	25	7	17	20	29	373	482	855	101
Pacific coast	2	.....	1, 338	1, 338	.....	.....	2	.....	2	.....	.....	.....	.....
Great Lakes	9	420	2, 969	3, 389	4	.....	5	2	7	.....	25	25	.....
Rivers	4	.....	8, 987	8, 987	.....	.....	4	.....	4	.....	.....	.....	.....
Total	64	12, 962	55, 957	68, 919	29	7	28	22	42	373	507	880	101

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	Aggregate.
Total value vessels involved	\$1, 139, 100	.....	\$25, 700	.....	\$1, 164, 800
Total value cargoes involved	827, 175	.....	15, 500	.....	842, 675
Aggregate	1, 966, 275	.....	41, 200	.....	2, 007, 475
Total losses to vessels	619, 260	.....	7, 000	.....	626, 260
Total losses to cargo	292, 610	.....	4, 800	.....	297, 410
Aggregate	911, 870	.....	11, 800	.....	923, 670
Total insurance on vessels	18, 000	.....	.....	.....	18, 000
Total insurance on cargoes	44, 200	.....	.....	.....	44, 200
Aggregate	62, 200	.....	.....	.....	62, 200
Total tonnage vessels damaged	42, 663	1, 338	2, 969	8, 987	55, 957
Total tonnage vessels lost	12, 542	.....	420	.....	12, 962

NOTE.—In addition to the number of vessels here reported, six foreign vessels collided with American vessels at sea, involving a tonnage of 10,789.

TABLE 63.—GENERAL SUMMARY.

Nature of casualties.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Value of vessels.	Value of cargoes.	Losses to vessels.	Losses to cargoes.	Insurance on vessels.*	Insurance on cargoes.*	Insurance on car. Goes.*	Laden.	Ballast.	Unknown whether rickden or not.	Vessels involving total losses.	Casualties involving partial and un-known damage.	Number of passengers.	Number in crews.	Total on board.	Number of lives lost†.	
																				Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Value of vessels.	Value of cargoes.	Losses to vessels.	Losses to cargoes.	Insurance on vessels.*	Insurance on cargoes.*	Insurance on car. Goes.*	Laden.	Ballast.	Unknown whether rickden or not.	Vessels involving total losses.	Casualties involving partial and un-known damage.	Number of passengers.	Number in crews.	Total on board.	Number of lives lost†.
Foundering:																				
Atlantic and Gulf coasts.....	38	5,286	960	\$146,500	\$86,485	\$94,375	\$80,295	\$42,500	\$20,920	\$20,920	32	6	6	23	15	1	147	148	11	11
Pacific coast.....	3	117	.....	9,000	350	9,000	350	3,500	.....	.....	1	2	3	.....	.....	.....	10	10	5	5
Great Lakes.....	15	3,954	289	173,300	25,785	169,690	26,180	88,500	12,120	6,200	13	8	3	14	9	6	95	101	29	29
Rivers.....	12	126	1,690	97,100	20,500	45,230	31,500	31,500	6,200	4,500	3	8	3	9	253	121	121	374	98	98
At sea and in foreign waters ..	19	7,118	.....	202,700	85,450	202,700	85,450	65,430	45,140	16	3	2	19	.....	.....	2	148	150	30	30
Total.....	87	16,601	2,939	628,600	218,570	520,995	196,465	231,430	84,380	84,380	66	21	.....	62	25	262	521	783	173	173
Strandings:																				
Atlantic and Gulf coasts.....	199	22,847	40,525	3,270,150	1,795,780	960,060	478,400	1,078,375	618,415	618,415	133	66	.....	101	98	1,571	1,635	3,206	37	37
Pacific coast.....	26	5,843	6,788	911,300	469,040	370,700	254,595	519,000	380,645	21	5	.....	13	13	369	369	887	756	17	17
Great Lakes.....	94	3,124	74,498	4,826,300	680,810	276,510	56,740	2,591,640	463,540	77	17	.....	77	77	266	1,188	1,188	1,454	.....	.....
Rivers.....	10	206	2,886	185,075	89,490	13,075	48,500	48,500	17,800	8	2	.....	5	5	119	207	207	325	.....	.....
At sea and in foreign waters..	59	16,321	7,845	1,067,250	616,700	660,350	457,840	576,790	550,040	42	17	.....	40	19	35	726	761	761	3	3
Total.....	382	48,341	132,542	10,260,075	3,651,820	2,280,695	1,248,020	4,814,305	2,080,550	281	107	.....	176	212	2,360	4,143	6,503	6,503	57	57
Vessels collided:																				
Atlantic and Gulf coasts.....	296	5,733	154,030	12,982,885	1,243,640	680,750	65,370	3,951,430	1,085,915	114	126	.....	56	13	283	8,630	3,614	12,244	80	80
Pacific coast.....	20	16	9,761	19,735	19,730	19,730	.....	85,000	.....	8	6	.....	6	1	19	341	315	656	.....	.....
Great Lakes.....	122	4,536	83,024	5,857,200	607,630	404,480	82,960	3,015,375	306,805	70	36	.....	16	11	111	1,103	1,242	2,345	3	3
Rivers.....	40	596	20,938	822,600	171,750	62,615	28,845	377,000	60,500	16	16	.....	8	4	36	647	446	1,093	.....	.....
At sea and in foreign waters ..	30	228	31,480	1,536,000	136,530	84,380	28,280	309,450	71,705	19	3	.....	8	1	29	204	477	681	2	2
Total.....	508	11,109	209,233	21,784,485	2,232,185	1,251,995	205,425	7,738,255	1,474,925	227	187	.....	94	30	478	10,925	6,094	17,019	88	88
Other causes:																				
Atlantic and Gulf coasts.....	116	4,695	41,961	4,602,850	730,260	495,590	180,540	2,116,850	286,445	67	49	.....	.....	21	93	1,926	1,341	3,267	9	9
Pacific coast.....	15	749	4,618	487,500	13,150	48,450	6,600	189,000	.....	.....	7	.....	.....	5	10	129	250	379	2	2
Great Lakes.....	98	4,944	50,556	3,176,200	729,950	454,870	77,330	1,925,585	292,125	58	40	.....	.....	20	78	252	949	1,181	19	19
Rivers.....	101	9,247	1,561,250	872,965	363,845	422,595	442,400	574,765	442,400	50	17	.....	.....	31	70	859	1,802	2,641	30	30
At sea and in foreign waters ..	118	6,187	80,905	4,426,140	3,949,425	446,160	344,455	2,471,510	1,791,290	100	17	.....	1	17	101	255	1,706	1,961	69	69
Total.....	448	25,822	202,469	14,253,940	5,689,750	1,867,635	922,770	7,457,660	2,752,260	283	164	.....	1	94	354	3,381	6,048	9,429	129	129
Grand total.....	1,431	101,873	637,133	46,927,100	11,792,325	5,921,320	2,572,680	20,241,650	6,342,095	857	479	.....	95	362	1,069	16,928	16,806	33,734	447	447

* The amount of insurance is on 705 vessels and on 319 cargoes.
 † In addition to the number of lives lost here reported, 318 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 765.

RECAPITULATION.—(GENERAL SUMMARY.)

Coasts, etc.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total losses.	Casualties involving partial and un-known damages.	Number of passen-gers.	Number in crews.	Total on board.	Number of lives lost.†	Aggregate.	
														At sea and in foreign waters.	Rivers.
Atlantic and Gulf coasts.....	649	38,581	237,476	276,037	346	247	56	158	491	12,128	6,737	18,865	137		
Pacific coast.....	64	6,728	21,167	27,892	38	20	6	22	42	839	962	1,801	57		
Great Lakes.....	329	16,538	208,367	224,925	218	95	16	62	267	1,607	3,474	5,081	21		
Rivers.....	163	10,175	49,943	60,118	78	77	8	43	120	1,858	2,576	4,434	128		
At sea and in foreign waters.....	236	29,854	120,230	150,084	177	40	9	77	149	1,496	3,057	3,553	104		
Total.....	1,431	101,873	637,183	739,056	857	479	95	362	1,069	16,928	16,806	33,734	447		
			Atlantic and Gulf coasts.		Pacific coast.		Great Lakes.		Rivers.		At sea and in foreign waters.			Aggregate.	
Total value vessels involved.....			\$21,002,385		\$1,993,600		\$14,033,000		\$2,666,025		\$7,232,080			\$45,927,100	
Total value cargoes involved.....			3,856,165		559,875		2,033,475		1,154,705		4,188,105			11,792,325	
Aggregate.....			24,858,550		2,553,475		16,066,475		3,820,730		11,420,185			58,719,425	
Total losses to vessels.....			2,230,745		447,940		1,305,530		543,515		1,393,560			5,921,320	
Total losses to cargoes.....			754,545		261,545		243,210		397,385		915,995			2,572,680	
Aggregate.....			2,985,290		709,485		1,548,740		940,900		2,309,555			8,494,000	
Total insurance on vessels*.....			7,189,155		796,500		7,621,050		1,211,765		3,423,180			20,241,650	
Total insurance on cargoes*.....			1,961,695		380,645		1,014,590		528,990		2,458,175			6,342,095	
Aggregate.....			9,150,850		1,177,145		8,635,640		1,738,755		5,881,355			26,583,745	
Total tonnage vessels damaged.....			237,476		21,167		208,367		48,943		120,230			637,183	
Total tonnage vessels lost.....			38,561		6,725		16,558		10,175		29,854			101,873	

*The amount of insurance is on 705 vessels and on 319 cargoes.
 †In addition to the number of lives lost here reported, 318 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 765.

TABLE 6A.—*Wrecks and casualties on and near the coasts and on the rivers of the United States, and to American vessels at sea and in foreign waters, involving LOSS OF LIFE, during the year ending June 30, 1891, in four divisions, viz: (1) Foundering; (2) Strandings; (3) Collisions; and (4) Casualties from other causes; showing in each case, when known, the DESCRIPTION of the VESSEL and the CARGO, the number of LIVES LOST, and the DATE and PLACE of disaster, etc.*

(1) FOUNDERINGS.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether resulting in total or partial loss.	Nature of cargo.	Lives lost.	Place of disaster.
1890.									
July 13	Sea Wing.....	American steamer.....	110	Lake City, Minn.....	Red Wing, Minn.....	Partial	Ballast.....	98	Near Lake City, Minn., Mississippi River.
July —	Eliza.....	American schooner.....	30	Chicago, Ill.....	.....	Total	Sand.....	3	Lake Michigan.
Aug. 10	Fanny L. Jones.....	.....do.....	113	Kellys Island, Ohio.....	Ashtabula, Ohio.....	do	Stone.....	1	Near breakwater, Ashtabula, Ohio, Lake Erie.
Aug. 30	Abbie Clifford.....	American brigantine.....	451	Fernandina, Fla.....	San Fernando, Island of Trinidad.	do	Lumber.....	1	At sea.
Sept. 13	Comrade.....	American schooner.....	910	Ashland, Wis.....	Cleveland, Ohio.....	do	Iron ore.....	8	Lake Superior.
Oct. 1	August.....	American sloop.....	11	Seattle, Wash.....	Fort Angeles, Wash.....	No damage	Ballast.....	1	Puget Sound, Wash.
Dec. 1	Daniel Marcy.....	.....do.....	115	Boston, Mass.....	Fort Williams, N. S.....	Total	Coal.....	5	At sea.
Dec. 3	Ida Florence.....	.....do.....	38	San Francisco, Cal.....	Iversens Landing, Cal.....	do	Wood.....	5	New York Harbor.
Dec. 12	M. Vandercook.....	American steamer.....	66	Wicomico River, Md.....	Baltimore, Md.....	Partial	Ballast.....	2	New York Harbor.
Dec. 16	May Ellen.....	American schooner.....	69	Fortland, Me.....	Calais, Me.....	Total	Wood.....	5	Chesapeake Bay.
Dec. —	Morelight.....	.....do.....	127	.....	.....	do	Grain.....	5	At sea.
1891.									
Jan. 7	Tchefuncta.....	.....do.....	14	Abbeville, La.....	Mermentau River, La.	do	do.....	1	Mouth of Mermentau River, La.
Jan. 24	Howard Williams.....	.....do.....	362	Norfolk, Va.....	Bridgeport, Conn.....	do	Coal.....	7	At sea.
Jan. —	Veteran.....	.....do.....	64	Georgetown, Mass.....	Georges Bank.....	do	Ballast.....	12	Do.
Mar. 20	Ada P. Gould.....	American barkentine.....	521	Guantanamo, Cuba.....	Philadelphia, Pa.....	do	Sugar.....	1	Off Winter Quarter Light-vessel, Va.
Apr. 4	Tempest.....	American steamer.....	9	Towing in harbor.....	New York City.....	No damage	Ballast.....	3	Cleveland Harbor, Ohio.
Apr. 25	Lizzie D. Barker.....	American schooner.....	72	James River, Va.....	Duluth, Minn.....	Total	Oysters.....	1	Near Smiths Island, Va.
May 4	Atlanta.....	.....do.....	600	Erie, Pa.....	Grand Traverse Bay, Mich.....	do	Coal.....	15	Lake Superior.
May 8	W. C. Kimball.....	.....do.....	33	Manistee, Mich.....	.....	do	Salt and shingles.....	4	Lake Michigan.
May —	Thomas Hume.....	.....do.....	210	Chicago, Ill.....	Muskogon, Mich.....	do	Ballast.....	7	Do.
June 2	Mayflower.....	.....do.....	230	Houghton, Mich.....	Duluth, Minn.....	do	Stone.....	1	Near Duluth, Mich., Lake Superior.
June 13	George Henry.....	.....do.....	41	Philadelphia, Pa.....	New Berne, N. C.....	do	Coal.....	1	Nine miles northwest of Lewes, Del.

Totals: Vessels, 22; tonnage, 4,216; total losses, 18; partial losses, 2; no damage and damage unknown, 2; lives lost, 177. * The crew left the vessel to go on board a passing steamer and were lost by the sinking of their boat. † These were lost by the capsizing of a small boat in attempting to land.

TABLE 64.—*Wrecks and casualties on and near the coasts and on the rivers of the United States, etc.—Continued.*

(2) STRANDINGS.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether result- ing in total or partial loss.	Nature of cargo.	Lives lost.	Place of disaster.
1890.									
Sept. 2	Caibarien.....	American bark.....	400	Santa Rosalia, Mex- ico.	Altata, Mexico.....	Total.....	Ballaast.....	1	Altata Beach, Mexico.
Dec. 4	Gondola.....	British schooner.....	185	Boston, Mass.....	Two Rivers, Nova Scotia.....	.....do.....	.....do.....	1	Seguin Ledges, near mouth of Kennebec River, Me.
Dec. 12	Mary Augusta.....	American schooner.....	22	.....do.....	.....do.....	.....do.....	.....do.....	1	Near Cambridge, Md., Chesapeake Bay.
Dec. 17	Joseph H. Neff.....	.....do.....	10	Lockwood Folly, N. C.	Wilmington, N. C.....	.....do.....	Naval stores.....	1	Mouth of Cape Fear River, N. C.
Dec. 26	A. H. Hurlbut.....	.....do.....	263	Woods Holl, Mass..	New York City.....	.....do.....	Ice.....	3	Black Point, Narragansett Bay, R. I.
1891.									
Jan. 13	Otter.....	British schooner.....	198	St. Kitts, West In- dies.	.....do.....	.....do.....	Salt.....	2	Fire Island, N. Y.
Jan. 22	Nathaniel Lank....	American schooner.....	282	St. Thomas, West water, Del.	Delaware Break- Liverpool, England.	.....do.....	Sugar.....	1	Gull Shoals, N. C.
Feb. 20	Cragside.....	British steamship.....	1,278	Galveston, Tex.....	.....do.....	Partial.....	Cotton and oil cake.	1	Ocracoke Island, N. C.
Feb. 21	Elizabeth.....	American ship.....	1,866	New York City.....	San Francisco, Cal..	Total.....	General.....	17	Near Tennessee Cove, Marin County, Cal.
Mar. 24	Strathairly.....	British steamship.....	1,919	Santiago de Cuba, Cuba.	Baltimore, Md.....	.....do.....	Iron ore.....	19	Chicomicomico, N. C.
Mar. 24	Joseph Banigan....	British brig.....	177	Jamaica, West In- dies.	Havre, France.....	.....do.....	Logwood.....	1	Long Branch, N. J.
Mar. 27	Dictator.....	Norwegian bark.....	1,242	Pensacola, Fla.....	West Hartlepool, England.....	.....do.....	Lumber.....	7	Virginia Beach, Va.
May 16	Sea Gull.....	American sloop.....	17	.....do.....	.....do.....	.....do.....	Ice.....	2	Cape St. James, Queen Char- lotte Islands, British Colum- bia.

Totals: Vessels, 13; tonnage, 7,859; total losses, 12; partial loss, 1; lives lost, 57.

(3) COLLISIONS.

1890.	Kasloa	American steamer	1,661	Cleveland, Ohio	Fairport, Ohio	Total	Iron ore	1	Detroit River, Mich.
July 17	No name*	Small boat	832	Tochester Beach, Md.	Baltimore, Md.	Unknown	Ballast	1	New York Harbor.
July 23	Louise	American steamer	509	Dredging in New York Bay.		Partial	do	3	Patapsco River, Md.
July 28	Advance	do				Total		2	New York Bay.
Aug. 2	No name†	Skiff				No damage		1	St. Lawrence River.
Aug. 25	No name‡	Dory				do		1	Boston Harbor, Mass.
Aug. 26	No name§	Sailboat				Unknown		1	New York Harbor.
Sept. 7	M. E. Tremble	American schooner	693	Cleveland, Ohio	West Superior, Wis.	Total	Coal	1	Fort Gratiot, Mich., Lake Huron.
Sept. 8								1	
Oct. 17	James A. Garfield	American steamer	42	Cruising in New York Harbor.		Partial	Ballast	2	New York Harbor.
Oct. 30	Viscaya||	Spanish steamship	2,458	New York City	Havana, Cuba	Total	Merchandise	70	Twelve miles east of Barnegat, N. J.
Nov. 5	Lillie Amoit.	American schooner	25	Sturgeon Bay, Wis.	Gladstone, Mich.	Partial	Provisions	25	Menominee Harbor, Mich.
Nov. 29	Francis E. Hallock	do	215	do	Norfolk, Va.	do	Ballast	1	Near Barnegat, N. J.
Dec. 5	Undine	do	15	Santa Barbara, Cal.	Santa Cruz Island	do	do	3	Santa Barbara Channel.
1891.									
Jan. 23	No name¶	Dory	228	New York City	Norfolk, Va.	Unknown	Fertilizers	1	Ipswich Bay, Mass.
Jan. 27	Minnie and Gussie	American schooner	13	Hoboken, N. J.	Nyack, N. Y.	Total	Ballast	2	At sea.
June 15	Amelia	American sloop-yacht				do		2	New York Harbor.

* Totals: Vessels, 16; tonnage, 6,731; total losses, 8; partial loss, 3; no damage and damage unknown, 5; loss of life, 93.
 † Collision with ferryboat Newburgh.
 ‡ Collision with schooner Stephen G. Loud.
 § Collision with schooner Hattie N. Reed.
 ¶ Collision with schooner Cornelia Hargraves.
 †† Collision with schooner Hattie N. Reed.
 ‡‡ Collision with schooner Hattie N. Reed.

TABLE 64.—*Wrecks and casualties on and near the coasts and on the rivers of the United States, etc.—Continued.*

(4) OTHER CAUSES.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether result- ing in total or partial loss.	Nature of cargo.	Lives lost.	Place of disaster.	Nature of casualty.
1890.										
July 1	Lizzie.	Am. sc.	26	Turtle Bayou, Tex.	Galveston, Tex.	No dam- age.	Coal	1	Galveston Bay, Tex.	Vessel capsized.
July 1	J. P. Clark	Am. str.	81	Tawas, Mich.	Cleveland, Ohio	do.	Unknown.	1	Lake Huron	Fell overboard while walking on rail.
July 2	Napa City	Am. sc.	47	Point Arena, Cal.	San Francisco, Cal.	Total	Wood	2	Near Point Reyes, Cal.	Vessel capsized.
July 3	Isabel Reed	do	548	Menominee, Mich.	Buffalo, N. Y.	No dam- age.	Lumber	1	Strait of Mackinac	Fell overboard.
July 4	Gladiator	do	141	Jacksonport, Wis.	Chicago, Ill.	Total	Wood	1	Lake Michigan	Vessel capsized.
July 5	Sea Gull	Am. str.	289	Cleveland, Ohio	East Tawas, Mich.	do.	Ice	1	East Tawas, Mich., Lake Michigan.	Vessel destroyed by fire.
July 5	Horace Taber	Am. sc.	268	Lying at anchor.		No dam- age.	Ballast	1	Chicago Harbor, Ill.	Killed while heaving up center-board.
July 7	James E. Trott	do	60	Potomac River	Baltimore, Md.	do.	Lumber	1	Baltimore Harbor, Md.	Guy parted and seaman fell overboard.
July 8	Alice Ferrel	do	69	Norfolk, Va.	do	do.	Unknown.	1	do	Rolled overboard from deck while asleep.
July 8	Little Nellie	Am. str.	16	Rouses Point, N. Y.	Windmill Point, N. Y.	do.	Ballast	3	Lake Erie	Lost during a cyclone.
July 9	Ottawa	Am. sc.	163	Menominee, Mich.	Chicago, Ill.	do	Lumber	1	Lake Michigan	Fell overboard, while asleep.
July 9	Dean Richmond	Am. str.	1,432	Lying at dock		do	Unknown	1	Buffalo Harbor, N. Y.	Fell overboard while asleep.
July 10	John McCullough	Am. sc.	72	San Francisco, Cal.	Rough and Ready, Cal.	do	do	2	Near Point Reyes, Cal.	Thrown overboard by sudden lurch of vessel.
July 11	Tioga	Am. str.	2,085	Lying at dock		Partial.	Merchandise	5	Chicago Harbor, Ill.	Explosion of naphtha or gasoline.
July 14	Yorktown	Am. ship	1,956	New York City	San Francisco, Cal	No dam- age.	Unknown	1	At sea	Fell overboard.
July 14	Buckeye State	Am. str.	670			do.	do	1	Rockport, Ind., Ohio River.	Fell overboard while drawing water.
July 14	North America	Am. ship	1,584	Calcutta, India	New York City	do	General	1	At sea	Jumped overboard.
July 14	Dora Mathews	Am. sc.	392	Brunswick, Ga.	do	do	Lumber	1	do	Knocked overboard by fore-stay-sail boom.
July 15	Thomas Newton	Am. str.	48	Norfolk, Va.	Elizabeth City, Va.	do	Unknown	1	Albemarle and Chesa- peake Canal.	Fell overboard.

