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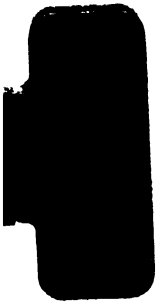
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THROUGH

The Treasury Dept.

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ANNUAL REPORT



OF THE

OPERATIONS

OF THE

UNITED STATES LIFE-SAVING SERVICE

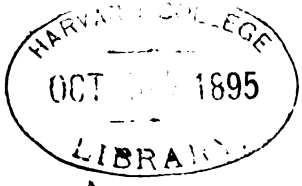
FOR THE

FISCAL YEAR ENDING JUNE 30, 1894

WASHINGTON
GOVERNMENT PRINTING OFFICE
1895

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The Treasury Dept.

TREASURY DEPARTMENT,
Document No. 1740.
Office of Life-Saving Service.

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ERRATA.

Page 69, August 29, for "*German bark Wustrow,*" read "*German brig Wustrow.*"
Page 124, December 11, for schooner "*Alice B. Cathrall,*" read "*Allie B. Cathrall.*"
Page 134, March 7, and page 137, April 6, for "*Carsons Inlet,*" read "*Corsons Inlet.*'
Page 149, May 17, schooner *Hattie*, line 3, for "*lead,*" read "*leak.*"
Page 153, May 20, for schooner "*Bells,*" read "*Belle.*"

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ORGANIZATION

OF THE

UNITED STATES LIFE-SAVING SERVICE.

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

SUMNER I. KIMBALL, General Superintendent, Washington, D. C.

HORACE L. PIPER, Assistant General Superintendent, Washington, D. C.

Captain CHARLES A. ABBEY, United States Revenue Cutter Service, Inspector of Life-Saving Stations, No. 24 State street, New York City.

Captain CHARLES A. ABBEY, United States Revenue Cutter Service, No. 24 State street, New York City.
Captain GEORGE W. MOORE, United States Revenue Cutter Service, No. 24 State street, New York City.
} Superintendents of Construction Life-Saving Stations, Atlantic and Lake Coasts.

Captain WASHINGTON C. COULSON, United States Revenue Cutter Service, Room 35, Appraisers' New Building, San Francisco, California.
Captain CHARLES A. ABBEY, United States Revenue Cutter Service, No. 24 State street, New York City.
} Superintendents of Construction Life-Saving Stations, Pacific Coast.

ASSISTANT INSPECTORS.

First District.....
Second District.....
} Lieutenant FRANK H. NEWCOMB, United States Revenue Cutter Service, Post-Office Building, Room 148, or P. O. Box 1908 Boston, Massachusetts.

Third District.....Lieutenant SAMUEL E. MAGUIRE, United States Revenue Cutter Service, Patchogue, New York.

Fourth District.....Lieutenant CHARLES H. MCLELLAN, United States Revenue Cutter Service, Toms River, New Jersey.

Fifth District.....Lieutenant JOHN W. HOWISON, United States Revenue Cutter Service, Onancock, Virginia.

Sixth District.....Lieutenant GEORGE H. GOODING, United States Revenue Cutter Service, Elizabeth City, North Carolina.

Seventh District.....Captain HORATIO D. SMITH, United States Revenue Cutter Service, Custom-House, Charleston, South Carolina.

Eighth District.....Captain ROBERT M. CLARK, United States Revenue Cutter Service, Custom-House, Galveston, Texas.

Ninth District.....
Tenth District.....
} Lieutenant JOHN C. MOORE, United States Revenue Cutter Service, Custom-House, Detroit, Michigan.

Eleventh District.....Lieutenant WILLIAM S. BALDWIN, United States Revenue Cutter Service, Custom-House, Chicago, Illinois.

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Twelfth District.....Captain WASHINGTON C. COULSON, United States Revenue Cutter Service, Room 35, Appraisers' New Building, San Francisco, California.

Captain GEORGE W. MOORE, United States Revenue Cutter Service, on special duty, No. 24 State street, New York City.

Lieutenant BYRON L. REED, United States Revenue Cutter Service, on special duty, Washington, D. C.

Lieutenant JOHN B. HULL, United States Revenue Cutter Service, on special 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, Daugherty, Accomac County, Virginia.
Sixth District.....PATRICK H. MORGAN, Shawboro, North Carolina.
Seventh District.....HIRAM B. SHAW, Ormond, Florida.
Eighth District.....WILLIAM A. HUTCHINGS, Galveston, Texas.
Ninth District.....EDWIN E. CHAPMAN, Buffalo, New York.
Tenth District.....JEROME G. KIAH, Sand Beach, Michigan.
Eleventh District.....NATHANIEL ROBBINS, Grand Haven, Michigan.
Twelfth District.....THOMAS J. BLAKENEY, Room 35, Appraisers' New Building, San Francisco, California.

ASSISTANT DISTRICT SUPERINTENDENT.

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

BOARD ON LIFE-SAVING APPLIANCES.

Professor CECIL H. PEABODY, Massachusetts Institute of Technology, Boston, Massachusetts, *President*.

Captain CHARLES A. ABBEY, United States Revenue Cutter Service, Inspector of Life-Saving Stations, No. 24 State street, New York City.

Captain DAVID A. LYLE, Ordnance Department, United States Army, P. O. Box 1606, Philadelphia, Pennsylvania.

Lieutenant THOMAS D. WALKER, United States Revenue Cutter Service, Revenue steamer *Crawford*, Baltimore, Maryland, *Recorder*.

BENJAMIN C. SPARROW, Superintendent Second Life-Saving District, East Orleans, Massachusetts.

JEROME G. KIAH, Superintendent Tenth Life-Saving District, Sand Beach, Michigan.

HERBERT M. KNOWLES, Assistant Superintendent Third Life-Saving District, Wakefield, Rhode Island.

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LETTER OF TRANSMITTAL.

TREASURY DEPARTMENT,
UNITED STATES LIFE-SAVING SERVICE,
Washington, D. C., November 26, 1894.

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, 1894, 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.

Respectfully, yours,

SUMNER I. KIMBALL,
General Superintendent.

Hon. JOHN G. CARLISLE,
Secretary of the Treasury.

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OPERATIONS

OF THE

UNITED STATES LIFE-SAVING SERVICE.

1894.

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REPORT

OF THE

UNITED STATES LIFE-SAVING SERVICE,

1894.

OPERATIONS.

At the close of the fiscal year the total number of stations in the Life-Saving Establishment was two hundred and forty-seven. Of this number one hundred and eighty-two were situated on the Atlantic and Gulf coasts, fifty-one on the coasts of the Great Lakes, thirteen on the Pacific Coast, and one at the Falls of the Ohio, Louisville, Kentucky. Their distribution by life-saving districts was as follows:

First District (coasts of Maine and New Hampshire)	12
Second District (coast of Massachusetts)	24
Third District (coasts of Rhode Island and Long Island)	39
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 (coasts of South Carolina, Georgia, and Eastern Florida)	12
Eighth District (Gulf Coast)	8
Ninth District (Lakes Erie and Ontario, including Louisville Station)	12
Tenth District (Lakes Huron and Superior)	15
Eleventh District (Lake Michigan)	25
Twelfth District (Pacific Coast)	13
Total	247

The following statement shows the periods during which the stations were manned (termed the active season) and the number of surfmen employed at each station:

Employment of Surfmen, Season of 1893–94.

District.	Stations.	Periods of employment (all dates inclusive).
1	Quoddy Head, Cross Island, Crumple Island, Cranberry Isles, White Head, Burnt Island, Hunniwells Beach, Cape Elizabeth, Fletchers Neck, Jerrys Point, Wallis Sands, and Rye Beach.	Manned from Sept. 1, 1893, to Apr. 30, 1894; 6 surfmen from Sept. 1, 1893, to Nov. 30, 1893, and 7 from Dec. 1, 1893, to Apr. 30, 1894.
2	Plum Island, Knobbs Beach, Davis Neck, Point Allerton, North Scituate, Fourth Cliff, Gurnet, Manomet Point, Race Point, Peaked Hill Bars, High Head, Highland, Pamet River, Cahoons Hollow, Nauset, Orleans, Chatham, Coskata, Surfside, Great Neck, Muskeget, and Cuttyhunk.	Manned from Sept. 1, 1893, to Apr. 30, 1894; 6 surfmen from Sept. 1, 1893, to Nov. 30, 1893, and 7 from Dec. 1, 1893, to Apr. 30, 1894.

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Employment of Surfmen, Season of 1893–94—Continued.

District.	Stations.	Periods of employment (all dates inclusive).
2	Monomoy	7 surfmen from Sept. 1, 1893, to Nov. 30, 1893, and 8 from Dec. 1, 1893, to Apr. 30, 1894.
	Brant Rock	6 surfmen from Oct. 1, 1893, to Nov. 30, 1893, and 7 from Dec. 1, 1893, to Apr. 30, 1894.
3	Brentons Point, Narragansett Pier, Point Judith, Quonochontaug, 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 Beach, Zachs Inlet, Short Beach, Point Lookout, Long Beach, Rockaway, Rockaway Point, Coney Island, and Eatons Neck.	Manned from Sept. 1, 1893, to Apr. 30, 1894; 6 surfmen from Sept. 1, 1893, to Nov. 30, 1893, and 7 from Dec. 1, 1893, to Apr. 30, 1894.
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.	Manned from Sept. 1, 1893, to Apr. 30, 1894; 6 surfmen from Sept. 1, 1893, to Nov. 30, 1893, and 7 from Dec. 1, 1893, to Apr. 30, 1894.
5	Lewes, Cape Henlopen, Rehoboth Beach, Indian River Inlet, Fenwick Island, Ocean City, North Beach, Green Run Inlet, Popes Island, Assateague Beach, Wallops Beach, Metomkin Inlet, Wachapreague, Paramores Beach, Cobbs Island, and Smiths Island.	Manned from Sept. 1, 1893, to Apr. 30, 1894; 6 surfmen from Sept. 1, 1893, to Nov. 30, 1893, and 7 from Dec. 1, 1893, to Apr. 30, 1894.
	Hog Island	8 surfmen from Sept. 1, 1893, to Apr. 30, 1894.
6	Cape Henry, Seatack, Dam Neck Mills, Little Island, False Cape, Wash Woods, Currituck Inlet, Whales Head, Poyners Hill, Caffeys Inlet, Paul Gamiels Hill, Kitty Hawk, Kill Devil Hills, Nags Head, Bodie Island, Oregon Inlet, Pea Island, Chicamicomico, Gull Shoal, Little Kinnakeet, Big Kinnakeet, and Durants.	Manned from Sept. 1, 1893, to Apr. 30, 1894; 6 surfmen from Sept. 1, 1893, to Nov. 30, 1893, and 7 from Dec. 1, 1893, to Apr. 30, 1894.
	Ocracoke	7 surfmen from Sept. 1, 1893, to Apr. 30, 1894.
	Cape Hatteras and Creeds Hill	8 surfmen from Sept. 1, 1893, to Apr. 30, 1894.
	New Inlet	6 surfmen from Sept. 1, 1893, to Oct. 19, 1893, and 7 from Oct. 20, 1893, to Apr. 30, 1894.
	Cape Lookout	7 surfmen from Sept. 1, 1893, to Nov. 30, 1893, and 8 from Dec. 1, 1893, to Apr. 30, 1894.
	Cape Fear	6 surfmen from Sept. 1, 1893, to Oct. 13, 1893, and 8 from Oct. 14, 1893, to Apr. 30, 1894.
	Oak Island	6 surfmen from Sept. 1, 1893, to Dec. 3, 1893, and 8 from Dec. 4, 1893, to Apr. 30, 1894.
7	Jupiter Inlet	Manned from Sept. 1, 1893, to Apr. 30, 1894; 6 surfmen from Sept. 1, 1893, to Apr. 30, 1894.
	Morris Island	Manned from Oct. 15, 1893, to Apr. 30, 1894; 6 surfmen for that period.
8	Santa Rosa, Sabine Pass, Galveston, Velasco, Saluria, Aransas, and Brazos.	Manned from Sept. 1, 1893, to Apr. 30, 1894; 6 surfmen from Sept. 1, 1893, to Apr. 30, 1894.
	San Luis	7 surfmen from Sept. 1, 1893, to Apr. 30, 1894.
9	Big Sandy, Charlotte, Buffalo, Erie, Fairport, and Point Marblehead.	Manned from July 1, 1893, to Dec. 12, 1893, and from Apr. 1, 1894, to June 30, 1894; 7 surfmen during each period.
	Oswego	7 surfmen from July 1, 1893, to Sept. 30, 1893, and 8 from Oct. 1, 1893, to Dec. 12, 1893, and Apr. 1, 1894, to June 30, 1894.
	Cleveland	7 surfmen from July 1, 1893, to Oct. 19, 1893, and 8 from Oct. 20, 1893, to Dec. 12, 1893, and Apr. 1, 1894, to June 30, 1894.

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Employment of Surfmen, Season of 1893–94—Continued.

District.	Stations.	Periods of employment (all dates inclusive).
9	Fort Niagara	7 surfmen from Nov. 1, 1893, to Dec. 12, 1893, and Apr. 1, 1894, to June 30, 1894.
	Louisville	Manned from July 1, 1893, to June 30, 1894; 6 surfmen during entire period.
10	Sand Beach, Pointe aux Barques, Grindstone City, Thunder Bay Island, and Middle Island.	Manned from July 1, 1893, to Dec. 12, 1893, and from Apr. 1, 1894, to June 30, 1894; 8 surfmen during each period.
	Ottawa Point, Sturgeon Point, Hammonds Bay and Bois Blanc.	Manned from July 1, 1893, to Dec. 10, 1893, and from Apr. 1, 1894, to June 30, 1894; 8 surfmen during each period.
	Vermillion Point, Crisps, Two Heart River, and Muskallonge Lake.	Manned from July 1, 1893, to Dec. 2, 1893, and from Apr. 18, 1894, to June 30, 1894; 7 surfmen during each period.
	Marquette	Manned from July 1, 1893, to Dec. 4, 1893, and from Apr. 20, 1894, to June 30, 1894; 8 surfmen during each period.
	Ship Canal	Manned from July 1, 1893, to Dec. 1, 1893, and from Apr. 20, 1894, to June 30, 1894; 8 surfmen during each period.
11	North Manitou Island, Pentwater, White River, Holland, South Haven, Evanston, and Kenosha.	Manned from July 1, 1893, to Nov. 30, 1893, and from Apr. 2, 1894, to June 30, 1894; 7 surfmen during each period.
	Point Betsey, Frankfort, Manistee, Grande Pointe au Sable, Muskegon, Saint Joseph, Michigan City, South Chicago, Racine, Sheboygan, Two Rivers and Sturgeon Bay Canal.	Manned from July 1, 1893, to Dec. 5, 1893, and from Apr. 2, 1894, to June 30, 1894; 7 surfmen during each period.
	Ludington, Grand Haven, and Milwaukee	Manned from July 1, 1893, to Dec. 10, 1893, and from Apr. 2, 1894, to June 30, 1894; 7 surfmen during each period.
	Chicago	Manned from July 1, 1893, to Dec. 10, 1893, and from Apr. 2, 1894, to June 30, 1894; 9 surfmen during each period.
12	Ilwaco Beach, Coquille River, Shoalwater Bay, and Point Reyes.	Manned from July 1, 1893, to June 30, 1894; 7 surfmen during entire period.
	Cape Disappointment, Point Adams, Umpqua River, Cape Arago, Humboldt Bay, Fort Point, and Golden Gate Park.	Manned from July 1, 1893, to June 30, 1894; 8 surfmen during entire period.
	Southside	8 surfmen from Mar. 2, 1894, to June 30, 1894.

Keepers are employed at all stations during the entire year.

Of the twelve stations in the Seventh District only two are included in the foregoing tabular statement, the remaining ten being houses of refuge arranged and provisioned for the succor of the shipwrecked, and in charge of keepers only, no crews being employed.

STATISTICS.

The district officers report that there were three hundred and eighty-two disasters to documented vessels within the field of life-saving operations. The aggregate number of persons on board these vessels was four thousand and twenty-four, of whom sixty-one perished.

The estimated value of the vessels was $6,872,705, and that of their cargoes $2,972,855, making the total of property involved $9,845,560. Of this amount $7,654,430 was saved and $2,191,130 lost.

The number of vessels totally lost was ninety-one.

There were also during the year two hundred and fourteen casualties to small undocumented craft, on which there were four hundred and sixty-seven persons, seven of whom were lost. The value of the property involved in these cases is estimated at $109,810, of which $75,045 was saved and $34,765 lost.

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

Total number of disasters	596
Total value of property involved	$9,955,370
Total value of property saved	$7,729,475
Total value of property lost	$2,225,895
Total number of persons involved	4,491
Total number of persons lost	68
Total number of shipwrecked persons succored at stations*	647
Total number of days' succor afforded*	1,474
Number of vessels totally lost	91

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

	Atlantic and Gulf coasts.	Lake coasts.a	Pacific Coast.	Total.
Total number of disasters	309	265	22	596
Total value of vessels.....dollars...	4,068,560	2,427,475	459,690	6,975,725
Total value of cargoes.....do.....	1,930,155	738,225	311,265	2,979,645
Total amount of property involved.....do.....	6,018,715	3,165,700	770,955	9,955,370
Total amount of property saved .....do.....	4,749,150	2,717,900	262,425	7,729,475
Total amount of property lost.....do.....	1,269,565	447,800	508,530	2,225,895
Total number of persons on board	2,629	1,509	353	4,491
Total number of persons lost	47	17	4	68
Number of shipwrecked persons succored at stations	498	140	9	b647
Total number of days' succor afforded	1,299	165	10	b1,474
Number of disasters involving total loss of vessels...	63	26	2	91

a Including the river station at Louisville, Kentucky.
b 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	63
Value of vessels	$204,135
Value of cargoes	$68,570
Total value of property	$272,705
Number of persons on board vessels	390
Number of persons lost	None.
Number of shipwrecked persons succored at stations	34
Number of days' succor afforded	72
Value of property saved	$196,145
Value of property lost	$76,560
Number of disasters involving total loss of vessels	7

Second District.

Number of disasters	47
Value of vessels	$426,515
Value of cargoes	$163,935
Total value of property	$590,450
Number of persons on board vessels	338
Number of persons lost	32
Number of shipwrecked persons succored at stations	107

* These figures include persons to whom succor was given who were not on board vessels embraced in Table of Casualties.

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Number of days' succor afforded	172
Value of property saved	$274,885
Value of property lost	$315,565
Number of disasters involving total loss of vessels	15

Third District.

Number of disasters	44
Value of vessels	$1,385,760
Value of cargoes	$548,620
Total value of property	$1,934,380
Number of persons on board vessels	891
Number of persons lost	1
Number of shipwrecked persons succored at stations	65
Number of days' succor afforded	254
Value of property saved	$1,735,110
Value of property lost	$199,270
Number of disasters involving total loss of vessels	10

Fourth District.

Number of disasters	51
Value of vessels	$347,870
Value of cargoes	$198,825
Total value of property	$546,695
Number of persons on board vessels	320
Number of persons lost	11
Number of shipwrecked persons succored at stations	17
Number of days' succor afforded	44
Value of property saved	$446,955
Value of property lost	$99,740
Number of disasters involving total loss of vessels	6

Fifth District.

Number of disasters	28
Value of vessels	$467,845
Value of cargoes	$512,215
Total value of property	$980,060
Number of persons on board vessels	195
Number of persons lost	2
Number of shipwrecked persons succored at stations	51
Number of days' succor afforded	77
Value of property saved	$857,670
Value of property lost	$122,390
Number of disasters involving total loss of vessels	8

Sixth District.

Number of disasters	27
Value of vessels	$928,750
Value of cargoes	$399,510
Total value of property	$1,328,260
Number of persons on board vessels	277
Number of persons lost	None.
Number of shipwrecked persons succored at stations	138
Number of days' succor afforded	539

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Value of property saved	$955,320
Value of property lost	$372,940
Number of disasters involving total loss of vessels	13

Seventh District.

Number of disasters	18
Value of vessels	$91,340
Value of cargoes	$3,790
Total value of property	$95,130
Number of persons on board vessels	84
Number of persons lost	1
Number of shipwrecked persons succored at stations	31
Number of days' succor afforded	79
Value of property saved	$18,900
Value of property lost	$76,230
Number of disasters involving total loss of vessels	1

Eighth District.

Number of disasters	31
Value of vessels	$236,345
Value of cargoes	$34,690
Total value of property	$271,035
Number of persons on board vessels	134
Number of persons lost	None.
Number of shipwrecked persons succored at stations	14
Number of days' succor afforded	19
Value of property saved	$264,165
Value of property lost	$6,870
Number of disasters involving total loss of vessels	3

Ninth District.

Number of disasters	80
Value of vessels	$425,835
Value of cargoes	$81,490
Total value of property	$507,325
Number of persons on board vessels	368
Number of persons lost	1
Number of shipwrecked persons succored at stations	9
Number of days' succor afforded	9
Value of property saved	$405,315
Value of property lost	$102,010
Number of disasters involving total loss of vessels	4

Tenth District.

Number of disasters	54
Value of vessels	$934,545
Value of cargoes	$269,425
Total value of property	$1,203,970
Number of persons on board vessels	418
Number of persons lost	None.
Number of shipwrecked persons succored at stations	14
Number of days' succor afforded	14
Value of property saved	$1,113,940
Value of property lost	$90,030
Number of disasters involving total loss of vessels	4

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Eleventh District.

Number of disasters	131
Value of vessels	$1,067,095
Value of cargoes	$387,310
Total value of property	$1,454,405
Number of persons on board vessels	723
Number of persons lost	16
Number of shipwrecked persons succored at stations	63
Number of days' succor afforded	83
Value of property saved	$1,198,645
Value of property lost	$255,760
Number of disasters involving total loss of vessels	18

Twelfth District.

Number of disasters	22
Value of vessels	$459,690
Value of cargoes	$311,265
Total value of property	$770,955
Number of persons on board vessels	353
Number of persons lost	4
Number of shipwrecked persons succored at stations	8
Number of days' succor afforded	9
Value of property saved	$262,425
Value of property lost	$508,530
Number of disasters involving total loss of vessels	2

Eighty-three persons, in addition to those saved from vessels, were rescued under various circumstances as follows: Thirty-four had fallen from wharves, piers, etc., and would have perished but for the timely assistance of the life-saving crews; eight who were cut off from shore by the tide while fishing from outlying rocks were rescued by the surfmen, who waded into the water and assisted them with heaving lines; in three cases where dwellings were endangered by inundation, twenty-seven imperiled persons were rescued by the life-saving crews, nineteen of them by the use of boats; twelve men were rescued in the lifeboat on May 18 from imminent peril on a crib near the south breakwater at Chicago, while upon another occasion one man was taken from the Milwaukee waterworks crib, where he was endangered during a storm; and one man was recovered from the floating wreckage of a fallen bridge and safely landed.

In four hundred and thirty-nine 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 forty-four instances where vessels running into danger of stranding were warned off by the signals of the patrols.

The surfboat was used five hundred and eighty-five times, making eight hundred and eighty-three trips. The self-righting and self-bailing lifeboat was used one hundred and two times, making one hundred and sixty-five trips. Smaller boats were used two hundred and seventy-

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one times, making three hundred and twenty-four trips. The river life skiffs at the Louisville Station, (Ninth District,) were used thirty-three times, making forty-four trips. The breeches buoy was used twelve times, making one hundred and eleven passages. The life car was used once, making one passage. The wreck gun was employed twenty-three times, firing ninety-four shots. The heaving stick was used thirty-four times.

There were landed by the surfboat nine hundred and ten persons; by the lifeboat, two hundred and ninety-six; by the river life skiff, seventy-one; by other station boats, one hundred and forty; by the breeches buoy, ninety-seven. In four instances, where vessels had stranded close inshore, seventeen persons were assisted in landing by the surfmen, who held lines that were made fast on board, and aided the sailors in making the passage to the beach; one man upon a stranded vessel was reached with the heaving stick and line and was drawn ashore through the surf; one, adrift on wreckage from his vessel, was rescued near the shore, and three who had been thrown into the water by the capsize of their boats were successfully pulled out by heaving lines passed to them.

The table given below presents a summary of the statistics of the Service from the introduction of the present system in 1871 to the close of the fiscal year 1894:

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, 1894.**

Total number of disasters	7,627
Total value of vessels	$84,881,145
Total value of cargoes	$38,035,654
Total value of property involved	$122,916,799
Total value of property saved	$93,121,782
Total value of property lost	$29,795,017
Total number of persons involved	† 61,392
Total number of lives lost	‡ 724
Total number of persons succored	⁋ 11,210
Total number of days' succor afforded	29,121

LOSS OF LIFE.

The preceding tabular statistics of the year show that the disasters within the province of the Service were greater in number and more

* 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 the coasts of Cape Cod, Long Island, and New Jersey; season of 1874-75, to the coasts of New England, Long Island, New Jersey, and the coast from Cape Henry to Cape Hatteras; season of 1875-76, to the coasts of New England, Long Island, New Jersey, the coast from Cape Henlopen to Cape Charles, and the 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 to the steamer *Metropolis* in 1877-78—when 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 of Casualties.

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destructive of vessel property than in any previous year since the introduction of the present system. This fact is attributable to the large number and extreme violence of the tempests which ravaged both the sea and lake coasts. The following circumstantial accounts of shipwrecks, attended with loss of life show that some of the storms which swept the lake coasts were unequaled in fury by any of which the Weather Bureau had previous record, while several on the Atlantic were among the fiercest ever known.

Notwithstanding these extraordinarily adverse conditions the loss of life would have been quite as small as usual were it not for the fact that two vessels, the ship *Jason* and the bark *Bellmont*, were destroyed within fifteen minutes from the time of striking, thereby excluding the possibility of rescue by the life-saving crews. Thirty persons out of thirty-four on board these vessels were lost.

The details of these and all other fatal disasters were derived from the testimony taken at investigations made in accordance with the provisions of the ninth section of the act of June 18, 1878.

CAPSIZE OF A FISHING BOAT.

The first entry in the record of fatalities within Service limits is that of the capsizing of a fishing boat on the Republic Spit, one and three-quarter miles southeast of the Cape Disappointment Station, (Twelfth District,) Washington, July 17, 1893, whereby two men, one of whom was Isaac Packular, of Astoria, Oregon, and the other unknown, were drowned and their bodies swept out into the ocean beyond recovery.

It appears that after a protracted period of comparative quiet on the surf line at the entrance of the Columbia River, the weather, on the above date, became misty and unpropitious, and a high surf rolled in on the bar, invading the expanse of water within the entrance, being particularly heavy on the shoals and spits near the mouth of the river. A great many fishermen came down the stream, as usual, from Astoria, Oregon, to carry on their customary occupation of taking salmon, and, therefore, the keeper and crew of the Cape Disappointment Station manned the surfboat at about 10 o'clock in the morning and pulled to the grounds in order to be close at hand in case of accident among the fishing fleet. While they were rowing around leisurely near the Republic Spit at about noon, a fishing boat, designated as No. 11, which proved to be the property of the Astoria Packing Company, was seen to upend on a heavy breaker and capsize about four hundred yards away. The surfboat was pulled to the spot with all possible dispatch, but both of the boatmen had disappeared and were nowhere visible. Indeed, so quickly were they swept off, that the occupants of another craft close by at the time of the capsize had not seen them. The boat drifted inshore, where it was secured and righted by the station force and then turned over to the care of a fisherman in the employ of the packing company.

This accident was probably the result of carelessness on the part of

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the unfortunate watermen, who, by familiarity with the hazards of their calling, had grown indifferent and neglected the precautions necessary amidst its constant dangers. It is certain that the fatal results could not have been averted by the life-saving crew.

It is well known that the conditions prevailing at the mouth of the Columbia River are varying and capricious, the currents being so unreliable that even during moderate weather and calms, as well as when the wind blows onshore, great combers frequently rise and pile up on the bar, extending their baleful power within the estuary. The commerce passing through this gateway to and from the ports situated upon the banks of the stream is very considerable, while during the open season, from May 15 to August 15, annually, when the taking of salmon is lawful, hundreds of fishermen resort to these unstable waters near whose outlet they ply their adventurous vocation. At the entrance to the river, where a view of the adjacent ocean, the passage, and the interior waters can be commanded to the best advantage, the Government has placed two life-saving stations, lying about six miles apart—one at Cape Disappointment on the north, and one at Point Adams on the south. The keepers and crews are vigilant in the performance of their duties, but, in spite of their watchfulness, unavoidable accidents occur, sometimes attended with fatal results. During the active season of 1893, a period embracing three months, not less than four hundred boats daily were employed in the vicinity of Peacock, Republic, and Clatsop spits, in close proximity to the ocean, where the danger is greatest, and pursued their operations by night as well as by day. As nearly as can be ascertained the whole number of boats employed reached a total of thirteen hundred. In the prosecution of the work each boat contains two men supplied with tackle, and as their remuneration depends entirely upon their diligence during a short period, it is natural enough, perhaps, that they should incur extraordinary risks by seining near the breakers where the salmon are supposed to be the most plentiful. When a capsize occurs the boatmen, unless rescued by their companions near at hand or by the life-saving crews, are soon swept off and lost. The surfboats from the stations stood by the fishing fleet much of the time by day in the summer of 1893, the more effectually to render assistance in case of need, and while thus afloat were yet within signal distance of the lookouts keeping constant watch on the shore, whence they might be readily directed to capsized boats in the surf. Through these arrangements decided benefits accrued to the fishing interests, but, despite the precautions, disasters, occurring at night or at remote points beyond the scope of the Service, as well as occasionally within its purview, could not be wholly averted, and therefore the mortuary record has been swelled to considerable proportions. It is gratifying to know, however, that the efforts of the life-saving men are productive of great good, and that their presence and well-intentioned labors promote a feeling of safety among the fishermen, as shown by the subjoined testimonial:

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"HALL OF FEDERATED TRADES OF ASTORIA,
"*Astoria, Oregon, August 22, 1893.*

"Captain STUART with crew,
"*Life-Saving Station at Cape Disappointment:*

"GENTLEMEN: The Council of Federated Trades of Astoria, in meeting assembled August 12, respectfully voted a card of thanks to yourself and crew for your heroic, noble and grand work done this season in rescuing the lives of fishermen at the risk of your own. Never is assistance more welcome and highly appreciated than in time of disaster, and we can assure you that our humble thanks are nothing compared with the hearty and deep-felt gratitude of the many you have saved from a watery grave. May God in his wisdom grant you reward for your grand work and bestow health and happiness on you and your crew.

"Yours, very respectfully,
"COUNCIL OF FEDERATED TRADES,
"SOFUS JENSEN, *Recording Secretary.*"

WRECK OF THE STEAMER EMILY.

On the same date (July 17, 1893) as the casualty previously described, the steamer *Emily*, of San Francisco, was wrecked by stranding on the bar at the entrance of Coos Bay, two and one-half miles southwest of the Cape Arago Station, (Twelfth District,) Oregon. All the crew and passengers were safely and skillfully taken off by the life-saving men, with the single exception of Mr. Charles Robertson, a passenger hailing from Marshfield, Oregon, who fell overboard from the steamer and was drowned while the lifeboat was away with a load of rescued passengers.

It appears that the *Emily* was a small schooner-rigged steamer of two hundred and nine tons register, bound from San Francisco, California, to Empire City, Oregon, loaded with a valuable cargo of merchandise, and carrying a crew of twenty men, besides thirty-six passengers.

She arrived off Coos Bay on the morning of the day of the disaster, in foggy weather, with a heavy sea running and the tide rapidly ebbing, but the master, nevertheless, decided to cross the bar and proceed at once to his destination. In attempting to do so the vessel struck the bar and disabled her rudder, whereupon she became wholly unmanageable, swung around into the trough of the sea, and began to pound with great force on the bottom.

As soon as the steamer grounded, which was about a quarter of 7 o'clock, distress signals were sounded from the whistle until steam was exhausted, and as the weather gradually cleared up she was discovered, about fifteen minutes after stranding, by the patrolman having the morning watch on the beach, who hastened to the station, one and one-half miles distant, and informed Keeper Wilcox of the facts. The lifeboat was promptly launched and pulled to the wreck, which lay a mile offshore, making the distance from the station fully two miles. This was accomplished in about thirty minutes, and as soon as he reached the vicinity of the vessel, the keeper prudently decided to

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cast the grapnel, then drop his boat as close aboard as he could, and receive the shipwrecked people from a life raft that had been lowered over the side, thus avoiding a possible panic and the greater danger of smashing his boat by collision with the steamer. The first call was for women and children and old and married men. When the lifeboat was filled the anchor was raised, and the boat pulled to the tug *Gen. H. G. Wright*, which towed it into smooth water and received from it the rescued people. The timely presence of the tug was due to the thoughtfulness of Mr. J. S. Polhemus, assistant engineer in charge of Government work in the vicinity, who ordered her to the scene as soon as he was apprized of the disaster.

Although the volume of the sea on the bar increased as the day advanced the work of rescue was proceeding with entire success, and all would have been saved had the man who was drowned obeyed the injunctions of the captain of the steamer and the cautions of his fellow-passengers. When the lifeboat, on its second trip, had got about one hundred yards away from the wreck the cry of "man overboard" was heard, and for a moment Keeper Wilcox debated in his mind the duty and feasibility of turning back; but with seventeen people in his boat, surrounded by savage breakers, he wisely decided that a proper sense of humanity forbade him to further jeopardize their lives, and he therefore kept his course. The people on the steamer had neither time nor facilities to rescue the unfortunate man, and he sank beneath the waves so quickly that he perished before the lifeboat could have been pulled half-way to him if the attempt had been made.

Two more trips were necessary to take off the persons still remaining on board, and although the keeper returned to the steamer with all possible celerity, the tide had turned to flood before he arrived, and the conditions attending the transfer of the people to the lifeboat on the third and fourth trips had become extremely hazardous. The wreck was rolling violently, and it was impossible to prevent the lifeboat from coming in contact with her, but the keeper and his crew exhibited excellent seamanship and ultimately got the last man into their boat without accident. No delay was admissible in getting away from the wreck the last time under the adverse conditions which were steadily growing more perilous, and the keeper therefore cut his cable and pulled shoreward with the utmost dispatch.

Upon reaching the bay he digressed from his course and entered the South Slough—an arm of the estuary extending to the southward—in order to explore the beach for the body of the drowned man, that being the locality where it would be likely to appear if already washed ashore. All but two of the crew got out of the boat and made a careful examination of the shore, but found nothing except a small piece of luggage which they took with them when they reembarked. The boat then proceeded on its way with the intention of taking the rescued people to Empire City, the *Gen. Wright* having already departed, but

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the tug *Hunter* was fortunately encountered on her way up and kindly took the passengers on board. It was now two or three hours past midday, and the life-saving crew were thoroughly fatigued with their dangerous and arduous toil of more than six hours. They therefore pulled back to the station to gain a little necessary rest before renewing their search for the body of Mr. Robertson. At 7.30 P. M. the boat was again manned and pulled to the South Slough, where a second search was continued without success until after 2 o'clock in the morning, when the men returned to the station, arriving at 3 A. M.

Regarding the responsibility for the loss of a single life at this wreck, the captain of the *Emily* states that he urged the unfortunate man, who was accompanied by his wife and child, to take passage with them on the first trip of the lifeboat, but that he refused to do so. He subsequently went below and returned to the deck with articles in his hands, and upon his person, which he seemed especially desirous of saving. William Saunders, one of the passengers, says that Mr. Robertson, after going to his stateroom, appeared on deck with a life preserver on, improperly adjusted under a heavy overcoat, with pockets bulging out as if stuffed with packages, and carrying luggage in his hands. Another passenger, Mr. E. G. Flanagan, makes the following statement: "The captain of the *Emily* lowered the life rafts overboard on the lee side, and also let down the ship's metallic lifeboat to within two or three feet of the sea, where it hung from the davits. In order to get into the lifeboat, the passengers and crew had to get into the metallic boat and from there drop onto the life rafts. They were then pulled into the lifeboat by the life-saving crew. Robertson and I had succeeded in getting into the metallic boat when the captain of the life-saving crew told us that he had a full load and pulled away leaving us there. Two of the *Emily's* crew, who were stationed in this boat, to look out for her, fearful of the strain on the davits, ordered us back to the ship. I succeeded in getting back, but when I looked around I saw Mr. Robertson overboard. He must have slipped while jumping and was washed away by the sea. I should judge that the lifeboat with her load was then about three hundred feet away from the ship in the breakers. The captain of the *Emily* signaled the captain of the life-saving crew that there was a man overboard." However, the lifeboat kept on its course toward the bay, and Mr. Flanagan adds: "I consider that the keeper acted perfectly right, since I do not think it was possible for him to clear the wreck and pick up Mr. Robertson without capsizing the boat, and in all probability losing the greater part of his load of people."

As events turned out the fact was clearly established that the life-savers had been none too expeditious in getting away with the second load of rescued people and returning for the third and fourth, since the steamer rolled over and went entirely to pieces shortly afterwards, showing that what would have been necessarily a fruitless effort to rescue

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the drowning man would probably have resulted in the loss of many persons by the breaking up of the wreck.

Grateful acknowledgments are due to Mr. J. S. Polhemus, and also to Captain Groat of the tug *Gen. H. G. Wright*, for the efficient aid she rendered in the rescue. The following certificate of two of the officers of the wrecked vessel was furnished the investigating officer:

"EMPIRE CITY, OREGON, *August 1, 1893.*

"*To whom it may concern:*

"This is to certify that H. E. Wilcox, of the United States Life-Saving Service at Coos Bay, with his crew, rendered us all assistance in his power in rescuing the lives of the passengers and crew of the steamer *Emily*, that was wrecked on Coos Bay Bar on the morning of July 17, 1893.

"With regard to a passenger named Charles Robinson [Robertson] that lost his life, it was impossible at the time for Captain Wilcox to attempt to save him. The lifeboat was leaving the steamer and had fifteen [seventeen] people on board, and before its return there was no sign of him. On the bar and spit it was breaking hard, and it would have endangered the rest of our lives (if the lifeboat had returned) as the steamer was breaking up fast at the time. In behalf of the passengers and crew we thank Captain Wilcox and crew for their service in trying to save all they could.

"Most respectfully,

"F. G. LUCAS, *Captain.*
"J. M. MITCHELL, *Chief Engineer.*"

To this certificate is added the signature,

"M. L. OSLER, *Passenger.*"

THE CAPSIZE OF A SKIFF.

The next case resulting fatally was the drowning of a fisherman named Ernest Keeler near the Golden Gate Park Station, (Twelfth District,) Pacific Coast, by the capsizing of a skiff. Full particulars of the accident could not be obtained, nobody having knowledge of them, but the skiff was found by the keeper at 7 o'clock A. M., August 15, 1893, floating bottom up close inshore, and from the best testimony obtainable it appears that the capsize took place very early in the morning. It was learned that the man who was drowned obtained the skiff at a place called Harbor View, and afterwards went out alone to set crab nets. It often happens that the fishermen take unusual risks by getting too near the breakers where the surf is dangerous, and while engaged in their occupation are capsized. In such cases the occupant of the boat is almost certain to drown, unless some of his fellow-fishermen who are near can rescue him, as it is hardly ever possible that aid from the shore can prevent the fatal result. No doubt Mr. Keeler approached the breakers too confidently, or else through bad management got within the danger line.

The weather was hazy during the night of August 14, and on the morning of the 15th quite effectually obscured objects offshore, and it is more than likely that the boat, which was found three-quarters of a

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mile south of the station, was shut off from the observation of the look-out. When first seen by the keeper, as he was walking down the beach, it was an ill-defined object, occasionally visible on the crest of a sea, and close scrutiny was necessary to make out its nature. The keeper waded into the water and drew the skiff onto the beach, and it was subsequently returned to the owner. The life-saving crew pulled out at once in their surfboat to a group of fishing craft and made inquiries, but none of the fishermen knew of the accident. Later in the day a man named Johnson was found, who stated that early in the morning he was fishing near the breakers, and while so engaged saw a skiff "turning end over by a breaker, and the man in her disappeared." Johnson stated that he pulled as near the place as he dared, but saw no one. He did nothing further in the matter, and the conclusion is that this is the skiff which was picked up and from which Keeler lost his life. The next day the body of the drowned man was found on the beach and turned over to the proper authorities.

The district inspector, Captain W. C. Coulson, of the Revenue Cutter Service, after reviewing the circumstances connected with the casualty, concludes his report with the statement: "I am satisfied that the loss of this man's life can in no way be attributed to want of vigilance or neglect of duty on the part of the crew of the Golden Gate Park Life-Saving Station."

WRECK OF THE FISHING SCHOONER MARY F. KELLY.

On the 24th of August, 1893, eight days before the opening of the stations on the Atlantic seaboard, four lives were lost at the wreck of the fishing schooner *Mary F. Kelly*, which occurred three-quarters of a mile south of Deal Station, (Fourth District,) coast of New Jersey. Three of the persons lost were swept from the deck while the vessel was drifting shoreward through the breakers, and the fourth, who had remained below decks, was drowned or killed there. The schooner was a two-masted craft of only sixty tons burden, hailing from New York, and commanded by Christopher Grattan. Being engaged in the fishing business she usually carried a considerable number of men, and at the time of the disaster had ten on board besides the master. She had been on a fishing cruise, and in the evening of August 23 came to off Manasquan Beach, New Jersey, to ride at anchor through the night. A storm of great intensity was rushing up the coast from the vicinity of the West Indies, but Captain Grattan had no knowledge of that fact, and therefore had no apprehension of trouble when he dropped his anchor at nightfall with a light breeze from the eastward and a quiet sea. But the wind steadily grew in force, rising by midnight to a strong gale, accompanied with a heavy rainfall, and by 2 o'clock in the morning of the 24th amounted to a tempest. As soon as the crew realized that danger was impending, they mustered on deck in their oil clothes and battened down the hatches, leaving the steward, who thought it safer to

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stay below, in the cabin. The powerful wind and the shock of successive heavy seas caused the cable to snap asunder at about 2 o'clock, and the little vessel then began to drive with the current in a northerly direction and toward the land. Several attempts to set the sails, with the hope of working offshore, were defeated by the splitting and tearing of the canvas, with the result that the undertaking was at last abandoned, and the sailors were compelled to contemplate the gloomy prospect of having soon to battle with the terrible surf rolling between their helpless craft and the shore. Their only ray of hope was that they might succeed in clinging to the schooner until, being of light draft, she should strand so well up on the beach that they might escape. The master took his station at the wheel and kept as good control as possible of his charge, but nevertheless, just as she was crossing the surf line a huge comber burst upon her deck, and swept overboard three men—one of them being the captain himself—all of whom were drowned.

The foregoing details were obtained from the survivors of the wreck. The first that was known of the disaster on shore was at about half past 4 o'clock in the morning, when Clark Hurley, a night watchman at Asbury Park, discovered the schooner broadside to the sea, with her head to the south, and rolling violently as she approached the beach. His first impulse was to run to the life-saving station and give the alarm, but he soon found the direct way obstructed by the surf, which submerged the narrow strip of land he would be obliged to traverse, separating Deal Lake from the ocean, and therefore he turned back and notified all the persons whom he saw that a vessel was coming ashore. Among those he met was Mr. J. E. Wortman, who had gone to the beach that morning in anticipation of disasters. As soon as Wortman was informed of the wreck and had examined her position he was convinced that the only means by which the people on board could be rescued was the life-saving apparatus. Calling upon some of the numerous spectators now on the shore to follow him, he boldly ran along the narrow strip of beach where Hurley had been deterred by the surf, and bravely making his way through the water, which rose to his waist, safely reached the station, but without followers.

Keeper Lambert Edwards had been up and on watch almost the entire night, and had returned from the north patrol just as Wortman reached the station. Upon being informed that there was a wreck to the southward the keeper requested Mr. Wortman to run along the beach for reenforcements, while Surfman Slocum, who had come to the station a little while before, was sent to the nearest hotel for a horse to haul the beach cart, the stable connected with the station being surrounded with water, and the horse kept there refusing to go out into the surf. Wortman soon returned with a number of volunteers, and Slocum with the horse. The tide was beating against the doors of the boathouse, but at a favorable moment they were opened and the apparatus cart was pushed out and wheeled up to the horse, which could

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not be induced to approach the station on account of the water surrounding it. The men then set out on their way to the wreck, being obliged (since it was impossible to cross the dangerous inundated beach Wortman had forded) to take a roundabout way, which made the distance some three-fourths of a mile. In something less than an hour from the arrival of information of the disaster at the station the keeper and his men were on the beach abreast of the wreck, which lay with the bows to the northward at the foot of Sixth avenue, Asbury Park. Her spars had fallen and the tide had carried her so far on the beach that she was within forty or fifty feet of a small pavilion jutting out from the bluff, and six men had already landed. Two of these were drawn ashore with ropes by the bystanders, while the others had gained the beach by skillfully running at favorable opportunities along a fallen mast. The seventh survivor, who was still on board, appeared to be in a state of frenzy, and was about to leap into the surf when a heaving stick was thrown on board by a surfman, and the sailor, having made the line fast to his body, was safely pulled to the beach.

All the survivors were taken to the Hotel Columbia, where the proprietor, Mr. W. H. Jones, kindly furnished them with food and such other comforts for their relief as were available.

Keeper Edwards then procured from the station an outfit of clothing for each of the men, who departed for New York in the afternoon suitably clothed and provided with money from a fund which the generous people of Asbury Park had subscribed for their benefit.

When the tide receded the keeper boarded the schooner and found her masts sundered at the deck, the bowsprit carried away at the knightheads, the rudderhead twisted off, the rail and bulwarks crushed in, and the partitions and bulkheads within the hull broken down and scattered in disorder. The body of the unfortunate steward, who had remained below, was well up forward with the skull fractured.

In commenting upon the storm and surf in relation to this vessel the investigating officer says: "It is marvelous how any members of the schooner's company held on to the wreck through the terrible breakers. Had the weather been cold and the spray freezing, it is likely that not one of them would have survived. The four men who were lost met their unhappy fate on the outer bar at about the time the vessel was first seen from the shore. No earthly power could have saved them."

The names of those lost are believed to be as follows: Christopher Grattan, captain, Charles Brown, mate, Walter Poulston, steward, and Harry Broden, seaman. The bodies of the three men who were swept from the deck were afterwards recovered by life-saving crews on the coast to the northward, where the current had carried them. All were turned over to the proper authorities, by whom they were given decent burial.

The keeper of the Shark River Station, whom Keeper Edwards had notified of the disaster by telephone, mindful of his duty under such

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circumstances, came to the wreck accompanied by one man, but their services were not needed.

WRECK OF THE BARK MARTHA P. TUCKER.

Five days after the preceding disaster and three days before the opening of the stations on the Atlantic seaboard, a tempest of equal, if not greater, intensity swept up the coast from the southward, leaving in its track, particularly upon the sea islands lying near the coasts of the States of Georgia and South Carolina, widespread devastation and frightful mortality. Only one life, however, was lost by shipwreck within the province of the Life-Saving Service, that of a sailor belonging to the bark *Martha P. Tucker*, which was driven ashore one mile west of the Point Lookout Station, (Third District,) Long Island, New York, on the morning of August 29, 1893.

The *Tucker* was a bark of six hundred and three tons burden, built at Bath, Maine, in 1874, hailing from New York, and commanded by Captain George Mitchell, of Brooklyn, bound from Port Tampa, Florida, to Carteret, New Jersey, with a cargo of eight hundred and fifty-six tons of phosphate rock, and when lost was nineteen days out from the port of departure. There were twelve men on board, of which number eleven were landed in the breeches buoy by the keepers of the Point Lookout and Long Beach stations, assisted by a volunteer crew, while the twelfth was unfortunately carried overboard and drowned by the falling of the mizzenmast before the life-savers could reach the scene with the beach apparatus.

The vessel had been involved in the extraordinary gale of August 24, in about the latitude of Savannah, Georgia, but by skillful management, where sea room was not wanting, successfully weathered the blow. When the second storm struck her, after midnight of August 28, the captain supposed he was off Barnegat, New Jersey, but the land was not then visible, owing to the darkness and impenetrable mist. A strong and growing wind was blowing from the southward, and at 3 o'clock, as nearly as can be determined, the master being apprehensive that he was getting too near the Jersey coast, hauled off to the eastward. The ocean shores of New Jersey and Long Island, extending southward and eastward, respectively, form two sides of a triangle having its apex at the mouth of the Hudson River, (New York Bay,) on the western side of which lies Staten Island, and across a narrow channel still further west, the town of Carteret, the port to which the *Tucker* was bound. She was, therefore, necessarily between the converging shores above mentioned, either of which is a dreaded lee in southeasterly gales, and so located that vessels making an effort to avoid one are often unexpectedly thrown upon the other, which proved to be the case in this instance.

The stiff breeze with which the storm was inaugurated soon attained dangerous velocity, producing a raging sea, and by these adverse influ-

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ences the bark was driven much farther to the leeward than had been estimated. She was in this critical situation early in the morning of the 29th of August, when a furious squall swept over her, and brought so sudden and intense a strain on the canvas then spread that the fore-topsail sheets instantly parted, and the sail was torn from the boltropes. Prompt measures were taken to repair the damage, but the sailors were scarcely aloft to cast off the tattered remnants clinging to the yard, preparatory to bending a new topsail, when, in a temporary clearing of the rain and mist, all on board beheld a low beach trending east and west, backed by a range of small sandhills, just under the lee to the northward. The danger was clearly comprehended at a glance, and the master, realizing that stranding was inevitable, called the men down from the yard, ordered the helm up, and beached the vessel head on. The tide was almost at the flood mark, so that the bark, although deep in the water, fetched up with her bows only about two hundred yards from the shore. The waves were white-crested as far as the eye could reach, and the seas tumbled in over the stern like a cataract, flooding the decks fore and aft, and compelling seamen and officers forthwith to betake themselves to the rigging. The repeated assaults of the seas weakened the rock-laden craft, and the swaying of the mizzenmast, whereon the crew had taken refuge, warned them that the spar would fall before long. All hands, therefore, excepting a sailor named Andrew Anderson, left the shrouds and struggled forward to the bowsprit and jib boom, which were less exposed to the sweeping waves than any other portion of the ship. Seaman Anderson refused to follow his companions and lost his life in consequence.

Meanwhile, at about 6 o'clock in the morning, the vessel was discovered from the tower of the Point Lookout Station by Riley Raynor, a member of a party, including three ladies, from Freeport, New York, that had spent the night at the station visiting the keeper's daughter, and by him reported to Keeper Andrew Rhodes as a three-masted schooner dangerously near the beach. The keeper at once ascended the lookout, where he was at first unable to see anything on account of the rain, but in a few moments, a brief lull giving a better prospect to seaward, he made out the bark lying to, not far offshore, bending to the the blast and laboring heavily in the powerful seaway. Descending into the house, he notified Keeper Richard Van Wicklen, of the Long Beach Station, by telephone, of the proximity of the vessel, then went outside to the barn, where the change in her bearing could be determined by ranges, and there ascertained that she was drifting inshore. After a little interval she was observed to head for the beach and run in bows on, about one mile west of the station. The Long Beach Station was again spoken by telephone, and Keeper Van Wicklen set out immediately with M. J. Carter, telephone lineman of the Third Life-Saving District, who chanced to be with him at that time, to augment the insufficient force at Point Lookout. Their journey of more

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than four miles on foot, over the uneven surface of a sandy beach and through a storm of unusual severity, ended by their arrival at a quarter past 8 o'clock, having consumed only a little more than one hour.

Keeper Rhodes had also called to his aid the only available man in that vicinity, an Italian named Michael Alianello, watchman at the Point Lookout Hotel, and together they ran down the beach abreast of the wreck, where they saw the crew in the after rigging and the waves pouring in tumultuous volumes over the hull of the vessel. When the two men from the Long Beach Station arrived, all four and the boy, Raynor, ran the apparatus cart out of the boat room and endeavored to draw it by the shortest route over the hills to the wreck, but the load proved too heavy, and the wheels sank so deeply into the sand on the hillside that the utmost exertions of the little band were insufficient to move them.

It was at this juncture that the three women, Mrs. Celia Raynor, Mrs. Rene Southard, and Miss Jennie Rhodes, made their appearance on the scene. They had witnessed the unavailing efforts of the men to drag the apparatus cart, and keenly alive to the fact that a delay of even a few minutes might result in the death of many a poor fellow on the wreck, they rushed out into the storm and resolutely lifted with the men, hitherto vainly struggling at the wheels, until, by their combined efforts, the cart was moved over the sand hill to the harder surface of the beach. By this time their clothing was so bedraggled and water-soaked, and the exposure was so severe, that they were sent back to the station for dry garments, and to make the necessary preparations for the succor of any of the shipwrecked that might be rescued. The rescuing party found the difficulty of traversing the beach so great that when about half way to the wreck they decided to divide the gear, and had just finished unloading the cart to carry out the plan when the reeling masts of the bark went by the board, and as the crew, when last observed, were in the rigging, it was believed that they had all been precipitated into the water. The life-savers thereupon abandoned the apparatus cart and hurried toward the wreck with a view to aiding the sailors in getting out of the surf, but they found none, and soon discovered persons clinging to the bowsprit and jib boom, which, with a little of the bow that now and then appeared as the inrushing waves ran by, were the only visible portions of the vessel. There was still hope that the men might be saved, and the party thereupon returned to the apparatus cart, placed upon it the Lyle gun, the cartridge box, two projectiles, a No. 9 shot line, and the whip, and then resumed their efforts to drag it sufficiently near the wreck.

But even with the reduced weight their progress along the slushy beach, half the time covered with water and then exposed to the wind, which sent the sharp particles of sand flying into their eyes, was effected with the utmost labor. From the stern to the forward waist the vessel was already ruined and broken up by the fierce onset of the seas. At last

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they reached a suitable place, and, gathering some pieces of wreckage, laid a rude platform upon which the gun was fixed and fired with five ounces of powder and a No. 9 line. The shot landed the line directly over the jib boom, where the sailors were lying, and they seized it at once. They were, however, liable to be dashed from their precarious lodgment at any moment, and therefore in order to make the work as expeditious as possible, and also to relieve them of the strain the current would exert upon a long line in the water, the shot line was cut in two and the shore end at once made fast to the tail block of the whip line, when a signal was made for them to haul out on it. The traveller block was then removed from the breeches buoy, and the slings of the buoy made fast to the lee part of the whip, and hauled off to the vessel, without the loss of time that would have been necessary to set up a hawser, even if the latter could have been accomplished. When all was ready to take the men ashore, the women whose assistance had so materially aided in getting the apparatus over the sand hills again appeared, and heartily joined in the work of hauling the buoy to and from the wreck. When the third sailor had been landed, four men, who had seen the stranded vessel, but had been unable to arrive earlier, reached the beach, and relieved the women, who then returned to the station.

While the operations of rescuing the people on the bark were progressing a message came from the Long Beach Station reporting a schooner ashore one-half mile west of that place with seven persons in the rigging. The state of affairs on the *Tucker* was, however, too critical to admit of any alteration of the method of work going forward there, and the force too limited to permit of detaching any members of the rescuing party, but the moment the duty in hand was completed and all the seamen had been sent to the Point Lookout Station, the life-savers started westward to the second wreck. When about a mile on the way they learned that the schooner, which proved to be the *C. Henry Kirk*, without cargo, had been driven well up on the beach at high water, and the crew had been safely landed.

The rescue of eleven of the twelve men on the *Tucker* was a creditable piece of work on the part of Keeper Rhodes and his assistants, and it is a pity that Anderson did not follow his companions to the forward part of the vessel, whence he would undoubtedly have been saved with the others. So far as known his body has not been recovered. Much credit is certainly due to Mrs. Raynor, Mrs. Southard, and Miss Rhodes for their share, which was by no means a trifling one, in the notable achievement. The shipwrecked crew, who were almost destitute of clothing when landed, were supplied with suitable garments, and after resting one day at the station departed for their homes.

The district inspector concludes his report upon the casualty in the following words: "The vessel as I found her is a total wreck. The hull from a short distance abaft the foremast is broken off, the woodwork smashed into small pieces and strewn along the beach. The cargo can

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not be recovered and nothing of value has been found. I consider it fortunate that eleven persons out of the twelve on board the bark were rescued, and believe that if Seaman Anderson had followed the crew when they left the mizzen rigging and went to the jib boom, he, too, would have been saved."

CAPSIZE OF THE FISHING BOAT J. B. DENTON.

By the capsize of a small sailboat called the *J. B. Denton*, containing four persons, four miles east of the Hog Island Station, (Fifth District,) Virginia, on the afternoon of October 9, 1893, two men, named William F. Bool (Fisher Bull) and James E. Sharpley, were drowned. It appears that on the above date an ugly sea prevailed in the vicinity of Hog Island, although the wind was only moderate from the eastward. Several boats came from the mainland through the passages or creeks leading to the sea with the purpose of going out through the inlet to the southward of Hog Island to engage in fishing. Keeper J. E. Johnson knew from long experience and observation that an attempt to pass, and later to repass the surf lines under the existing conditions would be fraught with great danger, and he therefore warned the fishermen against going out. A few of them wisely heeded his admonition, but others with less discretion proceeded on their way, seven boats in all passing out. The keeper therefore cautioned the watch in the lookout tower to keep a specially vigilant eye on the fishing fleet, while the rest of the crew were held on the alert for a sudden call to duty.

During the forenoon the sea increased considerably, and by 1 o'clock P. M. the waves could be seen combing and breaking heavily fully three-quarters of a mile off shore. By this time the fishermen seemed to have grown apprehensive of the situation, and were observed to move toward the land as if with the intention of entering the inlet. Two of the leading boats successfully encountered the surf, and, not less by good luck than by skillful handling, gained the smoother waters inside, but the third, which was the skiff *J. B. Denton*, (having on board Obed G. Goffigon, C. A. Burton, William F. Bool, and James E. Sharpley,) came in under oars without any sail set, and in riding upon the crest of a sea overran the summit, plunged violently downward, and "pitch poled," flinging the occupants into the water. Taking warning of this accident, the fishermen who were following in the rear turned to the southward and found an entrance through Sand Shoal Inlet below Cobbs Island. The lookout, who had kept careful watch throughout the day, saw the mishap to the *Denton*, and gave instant notice to the keeper and crew. They were already prepared for just such an emergency, and launched the surfboat forthwith, pulling away with so much vigor that they reached the scene in almost incredibly quick time. Meanwhile the four fishermen, who had been thrown clear of their boat when it capsized, swam back to it and tried to cling to the

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bottom, but the waves rolled it over again and again, so that their grasp was repeatedly broken and their strength severely taxed. Goffigon laid hold of the mast and sail floating near by, while Burton, who kept close to the boat, encouraged Bool and Sharpley to hang on to it, confidently assuring them that the life-saving crew would soon be out and save them; but the two men so rapidly lost strength that in fifteen minutes after the capsize they gave up and sank beneath the breakers. They were dressed in oil clothes, with heavy rubber boots, of which they either did not try or were unable to relieve themselves, and these incumbrances must have materially hastened the fatal result. Burton and Goffigon fortunately succeeded in kicking off their sea boots, and thus relieved were better able to maintain the desperate contest. When the capsize occurred everything in the boat was spilled out, and the grapnel, which had fallen out with the rest of the gear, soon took upon the bottom, thereby bringing her head to sea. Mr. Burton, having kept alongside, was now enabled to right and get into the boat, where he held on to the centerboard pendant or rod with one hand and to a thwart with the other. Whenever a heavy sea came rolling in he bent down until it swept over him, being buried at times under a mass of water ten feet deep. He remained hanging on with all his might in this position until rescued by the life-savers. When Goffigon found that he could not cling to the boat, as she lay in the trough of the sea before the grapnel fetched her up, he swam to the mast and sail, and, as before stated, made use of them as a buoy. With this support he gradually worked toward the land, slewing the spar around to meet the seas, and after each comber passed continuing his progress shoreward, where he finally drifted, and crawled out upon the sand.

Upon reaching the boat the life-saving crew pulled up to the windward and then dropped down close aboard, from that position taking Mr. Burton into the surfboat. A hasty survey of the neighboring waters showed that no one else was near at hand, but a glance toward the shore revealed Mr. Goffigon in the surf, and the keeper therefore at once followed after him intending to pick him up if possible, and if not to land close to him. The boat was already in shallow water and soon after safely reached the beach, where Goffigon was picked up.

Both rescued men were taken to the station, where they were furnished with proper treatment and supplied with dry clothing. Search was subsequently made for the missing men, but without finding their bodies.