July 17	Sonora.....	Am. sc....	275	Buffalo, N. Y.....	Port Huron, Mich.	No dam- age.....	Coal.....	1	Lake Erie.....	Washed overboard by a heavy sea.
July 17	Halletta.....	Am. str....	266	New Orleans, La.	Shreveport, La.	do.....	Unknown....	1	Mississippi River.....	Knocked overboard by a roll of barging.
July 18	Martha Vineyard..	do.....	516	Nantucket, Mass.	New Bedford, Mass.	do.....	do.....	1	Nantucket Harbor, Mass.	Caught in the machinery and killed.
July 18	David Sherman....	Am. sc....	71	Malpeque, P. E. I.	Fishing.....	do.....	do.....	1	Gulf of St. Lawrence.	Fell overboard.
July 19	Arundel.....	Am. str....	306	Bay City, Mich.	St. Ignace, Mich.	do.....	Merchandise.	1	Point Lookout, Mich., Lake Huron.	Killed by having his head crushed between the boat and piles at end of dock.
July 21	Victoria.....	do.....	116	Windsor, Ont.....	Detroit, Mich.	do.....	Ballast.....	1	Detroit River.....	Jumped overboard.
July 22	James A. Garfield..	Am. sc....	316	Shoalwater Bay, Wash.	San Francisco, Cal.	do.....	Unknown....	1	At sea.....	Caught in the spunkier sheet, thrown violently to the deck and killed.
July 23	Alida Hearn.....	do.....	23	Lying at anchor.	Menominee, Mich.	do.....	do.....	1	Hayre de Grace, Md.	Fell overboard at night.
July 23	Leatham D. Smith..	Am. str....	42	Peshigo, Wis.	Baltimore, Md.	do.....	Ballast.....	1	Lake Michigan.....	Fell or jumped overboard.
July 26	Samuel S. Thorp....	Am. sc....	529	New Bedford, Mass.	Baltimore, Md.	do.....	Unknown....	1	Baltimore, Md.	Fell overboard, struck head against the dock and was killed.
July 27	Ida Florence.....	do.....	68	Lying at anchor.	.....	do.....	do.....	1	Rough and Ready, Cal.	Drowned by capsizing of small boat.
July 27	Glance.....	Am. str....	28	Grand Island, N. Y.	Buffalo, N. Y.	do.....	Ballast.....	1	Niagara River.....	While stepping from steamer to barge, fell overboard.
July 29	Adelia.....	Am. sc....	31	Sonoma Bay, Cal.	Bepicia, Cal.	do.....	do.....	1	San Pablo Bay, Cal.	Knocked overboard from fore-boom.
July 30	Walter Aubrey.....	do.....	16	Tangipahoa River, La.	New Orleans, La.	do.....	do.....	1	Tangipahoa River, La.	Fell overboard from vessel's yawl.
July 30	Henrietta.....	Am. str....	153	St. Paul, Minn.	Gray Cloud, Minn.	do.....	do.....	1	Mississippi River.....	Fell overboard from barge in tow.
Aug. 2	Samuel B. Wiggins..	do.....	365	St. Louis, Mo.....	East St. Louis, Mo.	do.....	do.....	1	do.....	Fell overboard, struck wharf boat and was killed.
Aug. 3	Tom Matham.....	do.....	37	Cleveland, Ohio	Huron, Ohio.....	do.....	do.....	1	Lake Erie.....	Lost overboard.
Aug. 4	Mat Wagner.....	do.....	53	Lying at dock.	.....	do.....	do.....	1	Buffalo, N. Y.	Fell overboard.
Aug. 4	Josie Hook.....	Am. sc....	91	Bangor, Me.	Boston, Mass.	do.....	Lumber.....	1	Boston Harbor.	Do.
Aug. 5	Alameda.....	Am. ship	1,474	Hayre, France.	Baltimore, Md.	do.....	Unknown....	1	At sea.....	Do.
Aug. 6	Letona.....	Am. str....	129	Portland City, Oregon.	Oregon City, Oregon.	do.....	do.....	1	Willamette River, Oregon.	Jumped overboard while insane.
Aug. 6	Perthian.....	Am. st. sp.	1,693	Philadelphia, Pa.	Boston, Mass.	do.....	Merchandise	1	At sea.....	Fell or jumped overboard.
Aug. 7	Mary Z. Comeaux...	Am. str....	566	Point Houmas, La.	New Orleans, La.	do.....	Unknown....	1	Mississippi River.....	Fell overboard.
Aug. 8	Nina.....	do.....	87	Lyon, Iowa.....	Stillwater, Iowa.	do.....	do.....	1	do.....	Fell overboard while in intoxicated.
Aug. 8	Badger State.....	do.....	1,116	Buffalo, N. Y.	San Francisco, Cal.	do.....	do.....	1	Lake Erie.....	Lost overboard.
Aug. 9	R. R. Thomas.....	Am. ship	1,389	New York City.....	.....	do.....	do.....	1	At sea.....	Fell overboard in a gale, at night.
Aug. 10	Howard Holbrook..	Am. sc....	97	Sydney, C. B.	Grand Banks.....	do.....	Ballast.....	1	do.....	Fell overboard.
Aug. 12	Belle of the Coast..	Am. str....	490	New Orleans, La.	Bayou Goula, La.	do.....	Unknown....	1	Mississippi River.....	Rolls overboard while asleep.
Aug. 16	Wanderer.....	do.....	213	Tacoma, Wash.....	Port Townsend, Wash.	do.....	Ballast.....	1	Puget Sound, Wash.	Fell overboard while intoxicated.

TABLE 64.—*Wrecks and casualties on and near the coasts and on the rivers of the United States, etc.*—Continued.
(4) OTHER CAUSES—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether result or partial loss.	Nature of cargo.	Lives lost.	Place of disaster.	Nature of casualty.
Aug. 18	St. Joseph	Am. sc.	165	Cheboygan, Mich.	Sandusky, Ohio.	No damage.	Lumber	1	Lake Huron	Lost overboard at night.
Aug. 24	W. C. Hite	Am. str.	345	Lying at Jeffersonville, Ind.		do	Unknown	1	Ohio River	Fell overboard.
Aug. 29	Bald Eagle	do	455	Clarkeville, Mo.	St. Louis, Mo.	do	do	1	Mississippi River	Walked overboard at night.
Aug. 29	Servia	Am. ship	1,867	Hull, England	Baltimore, Md.	do	Ballast	1	At sea	Lost overboard.
Aug. 30	Dolphin	Am. str.	32	Baltimore, Md.	Washington, D. C.	do	Unknown	1	Patapsco River, Md.	Fell overboard.
Aug. 30	Delta	do	75	Seattle, Wash.	Union City, Wash.	do	do	2	Union City, Wash.	Capsizing of small boat while landing passengers.
Aug. 31	William F. Burden	do	44	Towing in New York Harbor.		Partial.	do	1	New York Harbor	Explosion of boiler.
Aug. —	George G. Hadley	do	2,073			No damage.	do	1	Toledo, Ohio, Lake Erie.	Killed by falling into hold.
Aug. —	Magellan	Am. ship	1,073	Boston, Mass.	Valparaiso, Chile.	Total.	Merchandise.	20	At sea	Never heard from.
Sept. 1	Challenger	do	1,456	West Hartlepool, England.	New York City.	Partial.	Ballast.	8	do	Vessel dismantled in a hurricane. Men lost overboard while furling sail.
Sept. 2	John Magee	Am. sc.	315	Oswego, N. Y.	Toledo, Ohio	No damage.	Unknown	1	Toledo, Ohio, Lake Erie.	Crushed between vessel and pier and died from injuries received.
Sept. 4	Roanoke	Am. st. sp.	2,354	Lying at dock.		do	do	1	New York City	Fell overboard.
Sept. 6	Thrasher	Am. str.	512	San Francisco, Cal.	Whaling cruise.	do	do	1	At sea	Jumped overboard from royal yard while insane.
Sept. 9	Hattie S. Williams	Am. sc.	898	Fall River, Mass.	Baltimore, Md.	do	do	1	Baltimore Harbor, Md.	Fell overboard while boarding vessel at night.
Sept. 9	Commodore Jack Barry	Am. str.	29	Chicago, Ill.	Cruising for tow.	do	Ballast	1	Lake Michigan	Fell overboard.
Sept. 11	Ohio	Am. st. sp.	3,392			do	Unknown	1	At sea	Jumped overboard while crazed by drink.
Sept. 12	St. James	Am. bark.	1,566	Liverpool, Eng.	New York City.	do	do	1	do	Fell from aloft while furling sail.
Sept. 12	Mary V. Duncan	Am. sc.	57	Gloucester, N. J.	Baltimore, Md.	do	do	2	Delaware River.	One fell overboard, the other jumped overboard to save him, and both were drowned.

Sept. 12	Thomas Nelson.....	.....do	31	Baltimore, Md	West River, Md	No dam- age.	Ballast	1	Chesapeake Bay	Vessel capsized.
Sept. 14	Viola.....	Am. str.	31	Excursion trip	Hayti, W. I.	do	do	1	Chicago Harbor, Ill.	Fell overboard.
Sept. 16	Winnie Lawry.....	Am. sc.	246	Demarara, S. A.	Antofagasta, Chile	do	do	1	At sea	Do.
Sept. 17	S. C. Allen.....	Am. bark	690	San Francisco, Cal.	Whatoom, Wash.	do	Unknown	1	do	Do.
Sept. 17	State of Washington	Am. str.	605	Seattle, Wash.	St. Louis, Mo.	do	Merchandise	1	Puget Sound, Wash.	Jumped overboard while crazed by drink.
Sept. 17	Alice Blair.....	.....do	120	.....	Rio de Janeiro, Brazil	Partial.	Unknown	1	Near St. Charles, Mis- sour River.	Frightened and jumped overboard.
Sept. 18	Emily Reed.....	Am. ship	1,565	San Francisco, Cal.	Boston, Mass	do	Grain	4	At sea	Washed overboard by heavy sea.
Sept. 18	Companion.....	Am. str.	197	Baltimore, Md	Chicago, Ill.	No dam- age.	Sand	1	Toledo Harbor, Lake Erie.	Fell overboard.
Sept. 18	Julia Rollins.....	Am. bark	617	Philadelphia, Pa.	Boston, Mass	do	Unknown	1	At sea	Do.
Sept. 19	Maverick.....	Am. str.	1,296	Philadelphia, Pa.	Chicago, Ill.	do	do	1	Off Long Island, New York.	Jumped overboard. Sup- posed to have been in- sane.
Sept. 21	Robert Howlett.....	Am. sc.	166	Traverse City, Mich.	Whaling voyage	do	Lumber	1	Lake Michigan	Knocked overboard by mainsail.
Sept. 22	William Lewis.....	Am. str.	463	San Francisco, Cal	Philadelphia, Pa.	do	Unknown	1	At sea	Fell from aloft.
Sept. 27	Pennsylvania.....	do	430	Camden, N. J.	Choptank River,	do	Ballast	1	Delaware River	Fell or jumped overboard.
Sept. 29	Anna Harrison.....	Am. sc.	10	Baltimore, Md	Portland, Oregon	do	Unknown	1	Pataasco River, Md., Chesapeake Bay.	Thrown overboard by sudden lurch of vessel.
Sept. 30	Tillie E. Starbuck ..	Am. ship	2,033	New York City	Fishing	do	General	1	At sea	Fell from aloft.
Sept. 1	Jabez Howes.....	do	1,531	Liverpool, Eng.	Baltimore, Md.	do	Salt	1	do	Do.
Oct. 1	H. A. Root.....	Am. str.	198	Michigan City, Ind	Muskegon, Mich.	do	Ballast	1	Lake Michigan	Fell overboard.
Oct. 6	Nacoochee.....	Am. st. sp.	1,905	Lying at dock	Fishing	do	Unknown	1	Near Highlände, Cape Cod, Mass.	Washed overboard while furling sail.
Oct. 11	F. H. Smith.....	Am. sc.	74	Vineyard Haven, Mass.	Dredging grounds	do	do	1	Baltimore Harbor, Md.	Fell overboard.
Oct. 13	S. J. Wilson.....	do	34	Easton, Md	Detroit, Mich.	do	Ballast	1	Wyanadotte, Mich, De- troit River.	Do.
Oct. 13	Kate Kelley.....	do	257	Port Colborne, Ont	Choptank River, Md.	do	Coal	1	Chesapeake Bay	Do.
Oct. 14	Pinafore.....	do	10	Baltimore, Md	Fishing	do	do	1	Narragansett Bay, R. I.	Fell into hold.
Oct. 14	Fearless.....	Am. str.	106	Tiverton, R. I.	New Orleans, La.	do	do	1	Lake Pontchartrain, La.	Fell overboard.
Oct. 15	Henrietta.....	Am. sc.	22	Jordan River, Miss	Grand Bank	do	Ballast	1	At sea	Thrown overboard by the parting of bowsprit shroud.
Oct. 15	Emma M. Dyer.....	do	81	Bay of Bulls, N. F.	Washington, N. C.	do	Salt	1	do	Fell from aloft while furl- ing sails.
Oct. 15	Hattie H. Barbour.....	do	302	New York City	Arctic Ocean	do	Unknown	6	Bering Sea	Lost while chasing a whale.
Oct. 16	Ocean.....	Am. bark	289	San Francisco, Cal	Choptank River, Md.	do	Ballast	1	Opposite Annapolis, Md.	Vessel capsized.
Oct. 17	W. J. Lowery.....	Am. sc.	9	Baltimore, Md.	Cleveland, Ohio	do	Lumber	1	Lake Erie	Lost overboard.
Oct. 18	A. A. Carpenter.....	do	541	Ontonagon, Mich.	San Francisco, Cal.	do	Unknown	1	San Joaquin River, Cal.	Fell overboard while in- toxicated.
Oct. 18	J. D. Peters.....	Am. str.	831	Stockton, Cal.	Choptank River, Md.	do	Ballast	1	Chesapeake Bay	Capsizing of yawl.
Oct. 19	Richard L. Jackson.....	Am. sc.	10	Cambridge, Md	Gladstone, Mich.	do	Coal	9	Lake Huron	Vessel destroyed by fire.
Oct. 20	Annie Young.....	Am. str.	1,007	Port Huron, Mich.	Total					

TABLE 64.—*Wrecks and casualties on and near the coasts and on the rivers of the United States, etc.—Continued.*

(4) OTHER CAUSES—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether resulting in total or partial loss.	Nature of cargo.	Lives lost.	Place of disaster.	Nature of casualty.
1890.										
Oct. 20	Essex.....	Am. sc.....	111	Port Mouton, N. S.	Fishing Banks.....	No dam- age.	Ballast.....	2	At sea.....	Washed overboard by a heavy sea. Do.
Oct. 21	Farmer.....	Am. str.....	470	Fernandina, Fla.	Savannah, Ga.....	Partial.	Cotton and naval stores, Ballast.....	1	Mouth of St. Marys River, Ga. Pensacola Bay, Fla.....	Fell overboard while putting up side lights. Fell overboard in a gale.
Oct. 23	Belle.....	.....do.....	14	Pensacola Bay.....	Towing.....	No dam- age.	Salt and cod- fish. Ballast.....	1	Near Provincetown, Mass. Hampton Roads, Va.....	Fell overboard while reef- ing sail. Vessel struck breakwater and sank. Fell overboard.
Oct. 23	Chas. H. Hodgdon.....	Am. sc.....	107	Provincetown, Mass.	Grand Bank.....	.....do.....	.....do.....	1	.....do.....	.....do.....
Oct. 25	Music.....	Am. sl.....	11	Monmouth Co., Va.	Norfolk, Va.....	.....do.....	.....do.....	1	.....do.....	.....do.....
Oct. 26	Wahnapiatae.....	Am. sc.....	1,432	Ashland, Wis.....	Fairport, Ohio.....	Total.	Lumber.....	1	Cleveland, Ohio, Lake Erie.....	.....do.....
Oct. 26	Schoolcraft.....	Am. str.....	746	Tonawanda, N. Y.	Duluth, Minn.....	No dam- age.	Ballast.....	1	Lake St. Clair.....	.....do.....
Oct. 26	John J. Brown.....	.....do.....	89	Baton Rouge, La.	.....do.....	.....do.....	.....do.....	1	Mississippi River.....	Jumped overboard. The fireman was struck and killed by the bar with which he had just pried the engine of the center.
Oct. 27	Duncan City.....	.....do.....	77	Sandusky, Ohio.....	Cheboygan, Mich.....	.....do.....	.....do.....	1	Port Huron, Mich.....	.....do.....
Oct.	R. L. Kenney.....	Am. sc.....	91	Boston, Mass.....	Rockland, Me.....	.....do.....	.....do.....	1	At sea.....	Tackle on main boom parted and the captain while steering was thrown against rail and died from injuries re- ceived.
Nov. 1	Aaron B. Bradshaw.....	.....do.....	15	Dredging grounds, Chesapeake Bay.	.....do.....	.....do.....	.....do.....	1	Chesapeake Bay.....	Thrown overboard by sudden lurch of vessel. Capsizing of vessel.
Nov. 1	Caroline.....	.....do.....	17	Baltimore, Md.....	Chester River, Md.....	.....do.....	.....do.....	2	.....do.....	.....do.....
Nov. 3	William F. Whyte.....	.....do.....	9	Dredging grounds, Chesapeake Bay.	.....do.....	.....do.....	.....do.....	1	.....do.....	.....do.....
Nov. 5	Japan.....	Am. str.....	1,239	Saint Ste. Marie, Mich.	Duluth, Minn.....	No dam- age.	Unknown.....	1	Lake Superior.....	Thrown overboard by sudden lurch of vessel. Fell overboard.
Nov. 7	Selkirk.....	Am. sch.....	312	Escanaba, Mich.....	Toledo, Ohio.....	.....do.....	Ballast.....	1	Lake Michigan.....	Fell overboard from aloft while furling sails. Fell overboard.
Nov. 8	Henry Sutton.....	.....do.....	572	Windsor, N. S.....	New York City.....	.....do.....	Plaster.....	1	Off Seguin Island, Me.....	.....do.....

Nov. 9	R. H. Becker.....	141	Newport, Wis.....	Milwaukee, Wis.....	Partial	Wood.....	1	Lake Michigan.....	Capsizing of vessel.
Nov. 9	Emily Reed.....	1,565	Rio de Janeiro, Brazil.....	New York City.....	No damage.	Unknown.....	1	At sea.....	Fell from aloft.
Nov. 11	George Strecker.....	155	Cincinnati, Ohio.....	Pittsburg, Pa.....	do	do	1	Ohio River.....	Fell overboard.
Nov. 11	C. W. Batchelor.....	393	San Diego, Cal.....	San Francisco, Cal.....	do	Ballast.....	1	San Diego Bay, Cal.....	Walked overboard (supposed).
Nov. 15	Hirata Reza.....	2,416	New York City.....	Valparaiso, Chile.....	do	Unknown.....	1	At sea.....	Jumped overboard.
Nov. 16	Hiram Emery.....	799	Baltimore, Md.....	Tulipmans Island, Md.....	do	Merchandise.....	1	At sea.....	Fell overboard from aloft.
Nov. 16	J. C. Armiger.....	936	San Francisco, Cal.....	Liverpool, Eng.....	do	Unknown.....	1	Chesapeake Bay.....	Fell overboard.
Nov. 17	Tacoma.....	1,739	Dredging grounds Chesapeake Bay.....	Grand Bank.....	do	do	1	San Francisco Harbor, Cal.....	Fell from aloft to deck.
Nov. 17	Isaac N. Smith.....	24	Dredging grounds Gloucester, Mass.....	Portland, Oregon.....	do	Ballast.....	1	Chesapeake Bay.....	Knocked overboard by jibboom.
Nov. 18	Mary J. Wells.....	91	Dredging grounds Chesapeake Bay.....	Portland, Oregon.....	do	do	2	At sea.....	Knocking of dory.
Nov. 18	T. C. Bennett.....	10	Astoria, Oregon.....	Portland, Oregon.....	do	do	1	Chesapeake Bay.....	Knocked overboard by dredge handle.
Nov. 20	Telephone.....	500	Cruising in Mobile Bay.....	Portland, Oregon.....	Partial.	Miscellaneous.....	1	Willamette River, Oregon.....	Struck by a piece of the cylinder head and died from injuries received.
Nov. 20	Magaret Lindhardt.....	20	do	Portland, Oregon.....	do	Ballast.....	1	Mobile Bay, Ala.....	Fell overboard.
Nov. 21	Pope Catlin.....	165	do	Portland, Oregon.....	No damage.	Unknown.....	1	Brunswick, Ga.....	Fell overboard while intoxicated.
Nov. 25	Arthur Lambert.....	125	New Orleans, La.....	Luna, Ark.....	do	do	1	Mississippi River.....	Fell overboard.
Nov. 26	St. Francis.....	1,898	New York City.....	San Francisco, Cal.....	do	do	1	At sea.....	Lost overboard.
Nov. 27	T. P. Leathers.....	459	Lakeport, La.....	New Orleans, La.....	Total.	Cotton.....	19	Point Breze, Mississippi River.....	Vessel destroyed by fire.
Nov. 27	Orion.....	1,787	Boston, Mass.....	Newport News, Va.....	No damage.	Unknown.....	1	Vineyard Sound, Mass.....	Dragged overboard by hawser.
Nov. 27	Katie.....	709	Savannah, Ga.....	Augusta, Ga.....	age.	Merchandise.....	1	Savannah River.....	Fell overboard.
Nov. 27	Amy.....	700	Rio de Janeiro, Brazil.....	Baltimore, Md.....	do	Unknown.....	1	At sea.....	Washed overboard by a heavy sea.
Nov. 30	Altamaha.....	343	Porto Rico, W. I.....	New York City.....	Partial.	Salt.....	1	do	Lost overboard in a hurricane.
Nov. 30	Jos. W. Gould.....	135	Point Pleasant, W. Va.....	Pittsburg, Pa.....	No damage.	Unknown.....	1	Ohio River.....	Fell overboard.
Nov. —	F. L. Norton.....	25	New London, Conn.....	Toulon, France.....	age.	Ballast.....	10	At sea.....	Never heard from.
Nov. —	William D. Daisley.....	98	Gloucester, Mass.....	Fortune Bay, N. F.....	Total.	General.....	7	do	Do.
Dec. 1	Lady Lee.....	289	Lying at landing St. Louis, Mo.....	Memphis, Tenn.....	No damage.	Unknown.....	1	Collins Landing, Ark.....	Fell overboard.
Dec. 1	Ferd Herold.....	901	Gloucester, Mass.....	Fortune Bay, N. F.....	age.	do	1	Mississippi River.....	Do.
Dec. 2	Fred P. Frye.....	86	Port Townsend, Wash.....	Port Pirrie, Australia.....	do	Lumber.....	1	At sea.....	Mississippi River.
Dec. 2	News Boy.....	589	Wisasset, Me.....	Charleston, S. C.....	do	Hay and brick.....	1	do	Washed overboard.
Dec. 2	Cora.....	350	Lying at wharf.....	Providence, R. I.....	do	Unknown.....	1	Benedict, Md.....	Lost overboard in a gale.
Dec. 3	St. Marys.....	536	Baltimore, Md.....	Norfolk, Va.....	do	do	1	Near Block Island, R. I.....	Fell overboard from aloft.
Dec. 4	Spartan.....	623	Rappahannock River, Va.....	Providence, R. I.....	do	do	1	Chesapeake Bay.....	Fell overboard (supposed).
Dec. 7	Grapeshot.....	30	Baltimore, Md.....	Norfolk, Va.....	do	do	1	Chesapeake Bay.....	Knocked overboard by spunkier boom.
Dec. 7	Grapeshot.....	30	Baltimore, Md.....	Norfolk, Va.....	do	do	1	Chesapeake Bay.....	Knocked overboard by jib.

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4) OTHER CAUSES—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether resulting in total or partial loss.	Nature of cargo.	Lives lost.	Place of disaster.	Nature of casualty.
1890.										
Dec. 8	Acme	Am. str.	276	Sacramento, Cal.	M o n t e z u m a Slough, Cal.	No damage.	Unknown	1	Sacramento River, Cal.	Fell from pilot house to deck and died from injuries received.
Dec. 8	Niagara	Am. st. sp.	2,265	Havana, Cuba	New York City	do	do	1	New York Harbor	Fell overboard.
Dec. 9	Walter Jones	Am. sc.	49	Baltimore, Md.	Oyster grounds	do	Ballast	1	Wicomico River, Md., Chesapeake Bay.	Jumped overboard while crazed by drink.
Dec. 12	Bertha Warner	do	452	Newport News, Va.	Verth Amboy, N. J.	do	Lumber	1	New York Bay	Fell overboard.
Dec. 13	Lurline	Am. str.	481	Lying at dock		do	Ballast	1	Portland, Oregon	Fell overboard while intoxicated.
Dec. 13	Henrietta C. Sharif	Am. sc.	18	Punta Rassa, Fla.	Apalachicola, Fla.	do	Fish	1	Near Charlotte Harbor, Fla.	Fell overboard.
Dec. 15	Jesse K. Bell	do	922	New Orleans, La.	Plaquemine, La.	do	Unknown	1	Mississippi River	Fatally injured by a fall in the engine room.
Dec. 17	Lake Washington	Am. str.	96	Steins Bluff, La.	Monroe, La.	Total.	Cotton	1	Bayou d'Arbonne	Vessel destroyed by fire.
Dec. 18	Norma R.	Am. sc.	26	Annapolis, Md.	Oyster Grounds, Patuxent River, Md.	No damage.	Unknown	1	Chesapeake Bay	Knocked overboard by jib.
Dec. 19	Sea Fox	do	111	Gloucester, Mass.	La Have Bank	do	do	1	At sea	Washed overboard by a heavy sea.
Dec. 19	John Matthews	Am. str.	155	Lying at landing		do	do	1	Concordia Bend, Miss.	Fell overboard.
Dec. 20	Alice Le Blanc	do	82	New Orleans, La.	Donaldsonville, La.	do	do	1	Mississippi River	Do.
Dec. 21	Mary Elizabeth	Am. sc.	17	Baltimore, Md.	Oyster grounds	do	Ballast	1	Chesapeake Bay	Do.
Dec. 25	American Yacht	do	29	do	Potomac River	do	Unknown	1	do	Do.
Dec. 25	John C. Smith	do	452	New York City	Baltimore, Md.	do	do	1	Between Capes Charles and Henry, Chesapeake Bay.	While sitting on rail, fell overboard.
Dec. 25	Herald	Am. str.	294	Sacramento, Cal.	San Francisco, Cal.	do	do	1	Sacramento River, Cal.	Fell overboard.
Dec. 28	Lucinda G. Potter	Am. sc.	645	Boston, Mass.	Norfolk, Va.	Partial.	Ballast	7	Off coast of New Jersey	Vessel capsized.
Dec. 29	Mary and Alice	do	34	Hampton, Va.	Hampton Bar, Va.	No damage.	do	1	Hampton Roads, Va.	Knocked overboard by foreboom.
Dec. 30	Nellie G. Thurston	do	66	Gloucester, Mass.	Grand Banks	do	Unknown	2	At sea	Capsizing of dory while attending trawls.
Dec. 31	Manuel Dublin	Am. str.	436	Eisenada, Argentine Republic.	San Diego, Cal.	do	do	1	do	Fell overboard.

Dec. 1891.	T. F. Oakes	Am. ship	1,907	Antwerp, Belgium	New York City	Partial.	Merchandise	1	do	Do.
Jan. 1	Alice and Anna	Am. sc.	49	Lying at anchor		No dam- age.	Unknown	1	Off Drum Point Light, Chesapeake Bay.	Do.
Jan. 2	Crocket	Am. sl.	8	Cambridge, Md		do	Ballast	1	Choptank River, Chesa- peake Bay.	Do.
Jan. 3	St. Paul	Am. str	607	Seattle, Wash.	San Francisco, Cal	do	do	1	Off Cape Blanco, Cal.	Do.
Jan. 4	Florence Randall	Am. sc.	741	Boston, Mass	Norfolk, Va.	do	Unknown	1	At sea.	Fell into hold at night. Swept overboard by a heavy sea.
Jan. 5	Marguerite	do	109	Black River, N. F.	Gloucester, Mass	do	do	1	do	Do.
Jan. 8	Active	do	8	Sitka, Alaska	Yakutat, Alaska.	do	Ballast	2	Murphys Cove, Alaska	Capsizing of small boat.
Jan. 9	Alice Blair	Am. str	116	Vicksburg, Miss	Memphis, Tenn.	do	Cotton	1	Fell overboard.	Fell overboard.
Jan. 10	Harlan	Am. st. sp.	1,163	Veracruz, Mexico	Brashear, La.	do	Merchandise	1	At sea.	Swept overboard by a sea.
Jan. 11	City of Washington	do	2,635	New York City	Havana and Mexico	Partial.	do	2	do	Do.
Jan. 13	Zimri S. Walling- ford.	Am. sc.	287	Jacksonville, Fla.	New York City	No dam- age.	Unknown	1	do	Fell overboard from sparker boom.
Jan. 16	Geo. W. Fenimore	do	635	Lying at wharf		do	Coal	1	San Juan, Porto Rico	Fell into hold while in- toxicated.
Jan. 19	Cornelia A. Miles	do	37	Baltimore, Md	Holland Island, Chesapeake Bay.	do	Unknown	1	Holland Straits, Chesa- peake Bay.	Knocked overboard by jib.
Jan. 22	Patty	Am. sl.	6	Norfolk, Va.	Cambridge, Md	do	Ballast	1	Chesapeake Bay.	Sinking of small boat in a gale.
Jan. 23	Silas P. Coe	Am. str	902	Lying at wharf	Richmond, Va.	Total	Miscellaneous	1	Cincinnati, Ohio River.	Vessel destroyed by fire.
Jan. 25	Jennie E. Simmons	Am. sc.	285	New York City		Partial.	do	1	At sea.	Struck by broken fore boom and killed.
Jan. 26	J. C. Mahoney	do	36	Lying at wharf		No dam- age.	Unknown	1	Elizabeth City, N. C.	Fell overboard while in- toxicated.
Jan. 28	Reuce	Am. sp.	1,925	Philadelphia, Pa.	San Francisco, Cal	do	Miscellaneous	1	San Francisco, Cal	Capsizing of small boat.
Jan. 30	Martha	do	73	Lying in harbor	Jacksonville, Fla.	do	Ballast	1	Galveston Harbor, Tex.	Fell overboard (supposed).
Jan. —	James H. Gordon	do	375	Baltimore, Md.		Total	Merchandise	7	At sea.	Never heard from.
Jan. —	Vigilant	Am. ship	1,800	New York City	Hongkong, China.	No dam- age.	Unknown	7	do	Boy fell overboard, and boat with six men going to his rescue, never re- turned.
Feb. 4	Tinsie Moore	Am. str	198	Mobile, Ala.	Montgomery, Ala.	do	Merchandise	1	Alabama River	Fell overboard.
Feb. 5	I. N. Bunton, No. 2	do	195	Pittsburg, Pa.	Louisville, Ky	do	Unknown	1	Ohio River	Lost overboard.
Feb. 6	G. H. Holden	Am. sc.	241	New York City	St. Marc, Hayti	do	do	1	St. Marc, Hayti, W. I.	Fell overboard.
Feb. 9	Wyeth City	Am. str	256	Lying at Chatta- nooga, Tenn.		do	do	1	Chattanooga, Tenn., Ten- nessee River.	Do.
Feb. 10	City of Puebla	Am. st. sp.	2,624	Victoria, B. C.	San Francisco, Cal	do	do	1	Near Shelter Cove, Cal.	Fell or jumped overboard.
Feb. 11	James M. Bayles	Am. sc.	140	New York City	Newport, R. I.	do	Coal	1	Newport Harbor, R. I.	Slipped overboard from jibboom.
Feb. 13	Fannie J. Bartlett	do	831	Matanzas, Cuba	Delaware Break- water, Del.	do	Sugar	1	At sea.	Fell overboard in a gale.
Feb. 14	Eliza Levensaler	do	160	Lying at wharf		do	Lime	1	Thomaston Harbor, Me.	While going on board at night, fell overboard.
Feb. 14	Hueneme	do	365	San Pedro, Cal.	Puget Sound, Wash.	do	Ballast	1	Puget Sound	Jumped overboard while insane.
Feb. 14	Louis	do	831	Lying at wharf		do	do	1	San Francisco, Cal.	Killed by falling into the hold at night.

TABLE 64.—*Wrecks and casualties on and near the coasts and on the rivers of the United States, etc.—Continued.*

(4) OTHER CAUSES—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether resulting in total or partial loss.	Nature of cargo.	Lives lost.	Place of disaster.	Nature of casualty.
1891. Feb. 15	Wyer G. Sargent.....	Am. sc.....	325	New York City...	Laguna, Mexico...	No damage.	Unknown.....	1	Laguna, Mexico.....	Fell into hold while intoxicated and died from injuries received.
Feb. 15	Charles Levi Woodbury.....	do.....	106	Newfoundland....	Gloucester, Mass....	do.....	do.....	1	At sea.....	Washed overboard in a gale.
Feb. 16	Shawmut.....	Am. st. sp.....	1,625	Havana, Cuba....	Boston, Mass.....	do.....	Sugar.....	1	do.....	Fell overboard in a gale.
Feb. 17	Thomas Sherlock.....	Am. str.....	1,353	Cincinnati, Ohio..	New Orleans, La....	Total.....	Miscellaneous..	2	Ohio River.....	Vessel struck pier and sunk.
Feb. 17	Unique.....	Am. sc.....	79	Boston, Mass.....	Fishing cruise.....	No damage.	Ballast.....	4	Grand Banks.....	Lost from dories while attending trawls.
Feb. 17	Eliza Hancox.....	Am. str.....	421	Palatka, Fla.....	Jacksonville, Fla... San Francisco, Cal... Bayou Teche, La....	do.....	Unknown.....	1	Jacksonville, Fla... Off Cape Mendocino. Atchafalaya River, La.	Fell overboard while adjusting fenders. Do. Slipped overboard while painting vessel.
Feb. 18	Orion.....	Am. sc.....	118	Humboldt, Cal....	San Francisco, Cal... Bayou Teche, La....	do.....	do.....	1	do.....	Fell overboard.
Feb. 18	Henry Marx.....	Am. str.....	357	Gretna, La.....	do.....	do.....	Ballast.....	1	New Orleans, La., Mississippi River.	Slipped overboard while painting vessel.
Feb. 19	Corozal.....	do.....	283	Lying at wharf....	do.....	do.....	do.....	1	Norfolk Harbor, Va.	Fell overboard.
Feb. 21	Jacob I. Houseman.....	do.....	89	Norfolk, Va.....	New York City..... Pamunkey River, Va.	do.....	Unknown.....	1	Norfolk Harbor, Va.	Fell overboard.
Feb. 21	East New Market.....	Am. sc.....	52	do.....	do.....	do.....	Ballast.....	1	York River, Va.....	Vessel capsized.
Feb. 23	Western Belle.....	Am. bark.....	1,135	Northfield, Mass..	New York City.....	do.....	Unknown.....	2	At sea.....	Fell overboard in a gale.
Feb. 27	Silver Dart.....	Am. sc.....	44	Boston, Mass.....	Middle Bank, N. F... Montgomery, Ala....	do.....	do.....	1	do.....	Capsizing of dory.
Feb. 28	L. T. Armstrong.....	Am. str.....	198	Mobile, Ala.....	do.....	do.....	do.....	1	Near Mobile, Ala...	Fell overboard while intoxicated.
Feb. 28	Thetis.....	Am. sc.....	96	Gloucester, Mass..	Georges Bank.....	do.....	do.....	1	At sea.....	While sitting on rail, fell overboard.
Mar. 1	Nannie C. Bohlin.....	do.....	124	do.....	do.....	do.....	do.....	1	do.....	Capsizing of dory while attending trawls.
Mar. 4	Frances.....	do.....	9	Baltimore, Md....	Tilghman Island, Va.	do.....	Ballast.....	1	Chesapeake Bay.....	Fell overboard.
Mar. 4	Samuel Clarke.....	Am. str.....	436	Pittsburg, Pa....	Louisville, Ky.....	do.....	Unknown.....	1	Portsmouth, Ohio, Ohio River.	Do.
Mar. 5	J. W. Marr.....	Am. ship.....	1,296	Baltimore, Md....	San Francisco, Cal... Lying at wharf....	do.....	do.....	1	At sea.....	Fell overboard from fore-yard.
Mar. 5	City of Richmond.....	Am. str.....	1,001	do.....	do.....	Total.....	Merchandise..	2	New York Harbor.....	Destroyed by fire.

Mar. 5	Lizzie J. Greenleaf	Am. sc.	93	Liverpool, N. S.	Grand Bank.	No dam- age.	Unknown	1	At sea.	Fell overboard in a squall at night.
Mar. 5	Charles S. Baylis	. . . do	467	Lying in harbor	Georges Bank . . . . .	. . . do . . . . .	. . . do	1	In Portland Harbor, Me. Washed overboard from fore- castle head.	
Mar. 6	Aroostook	. . . do	71	Gloucester, Mass	Georges Bank . . . . .	. . . do . . . . .	. . . do	1	At sea.	heavy sea.
Mar. 10	Mohican	U. S. st. sp	1,900	Lying in Honolulu	Savannah, Ga. . . . .	. . . do	Ballast	1	Honolulu Harbor, Ha- waii.	Killed by the falling of the topgallant yard.
Mar. 12	New Light	Am. bark	474	Baltimore, Md.	Fishing. . . . .	. . . do	Unknown	1	At sea.	Fell overboard from main- yard.
Mar. 12	Mermaid	Am. str.	9	Edenton, N. C.	Fishing. . . . .	. . . do	Ballast	2	Minns Creek, N. C.	One caught his foot in a rope and, while being drawn overboard, seized the other and both were drowned.
Mar. 16	Newburg	. . . do	1,054	New York City	Weehawken, N. J. . . . .	. . . do	Unknown	1	New York Harbor.	Fell overboard while in- toxicated.
Mar. 16	Abbie	Am. sc.	146	Lying in port. . . . .	. . . . .	. . . do . . . . .	. . . do	1	San Francisco Harbor, Cal.	Fell overboard.
Mar. 16	Mascotte	Am. st. sp	884	. . . do . . . . .	. . . . .	. . . do	Ballast	1	Havana, Cuba.	Killed in crank pit, the crank striking man's head and breaking his neck.
Mar. 18	C. W. Standart	Am. str.	60	Towing in harbor. . . . .	. . . . .	. . . do . . . . .	. . . do	1	New York Harbor.	Foot caught in a tow-line and he was pulled over- board.
Mar. 21	S. V. White	. . . do	34	Titusville, Fla.	Melbourne, Fla. . . . .	. . . do	Merchandise	1	Indian River, Fla.	Vessel capsized.
Mar. 22	Alice Brown	. . . do	551	Lying in port. . . . .	. . . . .	. . . do	Unknown	1	Pittsburg, Pa.	Slipped, fell, and died from injuries received.
Mar. 22	Ohio	Am. st. sp	3,392	New York City	Philadelphia, Pa. . . . .	. . . do . . . . .	. . . do	1	At sea.	Jumped overboard.
Mar. 24	T. F. Oakes	Am. ship	1,997	. . . do	Port Townsend, Wash.	. . . do	Railroad iron.	1	. . . do	Do.
Mar. 27	E. V. Glover	Am. sc.	288	Jacksonville, Fla.	Albany, N. Y.	Partial.	Lumber	1	. . . do	Lost overboard in a gale.
Mar. 28	Farmer	Am. str.	470	Darien, Ga.	Savannah, Ga. . . . .	. . . do	Naval stores and cotton.	4	Near Doboy, Ga.	Explosion of boiler.
Mar. 31	Charley McDonald	. . . do	260	. . . do . . . . .	. . . . .	No dam- age.	Unknown	1	Ohio River	Fell overboard.
Mar. 31	Acme	. . . do	295	San Francisco, Cal	Sacramento, Cal . . . . .	. . . do	Unknown	1	Sacramento River	Do.
Apr. 3	Senator Saulsbury	Am. sc.	102	Gloucester, Mass	Iceland . . . . .	. . . do . . . . .	. . . do	1	At sea.	Swept overboard by a heavy sea.
Apr. 5	Mary Fisher	. . . do	53	Towing in the Mis- sissippi River.	. . . . .	. . . do . . . . .	. . . do	2	Mississippi River	Thrown overboard by careening of vessel.
Apr. 8	Yosemite	Am. ship	1,154	Tacoma, Wash.	San Francisco, Cal . . . . .	. . . do . . . . .	. . . do	1	At sea.	Washed overboard while furling jib.
Apr. 9	Joseph B. Thomas	. . . do	1,938	Philadelphia, Pa. . . . .	. . . do . . . . .	. . . do . . . . .	. . . do	1	. . . do	Fell overboard at night.
Apr. 13	South Brooklyn	Am. str.	728	New York City	Brooklyn, N. Y. . . . .	. . . do	Ballast	1	New York Harbor	Jumped overboard.
Apr. 13	Cecelia	. . . do	98	Coosaw, S. C.	Charleston, S. C. . . . .	. . . do . . . . .	. . . do	1	Near mouth of Edisto River, S. C.	Fell overboard.
Apr. 15	Hudson	Am. sc.	742	Lying at wharf . . . . .	. . . . .	. . . do	Merchandise	1	At sea.	Do.
Apr. 15	Woodward	Am. sch	744	Philadelphia, Pa.	Salem, Mass . . . . .	. . . do	Coal	1	At sea.	While sitting on stays, fell overboard.