The following letters, written by the survivors of the disaster, afford a satisfactory answer to the natural inquiry whether the life-saving men performed their full duty on this occasion:

"BIRDS NEST, VIRGINIA, *October 21, 1893.*

"MY DEAR SIR: Simple justice prompts me to write the Department to return my most sincere thanks to Captain J. E. Johnson and crew of

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Hog Island Life-Saving Station for their prompt assistance in saving my life on the 9th instant, in such a short time, while capsized in the breakers four miles from the station. I do not think we had been capsized more than thirty minutes before the surfboat was alongside of us and rescued me from a watery grave. Too much can not be said in praise of the captain and his crew.

"Very respectfully,

"C. A. BURTON.

"Hon. S. I. KIMBALL,
"*General Superintendent, Life-Saving Service, Washington, D. C.*"

"MARIONVILLE, VIRGINIA, *October 23, 1893.*

"DEAR SIR: I deem it a duty which I owe to Captain Johnson and crew of the Hog Island Life-Saving Station to write a few lines to you and personally congratulate you for having in your Service such a keeper and such a crew. I was one of the crew of the fishing boat capsized off Hog Island on October 9, and I unhesitatingly say that Captain Johnson and crew did all that men could to rescue us. I left the boat on a mast; my three companions stuck to the boat. Captain Johnson reached the upturned boat as soon as it was possible for mortal man, but not soon enough, alas! to rescue two of my companions. But, thank God, one was saved, and he to-day owes his life to the prompt action and undoubted bravery of Captain Johnson and crew. I am a sailor and have been connected with the Life-Saving Service, but never in my life have I seen a surfboat driven faster, more skillfully handled, or in a worse sea. Hoping that Captain Johnson and his able and worthy crew may receive credit for what they did, and at the same time trusting that they may not be censured for not doing what it was impossible for mortal man to accomplish, I remain,

"Yours, truly,

"OBED G. GOFFIGON.

"Hon. S. I. KIMBALL,
"*General Superintendent, Life-Saving Service, Washington, D. C.*"

THE CAPSIZE OF A SHARPIE.

A colored man named Benjamin Guest was drowned in the surf on the bar at Jupiter Inlet, Florida, one and one-quarter miles north of the Jupiter Inlet Life-Saving Station, (Seventh District,) by the capsize of a sharpie in tow of the schooner *Harry Stiles*, on the morning of October 9, 1893.

It appears that Dr. Harry Stiles, of Harrisburg, Pennsylvania, with his wife and three children, had worked his way southward from that place toward Lake Worth, Florida, in the schooner bearing his name, carrying household furniture and other effects on board. As far as possible on the voyage he had pursued the interior waters along the coast for safe navigation, and having arrived at Jupiter, was within a few miles of his destination which he was now naturally anxious to reach without further delay. He was also desirous that the schooner with his goods on board should arrive at Lake Worth as early as possible, and it was his intention to send her with a sharpie in tow by sea, the only available route, while he and his family completed the journey by rail.

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The lagoons and rivers of eastern Florida extend generally north and south, but the continuity of these sheltered waterways is interrupted in latitude 26° 55′ north, necessitating a short cruise on the ocean in making connection between the rivers of central and southern Florida. Jupiter Inlet, one of the passages to the ocean, is narrow and shallow, about one hundred yards wide and four or five feet deep, being chiefly used by river steamers and small craft going to and from Lake Worth Inlet, ten miles below.

The sharpie was an old boat, quite unfit for service, and the schooner, a small undocumented craft about thirty-six feet long and drawing less than two feet of water, was barely able to contend with the sea by herself without the additional incumbrance of the boat she was towing. She was provided with a gasoline engine which ordinarily supplemented the sail power, but at this time the machinery was out of order and the little craft was therefore wholly dependent upon her canvas. On the morning of October 9 the weather was threatening, and a fresh northeast wind had raised the sea to an extraordinary height on the bar, rendering its passage a difficult and hazardous undertaking.

Considerable difficulty was experienced in obtaining the additional hands necessary for the efficient management of the schooner and her tow during the short ocean voyage, on account of the unpropitious weather and the high surf breaking on the bar, and one or two men with whom Dr. Stiles had bargained finally withdrew and declined to go. Several persons on the wharf also admonished him that the conditions were not favorable for the trip. He paid no heed to these warnings, however, and after directing the master, M. L. Dahl, to proceed to sea, he and his family hastily boarded a train and departed. At this time the vessel was almost ready to sail, and the captain, who says that he apprehended no danger, soon got under way and stood out, having first taken on board a local pilot and two colored men, one of whom, Benjamin Guest, was placed in the sharpie towing astern. Before long, however, Guest, who, the captain thought, was able to do better service on the schooner, was taken aboard of her, and the other colored man placed in the sharpie, but the latter soon demurred to this proceeding, saying that he was not hired for that duty, and the two men, therefore, again changed places.

The masts and sails of the small boat had been previously placed on the schooner, and the former was therefore unprovided with any appliances, except the steering oar, with which to manage her when the breakers should be encountered. The sea on the bar was so heavy that the schooner could make little headway, while her progress was still further impeded by her tow. The sharpie shipped several combers, and Guest, neglectful of the all-important necessity of steering, began to bail out the water, thereby losing control of the boat, which broached to and tumbled him into the breakers. Captain Dahl was at the wheel endeavoring to guide the schooner out, but he found that her move-

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ments were hampered by the water-logged sharpie, and that it was also impossible in the narrow fairway to wear round and return to the smoother water inside or to aid the unfortunate Guest. He therefore determined to hold his course, first inquiring of the men on board whether Guest knew how to swim. Being informed that he was an able swimmer, the captain ordered one of the hands to cut the tow-line and then stood outside, leaving the sharpie and its late occupant to their fate, but, as he testifies, having no doubt that the man would reach the beach in safety and without much difficulty. The capsized sharpie drifted into shoal water where it stranded upon rocks and soon broke up, and Guest, after a few ineffectual efforts to keep afloat, disappeared from view.

When the accident happened the life-saving crew were assembled in front of the station which is located on the coast about a mile south of Jupiter Inlet Bar. They had just finished practicing in throwing the heaving stick when they saw the schooner towing a boat with a long scope of line, emerging from the inlet, and her unexpected appearance occasioned considerable surprise. The presence of such a vessel at Jupiter was not generally known, and no intimation had been received by any of the life-saving crew that there was a craft at the inlet about to go outside. The adverse conditions of the sea and the state of the tide were of themselves deemed sufficient to discourage an attempt to pass the bar at that time, and all eyes were therefore intent upon the struggling schooner and her tow. Scarcely had they been discovered, however, when it was noticed that the sharpie was capsized and had been abandoned, while its occupant was left struggling in the breakers.

In view of the possibility of such casualties as the one now under consideration the Life-Saving Service maintains an extra boat at the shore of the inlet, and the crew now ran with all speed to the boathouse, launched the boat, and pulled swiftly to the spot where the man was last seen. They went over the locality again and again, as well as places where his body might have drifted with the prevailing current, but without result, although the search was continued more than two hours. Guest had the reputation of being an excellent swimmer, but it would seem that he was nevertheless unable to battle successfully with the heavy waves and the undertow, or that he lost his self-control and failed to put forth the exertion of which he was capable, and which might have saved his life. Several days afterwards the body of a colored man was found about twenty miles to the southward, and as the longshore current had been setting in that direction it was thought to be the body of the lost man. The schooner reached and entered Lake Worth Inlet in safety, but was obliged to anchor in the channel on account of an adverse wind and tide. In getting under way at a later hour she became unmanageable and drifted up on the beach, where, on the following day, she was totally wrecked by a violent storm.

All the witnesses of the disaster whose testimony was taken agree that

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the conduct of the life saving crew was prompt and in every way commendable, and that they were wholly free of responsibility for the loss of life involved.

WRECK OF THE TUGBOAT ELIZA J. REDFORD.

The tugboat *Eliza J. Redford*, of Oswego, New York, was wrecked at that place on the 15th of November, 1893, and the captain, Henry Featherstonehaugh, was drowned.

On Sunday, November 12, the British schooner *Flora Emma*, loaded with lumber, arrived at Oswego from Port Hope, Ontario, and made fast to the inside of the outer pier, where she lay until the following Wednesday waiting an opportunity to discharge her cargo. In the evening of that day, November 15, a strong westerly gale was blowing, accompanied with frequent thick snow squalls, and by 9 o'clock a very powerful sea was running. An hour later Surfman Wilcox, who was on lookout at the life-saving station, discovered a bright light about a fourth of a mile from the station, and almost immediately made out the *Flora Emma* in the new harbor, adrift from her moorings and about halfway between the Delaware, Lackawanna and Western coal-wharf trestle and the lighthouse. She was driving to the eastward toward "the gap," or entrance to the harbor, about one thousand yards away, at the rate of five or six miles an hour, and seemed to be entirely helpless.

The lookout started at once to notify Keeper Anderson of the life-saving station and Captain Featherstonehaugh of the tug *Redford*, but meeting Surfman Wood, who had just returned from patrol to the station keypost, intrusted the former errand to him, and himself ran to the tug lying at the dock only some twenty-five rods distant. The tug was under steam, and the captain, upon being informed that there was a vessel in the harbor needing assistance, immediately set out to her aid. Surfman Wood had already advised Keeper Anderson of the situation, and they went together into the lookout tower to survey the scene as well as possible, and the keeper then forthwith turned out the crew and ordered the lifeboat to be launched. Hardly more than three or four minutes had elapsed after the schooner was discovered before the tug was off, and the station boat launched and manned. Just as the life-saving crew were about to pull away the tug was seen going out of the river; the next moment there was heard a roar of escaping steam, much louder than if she were merely blowing off, and it was then suspected that she had met with an accident to her machinery. The schooner, which had already passed out of the harbor, was fast approaching the east breakwater, and a moment or two later a man appeared running off the pier, who, upon being questioned by Keeper Anderson, stated that he had escaped from the tug, but that the rest of her crew were still on board and that she was disabled. It was now perceived that both vessels were swiftly drifting toward the rocky beach to the eastward, and the keeper, well knowing that it

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would be impossible to reach them with the boat in time to be of any service, ordered his crew to get out the beach apparatus. This was so quickly accomplished that the life-savers were on the beach abreast of the vessels almost as soon as they stranded.

The schooner lay next to the shore, about one hundred and fifty yards out, with her head to the southwest, while the tug with her bow to the northeast was close alongside and pounding furiously against her. It was now believed that both crews were on board the schooner, and Keeper Anderson fired the Lyle gun without delay, landing the shot line squarely across the wrecks in less than five minutes after they struck. The gear was speedily set up, and three persons were brought safely ashore in the breeches buoy—first, the wife of Captain Fox of the schooner, then his son, and last the captain himself. From them it was learned that there were no more persons on the wrecks, three of the schooner's crew being ashore on leave, and nothing having been seen of the crew of the tug, but a moment later two of the latter appeared on the beach and informed the keeper that the tug had burst her steam pipe just outside the pier, and drifted against the east breakwater, where they clambered off and whence they were taken ashore by a boat.

They stated that the captain ordered them to jump for the breakwater as the tug, after rebounding from the first impact, struck a second time, and they supposed he intended to do the same, but from the moment they made the leap they saw nothing of him. It was their belief that he either fell between the tug and the breakwater while making an effort to reach the latter, or else that he was carried away with the pilot house and killed by a heavy sea that swept over the tug an instant after they jumped to the breakwater. There was obviously nothing more to be done with the apparatus on the beach. The incidents of the unfortunate disaster had followed one another so rapidly that scarcely a quarter of an hour passed after the *Flora Emma* was discovered adrift before both vessels were total wrecks upon the rocks.

Keeper Anderson now gathered up his gear and with a part of his crew returned to the station, while the rest remained upon the beach to search for the body of the missing man, which, however, was not recovered until 2.30 P. M. the following day, when it was secured near the slip with grappling irons. It was turned over to the coroner, and the finding of the inquest was to the effect that death was caused by drowning and not by injuries received when the pilot house was destroyed, although there were bruises about the face and head sufficient at least to have seriously if not totally disabled him.

Captain Featherstonehaugh was a man of about forty-three years, and of excellent repute as a skillful and fearless seaman. He was a native of the city of Oswego, where he was much respected, and his untimely death was deeply deplored by all who knew him.

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WRECK OF THE JASON.

The most disastrous wreck that has occurred within the scope of Service operations in recent years was that of the British ship *Jason* on the 5th of December, 1893, near the Pamet River Station, (Second District,) coast of Cape Cod, Massachusetts.

The *Jason* was a full rigged ship of one thousand five hundred and twelve tons register, carrying twenty-five men including officers, and was within only a few hours' sail of her destination when she encountered the misfortune that left her a hopeless ruin on the beach and swept all but one of her crew to untimely death. The voyage so suddenly brought to a melancholy end had consumed almost ten months (including detentions on account of previous ill-luck) and had covered a distance equal to one-half the circuit of the globe. She sailed from Calcutta, India, on the 15th of February 1893, bound for Boston, Massachusetts, under the command of Captain David McGin, loaded with ten thousand bales of jute, but while crossing the Indian Ocean was involved in a cyclone, and emerged from its deadly swirl with the loss of most of her spars and with her cargo seriously damaged. Under jury rig she laboriously worked her way to Port Louis, Mauritius, where she arrived early in the month of April. There, after being unloaded, she was thoroughly overhauled and repaired, and when ready for sea, which was not until the middle of September, was again loaded and resumed her voyage under command of Captain McMillan, the former master having relinquished his post on account of injuries incurred in the storm that so nearly destroyed the ship. A prosperous passage ensued until the vicinity of the Bermudas was reached, when frequent squalls set in, and followed the vessel until she made the coast of the United States. At that time Captain McMillan was not in possession of reliable information of his position, for the reason that the thick weather had made it impossible to take observations for several days, and he was therefore compelled to rely upon his dead reckoning. On the 3d of December (two days prior to the wreck) he spoke a New York pilot boat, from which he learned his whereabouts, but after passing Georges Shoal, about one hundred miles to the eastward of Cape Cod, he determined to shape his course straight to the westward with a view to raising landmarks. This action was therefore taken, just after midday on the 5th, and proved to be as fatal as it was ill-advised under the existing conditions. The wind was from the northeast, a specially dangerous quarter off Cape Cod in the winter, and the atmosphere soon grew thick with rain, which the falling temperature shortly turned to sleet and snow. Notwithstanding the lack of observations to determine his situation, the captain might easily have discovered his danger by sounding, but nevertheless, with an assurance almost amounting to fatuity, he appears to have held his course boldly without resort to the lead until the dark and gloomy outline of the land loomed up

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under his lee. The only survivor of the wreck states that the captain then believed he was ten miles offshore, but there can be little doubt that his mind was instantly filled with apprehension of the gravest nature. Between 4 and 5 o'clock, just before darkness shut in, the *Jason*, which had already been seen from the land, was observed to spread all the additional canvas she would bear, haul by the wind, and stand on to weather the cape. The stiff gale steadily grew stronger, the sea increasing with equal pace, and every indication confirmed the predictions made among the surfmen during the afternoon that an ugly winter storm was at hand, while the knowledge that a strong current was setting along the shore to the southward made them sure that the ship was in extreme danger.

She was last seen by the day patrol (always sent out in thick weather), with upper topsails set, just off the three lights of Nauset, holding up to the windward with remarkable strength. It is agreed on all hands that she must have been a very weatherly ship, but although the efforts the master was plainly making to keep her off shore gave her more rapid progress and less leeway, no keenness of nautical perception was required to appreciate her peril, and to know that she must surely strand unless she changed her course—and that, as the testimony shows, was beyond even her great power in the teeth of the fierce northeast tempest and the shoreward heave of the tremendous sea. In fact, from the moment she made the land it seems to have been out of the question either to tack or wear ship. Under the heavily adverse conditions of wind and sea she could not tack, and there was not sufficient room to wear. Information was soon received over the telephone by Keeper Bearse, of Nauset, and Keeper Cole, of Cahoons Hollow, that the gale was strong from the northeast at the Highlands of Truro, where the arm of Cape Cod bends to the northwest, and they made up their minds that the vessel would not be able to get past the latter station, and would in all probability fetch up somewhere between the two, which lie seven miles apart. They, therefore, made every preparation for united action should the emergency arise, and successive patrols were sent out to make swift report of the expected stranding. But if Captain McMillan had made a mistake in carelessly approaching the coast, he was of good English grit, and was now straining every resource to redeem his error and take his ship safely to haven. How wonderfully he almost succeeded is shown by the fact that at about 6 o'clock the vessel had weathered Bearse's station limits and was past Cahoons Hollow. Still believing that she would not clear the cape, Keeper Cole now thought that she would strike between his own and the Pamet River Station. Therefore, feeling that for the time being the responsibility rested upon him, he was fully on the alert, had the horse harnessed, and the apparatus prepared for instant action. As time wore on and at 7 o'clock no further news of the vessel had been received, both keepers

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knew that she was still fighting her way, and even began to feel that she had possibly succeeded in standing off.

At all events if she should come ashore it would be within the scope of the Pamet River Station, and the men at that place were ready for the awful stroke, although their brave hearts devoutly wished she might pass them by. But their hopes were proved to be vain when, at about half past 7, Surfman Honey burst almost breathless into the station and exclaimed: "Hopkins [the north patrol] has just burned his signal." A moment later Hopkins himself arrived and reported that the ship had struck.

It appears that she had been laboring heavily, the wind constantly heading her off after nightfall, and the master, although he kept up a stout heart, must have been well aware that he was constantly losing more and more of the narrow margin that lay between possible safety and inevitable destruction. Whatever misgivings the crew may have experienced, the survivor states that the first intimation they had of their immediate proximity to the shore was when they saw the breakers, and the captain, who was below at the moment, rushed on deck with the ominous outcry, "She has struck!" The boats were still on the bridge where they had been originally stowed for the voyage, their covers and lashings intact and the tackles unhooked, but Captain McMillan instantly gave the order to clear them away, and, together with the men, set about the work. The ship lay with her starboard side to the waves which the next instant lifted her farther shoreward, and then fell crashing on board. The most of the sailors fled to the mizzen shrouds, but a few, more daring or desperate than the rest, still struggled to clear the boats. Another run of towering breakers was now about to leap on board, and the brave men were compelled to give over and quickly join their shipmates in the rigging. At this moment the red glare of the patrolman's signal gleamed through the darkness, and a cheer broke forth from the shipwrecked men.

Up to this time the master had found no difficulty in controlling the movements of the crew, who appear to have been able and obedient sailors, but now there was no longer any occasion for the exercise of authority, and in the dreadful situation it behooved every man to look out for himself. Within ten minutes from the flash of the signal the great iron hull parted amidships with a loud noise, and the mainmast toppled over, carrying with it the mizzen topmast. The entire ship's company except the captain were at this time in the mizzen rigging, where they were able to hold on only a few minutes when all were washed overboard together. The captain when last seen was standing on the ladder at the quarter deck supporting himself with a hand on each rail. Evans, the only one saved, was in the lee shrouds, and after being swept some distance shoreward, was carried back so near to the wreck that he almost clutched the rigging, but the next wave dashed him away, and in less than five minutes, as he thinks, he was prostrate on the beach with just enough

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strength and consciousness left to cling to a bale of jute that lay beside him. It is probable that the incidents narrated up to this point had consumed more time, and that he remained where he landed longer than he supposed, but eventually he struggled to his feet and staggered toward a lantern carried by Keeper Rich, who in response to an incoherent remark of the half-crazed lad assured him that he was safe, and would be faithfully cared for. He was clad only in his underclothing and was almost totally helpless. Two men were required to take him to the station, where he was stripped of his wet and frozen garments, wrapped in hot blankets, and otherwise properly treated until restored. He could recollect that when the keeper found him he was able to tell who he was, but could recall nothing that transpired afterwards until he revived in the station.

Sixteen life-saving men were on the beach at this time, the number being composed of the crew of the Pamet River Station and that of the Highland Station from the north, who had been summoned by telephone as soon as patrolman Hopkins reported the wreck.

The beach apparatus of the Pamet River Station was on the ground and ready for service, but the ship was only now and then faintly visible, and there was little reason to believe the apparatus would be of any avail. However, the gun was aimed as well as possible in the direction of the wreck, which was discernible only as a black shadow that seemed a little darker than the surrounding gloom, and the shot was fired. That the line fell across the hulk there is no reason to doubt. That it lodged with considerable firmness somewhere was conclusive to the keeper in charge, for it resisted the slight strain put upon it to determine whether it was fast, but no pull or manipulation on the offshore end could be detected, and after waiting in vain some considerable time for that always welcome sign that the line has been found by the shipwrecked, the life-savers hauled hard on it until it finally parted under the heavy strain.

The keeper was now satisfied (as the testimony of the survivor, Evans, later proved) that there was no living being on board the wreck. Nothing could be accomplished by additional efforts to effect communication by means of the gun, and the fury of the surf was so overwhelming that none of the men, familiar as they were with the conditions, of long experience on the coast, and brave as they had often proved themselves, even so much as entertained the thought of attempting to launch the boat. It was out of question, absolutely and beyond all possibility of cavil. The slatting of the distant sails is described as sounding like peals of thunder, and the crashing of blocks and chains as they were flung back and forth against the wire rigging and iron foremast (afterwards shown to have been still standing) sent out volumes of blazing sparks that seemed to some of the bystanders like signals of distress.

It is the custom on occasions of this kind to build a fire on the shore as a beacon of hope to encourage the shipwrecked, and, although

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there was believed to be nobody on the vessel, this would nevertheless have been done, if possible. But the gale blew with such force that a fire could not be maintained, and, indeed, so terrific was its fury that the polished glass lantern on the beach apparatus cart was converted into a good specimen of ground glass by the incessant beating of the wind-driven sand upon its surface. Now and then a red signal was discharged to attract the attention of any poor fellows who might be washed ashore alive, and a faithful search-patrol was maintained along the beach throughout the night by the life-saving crews, whose number had increased to twenty persons, four additional men having reported from the Cahoons Hollow Station. It should be added also that two men not connected with the Service volunteered to join in this arduous duty, and manfully performed their part of the weary vigil. Only remnants of spars and cargo, however, were cast at their feet, and when daylight finally dawned all eyes intently turned toward the wreck with a vague half-hope that, by some altogether improbable possibility, there might still be some signs of living men on board. But there were none.

The forward and after parts of the dismembered hull were seen to be from thirty to forty yards apart, lying at nearly a right angle with each other, the former head on, and the latter, on which no masts appeared, thrown on its beam ends inclined toward the shore. The foremast and foretopmast, bowsprit and jib boom, with most of the fore rigging, were still in place, and the lower yard was crossed amid a confusion of tattered sails and tangled ropes. The waves ran high up the mast, breaking almost into the foretop, and shreds and fragments of the jute cargo wrapped themselves like ragged garments around the shrouds and stays. There was nothing for the life-saving crews to do, and after obtaining necessary food and rest those of the adjacent stations returned homeward. In the afternoon, when the tide had run out, a dead body was discovered entangled in the rigging on the after part of the wreck, but the keeper did not deem it necessary to make an attempt to go out with a boat while the surf was still extremely dangerous. On the following morning the surfboat went to the wreck and recovered the body, which, with nineteen others subsequently washed ashore, was deposited in the receiving vault at Wellfleet, where they were, as far as possible, identified by their surviving shipmate and afterwards appropriately buried.

Evans remained with the life-savers several days, until the sad office of identifying his late comrades had been completed, when he reported to the British consul at Boston, by whom he was furnished transportation to his home in England.

A fact which is regarded as of no inconsiderable importance to seafaring men was emphatically illustrated on this occasion, and that is the almost fatal unwisdom of shipwrecked crews in taking refuge, as they often do when driven aloft, in the mizzen rigging. A photograph of the *Jason*, taken several days after the wreck, shows her foremast still standing, while not a remnant of either of the others is to

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be seen. Whether any of the men would have been saved if all had taken to the fore rigging, nobody is able to say. The slatting sails and flying blocks and running rigging might have killed some, some might have been washed away by the sea, and some might have perished with the cold, but the fact remains that the foremast stood throughout the storm, with the foretop and crosstrees above practically uninjured. It therefore seems altogether reasonable to believe that some of the crew might have outlived the disaster had they taken refuge on the foremast, even if the life-saving men had failed to reach them that night, or, better still, that they might have been saved at once by means of the very line that was evidently landed somewhere on board within a few minutes after the stranding of the ship. A careful examination of the details of a considerable number of wrecks, both in this country and England, shows that the mizzenmast in a large majority of cases is the first to fall, and that in many instances all that were lost were on that mast and all that were saved were taken from the foremast or the forward part of the ship.

The following letter was received from the father of the survivor of the crew of the *Jason*:

"TREGAER RECTORY,
"*Raglan, England, January 22, 1894.*

"MY DEAR SIR: As the father of the only survivor of the terrible wreck of the ship *Jason*, may I ask you very kindly to do me the favor of conveying our most sincere and heartfelt gratitude to Captain Rich and one and all of the gallant crew of the Pamet River Life-Saving Station for their indefatigable and successful endeavors to save the life of our beloved son, S. J. Evans, apprentice of the late ship. While rejoicing at his marvelous rescue from the watery grave—most unfortunately the lot of his poor shipmates—we deeply acknowledge our debt of gratitude to Almighty God, as it was certainly a supernatural escape, and at the same time our unbounded thanks to you and the unwearying energy of your captain and crew, as instruments in the Lord's hand, are intense. Our prayer is that He will reward you all in your important office of saving the lives of those of His subjects who risk their lives on the unruly ocean.

"Several of the parents and friends have written to my son asking him particulars of the sad fate of the lost, and in reply to each he has expressed the warmest sense of gratitude to those who saved him, stating that everything that possibly could be done to save the whole crew under the terrible circumstances had been done; but having failed, he noticed with much satisfaction that your crew and other friends were preparing to give the poor captain and crew a most respectable and honorable interment. It is probable that he will again be sailing from England in February, I trust on a more favorable voyage.

"Repeating my intense gratification, I beg to remain, my dear sir,
"Ever yours faithfully,
"WILLIAM EVANS.

"Lieutenant J. DENNETT,
"*Assistant Inspector United States Life-Saving Service.*"

WRECK OF THE FISHING SCHOONER FORTUNA.

Two lives were lost at the wreck of the fishing schooner *Fortuna*, stranded on Race Point, Cape Cod, (Second District,) February 12, 1894.

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The vessel was a new one, having been launched less than six months prior to the wreck, and measured a little more than one hundred tons burden. Captain John W. Greenlaw, who commanded her, declared in his testimony that she was as good a vessel as any in the business for which she was designed, which was what is locally known as channel fishing; that is, fishing (generally for the Boston market) between the Georges and the Nantucket shoals. Her crew consisted of twenty-three men all told. They had been pursuing their vocation in the South Channel just before the wreck, and on Saturday, the 10th of the month, ran into Gloucester, her home port, to harbor over Sunday, and also to procure supplies, quitting port again for the fishing grounds on the morning of Monday, the 12th, with a favorable wind and fine weather. Between 5.30 and 6 o'clock in the afternoon the vessel was two or three miles south of Highland Lighthouse, and there being signs of snow, the captain determined to put about and make Provincetown Harbor for the night. By the time he had retraced his course as far as the lighthouse, snow began to fall, and the wind, which was then east-southeast, increased in force and hauled to the eastward. The schooner was making good time under four lower sails, (two jibs, foresail, and mainsail,) the patent log was over, and soundings appear to have been taken at proper intervals. After passing Highland Light, which was visible for only a few moments, neither land nor light was seen, but the captain knew his course, and, having no doubt of the distance he had run, hauled in, a little past 7 o'clock, for Wood End.

The wind and sea had been gaining strength constantly, but all hands were on deck, a good lookout was maintained, and there was no intimation whatever of any peril until the schooner struck the bottom, stranding so hard with the first shock that she did not move more than half her length farther. She was directly in front of the Race Point Life-Saving Station, but the captain still believed that he was to the westward of Race Point.

The sea broke heavily aboard, but the men were accustomed to critical conditions, and no confusion ensued. An anchor was dropped, the sails were furled, and torches were burned as signals for help. While this was going on the red light of the life-saving patrol was seen upon the beach, (within five minutes of the stranding,) and the shipwrecked people knew that aid would be afforded them. The captain and some of the men went below to put their belongings in order preparatory to abandoning the vessel, and for a few moments did not seem to anticipate very serious danger. But the power of the gale augmented with startling rapidity, and when all were again on deck Captain Greenlaw, after a hurried consultation with some of the men, told all hands that they had better take to their dories at once and look out for themselves. The dories were ten in number, stowed in "nests" of five; that is, one inside of another, one nest on each side of the deck amidships. The captain again went into the cabin to collect his nautical instruments, and when

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he came up a few minutes later three of the dories on the lee side had been hoisted out, and with fourteen men had started for the beach.

A fourth dory was in the water on the weather side, held to the schooner by the painter, with three men and a boy in her, namely, Abraham Brow, James McLain, Charles Anderson, and Fred Lorenz, the former two being the men who were lost. They were preparing to let go and get away when a heavy sea lifted the dory right over the anchor stock, which protruded from the water, and let it fall so heavily that a large hole was stove in the side, and it filled at once. Except Fred Lorenz, who was young and comparatively a green hand, all were strong men, with years of experience on the water, and it might well have been expected that the entire number would get back on board without great difficulty, but such was by no means the result.

Although the three men had probably faced equally as great danger many times, something like a panic seemed to seize upon them, and a blind scramble for their lives ensued. The captain says that lines were thrown to them and that each took one. At all events, it is clear that Anderson got one and promptly endeavored to climb on board, which he might have done in a moment if left to himself, and the others could then have easily followed, but McLain at once laid hold of him, while Brow seized McLain. Anderson, who seemed to have far better control of himself than either of the others, thereupon, with one powerful effort, shook himself free from their grip and sprang into the water. Passing along to the bow of the schooner, he caught hold of the bobstay and quickly clambered on deck. The next sea washed over the dory and swept out young Lorenz, who also drifted under the bobstay and made an ineffectual attempt to grasp it, but fortunately got hold of the jib sheet which hung over his head. His outcries which followed reached the ears of Captain Greenlaw, who ran to the bow and tried to lift the young man up, but was not able to do so until he passed him a small line, and towed him around to the waist of the vessel on the lee side, where the distance from the water was much less, when he succeeded in taking him aboard.