TABLE 64.—*Wrecks and casualties on and near the coasts and on the rivers of the United States, etc.—Continued.*
(4) OTHER CAUSES—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether result or partial loss.	Nature of cargo.	Lives lost.	Place of disaster.	Nature of casualty.
1891.	J. M. and A. J. Fox.	Am. sch.	60	York River, Va.	Baltimore, Md.	No damage.	Unknown	1	Chesapeake Bay	Knocked overboard by fore-boom.
Apr. 15	Joséphine Thompson.	Am. str.	376	Baltimore, Md.	New York City	do.	do.	1	Delaware River	Lost overboard.
Apr. 16	Rancocas	do.	123	Melville, N. J.	Norfolk, Va.	do.	do.	1	Chesapeake Bay	Fell overboard.
Apr. 19	Teche	do.	456	New Orleans, La.	Bayou Teche, La.	do.	do.	1	Mississippi River	Do.
Apr. 20	Emma	Am. sch.	28	Youngs Island, S. C.	Edisto River, S. C.	do.	Crates	1	Edisto River, S. C.	Capsizing of small boat while boarding vessel.
Apr. 20	Hibernia	Am. str.	157	Shreveport, La.	Alexandria, La.	do.	Unknown	1	Boeuf Bayou, La.	Fell overboard.
Apr. 22	C. E. Saffertee	Am. sch.	264	Atlantic City, N. J.	Gwynns Island, Va.	Total	Ballast	1	Red River, La.	Do.
Apr. 25	Bazel Dell	Am. sch.	39	Atlantic City, N. J.	Gwynns Island, Va.	Total	Ballast	1	Chesapeake Bay	Vessel capsized.
Apr. 27	Fulton	Am. bge.	39	Atlantic City, N. J.	Gwynns Island, Va.	Total	Ballast	1	Tonawanda, N. Y., Niagara River.	Fell from ladder while leaving vessel, struck head against dock and was killed.
Apr. 29	George Bailey	Am. sch.	1,185	Lying at wharf		do.	Unknown	1	Fall River, Mass.	Fell overboard while intoxicated.
May 3	City of Hickman	Am. str.	1,555	New Orleans, La.	St. Louis, Mo.	do.	Ballast	1	Mississippi River	Fell overboard (supposed).
May 3	Tacoma	Am. ship	1,739	Liverpool, Eng.	New York City	do.	Unknown	1	At sea	Fell from aloft to deck.
May 5	Augustus Hunt	Am. sch.	1,200	Cienfuegos, Cuba.	Delaware Breakwater, Del.	do.	Sugar	1	do.	Washed from jib-boom at night.
May 10	S. G. Knowlton	Am. str.	1,500	Lying in Bayou	Teche, La.	do.	Ballast	1	Bayou Teche, La.	Fell overboard.
May 11	My Choice	do.	462	Cairo, Ill.	St. Louis, Mo.	Partial	do.	6	Mississippi River	Collapse of boiler flues.
May 14	Volunteer	Am. sc.	10	Cherrystone, Va.	Norfolk, Va.	do.	Fish	1	Chesapeake Bay	Knocked overboard by tiller.
May 17	F. W. Gillett	Am. str.	29	Portage, Mich.	Marquette, Mich.	do.	Ballast	1	Lake Superior	Fell overboard.
May 20	J. W. Campbell	Am. sc.	85	Magdalen Islands, Gulf of St. Lawrence.	Cape North, C. B.	do.	Unknown	1	Near Timbo Cove, C. B.	Capsizing of dory while attempting to land.
May 20	Reindeer	do.	101	Province town, Mass.	Grand Bank	do.	do.	1	East Tawas, Lake Huron	Fell overboard.
May 21	Arthur Clifford	do.	85	Province town, Mass.	Grand Bank	do.	Ballast	1	At sea	Do.
May 23	S. G. Reed	Am. str.	800	Portland, Oregon	Monticuma Falls, Oregon.	do.	do.	1	Willamette River, Oregon.	Do.

May 25	S. N. 57	Port Huron, Mich.	Oscoda, Mich.	do	do	1	St Clair River.	Do.
May 26	Katie	Savannah, Ga.	Arcusta, Ga.	do	Merchandise	1	Savannah River, Ga.	Do.
May 26	Sunbeam	Sodus Point, N. Y.	Charlotte, N. Y.	do	Ballast	1	Off Forest Lawn, Lake Ontario.	Do.
May 27	M. R. Brazos	Saybrook Conn.	Perth Amboy, N. J.	do	Unknown	1	Near Raritan Bay, N. J.	Jumped overboard.
May 28	Fanita	New York City	Wilmington, N. C.	do	do	1	At sea	Fell overboard.
May 30	E. L. Burt	Perth Amboy, N. J.	Boston, Mass.	do	Coal	1	Near Fire Island, N. Y.	Jumped or fell overboard.
May 30	Agias	do	do	do	Ballast	2	New Orleans, La.	Jumped overboard.
June 2	C. S. Accord	U. S. str.	Chicago, Ill.	do	Lumber	1	At sea	Bumping of steam pipe.
June 3	E. B. Moore	Am. sc.	Menominee, Mich.	do	do	1	Lake Michigan	Walled overboard at night.
June 3	Blue Wing	Am. str.	Bath, Me.	do	Unknown	1	Ohio River	Fell overboard.
June 4	Julia S. Bailey	Am. sc.	South Amboy, N. J.	do	Coal	1	At sea	Washed overboard in a gale.
June 4	Iaverness	Am. str.	St. Louis, Mo.	do	Unknown	1	Mississippi River	Fell overboard.
June 6	City of Toledo	do	La Crosse, Wis.	Partial.	Ballast	1	East Toledo, Ohio, Lake Erie.	Explosion of steam chest.
June 6	Storm King	Am. bge.	Norfolk, Va.	No damage.	Coal	1	Elizabeth River, Va.	Fell overboard.
June 6	Bear	U. S. str.	Port Townsend, Wash.	do	Ballast	6	Icy Bay, Alaska	Carpsizing of cutter while landing an exploring party.
June 7	Carondelet	Am. ship	Newcastle, New South Wales.	do	Unknown	1	At sea	Fell from aloft to deck.
June 8	Mars	Am. bark	Honolulu, Hawaii.	do	Ballast	1	do	Drawn down by a whale.
June 9	Hyena	Am. sc.	Calais, Me.	do	Lumber	1	Near Pollock Rip Light, Vessel, Mass.	Fell overboard.
June 11	Hendricks	do	North Point Creek, Md.	do	Provisions	1	Chesapeake Bay.	Do.
June 12	Samaria	Am. ship	Sudsey, New South Wales.	do	General	1	At sea	Fell overboard from aloft.
June 15	Golden Rule	Am. sc.	do	do	Unknown	1	Delaware Bay	Knocked overboard by force of sea.
June 16	Gayoso	Am. str.	Lying at landing	do	do	1	Templeton Landing, Ar. York Bay	Fell overboard.
June 17	Cetus	do	Coney Island, N. Y.	do	Ballast	1	New York Bay	Do.
June 17	Abercorn	Am. str. bge.	Maries City, Mich.	do	do	1	Port Huron, Mich.	Do.
June 18	Mary F. Corson	Am. sc.	Alpena, Mich.	do	Brick	1	At sea	Fell overboard while hooking boom permanently.
June 19	Winona	do	New York City	do	Ballast	2	do	Carpsizing of dory while attending to small boat alongside of vessel.
June 20	Thomas B. Bourne	do	St. Jacques Bay, New Brunswick.	do	Unknown	6	Curtis Bay, Md. Chesapeake Bay.	Carpsizing of a small boat alongside of vessel.
June 20	Addie L. Perkins	do	Curtis Bay, Md.	do	do	1	Cats, Me., St. Croix River	Unknown.
June 21	Canton	do	Lying at wharf	do	do	1	North Atlantic Ocean	Killed by a whale.
June 21	S. S. Rummage	Am. bark	New Bedford, Mass.	do	Ballast	1	do	Fell overboard.
June 22	Iroquois	Am. str.	Au Gres, Mich.	do	do	1	Saginaw Bay, Mich.	Swept overboard in a hurricane.
June 23	City of Hickman	Am. ship	New York City	do	Unknown	1	At sea	Fell overboard.
June 24	City of Hickman	Am. str.	Lying at wharf	do	do	1	New Orleans, La.	Fell overboard.

TABLE 64.—*Wrecks and casualties on and near the coasts and on the rivers of the United States, etc.—Continued.*

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether result in total or partial loss.	Nature of cargo.	Lives lost.	Place of disaster.	Nature of casualty.
1891 June 24	R. C. Wente.	Am. str.	336	Manistee, Mich.	Michigan City, Ind.	No damage.	Salt.	1	Manistee River.	Fell overboard.
June 25	Wilhelmina.	Am. sc.	39	New Orleans, La.	Chicoteta River, La.	do	Unknown.	1	Lake Pontchartrain, La.	Do.
June 26	Dakota.	Am. str.	407	New York Harbor.	New York Harbor.	do	Ballast.	1	New York Harbor.	Jumped overboard.
June 27	Jacob Parks.	Am. ship.	20	Baltimore, Md.	Curds Creek, Md.	do	Unknown.	1	Chesapeake Bay, Md.	Knocked overboard by falling of main-boom.
June 29	Ethel.	Am. str.	535	Savannah, Ga.	Savannah, Ga.	do	Merchandise.	1	Savannah River, Ga.	Walked overboard.

Totals: Vessels, 301; tonnage, 158,534; total losses, 15; partial losses, 16; no damage and damage unknown, 270; lives lost, 438.

TABLE 65.—*Summary of wrecks and casualties on or near the coasts and on the rivers of the United States and at sea and in foreign waters during the year ending June 30, 1891, involving loss of life.*

Coasts, etc.	Foundering.		Strandings.		Collisions.		Other causes.		Totals.		Vessels totally lost.		Vessels damaged.		Vessels not damaged.		Aggregate.							
	Vessels.	Lives lost.*	Vessels.	Lives lost.*	Vessels.	Lives lost.*	Vessels.	Lives lost.*	Tonnage.	Lives lost.	Vessels.	Lives lost.	Tonnage.	Vessels.	Lives lost.	Tonnage.	Vessels.	Lives lost.						
																			Tonnage.	Lives lost.*	Tonnage.	Lives lost.	Tonnage.	Lives lost.	Tonnage.	Lives lost.
	Atlantic and Gulf coasts		Pacific coast.		Great Lakes.		Rivers.		At sea and in foreign waters		Total.													
6	783	11	10	5,576	37	6	4,169	80	5	2,024	9	27	12,552	137	20	9,250	123	83	22,495	90	35,047	227		
1	58	5	1	1,866	17	1	15	3	1	47	2	4	1,986	27	4	1,986	27	16	11,833	24	13,819	51		
7	2,126	29	3	2,379	3	3	2,379	3	7	6,999	19	17	10,604	51	13	7,349	43	38	12,085	42	22,689	93		
1	110	98	.....	.....	.....	.....	.....	.....	6	3,172	30	7	3,282	128	4	2,210	23	3	1,072	105	60	23,672	62
5	1,119	30	2	417	3	1	228	2	12	10,695	69	20	12,459	104	12	3,335	79	8	9,124	25	80	66,432	100	
20	4,196	173	13	7,859	57	11	6,791	88	31	22,087	129	75	40,863	447	53	24,130	295	22	16,753	152	277	136,517	318	

* Exclusive of lives lost on vessels not damaged, for the number of which see appropriate column.
NOTE.—Of the 446 lives lost on vessels sustaining material damage, 264 were lost on steamers and 182 on sailing vessels.

TABLE 66.—List of places on the coasts of the United States where vessels have stranded during the last ten years.

ATLANTIC AND GULF COASTS.*

Name of place.	Fiscal year ending June 30—										Total.
	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	
MAINE.											
Blue Hill Bay:											
Black Island		1									1
Blue Hill Falls									1		1
Burnt Coat Island (ledge southwest of)				1							1
Gotts Islands	2										2
Heron Island					1						1
Placentia Island					1						1
Tinkers Island										1	1
York Narrows						1					1
Blue Hill Bay approaches:											
Black Ledge		1									1
Brimstone Ledge, near Burnt Coat Harbor							1				1
Burnt Coat Harbor								1			1
Great Duck Island		1				1					2
Great Spoon Island, off Isle au Haut							1				1
Johns Island Ledge, near Burnt Coat Island		1									1
Little Duck Island									1		1
Long Island								1			2
Sisters, The, near Burnt Coat Island					1						1
Spoon Island									1		1
Booth Bay		3			1						4
Damiscope Island				1			1				2
McKowns Point									1		1
Southport Island									1		1
Spruce Point							1				1
Squirrel Island				1		2					3
Cape Elizabeth		1	1	2	1						5
High Head							1				1
Maxwells Point										1	1
Portland Head	1						1				2
Cape Neddick:											
Cape Neddick Roads								1			1
Boon Island									1		1
Boon Island Ledge				1							1
Cape Porpoise					1	1					2
Bumpkin Island					1						1
Folly Island					1		1				2
Old Prince, The							1				1
Timber Island								1			1
Cape Small Point	1		2		1						4
Fullers or Glovers Rock								1			1
Carvers Harbor					1						1
Bunkers Ledge		1									1
Casco Bay:											
Aldens Rock				1		1					2
Bangs Island				1			1	1			3
Birch Point Ledge										1	1
Broad Cove Rock			1								1
Chebeag Island				1							2
Cundiz Harbor	1								1		1
Green Island Reef					1						1
Hadlock Rock, Broad Sound						1					1
Half Way Rock									1		1
Harpowell						1				1	2
Junk of Pork										2	2
Long Island							1				1
Peaks Island		1				1					2
Ragged Island								1			1
Ram Island			1	2							3
Richmonds Island				3			1	2			6
White Head Passage									1		1
Cobscook Bay:											
Leightons Rock						1					1
Sunken ledge in								1			1
Cranberry Island, Great		1	2		2		1		1		7
South Bunkers Ledge				1						1	2
Sperlins Point				1	2						3
West Bunkers Ledge									1		1
Cranberry Island, Little	2	3	6	4	2	4	1	1	1	1	25
Hadlocks Point							1				1

* In a few instances the number of stranded vessels in this table does not agree with those reported in the annual report of the previous year, having been increased by wreck reports received since the publication of the last report.

TABLE 66.—List of places on the coasts of the United States where vessels have stranded during the past ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	
MAINE—continued.											
Cutler.....	2	2			6	1	1				12
Bog Brook.....									1		1
Eight miles east of Cross Island L. S. S.....								2	1		3
Little River Island.....				1					1		2
Long Point.....	1										1
Six and one-half miles east of Cross Island L. S. S.....								1			1
Damariscotta River:											
Bristol Neck.....								1			1
Fishermans Island.....								1			1
Heron Island, outer.....									1		1
Hypocrite Ledge.....	1					1	1				3
Thread of Life Ledge.....								1			1
Deer Island Thoroughfare:											
Andrews Island (ledge near).....							1				1
Crotch Island Ledge.....							1				1
Dow Ledges.....		1									1
Dumpling or Eastern Mark Island Ledge.....					1						1
Moose Island.....									1		1
Thurlows Island.....	1										1
Webbs Cove.....							1				1
Deer Isle:											
Greens Landing.....						1					1
Eastport Harbor:											
Clarks Ledge.....			1								1
Halletts Point, near Buckmans Head.....					2						2
Paines Ledge.....				1							1
Eggemoggin Reach:											
Cape Rozier.....	1										1
Harbor Island.....								1			1
Little Deer Island.....	1										1
Triangles, The.....						1					1
Englishmans Bay:											
Man Island.....			2								2
Shot Islands.....	1	1	1								3
Steel Coat or Steel Harbor Island.....		1	2	3	2			5	2		15
Fletchers Neck.....		1	2	3	2						8
Beach Island Ledge.....		1									1
Dansburys Reef.....					1						1
Fox Island Thoroughfare:											
Fiddlers Ledge.....		1									1
Iron Point.....						1					1
Mullens Cove.....								1			1
Thomas Ledge.....			1								1
Youngs Point.....		1									1
Frenchmans Bay:											
Grindstone Neck.....									1		1
Round Porcupine Island.....									1		1
Sullivan Harbor.....								1	1		2
Frenchmans Bay approaches:											
Bakers Island.....	2					1				2	5
Schoodic Island.....								1			1
Harrington Bay and River:											
Pinneos Point.....					1						1
Rays Point.....	1						1				2
Strouts Island.....										1	1
Kennebec River (mouth of):											
Dix Island.....			2				1	2			5
Hunniwells Beach.....			1	2		1					4
Hunniwells Point.....	1		2	1							4
Jacks Rock.....		1	2	1				3			7
Pond Island.....									1		1
Long Island.....						1				1	2
Parkers Flats.....						1					1
Perkins Island Flats.....								1			1
Stage Island.....								1			1
Sugar Loaves, The.....				1			1	4			6
Whales Back.....				1	1		1	4	1		8
Wood Island Ledges.....								1			1
Kennebec River approaches:											
Heron Island.....					1						1
Seguin Ledges.....									1		1
Kennebunkport.....											
Lubec Narrows.....						1	1				2
Machias.....	1		1								2

TABLE 66.—List of places on the coasts of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	
MAINE—continued.											
Machias Bay:											
Birch Point					1						1
Chances Island								1			1
Cross Island			2	1					3		6
Dogfish Ledges						1					1
Fosters Island								1			1
Libbey Islands	1	2		1			1		1	2	8
Ram Island								1			1
Salt Island							1		1		1
Spragues Neck			1								1
Starboard Island									1		1
Machias Bay, Little:											
Double Headed or Double Shot Island		1							1		2
Old Man Island									1		1
Moos-a-bec Reach:											
Beals Island										1	1
Browney Island Ledge, Fishermans Island Passage	1										1
Chamel Rock		1									1
Corn Ledge, Fishermans Island Passage				1							1
Crumple Island, Fishermans Island Passage						1			1		2
Doyles Island	1										1
Duck Ledges				1	1						2
Egg Rock, Fishermans Island Passage									1		1
Fishermans Island				1							1
Goose Island									1	1	1
Great Wass Island				1					1		2
Green Island Ledge	1	1				1					3
Hardwood Island				1	1						2
Head Harbor Island	1					1					2
Hopkins Point										1	1
Horse Ledge								1			1
Jonesport			1				3		2		6
Kelleys Point and ledges near				3			1			2	6
Knights Island			1								1
Mark Island	1										1
Novas Rock			1					2			3
Pomps Island	1										1
Sawyers Cove						1	3				4
Sea Duck Rock, Fishermans Island Passage							1				1
Sea Horse Rock, Fishermans Island Passage			1								1
Sheep Island				1							1
Western Egg Rock, Fishermans Island Passage								1			1
Mount Desert Island:											
Bar Harbor					1					1	2
Bass Harbor Bar and Head	1							1			2
East Bunkers Ledge (south of island)		2			1						3
Schooner Head	1										1
Seal Cove (west side of island)				1							1
Seal Harbor						1				1	2
Southwest Harbor		1		1	1	2	1	2		2	10
Suttons Island (ledges near)	1		1								2
Tremont	1										1
Mount Desert Rock		1									1
Muscle Ridge Channel:											
Andrews Island								1			1
Burnt Island and Ledges	1			1	1	1					4
Channel Rock								1			1
Clam Ledges			1								1
Garden Island, sunken ledges							1				1
Grindstone Ledge			2		1				1		4
Hay Island Ledge	2		1			1	1	5		1	10
Hurricane Ledge		1				1					2
Lark Ledges				1							1
Long Ledge, Seal Harbor			3		3	2	3		1		12
Lower Gangway Ledge			1					2			4
Monroe Island		1			1	1					3
Northwest Ledge										1	1
Nortons Island and Ledges									1	1	2
Otter Island Ledge		1				1				1	3
Rackliffs Island, Seal Harbor		2									2
Seal Harbor	3		2	3	3	1	1	1	3	1	18
Sheep Island Bar	1		1		1						3
South Thomaston (ledge near)			1								1

TABLE 66.—List of places on the coasts of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	
MAINE—continued.											
Muscle Ridge Channel—Continued.											
Spruce Head Island.....	2	1	1				1	2			7
Upper Gangway Ledges.....									1		1
Weskeag River (mouth of).....					1	1					2
White Head Island.....	1	1			1	1			3	1	8
Yellow Ledges.....				1					1		2
Muscongus Bay:											
Devils Back Ledge.....				1							1
Egg Rock.....	1										1
Half-Tide Ledge.....							1				1
Hog Island Bar.....	1										1
Kegs, The.....						1					1
Muscongus Bay approaches:											
Monhegan Island.....			1								1
Monhegan Island and Pemaquid Point (between).....				1							1
New Harbor, Sunken Ledge.....					1						1
Pemaquid Point (rock 4 miles southwest of).....					1						1
Narragausus Bay and approaches:											
Bois Bubert Island.....								1			1
Millbridge (ledge near).....							1				1
Passamaquoddy Bay.....									1		1
Gleasons Cove.....							1				1
Pembroke.....		1									1
Penobscot Bay:											
Fort Point.....									1		1
Fox Islands.....					2				1		3
Isle au Haut.....						1		1			2
Long Island.....				1							1
Ragged Island.....						1					1
Seal Island.....									1		1
Vinal Haven Island, Carvers Harbor.....								1			1
Penobscot Bay, East:											
Holbrooks Island.....						1					1
Kimballs Island and Ledges.....		1			1						2
Mark Island Ledge.....	1										1
Western Island.....									1		1
Penobscot Bay, West:											
Camden.....			1								1
Carrs Rock Ledge.....	1										1
Crabtree Point.....					1						1
Crow Cove, Long Island.....								1			1
Drunkards Ledge.....								1			1
Duck Rocks.....	1										1
Goose Rock (off Rockport).....								1			1
Green Island, near Leadbetters Island.....									1		1
Green Island, Little (west of Metinic Island).....								1			1
Heron Neck (ledge near).....									1		1
Matinicus Island.....	1			1							2
Metinic Island.....					2						2
Northern Triangles, The.....				1		1					2
Northport.....						1					1
Old Man Ledge.....				1	1	2					4
Outer Green Island Ledges.....							1				1
Outer Ledge entrance, Camden Harbor.....		1									1
Owls Head.....			1					1			2
Roaring Bull Ledges.....								1			1
Rockland.....							2	2			4
Rockport.....		1							1		2
Sears or Brigadier Island.....				1							1
Searsport.....								1	1		2
Seven Hundred Acre Island.....									1		1
Ten Pound Island.....									1		1
Two Bush Reef.....			1								1
Pigeon Hill Bay:											
Egg Rock.....									1		1
Pleasant Bay approaches:											
Green Island.....								1			1
Nashs Island.....	1		1			2			1		5
Wass Point.....		1									1
Portland Harbor:											
Cushings Point.....								1			1
Fort Preble (near).....		1									1
Hog Island Ledge.....		1									1
Spring Point Ledge.....							1		1		2