There were still two men remaining in the dory—McLain, who clung desperately to the painter, (or the line thrown to him,) and Brow, who madly, but persistently held on to him. Five shipmates stood above them exerting their utmost power to haul them on board. Two or three times McLain was almost within reach, and once one of the sailors actually got hold of his oil jacket. Either could have been saved singly, but the combined strength of the five good men was not sufficient to draw up both at once; neither was McLain strong enough to hold to the rope with the weight of the frantic Brow added to his own. Thus the hopeless struggle continued for a few minutes, when all was over. Poor McLain, whose strength had finally departed, lost consciousness and both fell back into the water, where, after a few wild and powerless strokes, they disappeared beneath the waves.

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Seven men now remained on board the schooner, and the storm was at its height. All knew that there was no time to be lost, and another dory was at once got out, manned without accident by four men, and pulled away into the darkness. When these had left, the captain and two remaining men launched another dory on the lee side and abandoned the vessel.

As above stated, the night signal of a life-saving patrol was seen by the shipwrecked men within five minutes after their vessel stranded. This was the signal of the east patrolman returning to the Race Point Station, who ran with all speed to alarm the crew. Prompt as he was, the information was already in possession of Keeper S. O. Fisher, who had himself discovered the wreck.

When the snow began to fall just before sunset he manifested the commendable forethought of telephoning to the keeper of Peaked Hill Bars Station, asking whether any vessels were in sight, and in response to his message received reply that there were three three-masted schooners and a fisherman, all standing to the westward. With this information he could not be content to simply enjoin upon his patrols the exercise of extraordinary vigilance, but himself kept up a restless lookout. As he stood outside the station door at about 7.30 o'clock anxiously gazing seaward, he suddenly caught the glimmer of a light feebly piercing the veil of falling snow, and instantly shouted to his crew, "A vessel ashore!" Every man sprang for his oil clothes, the boat-room doors were thrown open, and all hands dashed out with the surfboat on its wagon. The keeper was aware that on a night like that the most skillful crew might meet with a capsize, and he paused long enough to telephone to Peaked Hill Bars that a vessel was stranded, and request that crew to come over and stand by in case of need.

A few minutes later his own crew were afloat and pulling for the wreck, steering by the dim rays of lanterns in the hands of two surfmen left as a reserve upon the beach. In a few moments the shore lights shut in, and then close at hand ahead there appeared a dory with three persons in it, who proved to be the captain and two men, who were the last to quit the *Fortuna*. They were not loath to transfer themselves to the safer surfboat, and when they had done so the life-savers again struck out for the wreck, which was now faintly visible, but Captain Greenlaw protested that he was the last to leave the schooner, and that he was absolutely sure there was not a soul on board. Upon this assurance and the statement that eighteen men were afloat in their dories, Keeper Fisher wisely turned about to look out for them and to safely deliver on shore those he had already picked up. Putting out his drogue and keeping the wind and sea on his quarter, he landed about half a mile west of his launching point without mishap, and immediately told off two of his crew to proceed to the westward with heaving sticks and lines in search of any of the shipwrecked who might have landed. A few minutes afterwards others, and later others still, includ-

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ing Captain Greenlaw and his two men, followed on until the entire company were patrolling the beach. Within an hour or two all hands were accounted for, the several dories having reached the shore without loss of life or serious mishap. With the exception of Lorenz, who went to the Race Point Lighthouse, they were gathered into the life-saving station, where they were provided with hot coffee, dry clothes, and comfortable beds. Young Lorenz was equally well cared for at the lighthouse. In the morning, after breakfast at the station, all but the captain, who remained to look after the wreck, proceeded to the town, where they were kindly furnished with passes by the New York, New Haven and Hartford Railroad Company, and supplied with dinner by the Seaman's Aid Society, taking their departure for their homes in the afternoon.

It should be noted that Keeper I. G. Fisher, of Peaked Hill Bars, promptly responded to the call of the keeper of the Race Point Station, reaching the scene as soon as possible and rendering all the aid that was required.

WRECK OF THE SCHOONER LOTTIE COOPER.

The lumber-laden schooner *Lottie Cooper* was wrecked near the Sheboygan Station, (Eleventh District,) Lake Michigan, on the morning of April 9, 1894, and one of her crew, named Edward Olsen, who attempted to reach the shore on a raft of lumber, was drowned.

The *Cooper* was of two hundred and fifty-two tons burden, hailing from Sheboygan, Wisconsin. She sailed from Advance, Michigan, on the evening of April 7th, with a cargo of two hundred and thirty thousand feet of lumber, bound to her home port, with a crew of five men, under the command of Captain Fred Lorenz. The weather at the time of setting out on the voyage was fine, and so continued until the evening of the following day, when, at about 8 o'clock, the wind, which had been moderate from the northeast, hauled to the east-southeast and rapidly increased until it amounted to a strong gale, but the vessel, nevertheless, made good weather, and reached the vicinity of Sheboygan shortly after midnight. Here the master hauled by the wind and stood off and on, while signals were made with torches for a tug. The arrival of the *Cooper* was expected, and her captain supposed that the tug *Sheboygan* would come out and tow his vessel into the harbor. But the tug made no response to his signals, and deeming the sea too heavy to permit him to enter port unassisted, he came to anchor. Considerable water was found in the hold at this time, and the pumps were therefore manned and kept going until morning. The schooner rode very well until daylight, when she began to drag her anchors and drift toward the breakers, which, as she swung off broadside to the sea, rolled on board and filled her. Another call for a tug was therefore made immediately, by displaying a flag at the masthead, but this was kept flying only a few minutes, as it became apparent to the captain that he would be in

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the breakers before a tug could reach him. He therefore set the colors at half-mast, union down, which was scarcely accomplished when the vessel, having been brought up by the anchors, was capsized. The crew fortunately got upon a portion of the deckload of lumber that was held together under the lee of the upturned craft by the rigging and broken spars.

The presence of the schooner off the piers was noted at a quarter past 1 o'clock in the night by the station lookout, who reported to the keeper that a vessel was outside showing a torch for a tug. The signals were not continued a great while, and nothing further was seen until about 3 o'clock, when the approaching dawn made objects in the offing dimly visible, at which time the vessel was discovered at anchor and appeared to be all right. No change was observed until two hours later, when, as above stated, a flag indicating that she needed a tug was hoisted to her masthead, but was soon hauled down, and a signal of distress substituted. In the meantime she had begun to drift shoreward before the sea, and was soon near the breakers. When these facts were reported to Keeper Nequette, the life-saving crew manned and launched the surf-boat without delay, but before they could get away from the station the schooner had capsized. The keeper nevertheless started out, but when nearing the end of the piers, where a view of the capsized craft could be obtained, he saw that the state of things about the wreck, where broken lumber and spars stood on end and in all sorts of positions, was such as to forbid an attempt to approach the surging mass in the surf-boat. He therefore hurried back to the station for the lifeboat, which was better adapted to contend with the drift stuff, and at the same time sent a request to the master of the *Sheboygan* to tow the boat out to windward of the wreck. After a delay of some ten or fifteen minutes, occasioned by the absence of the fireman, the tug got under way and overtook the lifeboat, which meanwhile had started out under oars, took her line, and, after a hard battle with the sea, carried her to the windward of the wreck. It was a desperate undertaking to approach the vessel amid the confusion of wreckage, but the keeper, undaunted by the danger, cut the towline, and with good judgment, at a favorable moment, drove the lifeboat into an opening in the lumber, which was fortunately near the spot where the sailors were grouped together. In his testimony on this point the keeper says: "Watching my chance, I drove the boat into an opening and near the men. I thought if the boat was stove she would still float, and I would hold on to the wreckage until a chance offered to get out,"—a remark which aptly illustrates the hazardous nature of the duties of a life-saving crew and the zeal and courage required in their successful performance. The seamen were helpless from their exposure to the chilling water and the bruises received from the flying timbers. While some of the surfmen lifted them into the boat, the others were engaged in fending off the wreckage

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that was constantly closing in upon them. Although three planks in the lifeboat were stove, it fortunately was not damaged seriously, and the keeper skillfully extricated it and headed for the beach. The rescue was effected not a moment too soon, for just as the boat was backed out clear the whole mass of grinding timbers on which the *Cooper's* crew had taken refuge was scattered and swept away by a heavy run of seas. A safe landing was made at a convenient point, from which the surfmen carried the exhausted sailors to the station.

In relation to the loss of one life, of which the life-saving crew had no knowledge until the rescue of the survivors was accomplished, it appears that soon after the crew had taken to the lumber under the lee of the capsized schooner, one of the sailors, named Edward Olsen, resolved to try the desperate chance of reaching the shore upon a raft of lumber that was about to break away from the rest of the cargo. He was earnestly advised by his comrades not to undertake the rash adventure, and the captain, who expected assistance from the life-saving crew, peremptorily ordered him to remain with his shipmates, but the despairing man could not be restrained. He jumped upon the raft as it floated off, but this unstable means of possible escape held together only a few moments, and when it went to pieces the sailor was thrown into the sea, where his comrades could not aid him, and soon drowned, his death being clearly the result of his own unwise conduct.

Reliable witnesses stated that it did not seem possible for any boat to live in the heavy sea or to get through the wreckage surrounding the schooner, and the rescued men, who fully realized the adverse conditions with which the life-saving crew contended, were profuse in their praise of the skill and persistent courage exhibited by their deliverers. They were cared for at the station, where restoratives were administered and their bruises carefully dressed, and after obtaining several hours' rest, they departed for their homes, again gratefully acknowledging the heroism and hospitality of the surfmen and their leader.

WRECK OF THE BARKENTINE BELLMONT.

The third fatal disaster of the year on the coast of Cape Cod, (Second District,) was the wreck of the barkentine *Bellmont* at Peaked Hill Bars on the 9th of April, 1894, resulting in the loss of six lives.

The *Bellmont* was an American vessel, twenty-one years old, of five hundred and thirty-three tons burden, and carried, besides the captain and two mates, a crew of six men before the mast. She belonged in Boston, to which port she was bound with a cargo of sugar from Trinidad, Cuba.

In the forenoon of Sunday, the 8th of April, the vessel was hove to in a heavy northeast gale attended with snow, the captain at that time, as would appear from the testimony, supposing himself to be somewhere in the vicinity of Cape Ann. During the remainder of that day and the following night she drifted to the southwestward, until the early

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morning of the 9th, when land was made out some three miles distant, and all hands became aware that they were just off Cape Cod, the most dangerous place on the New England coast during the prevalence of a northeast gale. The wind was heavy, the air thick with falling snow, and the sea running high. The only possibility of safety lay in speedily getting proper sail on the vessel and making a desperate effort to claw offshore. The fore lower topsail, foresail, jib and middle staysail were set, (the latter almost instantly blowing away,) and giving them as good a full as possible, the captain headed the bark west by north. She, however, made so much leeway that it was evident to all on board that she could not go clear, and in less than twenty minutes from the time the sails were set she was in the breakers on the outer bar, which she struck about one thousand yards from the beach. Her masts were sprung by the shock, and as she held to the ground for a moment, a tremendous sea leaped on board over the taffrail, knocking off the cabin skylight and driving all hands, including the man at the wheel, into the mizzen rigging. The same billow lifted the bark over the bar, and finding themselves once more afloat in the deeper water, the crew again resumed the deck and busied themselves in a hasty effort to lower the after-sails, with a view to swinging the vessel off before the wind and driving her to the beach head on. But the running rigging was so chocked with ice and snow that the sails would not run down, and the seas broke so furiously on board that the crew were again driven to the rigging, while the bark, with the after-sails still standing, continued to drag along between the bars in a westerly direction, until she stranded on the outer edge of the inner bar, some three-fourths of a mile from the place where she first took the bottom and about six hundred yards from the shore. Here, in less than fifteen minutes, she went totally to pieces.

Captain I. G. Fisher, the vigilant keeper of the Peaked Hill Bars Station, was early on the beach that morning, accompanied by Surfman Johnson, anxiously watching the gale, and at about 7 o'clock, as the weather cleared up a little, the two men caught a glimpse of the vessel just as she touched the outer bar. To any person acquainted with the nature of the coast at that point it would have been evident that there was no possibility of escape for the bark, and Captain Fisher, with many years of experience there, instantly realized that a dreadful disaster was at hand, and that only by the most expeditious and heroic work on the part of the life-saving men could there be the least hope of deliverance for those on board the vessel, which he well knew was doomed to speedy destruction. He therefore made all haste to his station, turned out his crew, and telephoned to the keeper of the Race Point Station to come at once to the scene with his crew and surfboat, and to the keeper of High Head Station to come also with his crew, but without boat or apparatus. While this was being done the horse was harnessed to the wagon loaded with the surfboat, and in a few minutes

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more Keeper Fisher was on the beach with his boat abreast of the bark. It would have been impossible to effect anything by trying to make a launch before the wreck should fetch up, and the keeper, therefore, followed along the beach with the boat wagon, maintaining about the same rate of progress as the vessel, so that when she finally brought up on the second bar the boat was ready for action. Although the keeper was well aware of the hazard of attempting to go out, and was sure that two crews, whose aid might be of the utmost necessity in case of disaster to his own men, were hastening to his assistance, he lost no time in waiting. Knowing that in case of accident to his boat those who were in it would be carried to the westward, he sent three of his crew up the beach in that direction, and with the four others boldly plunged the boat into the water and got safely afloat within five minutes from the moment the vessel stranded. This difficult feat could not have been more admirably accomplished, nor with greater celerity, but, nevertheless, the brave fellows were too late. Pulling with all their might, they had reached only about halfway to the vessel when one of the surfmen cried out, "There goes the mizzen," and as Keeper Fisher, absorbed in his difficult task of keeping his boat from swamping, glanced for an instant toward the bark, he saw all three masts go overboard together, and the whole hull burst asunder, so utterly broken to pieces that in three minutes a piece of the deck-house was the largest fragment visible. There were three men upon this piece of wreckage, which now began to drift rapidly westward, and Keeper Fisher endeavored to reach it, but in doing so the wind and sea were brought on the broadside of his boat, and he had to abandon the effort. He therefore pulled back to land as quickly as he could, with the purpose of following the drifting wreckage along the shore, and rescuing the men when it should strike the beach. After landing, he proceeded with his crew about half a mile, when he saw the Race Point boat, with Captain S. O. Fisher and his crew in her, shoot out from a bend in the shore, pull rapidly up to the three shipwrecked men, take them into the boat, and return without accident to the beach.

The tragedy was closed, and there was nothing further to be done but to provide for the rescued men. Two of them were in need of no special treatment except such as was due to men who had battled twenty-four hours for their lives in a fierce wintry storm at sea, but the third was so severely injured that he required medical attention without delay. He was John Stenens, the cook, and it appears that when the bark broke up he became entangled in the wreckage, where he nearly lost his life and whence he was rescued by the faithful and courageous efforts of his two surviving shipmates—Turner and Olsen. When taken into the surfboat he was insensible, one of his arms was fractured in two places, several of his ribs were broken, one of his ears was nearly torn off, and his entire body was covered with cuts and bruises.

All three were taken to the Peaked Hill Bars Station, the injured man

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being conveyed on a litter hastily improvised and placed on the boat wagon. He was restored to consciousness at the station while a surfman was on his way to the town to procure the services of physicians, two of whom, Drs. Birge and Moore, promptly responded to the summons. After carefully examining the patient they bound up his wounds and made him as comfortable as possible, but expressed no hope of his recovery. He died on the following morning, and his remains were taken to Provincetown for burial. The two survivors were furnished with clothing and succored at the station for two days, until their strength was sufficiently restored to enable them to depart for their homes.

The lost were the captain, W. R. Hagan, the mates, Charles Carlesen and ——— Curtis, and three sailors, William Reed, Peter Nelson, and John Martin. When the masts fell, the captain was on the top of the cabin under the lee of the trysail, and while the testimony is not wholly clear as to all the others lost, it is reasonably certain that they were in the mizzen rigging on the lee side, and were therefore carried down and smothered under the tangled mass of ropes, spars, and sails.

From the discovery of the ill-fated vessel as she drove across the outer bar to the moment she pounded into pieces the conduct of the life-saving crews was a model of promptness, courage, and sound judgment. Not a single moment was lost nor the slightest error committed. Had she possessed sufficient strength to hold together barely ten or fifteen minutes longer every man would have been saved.

WRECK OF THE SCHOONER KATE MARKEE.

The storm in which the *Bellmont* was lost is reported as having been the most severe late-winter storm—for such it really was—known in twenty years, with the exception of the March blizzard of 1888. During the 8th and 9th of April snow fell in the vicinity of Boston to the depth of eight inches, and the wind raged along the coast from the east and northeast with almost hurricane force. Telegraphic communication was seriously interrupted, railway travel delayed, and many vessels were exposed to extreme peril. Similar conditions, though perhaps less aggravated, except as to the velocity of the wind, prevailed on the two following days along the shores of Long Island and New Jersey. On the 11th of April a number of vessels were imperiled near and south of Sandy Hook, some of which were assisted to safe harbors or anchorages by the life-saving men, and two of which were driven ashore. From one of these, the *Susan H. Ritchie*, the crew of eight men were rescued during the night of the 11th and 12th near the Bay Head Station by the combined services of the crews of that and the Mantoloking stations. From the other, the *Kate Markee*, seven lives were lost on the morning of the 11th, about one and one-half miles south of the Spermaceti Cove Station, where the vessel stranded and broke up. She was a three-masted schooner of five hundred and four tons burden, loaded with paving stones, and bound from Fall River, Massachusetts, to Phil-

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adelphia, Pennsylvania. At about 7.45 o'clock A. M. Surfmen Riddle and Price, of the Spermaceti Cove Station, discovered her about a mile offshore and the same distance south of the station, heading up to the wind, apparently making an effort to weather the land. She was promptly reported to the keeper, who observed that she had her forestaysail and parts of the foresail and the spanker set, but almost immediately paid off, head toward the beach. There was a horse at the station, and therefore without any delay, except the few moments required to harness him to the apparatus cart, the full crew were on their way to the wreck with the apparatus. They had not proceeded more than three-fourths of a mile, which was covered in very quick time, before the schooner struck the bar and held fast, a quarter of a mile farther south, near what is locally known as "The Wash," a low place where the ocean sometimes washes over the beach into the Shrewsbury River. When they arrived abreast of the wreck a few minutes later, she lay about one hundred and fifty yards from the shore, bows on, headed to the southwest, and already beginning to break up. The top of the cabin had been torn off and the breakers were washing out the furniture and fittings, some of which had already drifted ashore. The crew of seven men were distributed in various places of refuge about the wreck, three being aloft in the port mizzen rigging, one in the port forerigging, and three about the forecastle or on the bowsprit. The vessel was so near the shore, and her position so favorable for operations with the Lyle gun, that the keeper had no doubt whatever of his ability to fire a line over her at once, and, should no unforeseen difficulties intervene, to speedily rescue the entire crew. The Lyle gun was at once charged with five ounces of powder, a No. 9 shot line bent to the projectile, and the gun fired. The line parted, however, not far from the shot, and but a small portion of it went out of the faking box. The gun was quickly reloaded with the same amount of powder and the same size line as before, and again fired, this time laying the line fairly across the wreck just forward of the mizzen rigging and within easy reach of the sailors in that vicinity, or, indeed, with the exercise of a little care, of those farthest away from it. But the only movement made on board was that of a man in the mizzen shrouds, who, instead of going for the line, was seen to run aloft as if realizing the danger of the mizzenmast, with the purpose of going forward on the spring stay to reach a place of greater security. Changing his mind, however, he descended the shrouds to the rail, and pausing a moment to await a favorable opportunity between seas, ran forward to the topgallant forecastle, stepping squarely over the friendly shot line, the only means by which he and his companions might possibly all have been saved.

Observing this most unfortunate exhibition of bewilderment or heedlessness, the keeper at once fired another shot, which placed a second line on the schooner just abaft the forerigging and in almost as favorable a position as possible to be taken up by the crew, unless it had,

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indeed, been put into their very hands. But no motion was made to get it, and a little later the mizzenmast (the first to fall in this instance, as is usually the case) went by the board carrying with it the mainmast. The two men who had been left on the mizzenmast when the one just mentioned ran to the forecastle went down with the mast and disappeared in the breakers alongside. The foremast held its place a few moments longer and then fell, carrying with it the bowsprit and the five men remaining on the wreck, but one of whom was ever seen again. He is supposed to be the man who abandoned his place on the afterpart of the vessel to seek a safer refuge forward, and as he was the only person who had displayed the slightest activity while on board, he was now the only one that seemed possessed of sufficient strength and resolution to make a final struggle for his life. It was gladly observed that he had struck out for the shore, and the life-saving men almost despairingly hoped that he might be saved. The surf was high and filled with wreckage extremely dangerous both to the swimmer and the surfmen, but the latter ran into the water as far as they could go and maintain their footing, in the hope that the brave fellow might succeed in getting within the reach of their heaving lines or their outstretched hands. He exhibited great power as a swimmer, and seemed to reach a place where he could touch his feet, apparently standing for a moment in the water neck deep, but the next instant a receding sea lifted him from his footing and dashed him backward. The longshore current was exceedingly swift, and the surfmen in the water experienced great difficulty in keeping their feet and avoiding the dangerous débris thrashing around them. An incoming sea now caught up the drowning sailor and once more bore him shoreward, but although he came within twenty or thirty feet of a powerful man, who did his best to get nearer to him, he was again swept backward, seeming to fall over as if struck by a piece of timber, and then floated away with the current, face downwards.

There is only a bare possibility that a rescue could have been accomplished in this case even if the shipwrecked men had laid hold of the shot line landed on the schooner, because the masts so soon went overboard, it is extremely improbable that the apparatus could have been got into working order before it would have been too late. The vessel was undoubtedly crippled long before she was discovered helplessly drifting in before the gale, and to what extent her crew were exhausted by extraordinary exertions or benumbed with cold and exposure, it is impossible to know. When she struck the bottom she was at once firmly anchored there by her dead-weight cargo of Belgian paving blocks, and was not able long to withstand the terrific pounding of the sea, borne in against her as it was with double fury by the force of the wind and the strong flood tide. Had she been laden with a lighter or yielding cargo she would have held together longer, and her masts would probably have stood a sufficient length of time for a rescue to be accomplished with the breeches buoy.

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It should be mentioned to the credit of the crew of the Seabright Station that they learned of the wreck and started out vigorously with the apparatus to join their comrades of the Spermaceti Cove Station, and finding it impossible to drag their apparatus through the washout, pushed on without it, arriving as promptly as possible on the scene, but, like their comrades already there, were unable to afford any aid where the bravest and most persistent endeavors were futile.

Of those lost by this disaster the captain, Daniel H. Handy, was the only one whose name could be obtained.

THE CAPSIZE OF A FISHING BOAT.

On May 1, 1894, John Rusha, of Racine, Wisconsin, was drowned in Lake Michigan, by the capsize of a small boat about three miles northeast of the Racine Life-Saving Station, (Eleventh District.)

It appears that two fishermen, one of whom was Rusha, launched a boat from the beach one-half mile north of the station at about half-past 6 o'clock in the afternoon to set fishing lines in the lake. As it had been a gusty day, with occasional thunderstorms, and the weather was still unsettled, the lookout kept a close watch upon the craft as it proceeded into the lake. A few minutes after the men set out a heavy squall swept over the water, accompanied by rain, which shut off the view to seaward. This gust lasted eight or ten minutes, and during its progress the surfman on watch ran out upon the pier with a spyglass to keep the boat in view; but as he could see nothing of it when the lull came, he hurried back and told the keeper that it had disappeared. The surfboat was manned immediately and pulled out in the direction where the fishermen were last seen, but darkness was rapidly descending, and the search appeared likely to prove fruitless, when a faint halloo was heard not far away. Directing the boat to the point from which the sound came, the keeper found the capsized craft for which he was looking, but with only one person clinging to it. He was almost exhausted, and was barely able to say, in response to the anxious inquiries of his deliverers, that his partner had lost his hold and gone down. It was necessary to give the rescued man attention as soon as possible, as he was suffering from the effects of exposure, and he was therefore taken to the station at once, stripped of his water-soaked garments, rubbed with dry towels, and given restoratives, after which he was furnished with dry clothing. He rested at the station several hours, finally going home with relatives who called for him.

He was unable to recall the particulars of the accident, but remembered that one of the oars broke, and that the boat then fell off into the trough of the sea and capsized. He furnished the following statement, exonerating the life-saving crew from any responsibility for the fatal consequences of the accident:

"This is to certify that the life-saving crew did all they could in regard to saving my life, and that they are in no way to blame for the

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drowning of my friend. They were the only ones that discovered our danger, and they lost no time in getting to our assistance as quick as possible. My friend lost his hold on the boat shortly after it capsized, and he was beyond human help when the lifeboat took me off.

"Respectfully, FRANK WAGLER."

WRECK OF THE SCHOONER MYRTLE.

Meteorological conditions in the region of the Great Lakes were much disturbed during the 16th, 17th, and 18th of May, 1894. From 3.20 to 6 o'clock P. M. on the 17th a very severe thunderstorm passed over Lake Erie, unusually heavy hail falling in the city and vicinity of Cleveland, Ohio, for twenty-one minutes, causing considerable damage. Serious injuries were experienced from similar causes at Alpena, Michigan, on Lake Huron, and at Allegan, Michigan, on the other side of the peninsula near Lake Michigan. At Port Huron, in the same State, the "most severe thunder and hail storm reported in years," says the United States Weather Bureau, "prevailed from 4.30 to 11.30 o'clock P. M., the temperature dropping from 86° to 48°." At Chicago, Illinois, on the same day several persons were injured and buildings damaged by a violent thunderstorm, which occurred about 7 o'clock P. M. and lasted nearly two hours.

During the three days mentioned the life-saving crews on lakes Huron, Michigan, and Superior assisted twenty-five vessels of various descriptions, (nineteen schooners, two steamers, and four small craft,) carrying crews aggregating more than one hundred and thirty persons. The larger number of the vessels were aided to get out of danger, and their crews remained on board. From the smaller number, most of which became wrecks, fifty-two persons were rescued and taken ashore by the life-saving crews, in some cases with the assistance of volunteers, which is gratefully acknowledged. Besides this number rescued, fourteen others were taken from piers and breakwaters where, but for the aid of the life-saving men, they would unquestionably have perished.

On the 19th the crew of the Sand Beach Station made a journey of sixty-eight miles by railroad, and saved the entire company of a vessel wrecked the day before, after all efforts of the people of the vicinity had failed, and all but one of a volunteer crew of five had perished in a futile endeavor to make a rescue.

A considerable percentage of the life-saving men engaged in the laborious and venturesome work performed during this extraordinary storm period, sustained physical injury, several being seriously disabled, and almost the entire number were subjected to severe hardship and extreme peril. The record made by these men (both the regular surfmen and the volunteers) has probably never been surpassed for promptness, endurance, and courage.

On the morning of the 18th a storm broke over Lake Michi-

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gan, which is referred to in the May number of the Monthly Weather Review as follows: "At Chicago, the most severe storm in the history of the station began at 7.30 A. M.; rain fell at intervals during the day, and from 1.40 to 6 P. M. snow fell with the rain; the wind averaged about fifty miles per hour during the day; higher wind velocities have occurred several times, but the damage was not so great, the winds having been of a steady character; the wind of this date was extremely gusty, blowing at the rate of thirty miles per hour one minute and sixty-five the next."

At this time some twenty vessels lay at anchor outside the breakwaters at Chicago, and others were occasionally arriving. Tugs were kept busy towing such as requested their services. Early in the day it became apparent that there was likely to be serious work on hand, and there was great anxiety not only on board the vessels but among the crews at the life-saving stations and the people along the water front acquainted with seafaring matters. The wind and sea were from north-northeast, and both were among the heaviest ever known in the neighborhood, the waves, which were short and choppy, being estimated, by the tugmen and others best qualified to judge, at a height of from ten to fifteen feet from hollow to crest.

Among the four or five vessels whose safety was in doubt was the two-masted schooner *Myrtle*, loaded with lumber, bound from Pine Lake, Michigan, to Chicago. She was of a little over two hundred tons burden, thirty-seven years old, and had on board a crew of seven persons all told. She made her appearance off the northeast breakwater about noonday, and probably was partially water-logged and unmanageable when first observed, about a mile outside the harbor entrance, evidently making an effort to get inside the breakwaters. In so doing she first ran close aboard of the *Evening Star*, lying at anchor, and fouled her main-boom topping lift with the *Star's* jib boom, which was carried away, dragging with it the fore-topmast. A few moments later she crossed the bow of the schooner *Gifford*, carrying away the jib boom and losing her own foremast, her main topmast, and the upper part of her mainmast, including the crosstrees. With all her spars gone except the fragment of the after mast, she hung fast for a few minutes alongside the *Gifford*, and then drifting away, dropped at her anchors about three-fourths of a mile from the north breakwater, a little north of the gap, completely water-logged and helpless. From this point she began to drag, and it was soon evident that before long, if she held together, she must go ashore, probably somewhere between Twentieth and Fortieth streets.

The heaviest and ablest tug at the port, the *Perfection*, under command of Captain William Smith, steamed out of the harbor about 1 o'clock with the purpose of aiding the vessel if possible, but the force of the sea, and the wreckage of spars, sails, and rigging thrashing about her, made it impossible to approach sufficiently near to hold communication with those on board. The tug therefore steamed back to harbor with a view

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to securing the services of the life-saving crew, with their lifeboat, and towing them out to the wreck. About the time the *Perfection* reached the station the lifeboat was returning with seven men and one woman on board, whom the crew in charge of Surfman Fountain, who was in command of the station, had just taken from a couple of bumboats which were in great peril near the outer northeast breakwater. On two similar trips in other directions the crew had rescued twelve persons during the forenoon, and had now been five hours in the boat, constantly engaged in the performance of tiresome and hazardous service. Two of them were worn out and entirely unfit to participate in manning the boat on so difficult a mission as the one now proposed. They were therefore transferred, with the woman and six of the men just rescued, to the tug *Crawford*, while the seventh man, Felix Kegel, was accepted as a volunteer to fill the place of one of the disabled men.

With a crew thus made up of five persons besides himself, Surfman Fountain without further ado threw his towline to the tug, and signaled for her to go ahead. It was a courageous thing to do, for the men in the lifeboat knew that, with the mighty power of the gale and sea then prevailing, they were taking their lives in their hands. Four of them were volunteers, but, like the station men, they were acquainted with the water and did not shrink from danger.