TABLE 66.—List of places on the coasts of the United States where vessels have stranded during the past ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	
MAINE—continued											
Portsmouth Harbor (Maine side):											
Badgers Island.....	1										1
Clarks Island.....	1			1	1						3
East Sister, The.....	1										1
Fishing Islands.....		1							1	1	3
Gerrish Islands.....			2						1		3
Hicks Rocks.....										1	1
Jamaica Island (near Kittery).....			1					1			2
Kittery Point.....	1			1			1				3
Kittery (ledge near).....				1	1						2
Seaveys Island.....	2				1						3
Wood Island.....					1				1		2
Prospect Harbor.....									1		1
Old Man, The.....								2			2
Quoddy Roads:											
Black Rock.....							2				2
Crowells Ledge.....	1		1	2	2		1				7
Middle Ground.....		2	2	2	3						9
One mile northwest of life-saving station.....	1						1				2
Sail Rock.....			1				1			1	3
West Quoddy Head.....		1	1	2	7						11
West Quoddy Head, Carrying Place Cove.....	1						1				2
Woodwards Point.....								1			1
Wormwells Ledge.....		1		1	2		5	1	1		11
Saco Bay:											
Eagle Island.....										1	1
Lobster Rocks.....			1						1		2
Negro Island.....			1	1		1	1	2	1	1	8
Old Orchard Beach.....							1				1
Prouts Neck (rock off).....					1						1
Stage Island.....			1								1
Strattons Island and rocks near.....							1			1	2
Wood Island.....		1	1	1	1		2	1			9
Saint Croix River:											
Red Beach.....								1			1
Saint Georges River and approaches:											
Davis Straits.....							1		3		4
Georges Islands.....				1							1
Harts Island Bar and Ledges.....	1								1		2
Herring Gut.....					1						1
Mosquito Island.....		1					1		1	1	4
Old Cilley Ledge.....							1			1	2
Port Clyde.....			1	1				1			3
Sisters, The.....	1										1
Sheepscot Bay and River:											
Barbers Island.....				1	1						2
Black Rock.....				1							1
Clows Ledges.....				1							1
Cuckolds, The.....		1						1			2
Long Ledge.....	1										1
McMahons Island.....								1			1
Toms Rock.....	1				1						2
Tennants Harbor.....				1	1						3
Harts Ledge.....			1								1
Harts Neck.....									1		1
Long Cove.....							1				1
Southern Island.....					1			1			2
White Ledge.....			1								1
Trescott Shag Rock.....						1					1
West Quoddy Head. (See Quoddy Roads.).....											
Wheclers Bay.....		1									1
Clarks Island.....							1				1
Hen Island.....		1									1
High Island Ledge.....							1				1
Nortons Island Ledge.....						1			1		2
York River:											
Black Rocks.....	1										1
Harris Point Ledge.....								1			1
Stones Rock.....									1		1
York Ledge.....										1	1
NEW HAMPSHIRE.											
Hampton:											
Hampton Ledges.....		1		1	1						3
Hampton Shoals.....						1					1
Little Boars Head.....				1							1

TABLE 66.—List of places on the coasts of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30--										Total.	
	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.		
NEW HAMPSHIRE—continued.												
Isles of Shoals:												
Andersons Ledge				1								1
Smuttys Nose Island		1										1
Square Rock									1			1
Star Island			1									1
Portsmouth Harbor (New Hampshire side):												
Fort Point								2	1	2		5
Jerrys Point			1				2	1				4
Odiornes Point				1	1				1			3
Portsmouth			4									4
Pulpit Rock	2											2
Rye Beach						2	1					3
Foss Ledges					1	1						2
MASSACHUSETTS.												
Boston Bay and Harbor:												
Black Rock Channel	1				1					1		3
Brewsters, The	1											1
Calf Island	1		1		1			1				4
Castle Island					1							1
Cohasset Harbor								1			1	1
Cohasset Rocks				1								1
Deer Island								1	1			2
Devils Back		1			1			1	1			3
Gallups Island		2				1		1				3
Georges Island						1			2			3
Graves, The												1
Great Fann Bar						2		1				2
Green Hill				1								1
Hardings Ledge		1	1					3		1		6
Hog Island								1		1		2
Hull Beach			1					1				1
Little Nahant								1				1
Long Island					1							1
Lovells Island					1	1	1	1	2			6
Middle Ground									1			1
Nahant									1			1
Nantasket Beach	1				1			2				4
Nixs Mate	1											1
Peddocks Island						1						1
Pleasant Beach												1
Point Allerton	1		1					1				4
Presidents Roads								1	1			1
Quincy Beach						1						1
Rainford Island			1					1				1
Rams Head	1			1							1	3
Shag Rock				1								1
Teddy Rock	1					1		1				3
Weir River, entrance to Hingham Harbor								1				1
Windmill Point									1	1		2
Buzzards Bay:												
Bents Ledge							1					1
Black Rock							1					1
Clarks Point (rock near)							1					1
Egg Island							1					1
Great Ledge							1					1
Hen and Chickens		1				1		1				4
Mattapoiset Ledge				1				1		1		1
Mishaum Point						1						1
Moshers Point												1
New Bedford Harbor	1	1		1		1		1				5
Onset Island			1					1				1
Penikese Island			1									1
Ram Island			1									1
West Island	1						1					1
Buzzards Bay approaches:												
Gooseberry Neck		1										1
Horse Neck Beach				1								1
Cape Ann:												
Annisquam										2		2
Averys Ledge (approaching Rockport)		1		2								3
Bemo Ledges	1		1		1		1					4
Braces Cove										1		1
Brier Neck								1				1
Eastern Point	1		1	3					1			6

TABLE 66.—List of places on the coasts of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	
MASSACHUSETTS—continued.											
Cape Ann—Continued.											
Fresh Water Cove											1
Gloucester	3	1	1	1	1	1	2	2			13
Lanesville				1	1		1	2	1		6
London, The (near Thatchers Island)		1							2		4
Milk Island						2		1	1		4
Normans Woe		1			1						2
Pigeon Cove								1			1
Rockport		1	1								2
Salt Island Ledge			1								1
Salvages, The (off Rockport)					1				1		2
Straitsmouth Island		1		1				1			3
Ten Pound Island	1				1			1			3
Thatchers Island				1	1						2
Cape Cod:											
Bearses Shoal			3	1		1	2	1		2	10
Calhoons Hollow					1			1			2
Chatham		2	1				1				5
Chatham Bar	2	2	3	2	6	1	2	4	4	2	28
East Orleans		1									1
Highland Light			1	1		1					2
Monomoy Point		2	1				1		1	2	7
Nauset Beach		1		2	2		1				11
Orleans Beach		1				1	3		1	1	7
Pamet River					1	2			1		3
Peaked Hill Bar	3		2	3	1	1	2	2	2	1	15
Pollock Rip	1	1	1	2	1	1	2	2	1	1	15
Race Point	4	1	2	2	2	2	2	5	3	3	24
Shovelful Shoal	1		5	2	5	3	1	1	3	5	26
Stone Horse Shoal	2	1	1				1	1	1		8
Cape Cod Bay:											
Barnstable								1			1
Billingsgate Shoal					1						2
East Dennis	1							1			3
Long Point					1		2				1
Manomet Point						1					4
Provincetown			1		1			2			4
Sandwich							1	1			2
South Truro							1				1
Wellfleet	1		1		1				2	1	6
Wood End					2					3	5
Yarmouth Flats										1	1
Duxbury Beach	1					1					2
Brant or Green Harbor Point							2				2
High Pine Ledge				1		1					2
Fall River						1					1
Gurnet Point	1		1	2							4
Ipswich Bay:											
Essex Bar						1					1
Ipswich Bar	1	2		1	1		1	1		1	8
Squam Beach		1	1					2	1		5
Lynn Harbor		1	1						1	1	4
Marblehead:								2			2
Cape Poge	2	2	1	1			1			1	8
Cedar Tree Neck								1			1
Chappaquiddick Point	1			1	1			1			4
Cottage City					1						1
East Chop											1
Edgartown			3		3	1	2	2	1	3	15
Gay Head		2	1	1	1					2	6
Gay Head, Devils Bridge			1								1
Menemsha Bight	1							1	2		4
Old Mans Ledge (near No Mans Land)			1								1
Vineyard Haven	2	1	3	2	1	6	1	1	4		21
Wasque Bluff	1										1
West Chop	2		1			1	1		1	4	10
Nahant Bay:											
Phillips Point							1				1
Swampscott										1	1
Nanuetts:											
Bar and Bay	3	1		3		1	2				10
East side of									1		1
Great Point and Great Rip			2	2		3	1	3	3		14

TABLE 66.—List of places on the coasts of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	
MASSACHUSETTS—continued.											
Nantucket—Continued.											
Squam Head.....											1
Surfside.....				1	2						3
West side of.....	4										4
Nantucket Shoals.....	2	2	2		2	1	2		1		12
Nantucket Sound:											
Bishop and Clerks Shoal.....			1						3		4
Centerville (ledge near).....			1								1
Chatham Roads.....	1										1
Common Flats (near Chatham Roads).....		1	1	1		1	1	2			7
Dennisport and Beach.....	1									5	7
Eldridges Shoal.....					1						1
Great Round Shoal.....									1		1
Handkerchief Shoal.....	2	2	1		3	1	3	5	1	6	24
Hardings Beach, Chatham Roads.....			3								3
Hawes Shoal.....			1								1
Herring River Bar (off Harwich).....							1				1
Horseshoe Shoal.....			1								1
Hyannis.....		1					1	1		1	5
Hyannis Roads, Middle Ground.....						1	1				1
Kill Pond Bar.....	2				3				1		6
Long Shoal.....			1					1			2
Monomoy Island (shoal west side of).....					1						1
Muskeget Island.....			1	4							5
Osterville.....					1						2
Shovelful Shoal (near Tuckernuck Shoal).....							1				1
Tuckernuck Shoals.....		2		6				1			9
Wreck Shoals.....								1			1
Newburyport approaches:											
Black Rocks.....				1							1
Newburyport Bar.....	1	2	6	2	2	3	1		1	4	22
Plum Island Point.....	1			1		1					2
Salisbury Point.....											2
Plum Island.....	1	2	2		3	2		1		1	12
Plymouth Bay:											
Browns Bank, or Browns Island.....	4		3		1	2	1	1			12
Dicks Flat.....		1		1							3
Long Beach.....	1					1					2
Plymouth.....			1	1				2			4
Salem Harbor and approaches:											
Bakers Island and Shoals.....						3					3
Coney Island Ledges.....							1	1			2
Misery Island and Ledges.....									1		2
Salem Harbor.....			1	1				1			3
South Gooseberry, The.....					1						1
Scituate.....	2		3	1	4	3		4	1	2	20
Fourth Cliff.....	1					1	2				4
Swampscott.....			1								1
Vineyard Sound:											
Cuttyhunk Island.....			2		1		2	3	3	5	16
Falmouth.....							1	1			2
Hedge Fence Shoal.....		2	2	1	1		2				8
Lackeys Bay.....	1										1
L'Homme à Dieu Shoal.....			1		2	1		2	1	4	11
Middle Ground.....					1						1
Nashawena Island.....						1	2	1			4
Naushon Island.....		1							1		6
Nobska Point.....						4			1		2
Nonamesset Island.....		2					1			1	3
Pasque Island.....						1		3		2	6
Quicks Hole.....					1				1		2
Robinsons Hole.....	1		1					1			3
Sow and Pigs.....			1	1	2			1			6
Squash Meadow Shoals.....	1					1		1			3
Tarpaulin Cove.....				1						3	4
Woods Holl.....	1	2	1		1				1	1	7
RHODE ISLAND.											
Block Island.....											
Black Rock.....	2		2						1		2
Block Island Breakwater.....	1			1	1		1	1		1	6
Clay Head Point.....											1
East side of.....	6		4	1	2		6		2		21

TABLE 66.—List of places on the coasts of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.	
	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.		
RHODE ISLAND—continued.												
Block Island—Continued.												
Northwest shore of.....	1	2				1						4
Sandy Point.....	1			1								2
South and southwest shore of.....	6	1	2	1			2					13
West side of.....	1	1					5	1		1		9
Charlestown Beach.....		1					1					2
Narragansett Bay:												
Beaver Tail Point.....	1		1									2
Black Point.....										1		1
Bonnet Point.....	1											1
Brentons Reef.....											1	1
Butter Ball Rock.....											1	1
Caseys Point.....				1								1
Castle Hill.....					2							2
Coddington Point.....									1			1
Conanicut Island.....		1			1				2			4
Despair Island.....				1	1							2
Dutch Island.....	1		2	1				1		2		7
Dyers Island (rocks off).....				1		1						2
Fullers Rock, Providence River.....										1		1
Gould Island, Sakonnet River.....								1				1
Hog Island.....							1	1				2
Hope Island.....	1											1
Narragansett Pier.....	1		1				2		1			5
Nayat Point.....				1								1
Newport.....	2	1					1			4		8
Newtons Rock.....	1											1
Popasquash Point.....						1			1			2
Plum Beach Shoal.....	1					1						2
Prudence Island.....			2		1					2		5
Rose Island.....	1							1				3
Rumstick Shoal.....	1											1
Sakonnet Point.....			1		1	2				1		5
Warrens Point, Elishas Ledge.....							1					1
Warwick Neck.....		1		1								2
Wesqueague Beach.....					1							1
Wickford.....		1										1
Narragansett Bay, Little:												
Seal Rocks.....				1								1
Point Judith.....	1	1	3		2	2	2	3	1			15
Eleven miles west of.....								1				1
Three miles northwest of.....												1
Squid Ledge.....		1							1			2
Quonocontaug Beach.....	1				1	1						3
Watch Hill.....	1			2	1	1		3		1		9
Catumb Reef.....				1	1					2		4
Napatree Point.....	2				2	1	1	2	4	2		14
Sugar Reef.....		1	1						1			3
CONNECTICUT.												
Black Point (rock 3 miles west of).....					1							1
Branford Reef.....	1											1
Bridgeport.....	1	1				1	1					4
Charles Island.....				1								1
Connecticut River (mouth of):												
Blackhall Point.....									1			1
Cornfield Point.....		1								1		2
Cornfield Point Shoal.....			1		1							2
Hatchetts Reef.....			1									1
Saybrook Bar.....			1	1	1					2		5
Saybrook Point.....	1											1
Cows, The, near Shippan Point.....		1										1
Fishers Island Sound:												
Bartletts Reef.....							1					1
Groton Long Point.....								1				1
Latimers Reef.....		1		1					1			3
Middle Ground.....						1						1
Morgans Point.....			1									1
Noyes Rocks.....					1							1
Windmill Point.....					1							1
Greenwich Point.....										1		1
Guilford.....									1			1
Hammonasset Point.....						1						1

TABLE 66.—List of places on the coasts of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	
CONNECTICUT—continued.											
Long Island Sound (near the coast of Connecticut):											
Bartletts Reef (near light vessel).....		1							1		2
Calf Island, or The Calves.....		1									1
Captains Islands.....								1			1
Crane Reef.....		1			1						2
Faulknors Island.....				1							1
Goose Island (near Faulknors Island).....					1						1
Greens Ledge (west of the Norwalk Island).....						1					1
Long Sand Shoal.....									1		1
Norwalk Islands.....								1	2		3
Penfields Reef.....	1	1						1			3
Stratford Shoals, or Middle Ground.....			2								2
Squaw Island.....							1				1
Thimbles, The.....								1			1
Wheatons Reef.....		1			2						3
Madison.....									1		1
Merwins Point.....			4								4
Millstone Point (near Niantic Bay).....			1								1
New Haven Harbor:											
Adams Fall Ledge.....				1		1					2
Luddington Rock.....		1	1		1						3
Marian Point.....							1				1
New Haven.....	1		2	2	2			1	2		10
New London Harbor and approaches:											
Black Rock.....		1						1	1		3
Eastern Point.....								1			1
Goshen Reef.....			1			1					2
Ledges, off.....	1										1
New London.....						1	1				2
Pequot (near).....							1	1			1
Sachems Head.....							1				1
Shippan Point Shoals.....					1			1			3
Stamford.....					1					1	1
Stonington Harbor.....			1	1							2
Stratford Bar.....					1				1		2
Stratford Beach.....		1					1				2
NEW YORK.											
Block Island Sound:											
Fort Pond Bay.....			1								1
Gardiners Island.....			1					1			2
Montauk Point (5 miles northwest of light).....	1										1
Shagwong Reef.....					1			1			2
Washington Shoal.....			1								1
East River:											
Blackwells Island.....	3	1	2		1			1		1	9
College Point.....			1	1		1	1				4
Factory Rock.....								1			1
Governors Island.....									2		2
Hell Gate.....	5	2		1	1		1	1	5		20
Hell Gate, Flood Rock.....		1	1				1	2	1		6
Hell Gate, Halletts Point.....								1			1
Hell Gate, Negro Head.....	1	1	2								4
Hell Gate, Rylanders Reef.....									1		1
Hell Gate, Scaly Rock.....				1							1
Hell Gate, The Gridiron.....	4	1									5
Hell Gate, The Hogs Back.....			1					1		1	3
Middle Ground, near Lawrence Point.....	1				1			1	1		4
Newtown Creek (mouth of).....			1	1							2
North Brother.....	1			2		1				1	5
Randalls Island.....		1						1			2
Reef off Tenth street.....									1		1
Rikers Island.....				1		1		1			3
South Brother, The.....							1	1			2
Sunken Meadows, The.....					1		1	2			4
Gardiners Bay:											
Bens Point.....						1					1
Deep Hole.....					1						1
Gardiners Island (see Block Island Sound).....											
Long Beach Bar.....							1				1
Long Island (outside):											
Amagansett.....			1								1
Coney Island.....		1	1	1				5	2		10

TABLE 66.—List of places on the coasts of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	
NEW YORK—continued.											
Long Island (outside)—Continued.											
Ditch Plain	1				1			1			1
East Hampton Beach	2	1	2	3		2		2	1	1	14
Fire Island Beach	1	1					7	6	2	1	18
Fire Island Inlet		2	2	1	1	1		1			7
Hog Island Inlet	1		1					1	3		6
Jones Beach						1				1	2
Long Beach											4
Montauk Point			1				1		1		8
Moriches Beach			2	3	2	2		1	1		8
Napeague		1		3	2	1	3	1			14
New, or Jones Inlet		1	1	1	1	1		1	2	3	14
Oak Island	1	1	1	1	2		1			1	5
Rockaway and Far Rockaway Beach	1	1		4	4	2	2	1		1	6
Rockaway Inlet and Shoals	1		1	2	1		6	3		2	25
Shinnecock Beach			1	2	1						4
Smiths Point	1	1									2
Long Island Sound:											
Baiting Hollow Beach					1			1			2
Browns Hills								1	1		2
Center Island Reef						1					1
City Island	1			3	2						6
Cow Bay	1										1
Crab Meadow	1					1					2
Duck Pond Point					1				1		1
East Clump (rock near)	1	5			1	2	1	5	2		17
Eatons Neck	1	2	1	1	1	1	2				11
Execution Rocks	1		1								2
Fishers Island	1	2	1	1	1	1	2	1			11
Gangway Rock			1								1
Hallocks Landing									1		1
Hart Island	1	2			2	2			1	1	9
Hewletts Point			1		1						2
Hortons Point			1								2
Huntington							1		1		2
Kings Point					1						1
Little Gull Island										1	1
Lloyds Neck	1			1		2		1			5
Lucas Landing (near Jacobs Hill)			1								1
Mamaroneck	1										1
Matinicock Point			2								2
Mattituck Beach			1								1
Mount Misery								1			1
New Rochelle Harbor									1		1
Northwest (3 miles east of Sag Harbor)			1								1
Oak Neck Point				1							1
Old Field Point Light			1						1		2
Orient Beach					1						1
Oyster Bay				1							1
Oyster Pond Reef			1								1
Plum Island			1			2	1		1	1	6
Prospect Point										1	1
Race Point (near)									1		1
Race Rock			1								2
Rocky Point Landing (near Herods Point)						1					1
Rocky Point (west of Terrys Point)						2					2
Rye Point			1		2						3
Sands Point	1		1			1			1		4
Seal Rocks (near Fishers Island)							1				1
Success Rock	1		1								2
Throgs Point								1			1
Valiant Rock									1		1
Wading River							1				1
West Clump (near Fishers Island)				1							1
Woopesset Island and Reefs (near Fishers Island)		1			1		2	1			5
Woodhulls Landing (east of Port Jefferson)								1			1
Woodville Landing (near Herod's Point)									1		1
New York Bay and Harbor:											
Bay Ridge							3				3
Bedloes Island (rock 1 mile west of)								1			1
East Bank								1			1
Fort Hamilton					1						1

TABLE 66.—List of places on the coasts of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	
NEW YORK—continued.											
New York Bay and Harbor—Continued.											
Middle Ground.....			1	1							2
Oyster Island.....						1			2		3
Princess Bay.....									1		1
Romer Shoal.....	3	1	1	5	3	3	1	1	2	4	24
Staten Island.....		1			1	2					6
West Bank.....								1	1		2
NEW JERSEY.											
Absecon Beach.....		1	1		2				1	1	6
Absecon Inlet.....	1	6	2	1	2	8	6	7	1	1	34
Atlantic City.....		1	1	1	4	1			1		9
Barnegat Bay.....				1						1	3
Barnegat Inlet.....	1	3	10	2	4	1	10		4	1	36
Brigantine Beach and Shoals.....	2	1	4	2			1		2		12
Cape May.....	5		4	4	2	4	2	2		2	25
Cold Spring Inlet.....		1	1	3	3	1	2	3			14
Corson Inlet Bar.....				2						1	2
Deal Beach.....	1	1								1	3
Delaware Bay (also see Delaware):											
Ben Davis Point (shoals near).....	1										1
Egg Island Flats.....					1						1
Fishing Creek Shoal.....							1				1
Maurice River (near).....	1							1			2
Miah Maull Shoals.....					1						1
Overfalls, or South Shoal.....								1			1
Town Bank.....								1			1
Five Mile Beach.....					1						1
Forked River.....								1			1
Great Egg Harbor.....			1								1
Great Egg Harbor Inlet.....	3	1	2	2	1	1		2	5		17
Hereford Inlet.....	1	4	3	1	1	7	3	2	6	6	34
Highlands.....						1			1		2
Island Beach.....	1	2	3	2	3	4	3	2	3		23
Leaming Beach.....				1	2	1			1		5
Little Egg Harbor.....		1	6	4	3	3	1				18
Little Egg Harbor Inlet, or New Inlet.....	2	2	1			2	3	3	3	4	20
Anchorage Islands.....		1									1
Long Beach.....	2	2	1	2	2		2	1			14
Long Branch.....	1	1						1	1	1	5
Monmouth Beach.....			1	1	2	1					6
Ocean Grove.....		2			1						3
Pecks Beach.....	1						1				2
Port Monmouth.....									1		1
Raritan Bay:											
Keyport.....						1		1	3		5
Point Comfort.....								1			1
Red Bank.....								1			1
Sandy Hook.....	3	4	4	12	5	10	4	6	4	9	61
False Hook.....								2	2		2
Flynn's Knoll.....	2	3			2		2	2	1		12
Outer Middle Ground.....				2							2
Swash Channel (west side).....								1			1
Seabright.....		1		1	2	1					5
Shark River.....		1	1		1						3
Spring Lake.....					2						2
Squan Beach.....	1		3			1	1				6
Toms River.....					1						1
Townsend's Inlet.....	2	4	5	2		2	2		1		18
Tuckers or Short Beach.....	1		1		1	1					4
Turtle Gut Inlet.....		2		1		1				1	5
Wreck Pond Inlet.....		1						1			2
DELAWARE.											
Cape Henlopen.....	5	3	1	8	4	3	1	4	4		33
Hen and Chickens Shoal.....		2		1		2	2		1	1	9
Delaware Bay (also see New Jersey):											
Boyd Shoal.....		1									1
Brandywine Shoal.....		2		1	1		1	1	2	1	9
Broadkill River (mouth of).....						1	1				3
Fourteen Feet Bank.....								3			3
Joe Flogger Shoals.....	2	1	1				1		1		6