The tug unfortunately took a course which brought the sea squarely abeam of the lifeboat, and that the latter was an able craft and was skillfully handled is proved by the fact that she made one-half the distance, before the tremenduous breakers running not less than twelve feet high, were able to upset her. If the tug had kept more to the northward probably a capsize would have been avoided, but as it was, the inevitable crisis came, and all six of the gallant crew found themselves in the water at a temperature of forty-eight degrees, while the gale, laden with rain and snow, swept over them at a velocity of more than fifty miles an hour, and with a temperature of only thirty-eight degrees.

When it was discovered on the tug that the lifeboat had capsized, Captain Smith immediately put about and made every possible effort to save the imperiled men. As soon as the headway of the tug ceased the lifeboat righted herself, and some of the men clung to it, while others were supported only by their lifebelts and their own efforts. The first man picked up was in the water at least ten minutes, and Surfman Fountain, the coxswain, and one other were there fully forty minutes. When it is remembered that five of these men had already done service in the boat for five hours, it is astonishing that they had sufficient vitality to survive this last bitter shock. Once aboard the tug, some were carried, and the stronger ones assisted, below, where they could find shelter and at least a warmer atmosphere, and the tug at once took them to the station, where stimulants and warm clothing were to be found. Although it was plain that none of them were fit for further service in the boat that day, there was some talk among

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them of making another effort, but none of the officers of the tugboats or others of good judgment deemed it feasible, and the matter was therefore dropped.

The gale was now blowing sixty-five miles an hour, and the wreck continued to drag her anchors, her crew huddled together on the top of the cabin.

Between half past 4 and 5 o'clock, about half an hour after the disaster to the lifeboat, the *Myrtle* stranded one-eighth of a mile off the bulkhead, near Twenty-fifth street, and almost instantly went to pieces. Although thousands of people lined the shore, they were powerless to render the slightest aid, and the entire hapless crew perished in the breakers. None of the names of the lost could be obtained, with the single exception of that of the captain, John Wilson.

The failure to save these unfortunate men was not because of any fault either of the life-saving crew or of the captain and crew of the tug, all of whom did the utmost in their power. Not only this, but the testimony is clear that they did all that could have been done, displaying throughout those qualities of daring and self-abnegation that amount to heroism. The testimony of experts agrees that the lifeboat performed as well as any boat could while under tow in such a heavy beam sea, righting herself as soon as relieved of the strain of the towline, and the damages sustained by the various powerful towboats make it plain that the conditions of the storm and the water-logged *Myrtle* made a rescue impossible at any time after her distress was known. The men composing the crew of the lifeboat on this occasion were Frank Fountain, William Gagnon, Nelson St. Peter, William St. Peter, George H. Malett, and Felix Kegel.

The presence of the crew of the station at Jackson Park was indispensably necessary in their own vicinity and along the shore line northward during the storm, and they could in no way have changed the lamentable result in the case of the *Myrtle* had they been at the northern or harbor entrance station. Surfman Fountain, who was in charge at the latter point, acquitted himself handsomely as an able and fearless boatman, and all the men with him were competent and skillful. As a matter of fact, the Jackson Park crew were continually employed during the entire day and a large portion of the following night attending to disasters occurring along the shore south of the harbor. They were so thoroughly exhausted that in the afternoon two of them were carried almost insensible away from the scene of their labors to receive necessary medical attention. At about 1 o'clock in the morning of the 19th the rest returned to their station, no further distress calling for their services, but about half past 3 they were again summoned to duty, and proceeded to the foot of Twelfth street, where a vessel seemed likely to strand. However, tugs succeeded in towing her offshore, and the life-saving crew then made their way to the station at the harbor entrance, and aided in putting things in order, when they returned to their own quarters.

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WRECK OF THE SCHOONER JACK THOMPSON.

About the same time that the *Myrtle* was lost, the lumber-laden schooner *Jack Thompson* stranded and became a total wreck off Twenty-sixth street, Chicago, and one of her crew was drowned. She was of two hundred and ten tons burden, and, like the *Myrtle*, a very old vessel, having been launched in 1865.

The *Thompson* came to anchor off Twelfth street, but dragged for some time, and then, as the fury of the gale increased in the afternoon, parted her cables. Thus left helpless to the mercy of the storm, she was rapidly driven toward the land, and about 3.45 o'clock was dashed against the piling off Twenty-sixth street. As soon as she struck, the crew of seven men leaped overboard, all but one managing, with the aid of some of the people collected at the place, to get safely on shore. The seventh man, a sailor named Charles Caucier, jumped with the others, but instead of falling into the water, landed on some lumber drifting alongside the wreck, and then slipped into the surf among the timbers, which almost instantly crushed and smothered him.

The life-saving station at the harbor entrance was notified of the wreck when it occurred, and as speedily as possible Surfman Gagnon and George H. Malett, (both of whom had just returned from the expedition to relieve the *Myrtle*,) together with two fresh volunteers, hastened to the scene with the beach apparatus on a flat car furnished by the Illinois Central Railroad. When they arrived Caucier had already been drowned, but three men were drifting shoreward on a piece of wreckage, and the life-saving crew prepared to rescue them as soon as they should come within reach of aid. These men turned out to be three sailors belonging to the schooner *Rainbow* which had been capsized off Taylor street. Gagnon and one of his crew rushed into the water and pulled out one of them, and also saved one of the crowd of bystanders who made a brave effort to assist the life-savers, but ventured too far out, and was being swept away by the strong undertow. Meanwhile the other two shipwrecked men were taken from the surf by some of the multitude of willing persons who had all day lined the shore, and on several occasions done valuable service.

It is extremely doubtful whether Caucier could have been saved even if the station crew had been present the instant he jumped overboard—probably not, as there seems to have been no way to reach him during the few moments he may have survived in the midst of the plunging and grinding wreckage by which he was surrounded.

WRECK OF THE SCHOONER M. J. CUMMINGS.

The storm that wrought havoc with shipping on the 18th of May at Chicago, Illinois, raged with little, if any, less intensity at Milwaukee, Wisconsin, where a considerable number of vessels were endangered and two were wrecked. One of these was the schooner *M. J. Cummings*,

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of Oswego, New York, which sunk about half a mile south of the mouth of the harbor. Her crew, including the captain, consisted of six men and a woman cook, of whom four men were drowned and one man and the woman perished in the rigging. The names of the persons lost were John McCulloch, captain, Timothy Berson, Lowell Harrison, Thomas Tarcott, James E. Whitely, and Elizabeth C. Palmer.

The vessel was loaded with coal at Buffalo, destined for Racine, Wisconsin, for which port she sailed on the 9th of May, experiencing boisterous weather during the entire voyage until she reached the vicinity of the Manitou Islands, where she was overtaken by the storm that ultimately caused her destruction. Notwithstanding the fact that she was an old craft, heavily laden, and had passed through nine days of continuous rough weather, she arrived off Milwaukee on the morning of the 18th in good condition and under entire control, so that the captain, had he chosen to do so, might have entered the harbor and been entirely secure until the tempest passed over. But being bound for a lower port, he made up his mind to come to anchor outside, apparently not even deeming it necessary to seek the protecting lee afforded by the breakwater. Both anchors were let go, one with fifty and the other with sixty fathoms of chain, and the schooner was brought to a standstill in a position where she was exposed to the full force of both the wind and the sea. The consequence was that the anchors very soon broke ground, and she began to drift toward the beach to the southward of the piers. As soon as her condition was discovered from the shore the tug *Simpson* steamed out and made several efforts to get a line to her, but owing to the extreme difficulty of managing the tug, and also to the drifting of the schooner, the attempt proved futile, and the tug, which was already shipping seas that were flooding her fire room, gave up and returned to the harbor.

Thereupon the *Cummings* showed a signal of distress, continuing to drag her anchors until about half a mile from the shore, where they again took hold and brought her up with her stern just clear of the breakers. The captain now realized that he could get no aid from tugs, and concluded, in order, as he hoped, to save the hull of his vessel, to scuttle her where she was. A part of the crew was therefore set to work cutting a hole forward, but before they had completed their sorry task the storm assumed increased energy and the stern struck the bottom with great force, driving the rudder through its casing into the hull, and causing the vessel to fill and sink almost immediately. The water was eighteen feet in depth, and the sailors were therefore compelled to fly to the rigging for safety, all taking refuge in the mizzen shrouds.

There were at this time several other vessels at anchor in the vicinity with distress signals in their rigging, but none of them were in such imminent danger as the *Cummings*, and, therefore, the life-saving crew, who had been anxiously watching the scene, proceeded along the shore abreast of her with the beach apparatus, so that they were prepared to

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act the moment her position became fixed. The Lyle gun was fired at once with a No. 4 line and six ounces of powder, but failed to reach. The vessel lay half a mile from shore, entirely beyond the range of any life-saving ordnance, and there seemed to be no use of any further effort to establish communication by that means. The keeper therefore returned to the station and launched the lifeboat into the river, expecting to get a tug to tow him out beyond the piers. Failing to get either the *Simpson* or the *Knight Templar*, which were near by, the captain of the former saying that the weather was too heavy for him to go out, and the latter not seeing the signals made to him, Keeper Pratton resolved to proceed without assistance. At this moment the tug *Hagerman* appeared and took his line, but at once let it go, with an assurance from the captain that he would take it again as soon as a steamer, which was then making for the harbor, should pass in. But the keeper was impatient of delay, and therefore pulled on, hugging the lee of the north pier as closely as possible, so that when he got into the lake he was well to windward. Getting into as favorable a position as he could, head to the sea, and with the wind and strong current on his port bow, he dropped down stern first toward the wreck. So far all had gone well, and seemed almost to justify the course pursued by the keeper, but the final test was now at hand, and most unfortunately for all involved the result proved extremely disastrous. A huge wave suddenly caught the boat on its crest, and, aided by the resistless power of the sixty-mile gale, almost lifted it from the water, and dashed it first against the main and then the mizzen rigging, and finally onto the submerged rail of the schooner. The shocks were so violent that the keeper was thrown out on one side and Surfman Gerdes on the other. Three or four of the oars were broken, two oarlocks were bent, and the boat was considerably damaged. The keeper was hauled in by some of the crew, and the surfman found a footing in the mizzen shrouds of the wreck.

As the boat drifted astern one of the men threw a heaving line, which was the first he could reach, to Surfman Gerdes, and he quickly made it fast, but it parted before a larger one could be bent on to it. In the meantime the crew got out their spare oars, picked up those they could reach in the water, and made strenuous efforts to pull up alongside the schooner, but before they could get much headway another tremendous sea tossed the boat up, and, as the keeper and crew positively testify, pitchpoled it end over end, leaving it upside down in the breakers. It was soon righted, however, bringing up with it two of the crew, and all of the others, except one, succeeded with more or less assistance in clambering into it, several of them in a partially disabled condition. All the oars had been swept away, and the helpless men could therefore take no action for their own safety, except simply to cling to the boat, which was now rapidly drifting in the breakers toward the beach. The surfman who was unable to regain the boat swam for the shore, which he ultimately reached, and was pulled out

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of the undertow by some fishermen, while those in the boat landed without further mishap and were assisted out of the surf, two seriously crippled and all much exhausted. At this time the situation as regards the life-saving crew was as follows: One of the surfmen had been left on the wreck, one was injured when the lifeboat capsized, one was worn out and nearly helpless from his efforts to keep afloat and swim ashore after the capsize, and the keeper had injured one of his hands. Four of the men were as good as when they set out, except so far as they were tired and shaken up by the extraordinary exertion and perilous experience of the last three hours.

In this condition the crew returned to the station at 12.30 o'clock. As soon as the keeper could put on some dry clothing he sent a telephone message to the collector of customs through a bystander, who volunteered to take it to a telephone station near by, requesting that the keeper of the Racine Station, twenty-five miles south, be telegraphed to come to Milwaukee with his crew, and as Keeper Pratton insists, and as a disinterested witness who heard the message testifies, with his lifeboat also.

Soon after, such of the crew as were fit for duty proceeded down the shore with the beach apparatus to aid the schooner *C. C. Barnes*, which was seen to be dragging her anchor and likely to strand. Her chains were soon slipped, however, and she was thrown well on to the beach, all of the crew getting to land without difficulty.

The Racine crew reached the Milwaukee Station at half past 3 o'clock, when the fact appeared that no mention had been made in the telegram of the kind of boat wanted, and they had therefore brought the surfboat, which was not deemed suitable for so extremely hazardous an expedition.

While these incidents had been taking place, several persons connected with the towing business of the port procured a lifeboat belonging to the steamer *Nebraska*, and devised a plan of operations in behalf of the persons still on board the wreck, of whom, in fact, there were then but three living, two of the crew and Surfman Gerdes, three of the shipwrecked having been already drowned and two being dead, lashed to the shrouds. The method proposed was to take the *Nebraska's* lifeboat astern of a heavy scow in tow of the tug *Hagerman*, steam out to the windward of the schooner, and when in proper position drop them down to the wreck and take off the people. This appears to have been an excellent idea, the scow being of sufficient size and weight to steady the tug and afford something of a lee for the lifeboat. Among the volunteers to go out on the scow were the keeper and two men from the Racine Station and one of the Milwaukee crew, who accidentally learned of the expedition just before its departure and very properly volunteered without delay. Had the rest of the life-saving men been aware of it they would readily have made up the entire company. The tug took its tow well to windward of the wreck, and preparations were made to

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veer the lifeboat, with two of the life-saving men in her, alongside the schooner, but the boat came into collision with the scow, staving a hole in the bow of the former and making it doubtful whether the men would be warranted in trying to man her. Therefore she was carefully slacked down, without any crew, to the rigging where the three men—Surfman Gerdes, who had been left on the schooner when the lifeboat drifted astern, Robert Patterson, of the schooner's crew, and the mate—were stationed. Gerdes, who had displayed great coolness and judgment in making the shipwrecked people secure, as far as possible, in the rigging, and encouraging them during the disheartening suspense, now exerted every possible expedient to induce and assist the mate to get into the lifeboat, but on account of the hole in the bow and the fact that the boat was full of water he refused until too late, and then made a false step, falling overboard and drowning at once. Patterson safely embarked, and Gerdes followed him, being the last to quit the wreck. When the two men were finally in the boat they discovered that it was jammed against the rigging in such a way that it would not be safe for them to hold on to the scow, and they therefore cut the line and signaling to the tug to go ahead, took oars and steered as well as they could for the beach, which they reached without accident. It was now almost half past 5 o'clock. Willing hands helped them out of the surf, and they were conducted to the life-saving station, and there properly cared for.

Six of the seven persons composing the crew of the *Cummings* were lost, and the horror of the awful spectacle naturally and properly excited intense feeling, which manifested itself in a loud demand for searching inquiry. This, however, was already assured by the provision of the law directing that all disasters involving loss of life shall be inquired into for the very purpose insisted upon; namely, to ascertain whether any of the officers or employees of the Service have been guilty of neglect or misconduct. Exhaustive inquiry was made both by an officer of the United States, who was instructed to hear all witnesses and procure all evidence obtainable, and also by the coroner of the county of Milwaukee.

Nothing in the testimony reflected upon the courage of the keeper or crew, and therefore the only question appeared to be whether, in view of all the facts, the former as the responsible party directing operations was chargeable with errors of judgment sufficiently grave in their character and results to require action on the part of the Department.

No difficulty was experienced in reaching a conclusion upon this point. Obviously a very serious mistake was committed at the outset when he declined to wait for the tug *Hagerman* to take his boat out. While promptness of action was extremely desirable, the undertaking was so hazardous, and a successful issue of the first attempt so all-

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important, that there was every reason for proceeding with due deliberation, and not without a clear and well-matured plan of operations. Only a few minutes would have been lost by waiting for the tug, and the expedition would then have been inaugurated with every prospect of success, while to go out with oars was plainly to invite disaster to his own crew, perhaps bring all his courageous purposes to naught, and long defer, if not defeat, the possibility of taking off the shipwrecked people alive. With the tug to hold him up to windward he could have veered his lifeboat down to the wreck, and there is good reason to believe, have safely taken off every person. But whether he would have succeeded to this extent or not, the fact remains that such a course was the proper one.

Aside from the error committed in not waiting for the *Hagerman*, the keeper, after getting out under oars, made the blunder of letting his boat drift down to the wreck, without due preparation and evidently with no well-defined plan of action. Notwithstanding the lack of a tug, if he had anchored his boat and then veered down with a strong line in hand to be passed on board, it is quite probable that a rescue would have been effected. And even without the tug and without anchoring, just as the incidents actually occurred, if a proper line had been passed to Gerdes when he landed on board the wreck the lifeboat might have been made fast, and though somewhat damaged, would in all probability have carried all the people ashore.

The use of the rudder instead of a steering oar in maneuvering the boat, which the testimony disclosed, was also an error. How much, if any, this mistake may have contributed to the accident which happened to the lifeboat can only be conjectured, but it was, among the other circumstances, a fault of no inconsiderable magnitude.

In the matter of sending the telegram requesting the Racine crew to come up with their lifeboat Keeper Pratton fell very far short of his full duty. The situation was one of appalling urgency, and demanded that no possible loophole should be left open for a misunderstanding to creep in. The keeper professed to believe that his own lifeboat was not fit for another encounter with the storm, and he had conceived of no other plan than to go out with a boat of that kind. Upon the use of a lifeboat rested all his hopes, and he knew that there was one at Racine. Under such circumstances it would seem that only ordinary prudence would have suggested to him the vital necessity of making his appeal for aid so plain in detail, and so emphatic, that there could have been no possibility of losing precious lives by negligence in the transmission of a message. He should have avoided the use of a telephone — especially through the medium of a third party — and instead have sent his message directly by telegraph; and he should have gone to the telegraph office himself, written his message with his own hand, and requested a reply, which would have shown whether his wishes were correctly understood.

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Perhaps the negligence of the keeper in this regard was the most grievous error of the entire day.

While waiting for the coming of the lifeboat, which in truth had not been called for, he felt no need of devoting his mind to the formation of other plans for the meantime, and when at last at 3.30 o'clock, upon the arrival of a surfboat only, he realized his unfortunate situation, the hour was too late for him to devise, if the idea had occurred to him, means similar to those employed by the rescuing party, which was already about to start out of the harbor.

Regarding the condition of his own boat to do further service that day, the evidence shows that while it is possibly doubtful whether she was available for another trip with a full crew, she was, even without repairs, a better boat than that of the *Nebraska*, and could have been even more safely used, as the latter was, to veer down from the scow with one or two of the life-saving crew in her, and take off the shipwrecked people who were then alive.

The keeper had been appointed by promotion from the ranks of the surfmen, where he had made such an excellent record that he was believed to be the most suitable man available for the position, but his lack of the essential requirements of leadership made conspicuously evident on this, the first occasion of serious service after his promotion, left no doubt as to the duty of the Department to see that other provision was made for the command of this important post.

ESTABLISHMENT OF STATIONS.

Two stations that were in process of construction when the last annual report was made have been completed and put in operation, one at Ashtabula, Ohio, and one between Point Lobos and Point San Pedro, California. Two others have been built, and are now receiving their equipment, one at Duluth, Minnesota, and one at Portsmouth, North Carolina. A new station authorized to be located on Seven Mile Beach, New Jersey, is under construction and approaching completion. The diversion of the main ship channel at Charleston Harbor, South Carolina, from the vicinity of Morris Island to that of Sullivans Island, rendered the Morris Island Station too remote to afford prompt assistance to vessels encountering disaster while entering or leaving port through the present channel, and therefore the Secretary of the Treasury was, by act of Congress approved March 14, 1894, authorized either to transfer the old station to Sullivans Island or to build a new one there, as should seem to be for the best interests of the Government. Due examination having disclosed the fact that the removal of the buildings and their erection on Sullivans Island would involve a greater expense than their value, it was determined to build a new station. A suitable lot was donated by the town of Moultrieville, and the new station erected there is now nearly ready for occupancy.

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REPAIR, IMPROVEMENT, AND REBUILDING OF OLD STATIONS.

Two old stations have been rebuilt—one at Cahoons Hollow, coast of Cape Cod, Massachusetts, to replace the one destroyed by fire on the 25th of February, 1893, and one at Spermaceti Cove, near Sandy Hook, New Jersey, to take the place of one erected many years ago, which does not now afford adequate facilities for the residence of the crew and the proper storage of the appliances that have been added in recent years, and which also stands within the range of the modern guns now tested on the proving grounds of the Ordnance Department of the Army.

The station buildings at Metomkin Inlet, (Fifth District,) Virginia, have been removed to a new site some three hundred yards from the old one, where their safety was seriously endangered by the encroachment of the sea; and minor improvements and repairs have been made as needed upon several other stations in the various districts.

TELEPHONE LINES.

During the past year the coast telephone lines of the Service have been extended and improved as much as possible, and now cover an extent of about six hundred and fifty miles. The system has proved more emphatically than ever its indispensable value as an aid to prompt and efficient life-saving operations. On every necessary occasion two or more crews have been assembled by this ready means of communication between stations, and tugs and other aids to the shipwrecked, whenever they have been needed, have been summoned without delay. At the same time maritime associations and other organizations interested in shipping have received news of importance to their patrons much earlier than could otherwise have been obtained. Telephone communication has also been established between all stations located at important ports, (as is largely the case in the lake districts,) and the local exchanges, thus securing the receipt at the stations of the earliest telegraphic intelligence of disasters along the shore. The benefits resulting from the use of the telephone both to the Service and to maritime interests long ago attracted the attention of life-saving institutions and maritime bodies abroad, and the interest has been constantly increasing. In June, 1893, Sir Edward Birkbeck, of England, a member of the Royal Commission on Electrical Communication with Lighthouses, etc., who is also one of the chief officers of the Royal National Lifeboat Institution of Great Britain, made a personal examination of the system, visiting several stations for the purpose of testing its efficiency. His report, a copy of which has been received, gives it warm commendation and recommends its adoption in his own country.

BOARD ON LIFE-SAVING APPLIANCES.

A meeting of the Board on Life-Saving Appliances was held in New York City in June. A full report of the action of the Board upon

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the various devices and appliances presented for its consideration will be found in the latter part of this volume.

THE WOMEN'S NATIONAL RELIEF ASSOCIATION.

Since 1879, when the Women's National Relief Association was organized, it has continued without interruption the benevolent work of maintaining at the various life-saving stations ample supplies of clothing and other stores for the use and comfort of the shipwrecked. On many occasions of disaster some of the shipwrecked reach the shore in a half-clad condition, while those who may be sufficiently clothed are usually drenched to the skin. The association is performing an almost indispensable work of humanity in supplying the grievous necessities of these unfortunate people, not only as regards clothing, but in numerous instances where the weak or exhausted require such refreshing cordials and food delicacies as the stores of the stations do not afford.

During the last fiscal year the depleted stores at twenty-two stations have been replenished and three new stations have been furnished with necessary supplies. The clothing of the association was used in sixty-four instances to provide for destitute persons. A detailed statement of these cases is subjoined:

The crew of the schooner *John Rice*, at the Thunder Bay Island Station, Lake Huron, July 3, 1893; the crew of the yacht *Vera*, at the Middle Island Station, Lake Huron, July 26, 1893; two of the crew of the schooner *Lottie Mason*, at the White River Station, Lake Michigan, August 5, 1893; the crew of the schooner *Julia Baker*, at the Cape Elizabeth Station, coast of Maine, August 4, 1893; the survivors of the crew of the schooner *Mary F. Kelly*, at the Deal Station, coast of New Jersey, August 24, 1893; three persons rescued from the capsized yacht *Dennis*, at the Racine Station, Lake Michigan, August 28, 1893; the crew of the schooner *C. Henry Kirk*, at the Long Beach Station, coast of New York, August 29, 1893; the crew of the German bark *Wustrow*, at the Oak Island Station, coast of North Carolina, August 29, 1893; the crew of the schooner *Stafford*, at the Sheboygan Station, Lake Michigan, September 29, 1893; the crew of the schooner *John T. Johnson*, at the Milwaukee Station, Lake Michigan, September 30, 1893; the crews of the schooners *C. C. Davidson* and *Wm. Applegarth*, at the Seatack Station, coast of Virginia, October 4, 1893; the crew of the schooner *Emma J. Warrington*, at the Paul Gamiels Hill Station, coast of North Carolina, October 4, 1893; two men from the capsized catboat *R. H. McCrystal*, at the Atlantic City Station, coast of New Jersey, October 6, 1893; two survivors of the capsized skiff *J. B. Denton*, at the Hog Island Station, coast of Virginia, October 9, 1893; the crew of the schooner *Evra Fuller*, at the Racine Station, Lake Michigan, October 13, 1893; the crew of the schooner *Charles C. Dame*, at the Cape Fear Station, coast of North Carolina, October 14, 1893; the survivor

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of the crew of the schooner *Minnehaha*, at the Manistee Station, Lake Michigan, October 14, 1893; the crew of the schooner *Henry Friend*, at the Monomoy Station, coast of Massachusetts, October 21, 1893; the crew of the schooner *Len Higby*, at the Frankfort Station, Lake Michigan, October 31, 1893; the crew of the schooner *Annie W. Akers*, at the Monomoy Station, coast of Massachusetts, November 7, 1893; the survivors of the crews of the steamers *Albany* and *Philadelphia*, at the Pointe aux Barques Station, Lake Huron, November 7, 1893; the survivor of the British ship *Jason*, at the Pamet River Station, coast of Massachusetts, December 5, 1893; the crew of the schooner *Wm. G. R. Mowry*, at the New Shoreham Station, coast of Rhode Island, December 5, 1893; the crew of the schooner *E. F. Willard*, at the Davis Neck Station, coast of Massachusetts, January 5, 1894; the crew of the schooner *Laura E. Messer*, at the Monomoy Station, coast of Massachusetts, January 12, 1894; the survivors of the crew of the schooner *Fortuna*, at the Race Point Station, coast of Massachusetts, February 12, 1894; the crew of the schooner *Minnie Rowan*, at the Fourth Cliff Station, coast of Massachusetts, February 13, 1894; the crew of the schooner *Reindeer*, at the Lewes Station, coast of Delaware, February 16, 1894; the crew of the schooner *Florence C. Magee*, at the Bodie Island Station, coast of North Carolina, February 26, 1894; the crew of the schooner *Benjamin B. Church*, at the Mecox Station, coast of New York, April 7, 1894; the crew of the schooner *Mary A. Hood*, at the Point Allerton Station, coast of Massachusetts, April 9, 1894; the survivors of the crew of the schooner *Lottie Cooper*, at the Sheboygan Station, Lake Michigan, April 9, 1894; the crew of the sloop *Gem*, at the Cedar Creek Station, coast of New Jersey, April 11, 1894; the crew of the British schooner *Magnum*, at the Fourth Cliff Station, coast of Massachusetts, April 13, 1894; the crew of the bark *Elmiranda*, at the Georgica Station, coast of New York, April 21, 1894; two of the crew of the sloop *Jennie*, at the Point Judith Station, coast of Rhode Island, May 6, 1894; two of the crew of the schooner *C. G. Mixer*, at the South Chicago Station, Lake Michigan, May 18, 1894; the crew of the schooner *American Union*, at the Middle Island Station, Lake Huron, May 19, 1894; the crew of the schooner *A. F. Crockett*, at the Harveys Cedars Station, coast of New Jersey, May 21, 1894; the crew of the British schooner *Muskoka*, at the Middle Island Station, Lake Huron, June 11, 1894; and four persons landed from the catboat *J. W. H.*, near the Rockaway Station, coast of New York, June 24, 1894.

In addition, clothing was also supplied to a man rescued from a capsized boat, near the Manistee Station, Lake Michigan, July 10, 1893; to a man rescued from drowning, near the Milwaukee Station, Lake Michigan, July 29, 1893; to a man rescued from a capsized rowboat, near the Holland Station, Lake Michigan, August 6, 1893; to three persons rescued from a capsized boat, near the Cleveland Station, Lake Erie, August 11, 1893; to a woman rescued from drowning near the Milwau-

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kee Station, Lake Michigan, August 13, 1893; to a woman who fell overboard from a rowboat, near the Erie Station, Lake Erie, August 16, 1893; to the crew of a light-vessel's tender, capsized near the Hereford Inlet Station, coast of New Jersey, August 25, 1893; to two fishermen, who, after the loss of their boat, came to the Long Branch Station, coast of New Jersey, August 26, 1893; to a man who applied for succor, at the Erie Station, Lake Erie, September 24, 1893; to four destitute fishermen, at the Cobbs Island Station, coast of Virginia, October 9, 1893; to a man rescued from drowning, near the South Chicago Station, Lake Michigan, October 10, 1893; to a man adrift in a boat belonging to the schooner *M. L. Wetherell*, near the Rye Beach Station, coast of New Hampshire, November 18, 1893; to two persons rescued from a capsized boat, near the Muskegon Station, Lake Michigan, November 20, 1893; to a man drenched by the sinking of his boat, near the Velasco Station, coast of Texas, December 16, 1893; to two men rescued from Old Cilley Ledge, near the Burnt Island Station, coast of Maine, April 7, 1894; to a boatman, wet and in distress, near the Cleveland Station, Lake Erie, April 29, 1894; to a destitute youth who came ashore in a boat near the San Luis Station, coast of Texas, April 30, 1894; to a man from a small boat capsized, near the Racine Station, Lake Michigan, May 1, 1894; to two boys rescued from a boat, near the Racine Station, Lake Michigan, May 13, 1894; to two men from a capsized sloop, near the Evanston Station, Lake Michigan, May 14, 1894; and to twelve men rescued from the breakwater, near the Chicago Station, Lake Michigan, May 18, 1894.

EXTENSION OF PERIOD OF SERVICE.—COMPENSATION OF SURFMEN.

The last annual report made reference to the salutary results of the act of July 22, 1892, increasing the rate of compensation of the crews from $50 to $65 per month, and drew attention to the general public demand for an extension of the active season on the Atlantic Coast to include the months of August and May, which would result in keeping the stations open and manned the entire year with the exception of the period of especially mild weather comprised in the months of June and July. In view of the frequency and ferocity of storms in recent years during May and August, the proposed extension was recommended, and by act of Congress approved August 3, 1894, was authorized.

The act, however, as finally passed, contained the proviso "That all such surfmen as serve more than eight months shall receive sixty dollars per month during their entire service."