TABLE 66.—List of places on the coasts of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	
DELAWARE—continued.											
Delaware Bay—Continued.											
Mispillion River									1		
Shears, The										1	
Slaughter Beach			4				1				
Delaware Breakwater					1	1			1		
Indian River Inlet	1	3	3	1	2	2	1	2	1		
Six miles south of			1	2					2	5	
Lewes		1	61	1	3	3	19	4	21	2	
Rehoboth Beach						2	2	1	1		
MARYLAND.											
Chesapeake Bay:											
Billys Island							1				
Black Walnut Bar			1								
Cedar Point					1						
Cedar Point and Point No Point (between)							1				
Chester River (mouth of)									1		
Choptank River (mouth of)										1	
Cornfield Harbor					1						
Cornfield Point (mouth of Potomac River)								1			
Cove Point							1				
Cove Point (7 miles north of)						1					
Crisfield Harbor							1				
Curtis Creek	1										
Dells Island							1				
Ditch Rock						1					
Governors Run and Cove Point (between)					1						
Hawkins Point	1				1						
Herring Bay								1		1	
Hills Point										2	
Holland Point (near Herring Bay)							1			2	
Hoopers Island						1				1	
Kedges Strait						1				1	
Kent Island	1	1		1	1					4	
Long Point Bar, Tangier Sound							1			1	
Magothy River (mouth of)	2				1		1			4	
Millers Island							1		1	2	
Patapsco River (mouth of)	1	1	1	1	2	2	2			11	
Patuxent River (mouth of)			1			1				2	
Plum Point Shoal										1	
Point Lookout	1		1		1					4	
Point No Point					1		1			3	
Pools Island	2									2	
Rock Hall (off)									1	1	
Rock Point										3	
St. Georges Island (mouth of Potomac River)				1		1	1			3	
Sandy Point						1				1	
Seven Foot Knoll	1									1	
Sharps Island Bar					1	1				2	
Smiths Creek (mouth of Potomac River)							1			1	
Solomons Island (mouth of Patuxent River)								1		1	
Spesutie Island			1							1	
Swan Point		1						1		2	
Tallys Point									1	1	
Thomas Point Shoal		1				1	1			3	
Three Sisters	1									1	
Tilghmans Island (mouth of Choptank River)				1						1	
Tolchester Beach						2				2	
Eastern Bay:											
Kent Point (near)					1					1	
Tilghmans Point					2		1			2	
Wades Point					1		1			2	
Fenwicks Island	3	5			2	2			2	14	
Fenwicks Island Shoals			1		1					2	
Green Run Inlet							1		1	2	
North Beach				1		2				5	
Ocean City	2				2	1	1		1	7	
VIRGINIA.											
Assateague Island	2	1	1	1	3				2	10	
Fishing Point						1				1	
Turners Shoal	1									1	

TABLE 66.—List of places on the coasts of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.	
	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.		
VIRGINIA—continued.												
Assawaman Inlet				1								2
Cape Charles	1				1							4
Fishermans Island					1	1					1	2
Cape Henry	1		2	1	3	1	1	2	4	4		19
Cedar Island		2										2
Chesapeake Bay:												
Black River Shoals					1				1	1		3
Bluff Point			1							1		2
Cape Charles City						1	1					2
East River (mouth of)					1			1				2
Horse Shoe Shoal							1				1	2
Hungers Creek Bar							1					1
Inner Middle Ground		1	1									2
Jeffers Creek								1				1
Little Bay					1							1
Middle Ground				1								1
Nadua Creek				1								1
New Point Comfort		2	1			1			1			5
North Point (near Rappahannock River)					1							1
Ocean View								1				2
Piantatank River Bar							1					1
Rappahannock River (mouth of)								1				1
Smiths Point		2	2					1			1	5
Tangier Island							1					1
Willoughby Spit				1	3	1	3					8
Windmill Point	1											1
Wolf Trap Shoal, Mobjack Bay		1										1
York River (mouth of)												1
York Spit							1	1	1			2
Chincoteague Inlet	2		1	4	2	4	2	1	2	2		20
Chincoteague Shoals (off Fishing Point)			1									1
Cobbs Island		2	1	1		1		1	2	1		9
Carters Shoals	3	1	2		2		2	2		2		14
Dam Neck Mills			1			1	1	1				4
Elizabeth River:												
Lamberts Point			1			1						2
Pinner Point								1				1
Western Branch (mouth of)												1
False Cape	1	2	1	1	2	2	1	1				11
Fishermans Island (near Cape Charles)			1						2			3
Great Machipongo Inlet			1	1		2	2				1	7
Hampton Roads:							1					1
Browns Shoals (mouth of James River)												1
Craneys Island Flats											1	1
Days Point (mouth of James River)								1				1
Hampton Bar	1		1	1	1							4
Hampton Flats							1			1		2
Mason's Creek					1							1
Mulberry Island (mouth of James River)			1									1
Nansemond River (mouth of)								5				5
Old Point Comfort	1	1										2
Pagan Creek (mouth of James River)								1				1
Rip Raps							1					2
Sewalls Point					1			1				1
White Shoal (mouth of James River)								1				1
Hog Island	5	2	5	1	2	3		4	2			24
Little Island			1		2		3		1			7
Little Machipongo Inlet						1						1
Lynn Haven Bay	3		1		1	1	1	1	2			10
Metomkin Beach						1	1					2
Metomkin Inlet			1	3					3	1		8
Myrtle Island		1									1	1
Paramores Beach	1	1	3	1		1		1		1		9
Sand Shoal Inlet			2	1		1		1	2	7		14
Ship Shoals				2				1				3
Smiths Island	1	3			1	1	3	1		1		11
Isaacs Shoals		2	4					2	3			13
Nautilus Shoal						1						1
Smiths Island Inlet						1						1
Virginia Beach						1	3	3	1	1		9
Wachapreague Inlet						1	1	1				6
Dawson Shoals	2	1	2		2	1	3	2	1	1		14
Wallops Beach	1				1	1						4
Winter Quarter Shoals					1							1

TABLE 66.—List of places on the coasts of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	
NORTH CAROLINA.											
Albemarle Sound:											
Croatan								1	1		1
Flatty Creek Bar											1
North River Bar		1									1
Reeds Point										1	
Roanoke River (mouth of)								1			1
Sandy Point		1									1
Barren Inlet		1						1			2
Bear Inlet									1		1
Beaufort	2		2					2			5
Big Kinnakeet (also see Pamlico Sound)				1	2		1	2			6
Bodies Island									1	1	2
Bogue Island and Inlet						1	1				2
Caffeys Inlet		2			1						3
Cape Fear, Frying Pan Shoals	4	3		1	2	3	1		1	1	16
Cape Fear River (mouth of)	10	2	11	3	5	1	1	2	2	1	38
Cape Hatteras		1	1	1				3	1		7
Diamond Shoals (inner and outer)			1	1		2		3	1		8
Hatteras Roads							1				1
Cape Lookout					1					1	2
Cape Lookout Shoals	1			1		1			1		4
Chicamcomico	1		1					1	1	1	5
Core Beach		1	1	3	1		1	1	1		9
Currituck Beach		1		1	2		1	2	2	2	11
Durants (also see Pamlico Sound)			1						1		3
Gull Shoal (also see Pamlico Sound)				2						1	3
Hatteras Inlet (also see Pamlico Sound)	4	3	2	2	2	3	2	4		1	23
Kitty Hawk				1							3
Little Kinnakeet (also see Pamlico Sound)	2								1		3
Loggerhead Inlet	1										1
Nags Head			2					1	1		4
New Inlet		3							1	1	5
New River Inlet			1						1		2
New Topsail Inlet	1										1
Ocracoke Inlet			1						1		2
Ocracoke Island	1	1		2			1		2	3	10
Old Topsail Inlet		1									1
Oregon Inlet		1	1		1		1	1			5
Pamlico Sound:											
Big Kinnakeet								3	2	1	6
Brant Island	2										2
Cape Hatteras					2			2		1	5
Creeds Hill		1									1
Drum Inlet Shoal				1							1
Durants		1									1
Great Island				1							1
Gull Shoal					2		1			1	4
Hatteras Inlet									1	1	2
Howard Reef				1							1
Little Kinnakeet					2		1	1		1	5
Moores Inlet							1				1
Neuse River								2			2
Olivers Reef		1		2			2			1	8
Swan Island					1			2			3
Portsmouth Island									1		1
Shallotte Inlet							1				1
SOUTH CAROLINA.											
Bay Point, St. Phillips Island					1						1
Black Island					1						1
Bulls Bay					1						1
Calibogue Sound:											
Daufuskie Island										1	1
Cape Romain	1										1
Charleston	2				6			1		1	10
Charleston Bar	2	2	1	2	2		1	1	1		12
Drunken Dick Shoal										1	1
Pumpkin Hill Shoal						1					1
Edisto Island					2			1			3
Gaskin Bank (off Hilton Head Island)						1					1
Georgetown Breakers	1		1		1			3		1	7
Georgetown Harbor	1								1		2
Little River Inlet		1						1			1
MacClellanville					1						1
Morris Island				1							3

TABLE 66.—List of places on the coasts of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	
SOUTH CAROLINA—continued.											
North Edisto River (mouth).....					1						1
North Island Beach.....		1	1						2		4
Pawleys Island (fifteen miles north of Georgetown Light).....		1									1
Port Royal Bar.....		1					1				2
St. Helena Sound and approaches.....					1		1				2
Pelican Bank.....		1									1
South Island Point.....										1	1
Stono Inlet.....		1		1							2
GEORGIA.											
Blackbeard Island.....	1										1
Cockspur Island.....	1										1
Cumberland Island (shoal north end of).....						1					1
Pelican Shoal.....										1	1
Doboy Sound and approaches.....						1	1			2	4
Jekyll Island.....	1										1
Johnsons Creek, St. Catherines Island.....					1						1
Ossabaw Island.....									1		1
St. Catherines Island.....										1	1
St. Catherines Sound.....	1										1
St. Simons Bar.....						1	1		1	2	5
Sapello Sound and approaches.....							1	1			2
Savannah River (mouth of).....	1		1								3
Tybee Island.....		1						1			2
Wolf Island Spit.....	1									1	2
FLORIDA.											
Alligator Point.....		1									1
Anastasia Island.....	1										1
Appalachee Bay.....					1						1
Marsh Island.....					1						1
Apalachicola Bay:											
Apalachicola.....					6						6
Carrabelle.....						1					1
East Pass Bar.....						1					1
St. James Island.....			1								1
Sand Island Shoals.....				1							1
Barrancas.....										1	1
Bethel Creek.....										1	1
Biscayne Bay.....									1		1
Cape Canaveral.....									1		1
Fifteen miles north of.....								1	1		2
Cape San Blas.....		1				1					2
Cedar Keys.....					1						1
Choctawhatchie Bay.....								1			1
Dog Island.....										1	1
Flag Island Shoals.....										1	1
Fernandina Bar.....									1	1	2
Florida Reefs.....	2										4
Bird Key (near Tortugas).....	4				2						6
Boca Grande Key.....		1									1
Carysfort Reef (11 miles from).....					1						1
Cayo Costa.....	1										1
Coffins Patches.....								2			2
Conch Reef.....							1				1
Elbow Reef.....									1		1
French Reef.....				1				1			2
Lost Mans Key.....	1										1
Marquesas Key.....	1	2				3					6
Molasses Key.....		2									2
Pulaski Shoals.....	1										1
Rebecca Shoals.....								1			1
Tennessee Reef.....								1	1		2
Tortugas.....		5	1	1	3	1	3	1	1	1	17
Washerwoman Shoal.....								1			1
Western Dry Docks.....	1					1					2
Fort Pickens Point.....			1								1
Gilberts Bar.....					1						1
Indian River Inlet.....				1							1
Twenty miles north of.....								1			1
Jupiter Inlet.....						2	6	1	2		11

TABLE 66.—List of places on the coasts of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.	
	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.		
FLORIDA—continued.												
Lake Worth (beach south end of).....			1	1								2
Lake Worth Inlet.....						1						2
Matanzas Inlet (south of).....								2				5
Mosquito Inlet.....	3				2							1
Nassau Sound.....								1				1
New River Inlet.....							1					2
New River Inlet (8 miles north of).....							1		1			1
Pensacola.....	1											1
Pensacola Bar.....						1				1		2
Perdido River (mouth of).....							1					1
St. Andrews Bay.....	1											1
St. Augustine Bar.....		1			2		1	1	2	1		8
St. Georgea Island.....							1					1
St. Georgea Sound (east end).....					1							1
St. Johns Bar.....		1	1	3						1		6
St. Josephs Bay.....									1			1
St. Josephs Point.....										1		1
St. Lucie:												
St. Lucie Rocks.....				1								1
St. Vincents Sound (west end).....					1							1
Sanibel Island.....			1									1
Santa Rosa Inlet:												
Twenty-five miles east of.....							1					1
Santa Rosa Island.....	1	1							1	1		6
Fifteen miles east of.....										1		1
Tampa Bay (rocks near).....	1											1
Anna Maria Key.....											1	1
Passage Key.....										1		1
Thirty miles south of entrance.....	1											1
ALABAMA.												
Mobile Bay and approaches:												
Dauphin Island.....						1						1
Dixie Island.....				1		2						3
Mobile Bay.....					1				1			2
Mobile Point.....					1							1
Petit Bois Island.....							1					1
Sand Island.....	1				1	1						3
MISSISSIPPI.												
Mississippi Sound:												
Horn Island.....	1			1	1			1	1			5
Ship Island.....	1				1				1			3
LOUISIANA.												
Calcasieu Bar.....	1		1				1					3
Chandeleur Island.....					1			1	3	1		6
Mississippi River (mouth of):												
South Pass.....								1				1
Ship Shoal Light (18 miles northeast of).....			2	1								3
TEXAS.												
Aranzas Pass.....	4	3		1	1	2	3					14
Bolivar Beach.....								1				1
Brazos River (mouth of).....						3		1				4
Brazos River and San Louis Pass (between).....		1				1						2
Brazos Santiago.....	2		3	3	1	2	1		4	2		18
Corpus Christi.....		1										1
Espiritu Santo Bay.....						1						1
Galveston Bar.....		1			4	5		1	5	2		18
Galveston Bay:												
Pelican Island and Flats.....				1								1
Pelican Spit.....	1								1			2
Galveston Island.....			1	1	1		1	2	1	1		8
Matagorda Bay.....						2						2
Powder Horn Lake.....						3						3
Matagorda Island.....	3	2				1	1	1				8
Matagorda Peninsula.....					1	2						5
Mustang Island.....	1		1					2			1	5
Padre Island.....		4			3				1	1		9

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	
TEXAS—continued.											
Pass Cavallo		2		1			2	3	1		9
Pelican Island	1						1				2
Sabine Pass	1			1	2	2	1	1	2	1	11
East of										1	1
West of				1		1					2
Saint Joseph Island			1						1	1	4
San Bernard Bar		1		1		1					3
San Louis Pass		1	2	1	1	1				1	6
Two miles northeast of		1									1
Two miles southeast of		1									1
Four miles southwest of						1					1

PACIFIC COAST.*

ALASKA TERRITORY.											
Admiralty Island					1					1	2
Belkofsky (10 miles north of)			1								1
Cape Fairweather									1		1
Cape Prince of Wales (20 miles north of)			1								1
Cape Smith, Bering Sea								1			1
Chernobour Rocks		1									1
Chignik Bay										1	1
Coal Bay										1	1
Douglas Island							1				1
Golorin Sound	1										1
Harkanock											1
Kalgin Island, Cooks Inlet									1		1
Karluc, Kodiak Island	1						1				2
Koronsky Island (unknown reef near)			1								1
Loring, Naha Bay, Revilla—Gigedo Islands									1		1
Morzovia Bay								1			1
Neva Point										1	1
Nounivak Island								1			1
Ounga Island								1	1		2
Point Barrow (reef near)								2			2
Point Belcher				1							1
Point Gustavus (latitude 58° 24' N., longitude 135° 43' W.)							1				1
Point Hope								1			1
Point Houghton								1			1
Pirates Cove								1			1
Prince of Wales Island			1								1
St. Lawrence Island										1	1
Sankin Island										1	1
Sannakh Island (Hennings Rock)									1		1
Shumagin Islands					1						1
Sitka ($\frac{1}{2}$ miles southeast of)		1									1
Tugidak Island								1			1
Wainwrights Inlet (west coast of)					1						1
Wayanda Rock, Peril Straits		1									1
WASHINGTON.											
Cape Disappointment (10 miles north of)	1				1					1	3
Cape Flattery										1	1
Columbia River (10 miles north of)			1								1
Destruction Island								1			1
Flattery Rocks			1			1					2
Grays Harbor:											
Nine miles north of							1				1
South Spit					1						1
Two miles north of						1					1
Point Greenville						1					1
Puget Sound:											
Admiralty Head							1				1
Anderson Island									1		1

* In a few instances the number of stranded vessels in this table does not agree with those reported in the annual report of the previous year, having been increased by wreck reports received since the publication of the last report.

TABLE 66.—List of places on the coasts of the United States where vessels have stranded during the last ten years—Continued.

PACIFIC COAST—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	
WASHINGTON—continued.											
Puget Sound—Continued.											
Gig Harbor									1		1
Marrowstone Point		1		1							2
Maury Island			1								1
Millers Point									1		1
Oak Harbor (rock in)					1						1
Point Hudson						1	1				2
Point Wilson								1		1	2
Port Ludlow				1							1
Port Susan			1								1
Protection Island				1							1
Table Rock								1			1
Tacoma		1							1		2
Ten miles north of				1							1
Utsaladdy Bay		1									1
Whidbey Island							2				2
Shoalwater Bay	2				2	2	2	1		2	11
Straits of Fuca:											
Crescent Bay									2		2
Pillar Point	1										1
Washington Sound:											
Bellingham Bay								1		2	3
Bird Rocks					1						1
Burrows Islands			1								1
Center Island						1					1
Deception Pass									1		1
Fidalgo Island						1				1	2
Goose Island, San Juan Channel								1			1
Henry Island										1	1
Pearl Island			1								1
MOUTH OF COLUMBIA RIVER.											
Chinook Sands										1	1
Columbia River Bar	1	1	1		1	1					5
Clatsop Spit	2		3	1			1				7
Peacock Spit	1	1									2
OREGON.											
Astoria		1									1
Cape Arago				1						1	2
Cape Blanco			1								1
Columbia River Bar (12 miles southeast of)			1								1
Coos Bay Bar				2				2		1	8
Coquilla River (mouth of)	1					1		2	2		5
Nehalem River (mouth of)	2						1				1
Nestugga Bay						1					1
Point Adams					1						1
Port Blacklock				1		1					2
Port Orford			1				1				2
Rogue River Bar				1				1		1	3
Rogue River Reef									1		1
Siuslaw River (mouth of)						1					1
Tillamook Bar								1			1
Umpquah Bar									1		1
Umpquah Bar (4 miles north of)		1									1
Yaquina Bar			1		1		1	1	1		5
CALIFORNIA.											
Albion River (mouth of)			1			4	1				6
Ballona Harbor, Los Angeles						1					1
Bodega Bar			1								1
Bolinas				1							1
Bovens Landing, Mendocino County		1	1				1				3
Bridgeport Landing, Mendocino County			1								1
Cape Mendocino										1	1
Caspar		1								1	2
Catalina Island	1				1						2
Crescent City			1			1		1			3
Cuffeys Cove		1			2						3

TABLE 66.—List of places on the coasts of the United States where vessels have stranded during the last ten years—Continued.