The difference thus created in the rate of compensation has given rise to considerable unrest among the crews. While the two months' extension of the period of service at $60 per month yields an additional sum of $80 for the year, and thus pecuniarily benefits that portion of the men who could not otherwise find employment at a rate above $40 per month during the months of May and August, there are some localities where

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men expert in surfing, boating, and fishing are more in demand during the period that the stations have heretofore been closed than in any other part of the year, and where the greater portion of the crews have been able to make much better wages than they have ever received from the Life-Saving Service. These men are unable to perceive the justice of the discrimination which reduces their monthly pay to $60 per month during the ten months they serve, but allows their comrades who serve the shorter period of eight months, or less, $65 per month.

Again, among so large a corps of men changes in the crews by death, resignation, and dismissal are constantly taking place. As all who serve not more than eight months receive $65 per month, and all who serve a longer time, even to the extent of a single day, receive but $60 per month during the whole term of their service, there are necessarily in almost every station men performing the same duties, exposed to the same dangers, and subject to the same discipline who do not receive equal reward for their labor. The difference of a single day in the period of the employment of two men may make a difference of $38 in favor of the one who serves the shorter period.

In the lake districts, to which the Comptroller of the Treasury holds that the proviso applies as well as to the Atlantic Coast, peculiar difficulties arise. The law provides that the stations in these districts shall be manned and open for active service from the opening to the close of navigation. This period varies in different years, the opening and close of navigation depending upon the mildness or severity of the weather of the early spring and the late autumn. On the lower lakes the harbors are clear of ice, permitting the entrance and exit of vessels, usually about April 1, and, say, about April 15 on Lake Superior, but occasionally not until April 15 on the lower lakes and May 1 or later on Lake Superior. They are closed on the lower lakes usually somewhere between the 1st and 15th of December, and somewhat earlier on Lake Superior. Hence the stations are generally open on the lower lakes a few days (sometimes not over three or four) more than eight months in a year, occasionally falling within that limit, while on Lake Superior the term is almost always less than eight months. Under the act, therefore, surfmen employed on the lower lakes would be entitled as a rule to receive but $60 per month because of serving a few days more than eight months, but occasionally might be entitled to $65, while those employed on Lake Superior would always receive the latter sum.

Fortunately, as the law is not retroactive, its terms do not apply to the surfmen employed the present season on the lake stations, as none of them will serve more than eight months subsequent to the passage of the act, but unless the act is modified during the approaching session of Congress, the next season's crews will be subject to the inequalities above shown. The crews are annually engaged under express stipulations, whereby the Government and the men subject themselves to reciprocal obligations, the contract providing that the men shall perform certain

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duties and the Government shall pay them certain specific compensation. In engaging crews for the lake stations in the spring, therefore, the Department, not knowing when navigation will close, will be unable to determine in advance at what rate of compensation—whether at $60 or $65 per month—stipulation should be made. The rate must depend upon the weather and be determined at the close of the season. There is reason to fear that quite a portion of the excellent class of surfmen that the act of July 22, 1892 enabled the Service to secure will not reenlist under such conditions and that their places will have to be filled with men of inferior quality.

Other difficulties arise in the settlement of accounts and claims, and the work of the district superintendents as disbursing officers and paymasters of their respective districts, who have no clerical assistance except such as they themselves provide, is very materially complicated and increased. Nearly all these officers are now overburdened with duty, and most of them have for a considerable period been compelled to pay the expenses of clerical aid from their own salaries, which are none too large without such diminution.

The rate of $65, established by the act of 1892, resulted in great advantage to the Service, and, it is believed, was no more than is just and reasonable. If, therefore, the present inequalities could be removed on the basis of that act, the effect would undoubtedly be to restore the moralé of the Service and promote its efficiency.

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SERVICES OF LIFE-SAVING CREWS.

1893-1894.

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SERVICES OF LIFE-SAVING CREWS.

[Abbreviations used in this statement: bg. (brig), bk. (bark), bgn. (brigantine), bkn. (barkentine), sc. (schooner), slp. (sloop), st. (steam), str. (steamer), yt. (yacht), Am. (American), Br. (British), Fr. (French), Ger. (German), It. (Italian), Nor. (Norwegian), Sp. (Spanish).]

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893.			
July 1	Am. sc. Hannibal....	White Head, Maine.....	Stranded during prevalence of thick fog. Took in her sails, which were driving her farther on the ledge, and ran lines for wrecking tug. As soon as she was released, got her under way and piloted her to safe anchorage in Seal Harbor.
July 1	Am. sc. Harry B. Diverty.	Cape May, New Jersey.....	Stranded on North Shoal. Mustered volunteer crew (inactive season), took soundings to ascertain best water, and assisted to furl sail. On flood tide, schooner floating, piloted her out into main channel.
July 1	Sharpie; no name...	Cape Disappointment, Washington.	Unable to stem strong tide and drifting toward breakers with nine soldiers on board who had gone out for a pleasure trip. Towed them to Fort Stevens with surfboat.
July 2	Skiff; no name.....	Louisville, Kentucky.....	In danger of going over the Falls of the Ohio with a small boy on board. Launched station boat and towed skiff and occupant ashore.
July 2	Am. str. M. T. Greene.	Muskallonge Lake, Lake Superior.	Stranded while attempting to leave harbor with heavy cargo of lumber. Ran hawser to some piles, assisted to heave her afloat, and piloted her out over bar.
July 2	Am. str. Puritan.....	Beaver Island, Lake Michigan.	Missed harbor entrance during dense fog and stood into shoal water; master ignorant of his position. Keeper pulled out to steamer in small boat and, after getting her into deep water, gave directions by which she was piloted into harbor.
July 2	Am. str. City of Charlevoix.	North Manitou Island, Lake Michigan.	Wished assistance to land ten passengers. Brought them ashore together with their effects, making two trips with surfboat.
July 3	Am. sc. Emma W. Burton.	Assateague Beach, Virginia.	Drifted ashore on this date, having been wrecked at sea and abandoned by crew on May 4. Sent notice to commissioner of wrecks and master of schooner; took charge of vessel and lumber on board until arrival of the authorities.
July 3	Am. str. H. J. Jewett.	Thunder Bay Island, Lake Huron.	Had on board crew of schooner John Rice, which capsized 40 miles from station. Launched lifeboat, took off and brought to station schooner's crew of seven persons, including wife and two children of master. After the castaways had been provided with food and clothing, of which they were destitute, they were taken to Alpena. The Rice was afterwards towed into port by a tug.
July 3	Sailboat; no name..	.....do.....	Capsized by sudden squall, throwing into the water the three boys on board. Keeper and a surfman, who were on station tender, rescued them from drowning and towed their boat to Alpena.
July 4	Am. sc. Herbert M. Rogers.	Cranberry Isles, Maine....	Stranded in foggy weather. Unloaded ballast, carried out anchor, and attempted to heave her afloat, but without success. Sheltered thirteen of her crew at station until morning; when tug arrived, later in the day, assisted in releasing schooner.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893.			
July 4	Slp. Evening Star..	Manistee, Lake Michigan.	Passing steamer parted sloop's moorings and caused her to go adrift; no one on board. Towed her ashore, secured her to pier, and bailed her out, then sent notice to owner. She would doubtless have been lost but for life-saving crew, as the sea was increasing rapidly when she was overhauled and taken to place of safety.
July 4	Am. sc. yt. Crusader.	Milwaukee, Lake Michigan.	Leaking, with 3 feet of water in her hold. At master's request put station pump on board and pumped her out, then ran her into shoal water for safety, as it was impossible to get use of dry dock on account of holiday. Next morning pumped her out again, after which she went into dry dock for repairs.
July 5	Am. sc. J. G. Crate..	Little Egg, New Jersey...	Injured sails and rigging and sprung a leak while standing into New Inlet for shelter from the gale; forced to anchor near the breakers. As the craft was in danger of foundering where she lay, keeper summoned volunteers and successfully landed the crew of three men through a heavy surf, bringing them to the station for care and shelter. In the morning, when the weather moderated, put crew back on board schooner, pumped her out, and made temporary repairs, then piloted her out over the bar.
July 5	Am. str. James Pickands.	Two Heart River, Lake Superior.	Stranded in foggy weather. Jettisoned 75 tons of her cargo of iron ore; went out and procured assistance of steamer Joliet, that was passing, and ran her lines to the Pickands, which was then hauled off uninjured. Crew from Crisps Station, which arrived at nearly same time as crew from this station, assisted to jettison cargo and get steamer afloat. [See letter of acknowledgment.]
July 5	Skiff; no name.....	Chicago, Lake Michigan..	Capsized. Hastened to place with surfboat and rescued the boatman; towed skiff ashore and delivered her to owner.
July 5	Rowboat; no name	Two Rivers, Lake Michigan.	Parted moorings and went adrift. Overhauled and returned boat to owner.
July 6	Am. sc. Carrie E. Parsons.	Cranberry Isles, Maine....	Aground. Carried out anchor and at high water hove her afloat.
July 7	Skiff Attie.....	Louisville, Kentucky.....	Two occupants, a man and a woman, unable to stem the strong current were carried down the middle chute of the falls, where they succeeded in climbing out on the abutment. Located them in the darkness by their cries, brought them ashore, and secured their boat.
July 7	Am. slp. yt. Surprise.	Holland, Lake Michigan...	Capsized. Rescued owner from danger of drowning; righted, bailed out, and towed yacht ashore.
July 7	Am. str. Ida E.....	Milwaukee, Lake Michigan.	Stranded during thick fog. Life-saving crew heard her signals and notified tug, in company with which they went out into the lake and discovered steamer on North Point Reef. Another tug arriving at this time, crew ran lines from both to the steamer, which was soon released by their combined efforts.
July 8	Sailboat Stanley B. Huber.	Louisville, Kentucky.....	Capsized. Rescued the two boatmen and towed boat ashore.
July 8	Am. sc. Frank W. Gifford.	North Manitou Island, Lake Michigan.	Short-handed and in need of assistance to get under way, having been compelled to pay out 150 fathoms of chain on her anchors, while riding out gale. Boarded her and assisted to heave up anchors, working seven hours. On application of master, furnished vessel with provisions to last her to her destination.
July 9	Am. slp. yt. Sea Pearl.	Point Allerton, Massachusetts.	On the Toddy Rocks. Planted an anchor on each side with masthead tackle attached, and hove a strain to prevent her from heeling over and injuring herself at low water; kept her bailed out until flood tide, when she floated.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893.			
July 9	Am. str. Eldorado..	Buffalo, Lake Erie.....	Stranded on Horseshoe Reef. Transferred ninety passengers from steamer, which was a small one, to tugs with lifeboat, lightening vessel so that she came afloat.
July 9	Skiff; no name.....	Louisville, Kentucky	In danger of going over the Falls of the Ohio; two occupants ignorant of their peril. Launched station boat and towed them ashore.
July 9	Rowboat; no name.	Chicago, Lake Michigan..	Capsized by squall. Accompanied tug to place of accident, but another tug reached boat before life-saving crew and rescued the four men. Righted boat and placed it on board tug, which took it ashore.
July 9	Sloop yacht; no name.	.....do.....	Pounding against pier in heavy squall; in danger of going to pieces. Towed her into smooth water.
July 9	Sharpie Chesapeake.	.....do.....	Capsized by squall, drowning four of her occupants. The remaining five clung to boat for an hour and were rescued, in an exhausted condition, by tug Robert Tarrant and brought to station, where life-saving crew cared for them. A man and a woman belonging to the party were almost overcome by their long exposure, but were restored by method of treatment employed in the Service. Crew then went out and towed capsized boat ashore. [This accident was invisible from station and beyond scope of Service operations.]
July 9	Am. slp. yt. Flora...	Evanston, Lake Michigan.	Lost her mast and jib boom in squall; drifted ashore half full of water. Took her under lee of breakwater, unloaded ballast, pumped her out, and hauled her up on beach for repairs.
July 10	Rowboat; no name..	Manistee, Lake Michigan.	Struck wharf and capsized. Rescued boatman and provided him with dry clothing. Towed boat ashore and secured it.
July 11	Am. sc. Alert.....	Holland, Lake Michigan..	Unable to get out of harbor; wind light and baffling. Towed her out beyond piers far enough to give her a good offing.
July 12	Fishing boat; no name.	Santa Rosa, Florida.....	Drifted ashore with oars, anchor, and fishing tackle on board. Secured boat and outfit and restored them to owner three days later.
July 12	Sailboat; no name..	Coquille River, Oregon ...	Capsized through inability of occupants to manage her. One of the life-saving crew, who was out in his boat, rescued the two men and towed boat to wharf.
July 13	Am. sc. Vicksburg...	White Head, Maine.....	Stranded and badly strained on Two Bush Reef; began to fill when flood tide set in. Sent word for tug, boarded vessel, and threw overboard her deck load, thereby lightening her, so that the tug, which arrived shortly afterwards, was able to get her afloat.
July 13	Am. str. Niagara.....	Buffalo, Lake Erie.....	Drifting down river, having disabled her steering gear. Hearing her signals of distress, crew launched surfboat and proceeded to her assistance in tow of tug; just before their arrival another tug reached vessel and took her in tow; transferred twenty of steamer's passengers from Fort Erie landing to tug, which took them to Buffalo.
July 13	Flatboat; no name..	Louisville, Kentucky.....	In danger of going over the Falls of the Ohio, the occupants, two small boys, being unable to check her progress downstream. Launched station boat and towed them to a place of safety.
July 13	Scow; no name.....	Racine, Lake Michigan...	Drifting out into the lake before offshore wind, the two boys on board making fruitless struggles to pull back to land with a broken oar. Towed them into harbor and turned scow over to owner.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893.			
July 13	Am. str. Boscobel...	Sturgeon Bay Canal, Lake Michigan.	Unable to find entrance to canal; weather foggy. Piloted her in.
July 14	Skiff; no name.....	Brazos, Texas.....	Adrift. Overhauled her with station boat and returned her to owners.
July 15	Am. slp. K. T.....	.....do.....	Stranded on bar. Ran anchors and assisted to heave her afloat, working seven hours before she was released. Next morning towed her into the lagoon.
July 15	Sailboat; no name...	Charlotte, Lake Ontario...	Capsized by wind flaw 3 miles from station. Rescued with surfboat and landed the entire party of five persons, exhausted by clinging to their overturned boat; brought two of their number, a man and a woman, to the station and cared for them there. Towed the boat ashore, righted her, and got her ready for use. [See letter of acknowledgment.]
July 16	Sailboat Clara.....	Point Marblehead, Lake Erie.	Capsized during the night at a place invisible from the station. On learning of casualty, life-saving crew pulled to scene, but found the five occupants had been picked up by a boat in the vicinity; they then towed the sailboat ashore and secured it.
July 16	Am. str. City of Charlevoix.	North Manitou Island, Lake Michigan.	Stopped off station and signaled for assistance. Brought ashore in surfboat seven passengers who wished to land at the island.
July 17	Fishing boat; no name.	Cape Disappointment, Washington.	Capsized by a heavy breaker, throwing overboard her two occupants. Although life-saving crew made all possible haste to the rescue and reached scene very soon after the capsize, they were unable to save the fishermen, who had already been swept away and drowned. Righted boat and turned it over to a fisherman in the employ of the owners. [See detailed account under caption "Loss of Life."]
July 17	Am. str. Emily.....	Cape Arago, Oregon.....	Stranded on Coos Bar in foggy weather, becoming a total loss. Skillfully removed fifty-five persons with lifeboat and transferred them to tugs Gen'l H. G. Wright and Hunter, making four trips through a heavy and dangerous sea, and finishing the work but a few moments before the steamer rolled over and went to pieces. During the second trip of the lifeboat one of the passengers fell overboard from the steamer and was drowned; crew searched the beach nearly all night for his body, but were unable to find it. [See detailed account under caption, "Loss of Life."]
July 18	Am. sc. H. A. Benson.	Marquette, Lake Superior.	Aleak. Master reported her condition at station. Crew rigged purchases and hauled her upon beach far enough to allow leak to be repaired; then launched her into lake.
July 19	Am. st. yt. Hermit..	Manistee, Lake Michigan.	Mistook lights at entrance to harbor and stranded, floating just as life-saving crew arrived alongside. Keeper directed master how to enter harbor. Guided by these instructions, the vessel came inside for the night.
July 23	Sailboat; no name..	Jerrys Point, New Hampshire.	Capsized by squall. Two occupants rescued by a boat near at hand before arrival of life-saving crew, who, after towing boat ashore and bailing her out, took her to Portsmouth.
July 23	Am. slp. Alice.....	Long Beach, New York...	Stranded on beach, her crew of seven men landing unassisted. On following day attempted to heave her afloat, but without success. On 25th, however, assisted by two of her crew, succeeded in hauling her into deep water.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893.			
July 23	Am. slp. Sylvan Shore.	Sandy Hook, New Jersey.	Mistook lights and stranded. Keeper took charge of work, and on flood tide assisted to run anchors and lines and to haul sloop afloat. Had she remained aground overnight she would have been destroyed by the heavy gale which arose shortly after she was released.
July 23	Catboat Osceola.....	.....do.....	Stranded; pounding violently in heavy gale and sea. Keeper assisted to get rollers under craft and hauled her up on the beach with a horse which he had hired for that purpose.
July 23	Am. str. City of Charlevoix.	North Manitou Island, Lake Michigan.	Wished assistance to land two passengers. Took them ashore with surfboat.
July 23	Sailboat Lawn.....	Frankfort, Lake Michigan.	Struck by steamer; leaking and half full of water. Took off two occupants with surfboat and cared for them at station until later in the day, when they left for their homes. Towed ashore and repaired boat.
July 25	Am. str. May Field..	Burnt Island, Maine.....	Struck on Shag Ledges and sprung aleak; master beached her on Bar Island to prevent sinking. Summoned volunteer crew and saved part of her outfit, working two days. Vessel was floated by steamer Panuco and towed to Port Clyde, but was damaged to the full extent of her value.
July 25	Sailboat; no name..	Cleveland, Lake Erie.....	In danger of capsizing through inability of two occupants to handle a boat under sail. Boarded her, took in sail, and anchored her near station. Landed the two men.
July 25	Sailboat; no name..	Louisville, Kentucky.....	Capsized by sudden squall, endangering life of occupant. Life-saving crew rescued him, then righted boat, and towed it ashore.
July 26	Am. slp. Mabel Emma.	Long Beach, New York....	Capsized and totally wrecked by squall; crew of seventeen men clinging to bottom of sloop, with seas breaking over them. Keeper, assisted by one volunteer, rescued entire party with yawl, three of whom he placed on board a naphtha launch; the remaining fourteen were taken ashore, the yawl making five trips before all were landed. Some of the rescued persons were very much exhausted when taken off by keeper, and could not have held on much longer.
July 26	Am. slp. yt. Vera ...	Middle Island, Lake Huron.	Dragging moorings in gale. Pulled out in lifeboat, but on arriving alongside found her anchors had struck good holding ground. Landed five of her crew at their request, and cared for them at station until morning, then transferred them back to their vessel. Surfboat was taken to a convenient place for rendering prompt assistance in case it should be needed during the night, but the weather moderated.
July 27	Br. slp. Viking.....	Buffalo, Lake Erie.....	Stranded on Horseshoe Reef. Ran lines to a tug lying off in the channel and enabled vessel to be released without injury.
July 28	Am. sc. Louisa A. Glade.	Manistee, Lake Michigan.	Moored to end of north pier; no one on board. Wind shifting and a heavy sea setting into harbor, she began pounding against the pier and was in danger of going to pieces. Life-saving crew towed her up near station, out of the way of the sea.
July 28	Skiff; no name.....	Pentwater, Lake Michigan.	In danger of swamping with her two occupants, who had gone out fishing and were unable to pull back against the wind, now blowing strong from the shore. Landed them with surfboat and towed skiff ashore.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893.			
July 29	Am. slp. J. O. Smith	Atlantic City, New Jersey.	Stranded on Absecon Bar; sea rough. Keeper summoned volunteer crew and landed three of her passengers. On flood tide, vessel floated uninjured.
July 29	Am. sc. George C. Wainwright.	Pea Island, North Carolina.	Stranded on reef in Pamlico Sound. Ran anchors with assistance of volunteer crews from New Inlet and Oregon Inlet stations, and started to heave her off, but, when nearly afloat, she suddenly sprung a leak, making it necessary for master to go to Norfolk for a steam pump. On his return, keeper helped to lighter deck load and to place on board the steam pump, with which she was floated. When the schooner sunk, shortly afterwards, keeper assisted to save her outfit. She was finally raised by wreckers and towed to Elizabeth City for repairs. [See letter of acknowledgment.]
July 30	Am. str. City of Charlevoix.	North Manitou Island, Lake Michigan.	Stopped off station and whistled for a boat. Launched surfboat and took ashore five passengers who wished to land at the island.
July 31	American schooner yacht; no name.	Grand Haven, Lake Michigan.	Struck sunken pile and sprung a leak. Ran her ashore, hove her down so that leak could be reached, and assisted to make repairs.
Aug. 2	Am. str. Puritan.....	North Manitou Island, Lake Michigan.	Wished assistance to land three passengers. Took them off with surfboat and brought them ashore.
Aug. 2	Sailboat; no name..	Cape Arago, Oregon.....	Occupants unable to find their way to Empire City on account of dense fog setting in. Keeper sent two members of crew with station boat to pilot them home.
Aug. 3	Sailboat; no name..	Oswego, Lake Ontario....	Capsized in jibing, throwing into the water her occupants—three small boys—two of whom swam ashore. Life-saving crew rescued the remaining boy clinging to the capsized boat, which they righted and towed to the landing.
Aug. 4	Am. slp. yt. Mattie..	.....do.....	Capsized by sudden wind flaw about 4 miles from station; her crew rescued by some fishermen near at hand. Life-saving crew brought the yacht alongside a tug which they had accompanied to the scene and which towed her into shoal water, where they righted and bailed her out, then delivered her to owners.
Aug. 4	Am. sc. City of Grand Rapids.	Racine, Lake Michigan...	Master's son fell down the hold, spraining his wrist and cutting his head; hoisted signal of distress and stood into harbor. Life-saving crew assisted to secure vessel to wharf, then took boy to station and sent for surgeon. After the lad's injuries had been attended to, took him home.
Aug. 4	Fishing boat; no name.	Fort Point, California.....	Capsized. Life-saving crew hastened to place of accident, but the boatman was rescued by some fishermen near at hand before their arrival. Assisted to right and bail out boat.
Aug. 5	Am. sc. Lottie Mason.	White River, Lake Michigan.	Water-logged; broached to and settled on bottom while entering harbor. Assisted to release her by throwing overboard deck load of tan bark; then manned pumps and kept her afloat until she was towed to a place or safety. Provided her crew with dry clothing. Boarded schooner on 6th and 7th instant, and pumped her out, working four hours on each occasion.
Aug. 5	Am. sc. Col. Ellsworth.	.....do	Signaling for assistance. Pulled out to vessel through a heavy sea and learned that master had been struck and rendered unconscious by a falling block. Keeper piloted schooner into port, went 6 miles for a doctor, and assisted him to dress master's wounds.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893.			
Aug. 5	Am. tug Jesse Spaulding.	Sheboygan, Lake Michigan.	In danger of losing (on account of the force of the wind and sea) two scows which she was attempting to bring into harbor. Towed out behind tug Sheboygan and managed, with much exertion and danger, to pass a line from her to the smaller scow and to place a surfman on the other. The Sheboygan then proceeded into harbor with her tow without mishap, but the Spaulding's hawser parted, and the scow she had in tow would have drifted ashore had not the surfman on board succeeded in making fast another line from the tug.
Aug. 6	U. S. str. Gen. Hancock.	White River, Lake Michigan.	Broke shaft. Life-saving crew sighted her signals of distress and pulled out to ascertain nature of casualty; then sent out tug Gen. Gillmore, which towed her into harbor.
Aug. 6	Rowboat; no name..	Holland, Lake Michigan..	Capsized in breakers; owner clinging to bottom of boat and in danger of being swept off and drowned. Rescued him with surfboat and cared for him at station; towed boat ashore and put her in condition for use.
Aug. 6	Fishing boat; no name.	Humboldt Bay, California.	Disabled by loss of rudder and two oars; forced to anchor in unsafe position. Towed boat to station, whence she was able to reach her destination.
Aug. 7	Fishing boat; no name.	Petunk, New York.....	Dismasted in sudden squall. Keeper hastened to her assistance and got her mast and sail on deck; then towed boat home, 5 miles distant.
Aug. 9	Am. slp. Geranium..	Hereford Inlet, New Jersey.	Stranded. Carried out an anchor, and on flood tide hove her off uninjured.
Aug. 9	Am. str. F. and P. M., No. 1.	Ludington, Lake Michigan.	Caught afire while lying at wharf. Took station force pump alongside and assisted fire department to save vessel and cargo from destruction.
Aug. 10	Am. sc. Louisa A. Glade.	Frankfort, Lake Michigan.	Overloaded, causing her to become waterlogged. On sighting her signal of distress, life-saving crew pulled out to schooner and carried ashore message for a tug, by which she was towed into port. Next day removed deck load and, after pumping her out, replaced it, working eight hours continuously; she then proceeded on her way to Milwaukee.
Aug. 10	Sloop; no name.....	Point Adams, Oregon.....	Centerboard struck bottom, causing her to capsize, the two occupants getting ashore without assistance. Righted and put sloop in good condition; anchored her securely.
Aug. 11	Rowboat No. 38	Cleveland, Lake Erie.....	Capsized by heavy sea. Life-saving crew hastened to her assistance, but, before they could reach the scene, a tug near by picked up the three men, who were then put in the surfboat and taken to the station. Provided them with dry clothing and restoratives to counteract the effect of their long exposure to the northwest wind in their drenched condition; returned boat to owners.
Aug. 11	Sailboat; no name..	Louisville, Kentucky.....	Capsized; rescued owner and towed boat ashore.
Aug. 11	Am. st. yt. Marguerite.	Thunder Bay Island, Lake Michigan.	Stranded on Gull Island Reef during thick weather; in dangerous position on the rocks. Planted an anchor in deep water, warped her afloat, and took her to good anchorage. When mist lifted, piloted her out clear of obstructions. Had she remained on the reef much longer she would have been destroyed, as the wind set in heavy from the north soon after she was floated.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893.			
Aug. 13	Am. sc. S. S. Smith..	Cape Elizabeth, Maine....	Water-logged and unmanageable. Boarded her in response to her signal of distress and anchored her until arrival of tug. Assisted crew to slip cables and to secure schooner alongside wharf at Portland, whither she was towed by tug.
Aug. 13	Rowboat; no name	Sandy Hook, New Jersey..	Sprung aleak and became unmanageable; half full of water and in danger of swamping in the seaway. Keeper rescued the two occupants with a sailboat and towed their boat into smooth water, where he put them on board a tug bound to New York. Both men would probably have drowned but for his timely arrival.
Aug. 13	Am. sc. James H. Turner.	Hereford Inlet, New Jersey.	Stranded in dangerous position. Ran out anchor and warped her afloat uninjured.
Aug. 13	Ferryboat Yosemite.	Charlotte, Lake Ontario..	Parted her chain and drifted against sunken pier, where she would soon have gone to pieces. Warped her to opposite side of river and moored her securely. Afterwards assisted to make repairs.
Aug. 13	Br. sc. Laura.....	.....do.....	Sprung a leak and sunk 25 miles from station. Her crew of seven persons abandoned her in the yawl and pulled for Charlotte. Went out and met boat and towed it into harbor; took crew to station and cared for them until arrival of steamer, then procured them free transportation to Ontario.
Aug. 13	Am. str. City of Charlevoix.	North Manitou Island, Lake Michigan.	Stopped off station and called for assistance. Launched surfboat and landed seven passengers with their effects, making two trips for that purpose.
Aug. 13	Sailboat; no name..	St. Joseph, Lake Michigan.	Capsized. Rescued with supply boat three men, who were clinging to the overturned craft, brought them to station, and furnished them with dry clothing. Righted and bailed out boat and towed it ashore.
Aug. 13	Sailboat; no name..	.....do.....	Carried away peak halyards; occupant unable to reach harbor unaided. Towed boat in.
Aug. 15	Sloop yacht; no name.	Grand Haven, Lake Michigan.	Wished assistance to enter harbor; wind offshore. Took her line and towed her in past station.
Aug. 15	Skiff; no name... ...	Golden Gate Park, California.	Capsized by heavy breaker, drowning occupant—a crab fisherman. Keeper, discovering boat floating near shore, hauled it out and subsequently delivered it to owner. The body was found next day on the beach. [See full account under caption "Loss of Life."]
Aug. 16	Am. sc. Pilgrim.....	Burnt Island, Maine.....	Misstayed and stranded. Carried off kedge and at high water hove her out uninjured.
Aug. 16	Rowboat Favorite..	Erie, Lake Erie.....	Adrift; the occupant, a woman, having fallen overboard while attempting to land at the pier. One of the crew, who was in the vicinity, rescued the woman and took her to the station, where she was provided with dry clothing and made comfortable until later in the day, when she was sent to Erie on a tug. Picked up boat and delivered it to owners.
Aug. 16	Am. slp. yt. Bianca..	White River, Lake Michigan.	Stranded on account of foggy weather. In obedience to master's request, keeper sent part of crew to the place, 8 miles distant, with whose help the vessel was floated and brought into port.
Aug. 16	Am. st. yt. Iris.....	Chicago, Lake Michigan..	Stranded on a sunken pier during thick weather. Went out with and ran lines for tug by which yacht was released and taken to a place of safety.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893.			
Aug. 17	St. launch Hamlin...	Charlotte, Lake Ontario...	Disabled by blowing fusible plug out of boiler; rolling heavily in trough of sea, endangering herself and the party of ten men on board. Towed her to station with surfboat.
Aug. 17	Am. str. Marina.....	Vermillion Point, Lake Superior.	Stranded in foggy weather. Pulled 8 miles to scene of accident, and, on arrival of tugs, ran their lines to the vessel, which was then floated, uninjured.
Aug. 17	Fishing boat; no name.	Point Adams, Oregon.....	Capsized by heavy sea, drowning one of her two occupants, the other being rescued by a boat near at hand. This casualty was not seen by life-saving crew on account of prevalence of thick fog and distance of boat from station. When weather cleared, crew went out, righted the capsized craft, and turned it over to three other fishing boats, which towed it up the river and delivered it to owners.
Aug. 18	Sloop; no name.....	Blue Point, New York.....	Adrift. Crew towed her to station landing and secured her.
Aug. 18	Am. str. Colonial....	Bois Blanc, Lake Huron..	Stranded on Cheboygan Lighthouse Point during the night. Pulled 6 miles to the place and ran lines for the steamer Neosho, but her efforts to float the Colonial were unavailing. The stranded vessel was subsequently released by tugs.
Aug. 19	Am. str. Stephen C. Hall.	Sturgeon Point, Lake Huron.	Disabled by breaking crank pin. Discovering her signal of distress, life-saving crew pulled out 7 miles to vessel and carried ashore message for tug, which came out shortly afterwards and towed schooner to Alpena.
Aug. 19	Am. str. Lawrence..	North Manitou Island, Lake Michigan.	Unable to land a passenger at wharf on account of rough sea. Transferred him to island with surfboat.
Aug. 19	Am. str. Puritan.....	.....do.....	Stopped off station and whistled for assistance. Launched surfboat and brought ashore three passengers, whom steamer was unable to land on account of bad weather.
Aug. 19	Am. slp. yt. Alpha...	Racine, Lake Michigan...	Dismasted while racing. Pulled into harbor and sent out tug, which towed yacht to place of safety.
Aug. 20	Rowboat; no name..	South Haven, Lake Michigan.	Capsized; the two men rescued by a boatman near at hand. Life-saving crew towed boat to wharf and made her fast.
Aug. 20	Am. slp. yt. Dora.....	Chicago, Lake Michigan..	Carried away her mast; towed into port by a passing steamer. Went out with surfboat and brought her into a slip near station.
Aug. 21	Am. st. yt. Gleam.....	Fletchers Neck, Maine....	Sheering wildly in tideway and in danger of staving on the rocks, close to which she was anchored; her keel had already caught before arrival of crew. Assisted to get her under way, then piloted her alongside wharf.
Aug. 21	Am. slp. Parole.....	New Shoreham, Rhode Island.	Parted moorings in heavy weather and stranded. Warped her afloat uninjured.
Aug. 21	Am. slp. Mary E.....	.....do.....	Dragging ashore in prevailing gale. Ran a line and hauled her out to safe anchorage.
Aug. 21	Fishing boat Sea Lion.	Coquille River, Oregon ...	Capsized by heavy breaker while crossing the bar, throwing out the two men on board. Hastened to their assistance with lifeboat and rescued both, one of whom was nearly overwhelmed by the violence of the waves; brought boat and boatmen ashore.
Aug. 22	Scow; no name.....	Manistee, Lake Michigan.	Became water-logged and sunk while entering harbor with a cargo of gravel. Landed her crew of three men with surfboat. On following day assisted to haul her into shallow water; bailed her out and unloaded part of cargo, floating her.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893.			
Aug. 23	Am. sc. Charles P. Minch.	Vermillion Point, Lake Superior.	Collided with raft of logs and stove a hole in her bow. Having 7 feet of water in her hold master ran her aground to prevent foundering. Boarded her and sent one of life-saving crew to White Fish Point, 10 miles distant, to telegraph for tug; stood by vessel until arrival of tug, then assisted to get steam pump on board and make repairs, working all night. She was floated on following morning, after which crew returned to station, having been employed twenty-seven hours. Crew of Crisps Station came and offered their services, but were not needed.
Aug. 23	Am. str. Puritan.....	North Manitou Island, Lake Michigan.	Wished assistance to land two passengers, the high sea preventing her from coming alongside of wharf. Brought them ashore with surfboat.
Aug. 24	Am. sc. Julia Baker..	Cape Elizabeth, Maine....	Stranded in foggy weather. Carried out anchors ahead and astern to hold her in position and to keep her from pounding on the rocks. Cared for her crew of four men at station until she was got off by wreckers, on 28th instant.
Aug. 24	Sloop; no name.....	Point Allerton, Massachusetts.	Adrift; in danger of destruction in heavy gale and sea. Overhauled her in time to prevent her from going ashore, took her to a place of safety, and later in the day turned her over to owner.
Aug. 24	Am. sc. Multnomah..	New Shoreham, Rhode Island.	Dragged ashore in storm. Keeper mustered volunteer crew and hauled her afloat at high water.
Aug. 24	Am. str. Panther.....	Southampton, New York..	Steamer, with a crew of sixteen all told, carrying 739 tons of coal, had in tow coal barge Lykens Valley, carrying from 1,200 to 1,500 tons, with a crew of four persons. When overtaken by the severe storm of August 24, fearing that both vessels might go ashore, master of steamer, when about 6 miles from the land, cut loose from the barge, leaving her to her fate. Shortly afterwards, between 7 and 8 o'clock in the morning, steamer foundered 2 miles offshore. The weather was so thick and rainy that the vessels could not be seen from the land. Three of the Panther's crew drifted to the beach in an unconscious condition, supported by life-preservers and wreckage. Life-saving crew and others went into the heavy surf and, endangered by the floating wreckage, assisted to rescue the above-mentioned persons and to resuscitate them, providing one with clothing from the station supply. All the rest were drowned, as well as those on the Lykens Valley, which stranded soon after she was abandoned by the Panther and at once went to pieces, no persons being at any time visible on board. Sixteen (all but one) of the bodies of those lost from both vessels were subsequently recovered by this crew and crews of Mecox, Georgica, and Amagansett stations, and were given proper burial.
Aug. 24	Am. sc. Mary F. Kelly.	Deal, New Jersey.....	Parted cable in violent gale; driven ashore and totally wrecked, drowning four of her crew. Life-saving crew threw a heaving line on board and hauled through the surf one of her crew who was about to attempt swimming ashore, an undertaking which would probably have cost him his life. Keeper of Shark River Station came to offer his assistance, but it was not needed. [See detailed account under caption "Loss of Life."]