PACIFIC COAST—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	
CALIFORNIA—continued.											
Drakes Bay						1	1			1	3
Duxbury Point Reef							1				1
Eel River Bar			2		1			1			4
Farallon Islands										1	1
Fergusons Cove, near Point Arena		2	1								3
Fish Rocks	1						1	1	1		4
Fisks Mills, Sonoma County								2			2
Fort Bragg, Mendocino County							1	2	1		4
Fort Ross	1				1		1	1			4
Golden Gate	1	1				1	1	1		1	5
Eight miles south of						1					1
Fort Point		2			2	1	1	1	1		8
Lime Point	1		1								2
Mile Rocks		1			1		1	1			4
Point Diablo										1	1
Point Lobos	1							1	1		3
Hueneme, Ventura County		1				1					2
Humboldt Bar	1	2	1	1	3		2	2	1	1	14
Humboldt Peninsula										1	1
Klamath River (mouth of)										1	1
Lagun, Mendocino County				1							1
Little River (mouth of)			3	1							4
Lompoc Landing						1			1		2
Mendocino						2					2
Monterey Harbor						1					1
Morro Rock, Estero Bay			1								1
Navarro River (mouth of)				1	1		2				4
New Haven, Mendocino County									2		2
Newport		1									1
Point Arena					1	2		4	1		8
Eight miles south of			2								2
Thirteen miles south of									1		1
Point Bonita							1				1
Fourteen miles north of					1						1
Point Concepcion				1							1
Point Fermin	1					1					2
Point Gorda (10 miles south of)				1							1
Point Montara Reef (near)										1	1
Point New Year						1					1
Point Reyes		1	1		1	1		2			6
Point Vincent										1	1
Rockport		1									1
Rocky Point						1					1
Russian Landing, Sonoma County					1			1			2
San Buenaventura							1		1		2
San Diego Bay				1	1	1	2				5
San Francisco Bay and Harbor				2					1	1	4
Arch Rock	1										1
Brothers Island	1										1
East Brothers Island	1										1
Hen and Chickens Rocks					1						1
North Beach						1					1
Oakland				1							1
San Juan de Capistrano		1									1
San Pablo Bay		1									1
The Sisters			1								1
San Pedro Bay						1	1				2
San Simeon					1						1
Santa Barbara									1		1
Santa Barbara Islands:											
San Clemente Island						1					1
San Miguel Island						1					1
Santa Catalina Island										1	1
Santa Rosa Island				1							1
Saunders Reef (below Point Arena)							1				1
Shelter Cove, Humboldt Bay									1		1
Smiths Point, Marin County								1			1
Smiths River (mouth of)											1
Stewarts Point, Sonoma County				1		3					4
Suisun Bay:				1			1		1		3
Sacramento River	1										1
Ten Mile Beach (7 miles north of Big River)			1								1
Tennessee Cove (near), Marion County										1	1

TABLE 66.—List of places on the coasts of the United States where vessels have stranded during the last ten years—Continued.

PACIFIC COAST—Continued.

Name of place.	Fiscal year ending June 30—										Total.	
	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.		
CALIFORNIA—continued.												
Timber Cove.....		1										1
Tomales Point.....					1							1
Westport, Mendocino County.....					2		1					3
Whitesboro Landing, Mendocino County.....		1		1	2	2	1					7
Wilmington.....						1						1

LAKE COASTS.*

[NOTE.—This list includes, also, places on the Canadian shore where American vessels have stranded.]

LAKE ONTARIO.												
Amherst Island, Canada.....				1								1
Bear Creek, New York.....									1			1
Big Sandy Creek, New York.....	4	4	1				2	3		1		16
Five miles north of.....	2					1						3
Big Sodus, New York.....			1									1
Big Stony Creek (mouth of), New York.....							1					1
Braddocks Point, New York.....		1		1		2						4
Cape Vincent, N. Y.....		1										1
Charity Shoal, New York.....	1			1								2
Charlotte, N. Y.....	1		1		1	1	1			1		6
Fourteen miles east of.....							1					1
West of.....						1						1
Eleven Foot Shoals (4 miles below Kingston), Canada.....					1							1
Fair Haven, N. Y.....												1
Seven miles west of.....			1									1
False Duck Island, Gull Reef, Canada.....					1							1
Feather Bed Shoals, St. Lawrence River, near entrance to.....									1			1
Ford Shoal, New York.....			1			1	1					3
Galloo Island, New York.....								1	1			2
Long Point, Canada.....								1				1
Napanee, Canada.....		1										1
Oak Orchard Reef, New York.....								1				1
Oswego, N. Y.....	1	2	2		2	1			1		1	9
Seven miles west of.....								1				1
Three and one-half miles west of.....			1									1
Pigeon Island, Canada.....				1						1		2
Point Peninsula, N. Y.....						2						2
Port Dalhousie, Ontario.....										2		2
Port Ontario, N. Y.....				2		1						4
Quinte Bay, Canada.....		1										1
Salmon Point, Canada.....		1										1
Simcoe Island, Canada.....		1										1
Sodus Harbor, New York.....		1										1
Stony Island, N. Y.....					1							1
Stony Point, N. Y.....	1					1						2
Wellington, Canada.....	1											1
Whitby, Canada.....				1								1
Wilson Harbor, New York.....			1									1
LAKE ERIE.												
Ashtabula, Ohio.....	1			1	1	1				1	1	6
Eight miles southwest of.....			1									1
Avon Point, Ohio.....								1				1
Ballast Island Reef.....									1		1	2
Bar Point, Canada.....	2		2						1			5
Bay View, N. Y.....			1									1
Black River, Ohio.....		1										1
Buffalo, N. Y.....	1	5	2	2	1	1	1	1	1	1	2	17
Cattaraugus Creek (mouth of), New York.....			1									1
Cedar Point, Sandusky Bay, Ohio.....			1		1	1	1			2		6
Chic-e-no-lee Reef, Canada.....		1										1
Cleveland, Ohio.....	3		5		1	1	1			2	2	15

* In a few instances the number of stranded vessels in this table does not agree with those reported in the annual report of the previous year, having been increased by wreck reports received since the publication of the last report.

TABLE 66.—List of places on the coasts of the United States where vessels have stranded during the last ten years—Continued.

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	
LAKE ERIE—continued.											
Colchester Reef, Canada	5										5
Dover Bay, Ohio								1			1
Dunkirk, N. Y.	1									1	2
Elk Creek, Pa.							1				1
Erie, Pa.					1	2		2			7
Fairport, Ohio	1	1	1		1			2	2	1	9
Green Island, Ohio	1	1									2
Gull Island Reef, Ohio	1										1
Hen and Chickens Island, Canada				1							1
Horse Shoe Reef, New York	1	3		2	2		1	2	2		13
Huron River (mouth of), Michigan	1										1
Kelleys Island, Ohio		1	4			2			1	1	9
Kingsville, Canada				1							1
Limekiln Shoals, Canada	3				1				4		8
Long Point, Canada			4				1		1		6
Lorain, Ohio		1									1
Marblehead, Ohio	1	1		3					1		7
Middle Bass Island, Ohio			1			2					3
Middle Island (reef 1 mile east of), Canada	1										1
Mohawk Island, Canada		1		1							2
Mouse Island Shoals, Ohio					1						1
Niagara River, New York								2			2
Noble Point (14 miles east of Cleveland), Ohio							1	1			2
Point Abino, Canada	1		1				3			1	6
Pointe au Pelée, Canada		1			1		1	2	1		6
Pointe au Pelée Island, Canada	1	1				1	2	1	1		7
Pointe au Pelée and Pointe au Pelée Island, (reef between,) Canada.				1				1		1	3
Port Burwell, (3 miles east of,) Canada							1				1
Port Clinton, Ohio				1							1
Port Colborne, Canada	1				1	1		1			4
Presque Isle, Pennsylvania	2	1	1			1	1				6
Rondeau, Canada	1					1					2
Rose Reef, Canada						1	1				2
Sandusky Bay, Ohio			1		1	1	1			1	5
Starve Island Reef, Ohio	3	1			2		2	1	2		11
Stony Point, (near,) N. Y.			1								1
Toledo, Ohio	1	1							2		4
Turtle Island, Ohio		1								1	2
West Harbor Reef, Ohio				1	1						2
Windmill Point, Canada			1			1	1		1		4
DETROIT RIVER.											
Amherstburg, Canada								1			1
Belle Isle, Michigan						1					1
Bois Blanc Island, Canada	3	1	1					4	1		10
Fighting Island	2				1		2	1	1	1	8
Grassy Island						1	2				4
Grosse Island, Michigan	2										2
Limekiln Crossing	4		2		3		1		1	2	13
McDougall Rock										1	1
Stony Island	1										1
LAKE AND RIVER ST. CLAIR											
Grosse Point, Mich	1	1	2					5	2		11
Hurons Island, Michigan	1				1				1		3
Middle Ground, (near Port Huron,) Michigan							1				1
Peach Island, Canada									1		1
Point Edward, Canada		2	3			2	1	1	2		11
St. Clair Flats		3	1	3	5		2	5	1	4	24
St. Clair River								3	1	2	6
Stag Island, Canada				3	1	1	4	1	1		11
Windmill Point (rock near)							1				2
LAKE HURON.											
Alabaster, Mich			1								1
Aleona, Mich	1										1
An Sable, Mich		1							2		3
Bayfield, (near,) Canada						1					1
Beaver Tail Point, Michigan				1							1
Black River, Mich			1					2			3

TABLE 66. —List of places on the coasts of the United States where vessels have stranded during the last ten years—Continued.

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	
LAKE HURON—continued.											
Black River Island and Reef, Michigan				1				1	2		4
Burnt Cabin Point Reef, Michigan	1		1				3				5
Caseville, Mich		2						1			3
Eight miles northeast of			1								1
Charity Islands, Michigan				1			1				2
Cheboygan, (9 miles southeast of,) Mich									1		1
Cockburn Island, Canada							1			1	2
Collingwood, Canada			1	1							2
Detour, Detour Passage, Michigan		3	1	1		1	1		1	2	10
Drummond Island, Big Rock Point, Michigan						1					1
False Presque Isle, Michigan			1			1	1				3
Fish Point, Michigan									2		2
Flat Rock Point Reef, Michigan						1	1				2
Forestville, Mich					1						1
Fort Gratiot, Mich									1		1
Forty Mile Point, Michigan		1									1
Georgian Bay, Canada	1				1	1					3
Cove Island			1		1		1				3
Fitz Williams Island				1							1
Fox Island						1					1
Hope Island						1					1
Lions Head								1			1
Pine Point			1								1
Rabbit Island				1						1	2
Snake Island				1							1
Western Island										1	1
Goderich, (4 mile south of,) Canada					1						1
Fifteen miles north of			1								1
Grand Manitoulin, Canada			1				1				2
Gravelly Bay, Michigan							1				1
Gravelly Point, Michigan		1		1							2
Great Duck Island, Canada				1							1
Grindstone City, Michigan			1	1			1	3		1	7
Hammonds Bay, Michigan	1						2			2	5
Eight miles northwest of life-saving station									1		1
Eighteen miles northwest of life-saving station									1		1
Fifteen miles northwest of life-saving station						1	1				2
Five miles northwest of life-saving station							1				1
Ten miles northwest of life-saving station	1										1
Hardwood Point, near Sand Beach, Michigan								1		1	2
Harrisville, Michigan	3										3
Huron, Canada			1								1
Kincardine, Ontario										1	1
Lexington, Michigan		1			1						2
Ten miles north of		1									1
McKays Bay, Michigan							1				1
Michael Bay, (rock near,) Canada				1							1
Middle Island, Michigan		2	3	3		2	1	1	2		14
Four miles southwest of							1	1		2	4
Can Buoy Reef					1						1
North Point, Michigan			2		1		4	3		1	11
Oak Point, Michigan		1									1
Oqueoc River, (mouth of,) Michigan	1										1
Oscoda, Michigan	3				2	1	2	1			9
Ottawa Point, Michigan	1	1		2		5	1			3	13
Pointe aux Barques, Michigan	1	1	4	1		2	2	3		3	17
Point Clark, (25 miles north of Goderich,) Canada							1				1
Pointe aux Gres, Michigan			1								1
Port Austin, Mich							2				2
Port Elgin, Ontario								1			1
Port Hope, Mich		1		1			2	1		1	6
Port Sanilac, Canada			1	1	1						3
Prentiss Bay, Mich									1		1
Presque Isle, Michigan				1	1	1	3		1		7
Richmondville, Mich										1	1
Rogers City, Mich							1				1
Saginaw Bay, White Stone Point, Michigan									1		1
Saginaw River, (mouth of,) Michigan			2							1	3
Sand Beach	2	4	4	3	3	1		3	2	1	23
Nine miles north of							1				1
Seven miles south of	2		1					2			5
Six miles north of							3				3
Spectacle Reef, Michigan			2								2

TABLE 66.—List of places on the coasts of the United States where vessels have stranded during the last ten years—Continued.

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	
LAKE HURON—continued.											
Sturgeon Point, Michigan	1	1						1	1		4
Four miles north of									1		1
Nine miles north of							1			2	3
Sugar Island, Michigan	1							1			3
Swan Bay, (near Adams Point,) Michigan				1		1				1	3
Tawas Harbor, Michigan		1		1		1					3
Thunder Bay						1	1				3
Thunder Bar Island, Michigan						1		1			3
Thunder Bay River, (mouth of,) Michigan	3	1	2								8
Tobins Reef, Michigan					1					1	1
White Rock, (south of Sand Beach,) Michigan			2								3
Whitestone Point, (Saginaw Bay,) Michigan					1			1			2
ST. MARYS RIVER.											
Nebish Rapids		1			1		1	1		3	7
Pipe Island			1							1	2
Pointe aux Pins, Canada					1			2			3
Round Island					2			1			3
Sailors Encampment Island								2	1	1	4
St. Josephs Island, Canada									3	1	4
St. Marys River				1	2	5	1	1	5	7	24
Sugar Island	1		1	1	2	5	1	1	5	7	24
Topsail Island								2	1	1	4
LAKE SUPERIOR.											
Bad River, (mouth of,) Wisconsin			1								1
Brulé Point, Minnesota					1						1
Burlington Bay, Minnesota							3				3
Copper Harbor, (reef at entrance,) Michigan	1										1
Euluth, Minnesota				1			1				2
Eight miles northeast of						1					1
Eagle Harbor, Michigan	1							1		1	3
Eagle River, Michigan									1		1
Fort Williams, Thunder Bay, Canada						1					1
Fourteen Mile Point, (east of Ontonagon,) Michigan										1	1
Grand Island, Michigan			1			1					2
Grand Marais, Mich.				1				1			2
Grand Marais, Minn.				1		1					2
Six miles west of							1				1
Grand Portage, Minn.										1	1
Huron River Point, Michigan				2							2
Isle Royale, Michigan					1	2		1		1	5
Keweenaw Bay, (Baraga,) Michigan					1	2		1		1	5
Lamb Island Light, (near,) Canada								1			1
Lester River, (mouth of,) Minnesota	1										1
Lone Rock, (1 mile west of,) Minnesota			1								1
Manitou Island, Michigan									1		1
Marquette, Mich.	1		1	1		3			1		7
Michigan Island, Wisconsin								2			2
Middle Ground, (entrance to St. Marys River,) Michigan						2					2
Minnesota Point, Minnesota			1		1						2
Outer Island, Wisconsin					1						1
Pancake Shoal, Canada						1	1				2
Parisian Island, Canada	1						2				4
Pictured Rocks, Michigan			1			1	1				3
Pointe au Sable, Michigan			1								1
Point Iroquois, Michigan				1					1		2
Presque Isle, Michigan				1							1
Raspberry Bay, Wisconsin							1				1
Salmon Trout River, Michigan								1			1
Sandy Island, Canada								2			2
Ship Canal, Michigan					1	5	1	6			13
Ten miles west of					2						2
Shot Point, Mich.		1									1
Steamboat Island, Wisconsin						1	2				3
Sucker River, (near) Michigan						1					1
Traverse Island Reef, Michigan		1				1	2	2	2		8
Two Harbors, Minn.			1								1
Rock 5 miles north of					1	1					2
Seven miles north of								2			2
Twelve miles northeast of						1					1

TABLE 66.—List of places on the coasts of the United States where vessels have stranded during the last ten years—Continued.

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	
LAKE SUPERIOR—continued.											
Two Heart River, Michigan.....				1	1				1	3	6
Vermillion Point, Michigan.....				1		1		1			2
Waiska Bay, Michigan.....				1					1		2
White Fish Bay, Michigan.....		1		1					1		3
White Fish Point, Michigan.....							1	1			2
Williams Island, Michigan.....						1					1
STRAITS OF MACKINAC.											
Bois Blanc Island, Michigan.....	2			1			3			5	11
Cheboygan, Mich.....	1		1								2
Goose Island, Michigan.....								1			1
Grahams Shoals, Michigan.....	1	1		1							4
Isle Marquette, Michigan.....								1			1
MacGulpins Point, Michigan.....						1					1
Mackinac Island, Michigan.....					1	3	3				7
Old Fort Mackinac, Michigan.....					1	1					2
Pointe La Barbe.....						1					1
Point St. Ignace.....		1				1					2
Rabbits Back Peak.....			1								1
Round Island, Michigan.....					1		1	1		1	4
St. Helena Island, Michigan.....	2				1	1					4
St. Helena Shoal, Michigan.....									1		1
LAKE MICHIGAN.											
Ahnapee, Wis.....	3										3
Baileys Harbor, Wisconsin.....		1		2		1	2	1	2		9
Beaver Island, Michigan.....	2	1	2	4	3	2	4	2	5	5	30
Benton, Ill.....							1				1
Biddles Point, Michigan.....								1			1
Big Summer Island, Michigan.....			1								1
Calumet, Ill.....	1										1
South of.....	1									1	2
Cat Head Point, Michigan.....		2									2
Cedar River, Michigan.....			1	1							2
Centerville, Wis.....	1										1
Charlevoix, Mich.....		1					1				3
Chicago Harbor, Ill.....	2	4	2	1		1	2		1	1	14
Clay Banks, Wis.....	1					1					2
Cross Village, (3 miles north of,) Mich.....				1							1
Six miles south of.....						1				1	2
Deaths Door, Wis.....	1							1	1		3
Detroit Islands, Wis.....							1	1			2
Doughertys Harbor, Grand Traverse Bay, Mich.....						1					1
Edgemore, Ind.....							1				1
Elk Rapids, Mich.....			1								1
Empire, Mich.....								1	1		2
Escanaba, Mich.....						1					1
Six miles south of.....		1									1
Evanston, Ill.....				1		1	1	1		2	6
Fayette Harbor, (1 mile southwest of,) Michigan.....	1										1
Fishermans Island, Michigan.....			3	1							4
Fishermans Shoals, Wisconsin.....		1	1	1	1	2	2	1			9
Fort Sheridan, Mich.....								1			1
Fox Point, Wisconsin.....				2	3	2		2	1		10
Four miles north of.....			1								1
Frankfort, Mich.....	1	1	1								5
Frankfort and Pierport, (between,) Mich.....						2					2
Free Soil, Mich.....		1									1
Garden Island, Mich.....								1			1
Garretts Bay, (entrance to Green Bay,) Wisconsin.....					1			1			2
Gills Pier, (18 miles north of Leland,) Michigan.....				1							1
Glen Arbor, Mich.....		1									1
Glencoe, Ill.....					1		2				3
Geen Haven, Mich.....									1		1
Good Harbor Bay, Michigan.....			1	1		1	1				4
Grand Calumet Heights, Ind.....							1				1
Grand Haven, Mich.....	2	1	2		2				1	1	9
Ten miles south of.....			1	1							2
Grande Pointe au Sable, Michigan.....	1	1		1	1	2	1		1	1	9
Six miles north of.....		1									1
Grand Traverse Bay, Michigan.....	1					2			1		4
Gravelly Island, (entrance to Green Bay,) Michigan.....			1					2			3

TABLE 66.—List of places on the coasts of the United States where vessels have stranded during the last ten years—Continued.

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	
LAKE MICHIGAN—continued.											
Grays Reef, Michigan		1					1	2	6	1	11
Green Bay:											
Bark River, (mouth of,) Michigan	1								1		2
Eagle Bluff, Mich									1		1
Eleven Foot Shoals, Michigan	1	2								1	4
Ford River, Michigan				1							1
Garden Bluff, Michigan										1	1
Horseshoe Reef, Wis	1										1
Little Harbor, Mich									1		1
Menominee, Mich					1						1
Peninsular Point, Michigan							1				1
Peshtigo River, (mouth of,) Wisconsin	1	1	2								3
Pointe au Sable Bar, Wisconsin	1	1									2
Sturgeon Bay, (entrance to,) Wisconsin								1			1
Sturgeon River, (mouth of,) Michigan							1				1
Whales Back Shoals		1				1			1		3
Grosse Point, Illinois		1	1							1	3
Gull Island, Michigan		1	1								2
Hamlin, Mich				3		2	1				6
Hedge Hog Harbor, Wisconsin				2	1						3
Highland Park, Ill								1			1
Hog Island and Reef, Michigan	1		1	5		2	1				9
Holland, Mich							4	4	2	1	13
Hyde Park, (off,) Ill.	1	1	1			2					4
Jacksonport, Wis	1	1	1	2	1		1				7
Juddville, Wis								1			1
Kenosha, Wis				1	2			3			6
Kewaunee, Wis						2					2
Leland, Wis						1		1			2
Five miles north of			1		2						3
Little Harbor, Mich								1			1
Little Pointe au Sable, Michigan								1	1		2
Little Traverse Bay, Michigan				1							1
Long Tail Point, Wisconsin			1								1
Ludington, Mich	1	1	2	1		1		4	1	2	12
Manistee, Mich			1			3	3	1	4	4	18
Manitowoc, Wis	3										3
Michigan City, Ind	1		1			1	1				5
Ten miles west of											
Milwaukee, Wis	3	1	4		2		2	1	1		14
Eight miles south of			1					1			2
Five miles south of									2		2
Six miles north of							1				1
Mission Point, Michigan					1	1					2
Manistique, Mich							1				1
Six miles south of	1										1
Mud Bay, Wisconsin	2										2
Muskegon, Mich	2	1	3	2	1	8	3	4	4	3	31
Naubinway, Mich										1	1
New Buffalo, Mich			1			2					3
North Bay, Wisconsin				1			1				2
North Fox Island, Michigan		1		1			1				3
North Manitowish Island, Michigan		1	3		5	2	3	4	3	1	22
North Point, Wisconsin		2	1			1	1	1	1	2	9
Northport, Mich	1				1		1				3
Otter Creek, (mouth of,) Michigan								1			1
Pent Water, Mich	1		3	1				1	1		5
Pierpoint, Mich	2		1				1	1			5
Pilot Island, Wisconsin	2		1		1		1	2	2		9
Plum Island, Wisconsin	2		1	1							4
Point Betsy, Michigan			1		1		1	1			4
Point Detour, Michigan	1			1							2
Portage Bay, Michigan		1									1
Port Sheldon, Michigan					1						1
Port Washington, Wis						1		1			2
Five miles north of							1				1
Poverty Island, (entrance to Green Bay,) Mich								1			1
Pyramid Point, Michigan		1	2								3
Racine, Wis		4				1			4	1	9
Racine Point, Wisconsin				1							1
Racine Reef, Wisconsin	1	2	2				2	1	1	3	12
Rock Island, Wisconsin		1									1
Rowleys Bay, Wisconsin	1				3						5

TABLE 66.—List of places on the coasts of the United States where vessels have stranded during the last ten years—Continued.