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893.			
Aug. 24	Am. slp. C. S. Parnell.	Atlantic City, New Jersey.	Misstayed and stranded on north side of Absecon Inlet; high sea running. Carried out an anchor with surfboat and, at high water, hove her afloat and moored her alongside wharf.
Aug. 24	Sloop yacht; no name.	Holland, Lake Michigan..	Capsized and sunk, drowning two of her occupants; the remaining two rescued by a boy near at hand. The place of accident being invisible from station, life-saving crew knew nothing of casualty until notified by telephone, when they hastened to scene, recovered the bodies of the drowned and turned them over to coroner. They then towed yacht into shoal water, bailed her out, and raised her.
Aug. 24	Am. slp. Blue Jacket.	Shoalwater Bay, Washington.	Capsized; owner and his son clung to her till she fetched up on Toke Point. Took them into station boat and landed boy at a house near by, where he was cared for; unbent sails to save them from destruction by heavy surf, towed sloop into smooth water, and put her in condition for use; provided owner with food and dry clothing at station.
Aug. 25	Br. sc. Mary C.....	Crumple Island, Maine...	Finding Browney Island close under his lee at 2 A. M., master anchored his vessel to avoid being driven ashore; but at daylight the heavy wind and sea parted one of her chains and placed her in great danger. Keeper, who had gone to Jonesport, on learning schooner's peril collected crew and boarded her. While there the remaining chain parted and she would undoubtedly have stranded had not life-saving crew made sail immediately and succeeded in working her offshore, after which they piloted her to Jonesport. [See letter of acknowledgment.]
Aug. 25	Light-ship's tender; no name.	Hereford Inlet, New Jersey.	Heavy seas capsized her while she was attempting to cross the bar. Started at once to her assistance, but two fishing boats in the vicinity rescued the five boatmen before life-saving crew could reach them. As sea was rough, followed the two boats containing the party until they were safely through the surf; then towed ashore, righted and bailed out tender. Furnished four of the men with clothing from station supply.
Aug. 25	Am. str. Petoskey..	North Manitou Island, Lake Michigan.	Stopped off station and whistled for assistance to take on board three passengers from island, the sea being too rough to permit her to come alongside wharf for that purpose. Launched surfboat and transported passengers from shore to vessel.
Aug. 25	Sailboat; no name..	White River, Lake Michigan.	Capsized. Rescued the two boatmen, towed ashore and bailed out boat.
Aug. 27	Am. str. City of Charlevoix.	North Manitou Island, Lake Michigan.	Whistling for assistance about a mile offshore. Took a passenger out to steamer and brought ashore two who were bound for the island.
Aug. 28	Am. sc. yt. Priscilla.	Watch Hill, Rhode Island.	Stranded on Napatree Point during foggy weather; heavy surf running and breaking over her decks. By skillful management keeper succeeded in safely landing her crew of eight persons (six men and two women) with a small boat; took master to Watch Hill to telegraph for assistance. Yacht was floated a month later by wreckers.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893. Aug. 28	Am. sc. Three Sisters.	Cape Fear, North Carolina.	Lost her sails and mizzenmast in hurricane; master and mate washed overboard 20 miles northeast of Frying Pan Shoals Light-ship. When seen by keeper vessel was heading for the beach. Knowing that if she struck all hands would be lost, he hoisted signal for schooner to anchor, which she did, but dragged slowly along the shore. Keeper then went to Southport for volunteer crew, and, with assistance of keeper of Oak Island Station, boarded vessel through a heavy sea early in the morning of the 29th, took off the remainder of the crew (five persons) and transported them to Southport, where one of their number, who was injured, was enabled to secure medical attendance. The schooner was towed into port by a tug two days afterwards.
Aug. 28	Pile driver; no name.	Muskallonge Lake, Lake Superior.	Sprung a leak in a gale with only a watchman on board to man the pump and look out for her; her crew wished to put an extra watchman on board to help keep her afloat, but were prevented by the weather. Life-saving crew carried him out with the surfboat; on following day placed on board two more men and some machinery.
Aug. 28	Sloop; no name.....	Marquette, Lake Superior.	Dragged into the breakers in stormy weather; in danger of pounding to pieces on the rocks. Towed her into harbor with surfboat, saving her from destruction.
Aug. 28	Sloop; no name.....	Muskegon, Lake Michigan.	Capsized in the lake; her occupants, two boys, climbed on the bottom of the boat, but she sunk under their weight until their heads were barely above water. Life-saving crew launched surfboat, and, after searching some time, found and rescued the boys, one of whom had by this time become so exhausted that he had to be supported by his companion. He fainted shortly after being taken into the surfboat, but was restored by Service method at station, whither both were carried for attendance. By the following day he had so far recovered as to depart for his home. [See letter of acknowledgment.]
Aug. 28	Sailboat; no name..	.....do.....	Wind and strong current setting her out of harbor with two small boys on board who were unable to manage her. Seeing them endangered by the heavy breakers at entrance to harbor, life-saving crew at once started to their assistance, reaching them just after their boat had capsized, and brought them ashore; then hauled boat out on pier.
Aug. 28	Am. slp. yt. Mamie..	Kenosha, Lake Michigan.	Rendered unmanageable by squall, which carried away her jib and topmast. Pulled out with surfboat and found her crew of four men badly frightened and hopeless of saving the yacht. Cleared up wreckage, however, made sail, and, after three hours' work against wind and sea, brought her into harbor. [See letter of acknowledgment.]
Aug. 28	Am. slp. yt. Dennis..	Racine, Lake Michigan...	Strong wind and sea caused her to capsize while jibing. Went out in tow of tug and rescued her crew of three men, providing them with dry clothing at station. Tug meanwhile having towed yacht in, life-saving crew got her ready for use.
Aug. 29	Am. sc. Rapid Transit.	Fletchers Neck, Maine,...	Came into harbor for shelter, but anchored where she would have pounded bottom at low water. Assisted to get her under way, and piloted her to good anchorage.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893. Aug. 29	Sloop; no name.....	Fletchers Neck, Maine....	Anchored dangerously near the breakers; unable to work offshore on account of heavy weather. Secured her from dragging and took off her crew of three men, landing them safely after a prolonged struggle against wind and sea. Next morning, when the storm abated, brought sloop home.
Aug. 29	Slp. Idler.....	Point Allerton, Massachusetts.	Exposed to the force of the gale, with no one on board; having insufficient ground tackle, she began to drag toward the rocks at the railroad bridge, where, had she struck, she would have been lost. Life-saving crew, however, succeeded in reaching her in time, took her to a good anchorage, and so secured her, with additional gear from station, that she rode out the storm in safety.
Aug. 29	Catboat; no name...	.....do	Parted cable and drifted ashore during storm. Unloaded ballast and hauled her up on beach far enough to prevent injury by sea. Similar services were rendered by crew to a number of small craft that had gone ashore on account of the sudden shifting of the wind.
Aug. 29	Am. bk. Martha P. Tucker.	Point Lookout, New York.	Driven ashore by violent storm and totally wrecked; one of her crew carried overboard by the mizzenmast, which fell shortly after she struck. Assisted by crew of Long Beach Station, landed the eleven survivors with breeches buoy; provided for them at station. [See detailed account under caption "Loss of Life."]
Aug. 29	Am. sc. C. Henry Kirk.	Long Beach, New York...	Driven on the beach and totally wrecked in same storm; crew of seven men succeeded in reaching land without assistance of life-saving crew. Took them to station and furnished them with food and dry clothing. In the afternoon secured transportation to New York for five of them.
Aug. 29	Nor. bk. Anna.....	Cape Lookout, North Carolina.	Dismasted by hurricane of August 28; leaking badly. Keeper, who had gone to Beaufort, learned of casualty while there, collected crew, and returned to station, where he found part of the crew of vessel, who had succeeded in reaching shore in ship's boat, and whom he furnished with food and shelter. Sea being very high, life-saving crew pulled down Core Sound until opposite vessel, (8 miles distant,) and at daylight of 30th reached her, and landed the three remaining seamen, with their effects, at Beaufort. Crew returned to station late in the afternoon of the 30th, having been absent over twenty-four hours without food.
Aug. 29	Am. sc. Kate E. Gifford.	Oak Island, North Carolina.	Water-logged by the hurricane of the 28th; drifted ashore 8 miles from station and became a total loss. Keeper, who had gone to Southport to assist in landing crew of schooner Three Sisters, (see record of August 28,) summoned volunteer crew, and started to the rescue. After a hard struggle over an almost impassable beach, brought apparatus opposite the wreck early in the morning of the 30th and landed the crew of seven men, with their effects, in the breeches buoy. The shipwrecked seamen were taken to the station, and there suitably provided for. Crew of Cape Fear Station assisted to rescue the crew of the Gifford, and in the afternoon took six of their number to Southport.
Aug. 29	St. launch Infanta...	Charlotte, Lake Ontario..	Endangered by violent gale and sea. Towed her to a place of safety.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893.			
Aug. 29	Yt. Zetus	Charlotte, Lake Ontario	In an exposed position and liable to destruction by heavy weather. Took her to a secure anchorage.
Aug. 29	Ferryboat Yosemite.	do	In danger of parting moorings during storm; no one on board. Ran an anchor to windward, but she broke loose early in the morning and went adrift. One of the life-savers jumped on board as she was passing the abutment of the bridge and succeeded in stopping her headway, after which crew moored her securely.
Aug. 29	Am. slp. yt. Bessie	Cleveland, Lake Erie	Became unmanageable, and her two occupants were forced to anchor her in the breakers. Telephoned for tug and, on her arrival, put part of crew on board to assist in handling lines while remainder ran a hawser to the yacht, which was by this time nearly on the rocks, toward which she had been dragging. She was then towed to a place of safety.
Aug. 29	Fishing boat Alfred B.	Sturgeon Point, Lake Huron.	Mooring lines parted at 4 A. M., during prevalence of gale; driven on the beach. Bailed her out and hauled her up on the shore out of the way of danger.
Aug. 29	Am. sc. Elvia Hunter.	Hammonds Bay, Lake Huron.	Misstayed and stranded, 8 miles northwest of station; discovered from lookout tower by keeper, who had lifeboat launched at once and started to her assistance with crew, arriving at scene at 11.30 A. M., after a hard pull through a rough beam sea. Anchored to windward and attempted to drop alongside, but found her lying in too shallow water, and had to abandon the effort, until more favorable weather, for fear of staving lifeboat. As the schooner was in no immediate danger, returned to station. Started for her again on following morning, but when halfway there it was discovered that she had just been released by a tug.
Aug. 29	Am. str. City of Charlevoix.	North Manitou Island, Lake Michigan.	Unable to take on board six passengers who were at the island, the wind being fresh and the sea high; stopped 2 miles off station and signaled for assistance. Transported passengers and their effects to steamer, making two trips for that purpose.
Aug. 29	Am. sc. Lavinda	Milwaukee, Lake Michigan.	Sprung a leak; master came to station and asked assistance of crew to pump her out. Went on board and succeeded in freeing her of water after working four hours.
Aug. 30	Am. sc. Anna T. Ebener.	Cape Lookout, North Carolina.	Aleak. Life-saving crew, who were on their way to the Norwegian bark Anna (see record of August 29) came alongside and directed master to Lookout Cove, where assistance was procured to pump her out.
Aug. 30	Ger. bg. Wustrow	Oak Island, North Carolina.	Driven ashore and totally wrecked by storm 9 miles west of station; her crew landed by some fishermen in the vicinity. Sent six of their number, who were without food and almost naked, to station, where they were suitably cared for. Recovered a chest belonging to one of crew and turned it over to master.
Aug. 30	Am. sc. Jennie Mathews.	Oswego, Lake Ontario	Sails blown away in gale of 29th; drifting about helplessly in the lake with signals of distress flying. Notified, and went out with, tug and brought schooner into Oswego.
Aug. 30	Fishing boat; no name.	Cape Disappointment, Washington.	Drifting out of the river before the strong ebb tide; party of ten persons on board unskillful in handling a boat and unable to check her headway. Pulled alongside and put two surfmen in charge, who took the boat to Ilwaco.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893.			
Aug. 31	Am. sc. Jennie Thomas.	Oak Island, North Carolina.	Water-logged 35 miles from station; supply of provisions and water having run out, mate and four seamen abandoned her and landed on the beach together with master and one of crew of schooner Enchantress, (see case following,) weak and exhausted, having been four days without food. Hauled their boat out and sent them to station, where they were furnished with food and clothing and properly cared for until September 1. On following day towboat owners, notified of casualty by life-saving crew, sent out a tug, which towed schooner to Southport.
Aug. 31	Am. sc. Enchantress.	.....do.....	Fell in with the storm of the 28th, in which the mate was washed overboard, the master's leg injured, and the vessel water-logged so that she drifted about helplessly until she finally stranded, on the 30th, 16 miles from station, and became a total loss. On morning of this date, having been four days without food, master and one of crew took to the yawl of the Jennie Thomas (see preceding case) when it came alongside, and landed with part of crew of that vessel where keeper was guarding some property belonging to the schooner Kate E. Gifford (see record of August 29). Keeper sent them to station, where they were fed and clothed, and the master's injuries dressed. Next morning the balance of the crew, five in number, came to station, and were succored until later in the day, when, together with the crew of the Jennie Thomas, they were taken to Southport with the assistance of volunteers from Cape Fear Station. In rendering assistance to these three vessels (the Gifford, Thomas, and Enchantress), keeper was employed forty-eight hours continuously.
Aug. 31	Rowboat; no name..	Michigan City, Lake Michigan.	Capsized, endangering the lives of the three occupants. Rescued and succored them at station; procured medical attendance for one of the party, who was suffering from the effects of his exposure. In the morning he had recovered sufficiently to go home.
Sept. 1	Am. slp. Carlotta.....	Morris Island, South Carolina.	Driven on Kiawah Island, 12 miles from the station, in the hurricane of August 28, where the crew of three persons were left destitute. When notified, keeper hired a sailboat and, with one surfman, (it being the inactive season,) went to their assistance, carrying provisions and water. After working several days, floated the craft and brought her and the crew to the station, arriving on the 7th instant.
Sept. 1	Am. sc. Ida	North Manitou Island, Lake Michigan.	Rolling badly in heavy sea while at anchor. Master fearing vessel would drag into the breakers set distress signal. Boarded her, assisted to get her under way, and work out of the bay.
Sept. 1	Slp. Flirt.....	Sheboygan, Lake Michigan.	Unmanageable in fresh breeze 2 miles offshore, with two men in her. Went to her in the surfboat, bailed her out, and shortened sail; put two surfmen on board, who sailed her into harbor.
Sept. 2	Am. sc. Martha T. Thomas.	Point Allerton, Massachusetts.	Drifted toward a lee shore while getting under way and came to anchor in a dangerous place. Ran anchor and kedged her out to seaward, then slipped the cable, made sail, and stood offshore. Recovered and returned anchor and cable.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893.			
Sept. 2	Sailboat; no name..	Sandy Hook, New Jersey.	Capsized 1½ miles from the station, throwing out the two occupants, who were picked up by an accompanying boat. Life-saving crew recovered the capsized craft and its equipments, took the men into the surfboat, and proceeded to Camp Low, where they righted and bailed the boat and put her in proper condition; the boatmen then continued their sail.
Sept. 2	Am. slp. Mascott.....	Atlantic City, New Jersey.	Misstayed and stranded while entering Absecon Inlet with a pleasure party on board. Floated her and landed thirty-seven passengers in the surfboat.
Sept. 2	Br. bk. Oneota..	Santa Rosa, Florida.....	Stranded on the bar while attempting to leave the harbor of Pensacola. Crew refused duty. Life-savers carried out an anchor and ran a hawser to the tug, by which she was hauled off the bar, anchoring outside. Subsequently the master signaled that mutiny existed on board, whereupon the keeper informed the United States naval authorities, who took action in the matter. This service extended over a period of three days.
Sept. 2	Am. tug Grayling...	Sand Beach, Lake Huron..	Caught fire at night during the absence of the crew. Assisted in extinguishing flames, thereby saving the vessel from total loss.
Sept. 3	Am. sc. Maggie Mitchell.	Chatham, Massachusetts..	Grounded at night on Chatham Bar and became a total wreck. Went on board in surfboat, finding her with sails set, water-logged, and abandoned. Furled the sails and secured personal effects of the crew. At daybreak boarded the schooner Eva Adell, at anchor offshore, finding five of the Mitchell's crew, who were taken to the station and provided for. Keeper obtained railroad passes for them to their homes. The other members of the ship's company, six in number, landed safely in their own boat and walked to Wellfleet.
Sept. 3	Catboat; no name..	Shinnecock, New York...	Adrift in the bay. Secured her and notified the owner.
Sept. 3	Scow; no name.....	Galveston, Texas.....	Drifting out to sea on the ebb tide. Brought her to the station and advertised for the owner.
Sept. 3	Slp. yt. Majel.....	Fort Niagara, New York..	Stranded August 28. Keeper loaned a hawser and assisted to run it to tug, by which the yacht was pulled off the shoal.
Sept. 4	Am. sc. Mary and Emma.	Ocean City, New Jersey..	Stranded near the beach while entering Great Egg Harbor Inlet. Landed cargo, and when the tide served got her under way undamaged and sailed her to Ocean City.
Sept. 4	Am. str. Langell Boys.	Muskallonge Lake, Lake Superior.	Needed assistance in reaching consort with hawser. Ran hawser.
Sept. 4	Launch Dailmer.....	Chicago, Lake Michigan..	Fouled propeller, leaving her helpless. Took six persons, whom she had rescued from a capsized sloop, into station boat, then towed the launch to station and hauled her out on the incline to clear the wheel. Landed the passengers.
Sept. 5	Catboat Volunteer..	Petunk, New York.....	Capsized. The occupants were rescued by an accompanying boat. Life-saving crew recovered the overturned craft and returned her to owners.
Sept. 5	Am. sc. Blue Rock...	Grindstone City, Lake Huron.	Parted moorings and stranded, August 31, at Port Crescent, Mich., 10 miles from station. Master scuttled her. On this date life-saving crew bailed her out and assisted to haul her up on the beach where necessary repairs could be made.
Sept. 5	Yawl; no name.....	Chicago, Lake Michigan..	Unable to reach shore against an adverse wind. Towed her to the landing, where the four persons in her, two of whom were women, could get ashore.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893.			
Sept. 6	Am. str. Hiawatha...	Galveston, Texas.....	This vessel, a side-wheel steamer, was forced broadside against a railroad bridge by heavy sea and wind and could not get clear with her own resources. Life-saving crew sailed to the scene, about 10 miles away, in surfboat, and spent the entire night in shifting cargo, to get vessel on an even keel, bailing her with buckets, (the pumps being inadequate to keep her free,) and placing poles to fend her off from the bridge. Sent a surfman for a tug, but he could obtain none. In the morning, carried out an anchor and hove the vessel clear of the structure, when the master beached her to prevent sinking. Life-savers returned to station, taking with them the chief engineer, who went to Galveston for assistance. Steamer was afterwards towed to the city for repairs.
Sept. 7	Sailboat Faultless...	Hunniwells Beach, Maine.	Grounded at low water, while at anchor, and afterwards filled. At owner's request, extricated the boat and took her to a place of safety.
Sept. 7	Am. sc. Southside...	Two Rivers, Lake Michigan.	Anchored outside at night and burned torches. Found that she wanted a tug. Sent word to tug captain, who towed her inside early the following morning.
Sept. 8	Am. sc. George W. Glover.	Burnt Island, Maine.....	Split the mainsail; came to anchor 5 miles east of station. Boarded her, mended and reefed the sail, and made preparations for getting under way.
Sept. 8	Am. sc. John P. Kelsey.	Monomoy, Massachusetts.	Lost sails and shifted cargo of lime in heavy squall; anchored in fairway, 6 miles from station, to avoid drifting ashore. Water having penetrated below decks, the vessel caught fire, when the crew abandoned her and took refuge on the Shovelful Shoal Light-ship. Fire was seen by the patrol at 3 A. M. Launched surf boat and went to schooner, but finding no one board continued on to the light-ship and obtained the crew of five persons. Took them to the station with their baggage, and on the following day transported them to the railway station on the mainland, whence they proceeded to their homes.
Sept. 8	Catboat; no name...	Shinnecock, New York ..	Drifting across the bay. Recovered and held her at the station for owner.
Sept. 8	Am. slp. Star of the Sea.	Sabine Pass, Texas.....	Broke adrift from tug, capsized, and anchored in 11 feet of water, 3 miles from station. Attempted to right her, but not succeeding, saved her gear. Owner afterwards brought her to the station where the surfmen pumped her out.
Sept. 8	Br. barge A. Robillard.	Oswego, Lake Ontario.....	Stranded at night 13 miles east of station while in tow. Tug proceeded to Oswego for assistance; engaged wreckers, and called out life-saving crew. Went to the scene with lifeboat and ran hawser from barge to tug, by which she was pulled afloat.
Sept. 8	Br. barge Alice.....	.....do.....	While in the same tow as preceding vessel, stranded on the beach. Ran lines to tug, by which barge was pulled off undamaged.
Sept. 8	Br. barge Rose Delima.	.....do	Stranded. Floated by tug, with the assistance of the life-saving crew, who ran lines between her and the stranded vessel. [See letter of acknowledgment.]
Sept. 9	Slp. yt. Wizard.....	Plum Island Massachusetts.	Capsized 1½ miles from the station, throwing the two occupants into the water. Launched surfboat and rescued the boatmen, who were clinging to the upturned craft, righted and bailed her out and reefed the sails, when she proceeded to the harbor.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893.			
Sept. 9	Am. sc. Grace Webster.	Orleans, Massachusetts...	Displaying distress signal 15 miles northeast of station. Overtook her in surfboat (wind being light) after a long pull. Signal was set for a passing vessel that had supplied provisions. Found her leaking. Manned the pumps an hour, then returned to station, while the vessel continued on her course for Portland, Me.
Sept. 9	Br. barge Ontario...	Oswego, Lake Ontario.....	Ran aground September 8 close to the beach, 13 miles from the station. Ran lines to tug and attempted to float her, but without result. On the 9th put steam pump on board and ran lines to tug, which succeeded in floating her, then towed her to Oswego.
Sept. 9	Am. str. Stephen C. Hall.	Thunder Bay Island, Lake Huron.	Signaled for a boat. Landed two young men, who were guests on board, and sent them to Alpena.
Sept. 10	Slp. Hattie.....	Velasco, Texas.....	Outside of jetties with party of young people. Went to her in surfboat; landed the girls of the party, then convoyed the craft over the bar into the harbor.
Sept. 10	Naphtha launch, Edith R.	Cleveland, Lake Erie.....	Disabled machinery and stranded. Ran line to tug, which towed her into the harbor.
Sept. 10	Am. tug Ralph.....	Middle Island, Lake Huron.	Out of fuel and signaling for assistance at night. Assisted her in obtaining fuel, then notified owners, at Alpena, by telephone of her detention and whereabouts.
Sept. 10	Am. str. City of Charlevoix.	North Manitou Island, Lake Michigan.	Signaled for boat. Landed one passenger in surf boat.
Sept. 11	Slp. Flirt.....	Cranberry Isles, Maine...	Ran on the bar at Bakers Island. Went to her assistance with dory; carried out an anchor and cleared away rocks upon which she lay. When the tide served, vessel floated and proceeded to a good anchorage.
Sept. 11	Am. sc. Carrie May..	White Head, Maine.....	Stranded while passing between Rackliff and Norton islands. Boarded her and on the flood tide towed her into Seal Harbor where she anchored.
Sept. 11	Am. sc. Wm. H. Foye.	Hunniwells Beach, Maine.	Ran aground while seeking anchorage. Went to her in surf boat, hove her afloat, and took her to a place of safety.
Sept. 11	Slp. yt. Rival.....	Point Allerton, Massachusetts.	Blown on the beach by strong northeast wind. Launched her.
Sept. 11	Slp. Jean.....	South Brigantine, New Jersey.	Capsized; drifted to the beach with two persons clinging to her. Picked up sails and other gear drifting about, helped free the boat of water, and got her to landing.
Sept. 11	Am. tug Blanche.....	Oak Island, North Carolina.	Ran upon channel buoy while entering harbor after midnight, fouling propeller in the buoy's cable. With surf boat ran hawser to tug Alexander Jones, which towed her inside.
Sept. 11	Am. tug. Alexander Jones.	.....do.....	Lost small boat while assisting tug Blanche. Recovered and returned it to her.
Sept. 11	Ferryboat Yosemite.	Charlotte, Lake Ontario..	Parted traveler chain. Ran hawser; brought her alongside wharf, and assisted in making repairs.
Sept. 11	Am.sc.Elvia Hunter.	Hammonds Bay, Lake Huron.	Stranded 6 miles from station. Carried gear to her in surf boat; ran anchors and hove her off into deep water; made sail and worked her offshore.
Sept. 11	St. launch Nellie D..	Grand Haven, Lake Michigan.	Propeller fouled by a line. Hauled her alongside of station launchway and cleared the propeller, when she proceeded on her way.
Sept. 11	Slp. No. 27.....	St. Joseph, Lake Michigan.	Capsized. Rescued the boatman, who was clinging to her bottom; picked up oars and rudder and towed her into the harbor.
Sept. 12	Sailboat; no name..	Erie, Lake Erie.....	Capsized. Saved three men who were hanging to her; towed her to the pier; righted and bailed her out.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Sept. 12	Rowboat; no name..	Cleveland, Lake Erie.....	Two miles from station, drifting offshore without occupants. Pulled to her in surfboat, arriving just after a boat that had started out ahead of station crew. Assisted to bring her ashore. (See next case.)
Sept. 12	Rowboat; no name..	.....do	Four men in this boat recovered the craft referred to in the preceding case, but were unable to return with it to the harbor against wind and sea. The life-saving crew, having arrived with surfboat, towed both boats into the harbor.
Sept. 12	Am. str. V. Swain...	Point Marblehead, Lake Erie.	Stranded. At master's request sent telegrams and carried replies on board. She was subsequently floated.
Sept. 12	Am. str. City of Charlevoix.	North Manitou Island, Lake Michigan.	Stood in toward station and made signal. Boated off to her thirteen passengers, with their baggage.
Sept. 12	Skiff; no name.....	Grand Haven, Lake Michigan.	Unable to tow raft against adverse wind. Assisted to tow it to secure place.
Sept. 12	Rowboat No. 12.....	St. Joseph, Lake Michigan.	On the lake with two girls in her badly frightened and imperiled by impending squall and rising sea; one oar lost. Brought them and their boat to station, where they remained till the disturbance passed by.
Sept. 12	Am. sc. George Nester.	Sheboygan, Lake Michigan.	Stranded in dense fog while in tow of steamer Toledo; steamer signaled for assistance. Landed captains, who obtained tug and lighter. Sounded around her and ran lines by which she was pulled afloat.
Sept. 14	Am. tug W. B. Castle.	Sand Beach, Lake Huron.	On the 11th instant, lost raft of timber which went on the beach 4 miles from station. Accompanied her to the scene with lifeboat; ran and shifted lines at master's request. Not succeeding in freeing her, the tug waited until next day when the raft was floated.
Sept. 14	Am. tug Frank W..	Middle Island, Lake Huron.	Lost boom sticks by collision; signaled for boat. Landed the captain and one man who telephoned owners at Alpena for instructions; afterwards placed them on board again.
Sept. 14	Am. str. Pewaukee..	Sturgeon Bay Canal, Lake Michigan.	Missed entrance to canal in thick fog at night, and went ashore. Telephoned for tug, but, before its arrival, the tug J. Evenson came in from the lake and freed her.
Sept. 15	Yawl; no name.....	Ocean City, New Jersey..	Drifted ashore near station. Secured her for owner.
Sept. 15	Am. slp. W. T. Sherman.	Fenwick Island, Delaware.	Parted jib stay and stranded at night. Discovered by patrolman, who waded into the surf, obtained a line from her, and held it while crew of three persons supported themselves upon it in getting ashore. Cared for them at station, and supplied dry clothing. Vessel lost.
Sept. 15	Pile driver; no name.	Muskallonge Lake, Lake Superior.	Assisted to haul her up on the beach at owner's request. The sea having undermined her, hauled her farther up on the following day.
Sept. 15	Am. sc. James Mowatt.	Ship Canal, Lake Superior.	Stranded in thick weather 10½ miles from station. Crew landed in their own boat. Went to her in lifeboat, camped on the beach with the sailors and obtained provisions for them. Subsequently telegraphed for wrecking outfit and aided in lightering cargo of lumber, placing steam pumps on board, running lines, etc. Vessel was floated on the 21st instant and towed to Hancock, Michigan. [See letter of acknowledgment.]