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total.	
	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.		
LAKE MICHIGAN—continued.												
St. Joseph, Mich.....	1	2	2	1		2	2					10
Fourteen miles south of.....			1	1							1	2
St. Martins Island, Michigan.....			2	1				1				5
Saugatuck, Mich.....	1			1				1				2
Scotts Point, Michigan.....				1	1							2
Sheboygan, Wis.....	4	1	2	1	1	1	2	1				13
Seven miles south of.....	1								1			2
Six miles north of.....		2									1	3
Simmons Reef, Michigan.....					1							1
Sister Bay, Wisconsin.....	1		1									2
Skulligalee, Mich.....							2					2
Sleeping Bear Point, Michigan.....				1		1	1		3			7
South Fox Island, Michigan.....						1						1
South Haven, Mich.....	2											2
South Manitou Island, Michigan.....	1			1			2	5				13
Spider Island, Wisconsin.....	2		3	1		2		1				12
Squaw Island, Michigan.....								1				1
Sturgeon Bay, Wisconsin.....	1		1		1				3			7
Five miles north of.....	1											1
Summer Island (entrance to Green Bay), Mich.....								1				1
Twin Rivers, Wis.....	2	3	1	2								8
Twin Rivers Point, Wis.....	2				1	2		1				6
Two Creeks, Wis.....	1											1
Washington Island, Wisconsin.....			1			1			1	1		4
Wangoshance Island, Michigan.....		1		1	1	1	1			1		6
Whisky Island Reef, Wisconsin.....			1	1					1			3
White Fish Bay, Wisconsin.....	2			1		1	1	2		1		9
White River Harbor, Mich.....		1							4			7
White Shoals, Michigan.....		1						2				3
Wilmette, Ill.....								2				2
Wind Point, Wisconsin.....			1							4		4
Winnetka, Ill.....	1	1				1	1		1			5

TABLE 67.—List of places where American vessels have stranded in FOREIGN WATERS during the last ten years.*

Name of place.	Fiscal year ending June 30—										Total.	
	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.		
Abrolhas Island, Brazil.....	1											1
Acajutla, San Salvador, Central America.....								1				1
Adjuah, west coast of Africa.....					1							1
Aignes Mortes, France.....			1									1
Alceste Reef, near Gaspar Strait, East Indies.....			1									1
Alicante, Spain.....			1									1
Altata Harbor, Mexico.....	1										1	2
Alvarado Bar, Mexico.....											1	1
Anegada Reef, (15 miles from Vera Cruz,) Mexico.....			1									1
Antigua, British West Indies.....										1		2
Apia, Samoan Islands.....								4				4
Arthurstown, (near,) Ireland.....							1					1
Aspinwall, United States of Colombia.....			1		5				1			7
Atlas Straits, East Indies.....			1									1
Australia, (reef east of,) Pacific Ocean.....								1				1
Aves Island, Venezuela, Caribbean Sea.....									1			1
Azores, (Fayal Island).....										1		1
Bahamas.....		1		1	1			2				5
Abaco Island.....		2	1	1	1	1		1				6
Andros Island.....			1									1
Barnetts Point Reef.....						1						1
Bimini Island.....										1	1	2
Bad Rock Reef.....		1										1
Caicos Islands and Reefs.....	1	1	1	1	1	1		2	1			9
Crooked Island.....						1						1

* In a few instances the number of stranded vessels in this table does not agree with those reported in the annual report of the previous year, having been increased by wreck reports received since the publication of the last report.

TABLE 67.—List of places where American vessels have stranded in FOREIGN WATERS during the last ten years—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	
Bahamas—Continued.											
Crossing Rocks Reef				1							1
Diamond Bank							1				1
Egg Island						1					1
Elbow Cay							1				1
Eleuthera Island		1		1		2				1	5
Exuma Island			1								1
Fish Cay Bank					1						1
Fortune Cay, Fish Cay Reef				1		1	1	1			5
Gun Key, (near)					1						1
Harbor Island				1					1		2
Hogsties Reef			1			1					2
Inagua Island and Reefs				1			1			1	3
Little Bahama Island		2									2
Long Bank						2					2
Long Island									1		1
Man-of-war Cay									1		1
Matanilla Reef								1			1
Memory Rock					1	1					2
Miradporvous Island					1						1
Moselle Reef						1		2			3
Naujack Cay					1						1
Nassau, New Providence			1				1				2
Orange Key		2					1				3
Pequot Rock				1							1
Plana Keys			1								1
Ragged Island Harbor (entrance to)					1						1
Sandy Cay						1	1	1			3
Watling Island			1								1
Balabac, East Indies											
Barbadoes	1										1
Barbuda Island, British West Indies			1				1				2
Barge Point, Labrador, Dominion of Canada				1							1
Basket Island, Terra del Fuego, South America		1									1
Baxo Nuevo, or New Bank, Caribbean Sea				1							1
Bay Islands, Bay of Honduras, Central America:											
Helena Islands				1							1
Ruatan Island							1				1
Bay of Bengal, Palmyras Reef, Indian Ocean							1				1
Bella Bella, British Columbia								1			1
Bermudas	1	2	1			1					5
Saint George Island			1					1			2
Billiton Island, Dutch East Indies, China Sea									1		1
Boco del Rio, Mexico		1									1
Bramble Cay Straits, New Guinea									1		1
Bristol, England						1					1
Bristol Channel, England							1				1
British Honduras (Glovers Rock)										1	1
Buen Ayre, Dutch West Indies				1							1
Buenos Ayres, South America							1				1
Buffalo River, (mouth of,) South Africa			1								1
Butaritari Island, South Pacific Ocean				1							1
Cantiles Key, east of the Isle of Pines, West Indies								1			1
Cape Breton Island:											
Canso Harbor (Man-of-War Rock)	1						1				2
Cheticamp											1
Cow Bay			2							1	3
Creightons Island, Black Ledge				1							1
Ingonish Harbor		1									1
Louisburg			1				1	1			4
St. Esprit Island									1		1
Scatary							1				1
Sydney					1						1
Cape Brnat, Corea									1		1
Cape Colony (Strays Bay), Africa					1				1		2
Cape Frio, southwest coast of Africa				1							1
Cape Gracias-à-Dios, Honduras, Central America				1		1				1	3
Cape St. Roque (near), Brazil	2										2
Cape St. Roque (20 miles west of), Brazil			1								1
Cape Verde Islands											
Brava	1										1
Porto Praya				1							1
Santiago			1								1
Caroline Islands, Pacific Ocean:											
Kusaie Island			2								2
Pouinipete Island Reef					1						1
Providence Island									1		1
Susanna Reef								1			1

TABLE 67.—List of places where American vessels have stranded in FOREIGN WATERS during the last ten years—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	
Castle Island, West Indies.....			1								1
Caymans, British West Indies:											
Grand Cayman Island.....					1		1	1	1		4
Little Cayman Island.....										1	1
Cedar Rapids, St. Lawrence River, Canada.....										1	1
Champerico.....	1										1
Chiltepec Bar, Mexico.....		1		1							2
Chincorro Reef, off east coast of Yucatan, Mexico.....								2			2
Coatzacoalcos River Bar, Mexico.....	1								1		2
Colinas, Mexico.....								1			1
Cooks Island, Polynesia.....										1	1
Corn Island, Central America.....		1				1					2
Cuba, West Indies:											
Anguilla Key.....		1									1
Baracoa Harbor.....					1		1				2
Breton Key.....	1										1
Cape San Antonio.....								1			1
Cardenas.....		1		3		2					6
Cape Verde.....					1						1
Cienfuegos.....		1			1						2
Colorado Reef.....		1					1	1			3
Cruz del Padre.....	1	1							1		4
Doce Leguas Keys.....										1	1
Donkey Key.....									1		1
Green Key.....	1										1
Guanato.....										1	1
Marie (entrance to).....						1					1
Matanzas Harbor.....						1					1
Matanzas (17 miles east of).....			1								1
Mona Key.....		1		1							2
Nuevitas Harbor (near).....				1							1
Nuevitas (12 miles east of).....					1						1
Reef (north side of).....				1							1
Reef, south coast of.....		1									1
Romano Cayo.....		1									1
Sagua la Grande Harbor.....		1		1	1	2		2			7
Sagua, Bocca de (entrance to).....			1								1
Salt Key.....		1						1			2
Tunamo Sagua Reef.....							1				1
Desolation Island, Africa.....	1										1
Dos Bocas (3 miles west of), Mexico.....	1										1
Downs, England.....											1
Drobak (near), Norway.....						1					1
Dungeness Spit, Strait of Magellan.....							1		1		2
East Lammock Island (rock near), China.....		1									1
East London, Africa.....			1								1
Falkland Islands, South Atlantic Ocean.....										1	1
Flores Island (mouth of Rio de la Plata), South America.....	1										1
Flores Straits, Malay Archipelago.....					1						1
Flushing Roads, below Antwerp, Belgium.....	1										1
Formosa Channel (Tan Rocks), China.....							1				1
Frazer River (mouth of), British Columbia.....									1		1
Frøntera, Mexico.....									1		1
Gander Islands, Hecate Strait, British Columbia.....								1			1
Gaspar Strait, Malay Archipelago.....						1					1
Gerrit Dennis Island, near New Guinea, Pacific Ocean.....										1	1
Grand Turk Island, British West Indies.....				3	1	1	1				6
Cotton Cay.....					1						1
Guadalupe, Caribbee Isles.....										1	1
Gulf of Georgia:											
Bell Chain Reefs.....						2					2
Gabriola Reef.....						1					1
Gossip Island.....							1				1
Hawaii:											
Hawaii Island.....	1				1	1				1	4
Honolulu.....	1			1							2
Kahoolawe.....	1										1
Mahukona.....									1		1
Molokai.....								1			1
Oahu.....				1	1						2
Haiti, West Indies.....		1									1
Isle de la Vache, south of.....				1							1
Jeremie Harbor.....							1		1		2
Port au Prince.....					1						1
Port à Paix.....								1			1
Port Gravius (near).....						1					1
Roschelois Reefs.....				1							1

TABLE 67.—List of places where American vessels have stranded in FOREIGN WATERS during the last ten years—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	
Helicon Point (entrance to Bahia Harbor, Brazil).....			1								1
Herald Island (reef near), Arctic Ocean.....									1		1
Herschel Island, near Cape Horn, South America.....		1									1
Hull, England.....		1									2
Iceland (rock near Bordestrand).....					1						1
Isle of Veido.....	1										1
Isle of Wight, England.....					1						1
Jamaica, West Indies:											
Alligator Reef.....			1								1
Montego Bay.....			1								1
Montego Bay (10 miles east of).....			1								1
Morant Cays.....						1					1
St. Ann's Bay.....			1								1
Japan:											
Amakusa Island.....	1										1
Hakodadi.....										1	1
Kanagaiva.....										1	1
Kurosaki Cape, Yeddo Bay.....									1		1
Nagasaki (near).....									1		1
Sagami Point, Yeddo Bay.....					1						1
Shimoda (or Simoda) Harbor.....					1						1
Shuho Ki Hama.....									1		1
Jardillos Reef, West Indies.....	1										1
Java, East Indies:											
Banyuwangy, Bali Strait.....						1					1
Batavia, Sedaric Reef.....					1						1
Boompjes Island (off coast of).....					1						1
Soerabaya.....	1										1
Johnsons Island, 700 miles southwest of Honolulu, Pacific Ocean.....									1		1
Kaffraria, Africa.....	1										1
Kooril Island, North Pacific Ocean.....					1						1
Koonasheer Island.....						2					2
Laguna Bay, Mexico.....	1								1		2
Lance au Loup Straits of Belle Isle, Labrador.....									1		1
Little Fish Bay (60 miles south of) west coast of Africa.....		1									1
Liverpool Harbor, England.....								1	1		2
Macassar Straits, East Indies.....				1							1
Brill Reef (south of).....					1						1
Mac Millards Island, Straits of Canso.....	1										1
Macayo (43 miles south of) Brazil.....					1						1
Madagascar Island, Indian Ocean.....					1						1
Madeira Island.....					1						1
Magdalen Islands, Gulf of St. Lawrence.....		1	1						1	2	5
Magdalena Point, Buenos Ayres, South America.....	1									2	3
Magdalena River (mouth of) United States of Co- lombia.....	1	1		2							4
Manacles Rocks, English Channel.....				1							1
Manuel Lagoon (entrance to) Lower California.....			1								1
Manzanilla, Mexico.....	2										2
Maranham Bay (Cora Grande Reef) Brazil.....						1					1
Marshall Islands, Pacific Ocean.....								1			2
Mazatlan, Mexico.....	1			1							2
Medollne Bay, coast of Istria, Austria.....			1								1
Meloria Bank, 5 miles from Lighthorn, Italy.....			1								1
Mindora Straits, East Indies.....				1							1
Mocha Island, Chile.....		1									1
Mona Island, Mona Passage, West Indies.....			1								1
Moresby Island, Washington Sound, British Columbia.....									1		1
Nassau Bay, Cape Horn.....									1		1
Natal, Brazil.....									1		1
New Brunswick:											
Campobello Island.....	1						2	2	1		6
Carraguetto Island, Bay of Chaleurs.....	1										1
Deer Island.....					1						1
Grand Manan Island.....		1	2		1		1		1		6
Hopewell Cape.....						1					1
Letete Passage.....	1										1
MacMasters Island.....	1										1
Mispec Bay of Fundy.....							1				1
Moncton, (near).....						1					1
Murr Ledges, Grand Manan Island.....				1							1
Musquash, Bay of Fundy.....	2					1					3
Point Lepreaux, Bay of Fundy.....			1	1							2
Sackville.....									1		1
St. John.....		1	1	1	1	1	1		1		7
Newcastle, (The Nobbys,) New South Wales.....				1							1

TABLE 67.—List of places where American vessels have stranded in FOREIGN WATERS during the last ten years—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	
Newfoundland:											
Bears Cove								1			1
Broad Sound										1	1
Burin										2	2
Cape Race			1								1
Fortune Bay (Tells Cove)									1		1
Friar Island										1	1
Holyrood, Conception Bay			1								1
Miquelon					1			1	1		3
Pass Island, Hermitage Bay							1				1
Pettys Harbor		1									1
Placentia Bay (western ledge)									1		1
Point May					1						1
Port Aux Basques		1									1
Port au Port										1	1
Portugal Cove							1				1
St. Jacques Harbor				1							1
St. Johns Harbor (entrance to)				1							1
St. Pierre Island (off south coast)					1		1		1		3
New Zealand (Cooks Strait)						1					1
Nicaragua (coast of)			1				1				2
Greytown										1	1
Mosquito Coast		1									1
Mosquito Coast (Blewfields)									1		1
Mosquito Coast (Sandy River)									1		1
Prince Apulco Bar		1									1
Normans Island, West Indies					1						1
Nova Scotia:											
Advocate Bay								1			1
Apple River (mouth of)		1						1			2
Argyle									1		1
Barrington			1								1
Beaver Island Light (7 miles west of Sober Island)				1							1
Blanche Island							1				1
Brier Island, Bay of Fundy					1						1
Bull Ledge (near Shelburne)							1				1
Cape Canso				1				1		3	5
Cape Island						1					1
Cape Negro									1		1
Cape Sable		1	1						1		3
Cape St. Mary										1	1
Catherines River					1						1
Digby Beach		1									1
Duncans Reef, Halifax		1									1
Ellingwood Island			1								1
Fishermans Harbor, Guysboro County						1					1
Gannet Rock Ledges, near Yarmouth						1					1
Gull Island		1									1
Halifax									1		1
Isaacs Harbor									1		1
Lewis Head										1	1
Little Harbor										1	1
Little Hope Harbor, near Liverpool							1				1
Liverpool Harbor			1							1	2
Minas Basin					1	1					2
Murder Island									1		1
Petit Passage, Digby County							1				1
Pudding Pan Rocks, near Liverpool				1							1
Sable Island				1							1
Seal Island						2	1			3	7
Shelburne	1	1			1				1		4
Thumb-Cap Shoals	1										1
West Bay		1									1
Westport					1						1
Whitehead			1								1
Yarmouth						1	1	2			4
Old Providence Island, Caribbean Sea:											
Reef 9 miles north of	1	1	1				1	1			4
Reef 43 miles northeast of				1							1
Palmerston Island, Pacific Ocean					1						1
Pamarang Island, East Indies				1							1
Panuco River, (mouth of,) Mexico							1				1
Para River, (near mouth of,) Brazil								1			1
Paracel Reefs, China Sea		1									1
Parahiba, (reefs off,) Brazil					1						1
Pedro Keys, Caribbean Sea		1									1
Pelew Islands, (near,) Pacific Ocean			1								1

TABLE 67.—List of places where American vessels have stranded in FOREIGN WATERS during the last ten years—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	
Pemba Islands, (5 miles north of,) off the east coast of Africa		1									1
Perula Cay, (50 miles north of Manzanilla,) Mexico	1										1
Philippine Islands:											
Alegua									1		1
Iloilo								2			2
Luzon Island					1						1
Luzon Island, 5 miles south of Cape Bojador	1										1
Manilla Bay		3									3
Samara										1	1
Platte River, (mouth of,) South America				1							1
Point Espada, (off Cape St. Rafael,) West Indies			1								1
Point St. Eugenia, (near,) Lower California, Mexico									1		1
Point Toro, United States of Columbia			1								1
Port Elizabeth, South Africa				1							1
Port Ellen, Island of Islay, Scotland								1			1
Port Simon, Central America	1										1
Porto Cabello, Venezuela, South America			1								1
Porto Rico, West Indies:											
Arecibo					1				1		2
Mayaguez			1								1
Yabucoa		1									1
Prince Edward Island											
Hardys Channel									1		1
Richmond Bay										1	1
Souris Harbor						1					1
Progreso, Mexico		1	1								2
Queen Charlottes Island, British Columbia										1	1
Queenstown Harbor, Ireland			1					1			2
Quinto Sueno Bank, Caribbean Sea					1						1
Karatonga, Cook Islands, Pacific Ocean								1			1
Raza Island, Gulf of Mexico, Mexico									1		1
Redcar Rocks, Yorkshire, England		1									1
Rio Grande do Sul Bar, Brazil			1								1
Roes Welcome, Hudsons Bay, Canada	1										1
St. Andrews Island, Caribbean Sea			1	1							2
St. Lucia Island, (Vigi Reefs,) West Indies			1								1
San Andrews Harbor, (reef near,) United States of Columbia					1						1
San Blas, Mexico	1										1
San Domingo, (near,) Lower California								1			1
San Felipe, Lower California										1	1
San Fernando, Trinidad										1	1
San Juan Island, Brazil	1										1
San Lucas Island, Gulf of Mexico	1										1
San Pedro River, (near mouth of,) Gambia, Africa					1						1
Santa Cruz, West Indies									1		1
Santanilla or Swan Islands, Caribbean Sea				1							1
Santo Domingo, West Indies	1	3	1	1	1			1			8
Ozarna River, (mouth of,)								1			1
Porto Plata								1			1
Saona Island								1			1
Semao, or Simao, Island, Malay Archipelago						1					1
Serrana Keys, Caribbean Sea, Central America	1			1				4			6
Serranilla Bank, Caribbean Sea	1										1
Skaw, The, Denmark									4		4
Solomon Island, Guadalacanan, Pacific Ocean			1								1
Sooloo Sea, or Sea of Mindora, East Indies			1	1							2
Straits of Sunda East Indies	1	1									2
Suwarrow Reef, South Pacific Ocean					1						1
Tabasco River, (mouth of,) Mexico			2								2
Tahiti, Society Islands										1	1
Tamatave, (reefs near,) Madagascar, Indian Ocean							2				2
Tamaulipas, Mexico	1					1					2
Tampico, Mexico									1		1
Tela Bay, Spanish Honduras										1	1
Terra del Fuego, South America	1										1
Timor Laut, Malay Archipelago							1				1
Tonalca Bar, Mexico	1	1	1	1	1		1				6
Torres Strait, Australia											1
Triangle Reef, Campeche Bay, Mexico		1									1
Truxillo, Honduras, Central America											1
Tumbo Island, (reef off,) British Columbia						1					1
Turtle Bay, Lower California		1									1
Tuspan Reef, Mexico	1										1
Tuspan River Bar, Mexico		1									1

TABLE 67.—*List of places where American vessels have stranded in FOREIGN WATERS during the last ten years—Continued.*

Name of place.	Fiscal year ending June 30—										Total.
	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	
Ujaie Island, (north latitude 8° 54', east longitude 165° 36'), Pacific Ocean.....			1								1
Urbana Point, Brazil.....									1		1
Valparaiso Bay, Chili.....								1			1
Vancouver's Island, British Columbia:											
Bonilla Point.....			1			1					2
Cape Beale.....										1	1
Chemainus.....		1					2				2
Hesquit Harbor.....											1
Nitinat.....						1					1
Rosedale Reef.....									1		1
San Juan.....			1								1
Venezuela, (coast of,) South America.....		1									1
Vera Cruz, Mexico.....		1									1
Victoria Harbor, British Columbia.....		2									2
Vieque, or Crab Island, West Indies.....					1			1	2		4
Vivorilla Cay, off Honduras, Central America.....				1							1
Waterford Harbor, Ireland.....								1			1
Woo-Sung River, China.....					1						1
Zanzibar, (near,) east coast of Africa.....								1			1

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members of	6
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