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893.			
Sept. 15	Am. sc. Three Bells.	Point Betsey, Lake Michigan.	Dismasted and rudder broken; anchored 3 miles offshore and 18 miles from station. Hired teams and proceeded to Empire, Michigan, arriving after dark: launched surfboat and by hard work reached the craft and rescued five persons on board. Captain obtained a tug, and next day life-saving crew assisted in clearing up wreckage and weighing anchor, when the tug towed her to Frankfort, Michigan.
Sept. 15	Sloop; no name.....	Michigan City, Lake Michigan.	Capsized; occupant intoxicated. Rescued him from the water and secured his boat.
Sept. 16	Am. sc. Julia A.....	Crumple Island, Maine...	Keeper, while at Jonesport, discovered this vessel stranded on a ledge. With others he assisted to carry out anchors and heave her afloat. When the tide served assisted to make sail and work her to a place of safety.
Sept. 16	Yawl; no name.....	Buffalo, Lake Erie.....	Adrift in harbor. Recovered and returned her to owner.
Sept. 16	Skiff; no name.....	Sand Beach, Lake Huron..	Adrift. Picked up and towed her ashore.
Sept. 16	Schooner; name unknown.	Ottawa Point, Lake Huron.	Wind offshore. Anchored 5 miles from station and set signal for tug. Rowed to Tawas, nearly 4 miles away, and sent tug to her.
Sept. 16	Sailboat; no name..	Marquette, Lake Superior.	Adrift 4 miles from station in heavy sea, unoccupied. Recovered her with lifeboat and held her at station for owner.
Sept. 16	Slp. Modock	South Haven, Lake Michigan.	Collided with pier, capsized, and sunk; four men in her got out without help. Picked up articles adrift; raised and bailed the boat, and turned her over to the owner.
Sept. 17	Am. slp. Charmer...	Narragansett Pier, Rhode Island.	Being headed off by the wind, stranded on rocks. Keeper went to her in small boat and tried to float her, failing in which he landed the two occupants. A second attempt by the life-saving crew was likewise unsuccessful, but on the following day, with the surfboat and a hawser from the station, floated her without damage.
Sept. 17	Am. sc. David Carll..	Point Lookout, New York.	Stranded at night and became a total wreck. Boarded her, finding her with sails set, full of water, and abandoned. Searched for the crew, who, it was afterwards learned, had been picked up by a sloop and landed in safety. Went on board a second time, furled the sails, and secured various nautical gear, which was turned over to agents of the Merritt Wrecking Company, by whom the vessel was stripped.
Sept. 17	Slp. yt. Volante.....	Oswego, Lake Ontario.....	Dragged anchor and collided with another vessel. Ran line and warped her clear, leaving her in safe berth.
Sept. 17	Am. tug Ralph.....	Thunder Bay Island, Lake Huron.	Lost raft of logs on the 16th instant. Keeper searched for and found same stranded on Sugar Island, then telephoned to Alpena, when tugs Ralph and Arthur D. came in response to message. Piloted them in among the reefs and ran lines by which the logs were recovered. This service saved the raft, valued at $2,500, from destruction by an ensuing gale.
Sept. 17	Am. tug Frank W....	Middle Island, Lake Huron.	Wished instructions from owners at Alpena relative to boom sticks in tow. Landed two men, who obtained the desired information by telephone, then placed them on board.
Sept. 17	Am. sc. Hattie Earl..	Michigan City, Lake Michigan.	Missed entrance to harbor in thick weather at night and anchored outside. Dragged ashore at 1 A. M. Launched surfboat and rescued the three men on board. Subsequently aided in recovering rigging, cargo, and stores. Vessel lost.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893.			
Sept. 17	Am. tug Jesse Spaulding.	Sturgeon Bay Canal, Lake Michigan.	Lost one of two scows in tow by parting hawser; whistled for assistance. Picked up towline and placed it on board, thereby preventing the scow from drifting ashore.
Sept. 18	Am. sc. Annie.....	Squan Beach, New Jersey.	Stranded about 6 P. M. while entering harbor; leaking. Landed the master's two little girls, also clothing and provisions. Ran out an anchor and kept her free with the pumps until the tide flowed, when she came off the shoal. Sailed her to secure anchorage, then returned to station, 1.45 A. M.
Sept. 18	Am. yt. Ninny.....	Assateague Beach, Virginia.	Unacquainted with locality; signaled for pilot. Keeper piloted her to good berth.
Sept. 18	Am. tug Bob Anderson.	Ship Canal, Lake Superior.	Grounded on a reef and signaled for help. Obtained tug by which she was floated.
Sept. 18	Am. sc. C. L. Fick...	North Manitou Island, Lake Michigan.	Grounded on rocks 9 miles from the station; crew abandoned her, believing that she would become a total loss. Life-saving crew boarded her, hove her afloat, and sailed her to station, where they brought her to anchor. Vessel dragged, when keeper worked her into another berth and pumped her out. On the morning of the 20th instant, the captain, who had been severely injured by falling into the hold when the craft stranded, with his crew arrived at the station. Treated him with remedies from the medicine chest, carried him on board and put him in bed, then got vessel under way for the crew and put her on the course for Frankfort, Michigan. [See letter of acknowledgment.]
Sept. 18	Scow Alert	Muskegon, Lake Michigan.	Sprang a leak. Hauled her along the pier until a tug could be obtained to tow her to a sheltered place for repairs.
Sept. 19	Am. sc. Hiram.....	Gurnet, Massachusetts....	Anchored outside of Plymouth Harbor in mild weather and burned torches. Keeper went on board at midnight, and at daybreak piloted her into the harbor. The schooner Loella followed in the wake of the Hiram while entering port.
Sept. 20	Am. sc. Laura and Marion.	Fletchers Neck, Maine....	Anchored in Wood Island Harbor, where there was danger of stranding at low tide. Boarded her, and upon the return of the master, who had gone ashore to get a new jib, got her under way and piloted her to a better anchorage.
Sept. 20	Yt. Water Queen....	Ocean City, New Jersey..	Dismasted; drifting out to sea with four men on board. Towed her to Ocean City, 4 miles distant, where stepped the mast, bent and reefed the sail. The boatmen then proceeded homeward without further assistance.
Sept. 20	Skiff; no name	Velasco, Texas.....	Embedded in sand. Got her out and assisted in making repairs.
Sept. 20	Am. tug Crosby.....	Grand Haven, Lake Michigan.	Signaled for a boat. Landed the captain in the surfboat.
Sept. 21	Br. sc. Ada.....	Monomoy, Massachusetts.	Dragged anchor in fresh breeze. Helped to get her under way and bring her to in smooth water.
Sept. 21	Sloop; no name.....	Pentwater, Lake Michigan.	Driven ashore in a squall. Towed her alongshore to the lee of the harbor pier and hauled her out on the beach. Cared for the crew, a man and boy, at the station, and next day assisted them to launch and set out.
Sept. 21	Am. sc. Exchange...	White River, Lake Michigan.	Cargo of lime on fire in the hold. Assisted to discharge deck load; scuttled and sunk her in shoal water, then put out fire with station pump and hose. Afterwards pumped her out and unloaded her. Provided for crew at station.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893.			
Sept. 21	St. yt. Ollie.....	Chicago, Lake Michigan..	In collision with the steam yacht Volanta through misapprehension of signals; her crew and passengers succeeded in getting on board the latter and were landed safely. Went to the scene in station boat, picked up floating articles and her dingey. The Ollie sank but was subsequently raised and repaired.
Sept. 22	Am. sc. Day Spring..	White River, Lake Michigan.	Unable to leave the harbor without assistance. Took her lines and, by tracking along the piers, got her outside where she could get under way and stand offshore.
Sept. 22	Slp. yt. Rambler.....	Chicago, Lake Michigan..	Topmast carried away. Disabled and flying distress signal. Engaged tug and proceeded to her with station boat in tow, arriving just in time to prevent her destruction by drifting against the pier. Towed her to the station where eight persons disembarked.
Sept. 22	Rowboat; no name..	Coquille River, Oregon....	Two men endeavoring to tow a raft of timber across the river were unable to stem the current and were carried seaward on the ebb tide. Launched the surfboat and assisted to bring both boat and raft to the shore.
Sept. 23	Slp. yt. Vashti.....	Point Allerton, Massachusetts.	Stranded where the wind and tide gradually forced her in upon dangerous rocks. Went to her in surfboat, got out anchors, and hove her off undamaged.
Sept. 23	Am. sc. Silvia.....	Santa Rosa, Florida	Stranded 4½ miles from the station; leaking. Ran anchor and worked at the pumps nearly all night, finally getting her off the shoal, when she continued on her way.
Sept. 23	Am. tug John Owen.	Thunder Bay Island, Lake Huron.	Signaled for assistance while towing raft. At master's request telephoned for a tug.
Sept. 24	Am. sc. Cherubim...	Durants, North Carolina..	Ran aground in stays while entering Hatteras Inlet. Assisted to float and work her into harbor where she anchored.
Sept. 24	Am. sc. Valkaria....	Jupiter Inlet, Florida.....	Leaking badly. Crew and passengers, four persons all told, were worn out by pumping and bailing. Master ran her on Jupiter Bar at low water, where the life-saving crew, after stopping the leak and bailing her out, by pushing, and lifting, worked her inside.
Sept. 24	Sailboat; no name..	Galveston, Texas	Capsized and drifted upon the beach. Occupants got ashore without aid. Bailed her out and put her in order, then towed her to station, where the two boatmen were cared for.
Sept. 24	Am. slp. Two Brothers.	Point Betsey, Lake Michigan.	Dismasted and anchored 14 miles from station. Went to her in surfboat, arriving just after the two men on board had been taken off by a fishing boat. Made a new mast, but on account of adverse conditions could not step it or take vessel to harbor. Put two surfmen on board, who aided the master in making necessary repairs and getting under way; the surfmen returned to station 26th instant.
Sept. 25	Yt. Sunshine.....	Monmouth Beach, New Jersey.	Capsized and sunk. Righted and restored her to owner. [See letter of acknowledgment.]
Sept. 25	Yt. Gracie.....	Forked River, New Jersey.	Capsized in severe squall while at anchor; no one on board. Righted and bailed her out.
Sept. 25	Am. sc. Cora.....	White River, Lake Michigan.	Collided with pier while attempting to enter the harbor, and grounded outside. Ran line from her to the pier to prevent swinging broadside on the beach, then scuttled her and furled the sails. Landed the captain. Afterwards, when the sea moderated, pumped her out and assisted in heaving her off the beach. This required eighteen hours continuous work.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893.			
Sept. 26	U. S. str. Verbena....	Cuttyhunk, Massachusetts.	Assisted in placing three buoys to mark the channel through Canapitsett Inlet.
Sept. 29	Catboat; no name...	Coskata, Massachusetts...	Ashore on Great Point, 3 miles from station, with sail set. Patrolman lowered the sail and put out anchor. An attempt was made to float her at high water, but failed through the parting of the anchor rope. On the following day engaged a teamster who transported skids to the scene and hauled her out to a safe place on the beach. On October 20 assisted to launch her, and she was then towed to Nantucket. The owner of the boat, Joseph King, of Edgartown, Mass., appears to have been drowned while fishing offshore, and the craft afterwards drifted upon Great Point.
Sept. 29	Scow; no name.....	Chicago, Lake Michigan..	This craft was housed over and in use as a refreshment room or restaurant. She sprang aleak and became water-logged. Tried to free her with station pump, failing in which, assisted in saving the property on board.
Sept. 29	Am. sc. Stafford.....	Sheboygan, Lake Michigan.	Missed entrance between harbor piers during severe gale and high sea and came to, outside; dragged anchor until she stranded about 800 yards offshore, where the master scuttled her. Reached the vessel in the surfboat after a hard pull, and in two trips brought ashore the crew of eight men and succored them at the station. Attended and assisted the wreckers subsequently in floating the craft, (which was accomplished October 8,) but when an attempt was made to tow her inside she capsized, precipitating the men on board into the water. The life-savers, who were on hand with the surfboat, picked them up and placed them on a tug. On November 12 assisted in recovering an anchor belonging to her. Vessel was subsequently repaired.
Sept. 30	Am. tug Cygnet.....	Cuttyhunk, Massachusetts.	Landed nine passengers upon arrival and placed seven passengers on board at departure, also carried the mail to and from the shore.
Sept. 30	Yt. Surprise.....	Thunder Bay Island, Lake Huron.	Misstayed and stranded while leaving harbor. Freed her and carried her back into sheltered anchorage, where she remained until the weather moderated.
Sept. 30	Am. sc. Island City..	Manistee, Lake Michigan.	Alongside of pier, in rough sea, where violent contact with it endangered her. Turned out at 3.30 A. M., and towed vessel up the channel to the station, where a tug came and took her farther up the river into a quiet berth.
Sept. 30	Am. sc. G. Ellen.. ...	Pentwater, Lake Michigan.	Lying uneasily alongside pier in a gale of wind; no tug obtainable. Towed her up the passage where she would lie easily at her moorings.
Sept. 30	Scow; no name.....	Chicago, Lake Michigan..	This craft was used as a station for renting rowboats. She sprang a leak and became water-logged; dragged toward the dock. Took off a man and two women with surfboat.
Sept. 30	Am. sc. John T. Johnson.	Milwaukee, Lake Michigan.	Water-logged in heavy sea; part of deck load gone; showing signal of distress. Obtained tug to tow the lifeboat out to her, (3½ miles,) took off crew of seven persons, six men and one woman, and provided clothing and cared for them at station. Vessel was subsequently towed inside and saved. [See letter of acknowledgment.]

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893. Sept. 30	Am. sc. Windsor.....	Sturgeon Bay Canal, Lake Michigan.	Wrecked on the rocks off Cana Island at 2 A. M., 400 yards from shore. People on board threw overboard a box upon which was written: "Send for the Sturgeon Bay life-saving crew to come at once; we will not stand much longer; the schooner is going to pieces." This message reached the station in the afternoon. Crew started for the scene at 3.30 via Sturgeon Bay, the land route being the only practicable one, although requiring a journey of more than 30 miles. The roads were in places almost impassable, but by persistent effort the shore near the wreck was reached at 12.30 A. M. October 1. Violent seas were sweeping over the vessel, which was in danger of collapse. Fired a line over her, but the crew could not reach it, and line communication appeared impracticable on account of the swift current prevailing. When the boat arrived found a hole in the bottom, but after repairing this with canvas and zinc, launched and contended with heavy waves (that swamped the boat several times) until the vessel was finally reached. Landed the five men and sent them to the lighthouse for succor. One member of the schooner's crew had been carried overboard offshore with a portion of the deck load previous to stranding. At daylight life-savers left the beach, reaching home 6 P. M., exhausted by a journey of nearly 70 miles. Vessel proved a total loss.
Oct. 1	Am. sc. Alice N.....	Santa Rosa, Florida.....	Carried away rudder while coming in over bar; anchored but dragged ashore. Pulled 5 miles to place of casualty to offer assistance, but found crew were being cared for by keeper of Fort McRae Beacon. On 4th instant went to stranded vessel in tow of revenue launch Penrose, took the crew of three men with their effects into the surfboat and transported them to Pensacola; sent one, who was paralyzed, to marine hospital for medical attendance.
Oct. 1	Sailboat Katie.....	Cleveland, Lake Erie.....	Capsized. Life-saving crew had been watching the boat, seeing her badly handled, and as soon as the accident occurred hastened to the scene, and rescued the two boatmen; then righted the boat with tackles from a schooner in the vicinity, after which they pumped her out and delivered her to owner.
Oct. 1	Shanty boat; no name.	Louisville, Kentucky.....	Stranded on the rocks. Pulled her off and towed her into the Louisville and Portland Canal.
Oct. 1	Shanty boat; no name.	.....do.....	Lashed to preceding boat, and went on the rocks at the same time. Floated her and towed her into canal.
Oct. 1	Shanty boat; no name.	.....do.....	In company with two preceding boats and stranded at same time. Released her and towed her into canal.
Oct. 2	Am. str. Edward Smith.	Grand Haven, Lake Michigan.	Had three vessels in tow. Master, being unacquainted with channel, signaled for assistance to bring vessels into harbor. Put a surfman on board, who piloted steamer and consorts in over the bar.
Oct. 2	Am. str. City of Holland.	Holland, Lake Michigan..	Stranded through failure to distinguish the channel in the darkness. Ran station hawser to south pier, the steamer having no line long enough for that purpose, and assisted to heave her afloat, working five hours.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893.			
Oct. 2	Am. str. Chicago.....	Racine, Lake Michigan....	Overran her reckoning in foggy weather and stranded. Crew notified tug Edward Gillen, then pulled out through a rough sea to where the steamer lay, and stood by her until the arrival of the tug. It then appearing that she had no hawser long enough to reach the Chicago, life-saving crew bent together the lines of the tug and the steamer, and enabled the latter to be released.
Oct. 3	Am. sc. Maynard Sumner.	Burnt Island, Maine.....	Collided with schooner Brigadier while getting under way in a narrow channel. Assisted to get her under way and piloted her out clear of rocks. She then proceeded to Rockland.
Oct. 3	Am. sc. Brigadier....	.....do.....	Struck by preceding vessel, carrying away her jib boom and head stays. After making repairs, got her under way and piloted her out clear of obstructions.
Oct. 3	Am. sc. Lyman Casey.	Pointe aux Barques, Lake Huron.	Towing past station at night close inshore. Patrol burned his Coston signal to warn her away, but she could not be headed offshore in time and ran on a bowlder. Assisted to jettison 20,000 feet of lumber and to trim cargo, by means of which she was lightened sufficiently to be released.
Oct. 3	Am. sc. Libbie Nau..	Manistee, Lake Michigan..	Burning torch. Boarded her and learned that she wanted to be towed into port; sent out tug which brought her in.
Oct. 3	Fishing boat; no name.	Golden Gate Park, California.	Capsized near Seal Rocks; owner clinging to bottom of boat and in danger of being swept off by heavy surf. Attempted to rescue him with surf boat, but could make no headway against the wind and sea. Meanwhile the boat drifted near the beach, where two men hauled the imperiled fisherman ashore with heaving lines which keeper had placed in the Cliff House for use in case of accidents of this kind. He was then taken to station and cared for until able to go home.
Oct. 4	Am. sc. Lawrence Murdock.	Fletchers Neck, Maine....	Stranded on a shoal, floating, however, before arrival of life-saving crew, who had started at once to her assistance. She then anchored in a place where she would have stranded at low water, seeing which, crew piloted her to safe anchorage.
Oct. 4	Am. sc. Wm. Applegarth.	Seatack, Virginia	Split foresail and became water-logged in heavy weather; as she was in danger of foundering, master decided to beach her to save the lives of those on board. Crew, who had been watching the schooner, started with beach apparatus as soon as she headed shoreward, and when she struck landed her crew of six men with breeches buoy, succoring them at station. Crew of Dam Neck Mills Station came 5 miles to offer assistance, but found Seatack crew had rendered all necessary aid before their arrival. Vessel became a total loss.
Oct. 4	Am. sc. C. C. Davidson.	.....do.....	Overpowered by wind and sea; driven ashore and totally wrecked. Two of her crew were assisted to land by some men on the beach. Life-saving crew assisted the remaining three to get ashore, took entire ship's company to station, and provided for them. Crew of Cape Henry Station, who arrived at scene of wreck a few minutes after sailors had been landed, assisted on following day to furl sails and transfer provisions and furniture from wreck to shore.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893.			
Oct. 4	Am. sc. Emma J. Warrington.	Paul Gamiels Hill, North Carolina.	Became water-logged in stormy weather, forcing master to beach her. Made haste to reach her with apparatus, but she came up so high that her crew of four men waded ashore. Brought off their personal effects and two young tame bears that were confined in the cabin. Next day, assisted by keepers of two adjacent stations, (Kittyhawk and Caffeys Inlet,) stripped craft of everything of value. Cared for shipwrecked seamen at station. On the 6th took two of their number, and on 9th remainder of crew, with all gear saved from wreck, to steamboat landing. [See letter of acknowledgment.]
Oct. 5	Am. str. Peerless.....	Ship Canal, Lake Superior.	Stranded on account of foggy weather. Summoned tug and passed her hawser to the steamer, which was then released uninjured.
Oct. 6	Catboat R. H. McCrystal.	Atlantic City, New Jersey.	Swamped. Rescued two boatmen clinging to her side and almost overwhelmed by the heavy breakers; took them to station and provided them with restoratives and dry clothing. By night they had recovered sufficiently to depart for their homes.
Oct. 6	Slp. Lily Gay.....	Durants, North Carolina..	Anchored near Olivers Reef, in Pamlico Sound; crew of two men drowned from her small boat in storm of October 4. Towed her to anchorage near station and delivered her to brother of deceased owner. October 9, body of owner having been found, keeper sent it home for burial.
Oct. 6	Rowboat No. 88.....	Cleveland, Lake Erie.....	Pounding against breakwater, the wind having shifted suddenly while occupants were fishing. The two inmates attempted to pull into the harbor, but, making no progress against the strong head wind, abandoned the boat and climbed on the breakwater, whence they were taken off by the tug Wm. Kennedy and brought to station. Life-saving crew pulled out through the darkness and managed, by hard effort, to save the boat, which they towed to boathouse and delivered to owner.
Oct. 6	Am. str. Ida E.....	St. Joseph, Lake Michigan.	In attempting to get away from the north pier, against which the heavy sea had driven her, she fetched up on shoal ground. Summoned, and ran lines for tug, which, after considerable difficulty, floated the steamer and towed her into harbor.
Oct. 6	Slp. yt. Viola.....	Milwaukee, Lake Michigan.	Collided with pier while entering harbor, having been rendered unmanageable by the severity of the weather; pounding hard and in danger of going to pieces. Got a line on board and held her fast to prevent further injury; then lowered sails and took her to safe anchorage near station.
Oct. 7	Am. sc. Everett.....	Crumple Island, Maine...	Stranded on Bar Island, 6 miles from station, in thick weather. Accident, invisible from station, was reported to keeper at nightfall. Rowed out to vessel through fog and darkness and found her lying on the rocks in a dangerous position, strained and leaking badly. Kedged schooner into deep water, manned pumps all night, and kept her afloat. In morning piloted her to Jonesport and beached her in a safe place for making repairs, saving both vessel and cargo from destruction. [See letter of acknowledgment.]

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893.			
Oct. 7	Am. str. Kennebec..	Hunniwells Beach, Maine.	Stranded while attempting to clear some vessels anchored in channel; weather foggy. Ran her hawser to a schooner and enabled her to get afloat. Finding her rudder injured, secured services of tug to tow her to Bath.
Oct. 7	Am. sc. Yulan.....	Cape Elizabeth, Maine....	Stranded on Trundys Reef in the fog and darkness. Boarded her, furled sails and carried out kedge to keep her from driving farther on the rocks. When a tug arrived, ran her lines, enabling her to release and tow schooner to Portland.
Oct. 7	Am. sc. Superior	Sand Beach, Lake Huron..	Sprung a leak; tug hired by master to pump her out lowered water to 5 feet, at which point the steam pump refused to work longer. Life-saving crew manned schooner's bilge pumps, with which, after seven hours' work, they reduced water so that she could proceed to Toledo.
Oct. 7	Am. tug Geo. W. Cuyler.	Bois Blanc, Lake Huron..	Called for assistance to locate and raise the fishing boat Duster, which sank November 7, 1892, during a storm. Found the boat and passed a grappling chain from her to the Cuyler, but the tug accidentally slipped the chain and was forced to give up the attempt for the day. Next morning relocated and buoyed boat; on 13th again went out with tug, assisted to raise sunken craft and haul her out on beach.
Oct. 8	Am. sc. Thomas Thomas.	Wallops Beach, Virginia..	Misstayed and stranded on Fox Shoal; sea high and dangerous. Pulled out and brought master ashore to engage services of wreckers. On ensuing day boarded her and assisted to save cargo. Schooner was released on 10th by wreckers.
Oct. 8	Ducking boat; no name.	Cape Fear, North Carolina.	Washing around in the surf. Secured her.
Oct. 8	Lifeboat; no name..	Santa Rosa, Florida.	Adrift in Pensacola Bay. Towed her to station and hauled her up on beach. Advertised for owner.
Oct. 8	Fishing boat; no name.	Muskallonge Lake, Lake Superior.	Struck by sudden squall and capsized on night of 6th, drowning her two occupants, a man and a boy. Accident, occurring 8 miles from station, was invisible from lookout and patrol limits, and was not known until word was brought by a hunter on night of 7th. At daylight proceeded to place of casualty and pulled boat off beach, on which it had drifted bottom up: towed to station, and subsequently delivered boat and cargo of household effects to relatives of deceased. Recovered bodies after five days' search, and gave them over to relatives for burial.
Oct. 9	Am. sc. Ada G. Shortland.	Plum Island, Massachusetts.	Misstayed and stranded while attempting to work into harbor. Made an unsuccessful attempt to back her off with sails. When towboat hauled her afloat shortly afterwards, assisted to get her in order to prosecute her voyage.
Oct. 9	Sailboat; no name..	Point Allerton, Massachusetts.	Ran ashore in the darkness; in danger of destruction on the rocks. Life-saving crew worked her off and hauled her up on beach near station.
Oct. 9	Am. str. J. W. Hawkins.	Assateague Beach, Virginia.	Broke crank pin at sea and stood in for shore under sail with signals of distress flying, anchoring 3 miles from station. Pulled out through a heavy surf; took ashore and sent message for master. Two steamers owned by same line came shortly afterwards in response to message and towed her away.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893.			
Oct. 9	Fishing boat J. B. Denton.	Hog Island, Virginia	Capsized by a huge comber, 4 miles from station, drowning two of her occupants. Lookout, who had been instructed to watch fleet of boats, saw the casualty as soon as it happened and gave the alarm. Crew made all possible speed to place and rescued one of the two survivors, who was clinging to the boat. The other had managed to reach shore supported by boat's mast. Brought them to station and provided for their needs. [See detailed account under caption "Loss of Life."]
Oct. 9	Sharpie; no name..	Jupiter Inlet, Florida	In tow of small schooner Harry Stiles, which was crossing the bar en route to Lake Worth; broached to in the breakers and threw inmate overboard. Life-saving crew were watching schooner and beheld the accident when it occurred; ran to inlet, where they had a boat ready for such emergencies, and pulled swiftly to scene, but could find no trace of the man, who sunk a few moments after falling into the water. [See detailed account under caption "Loss of Life."]
Oct. 9	Am. sc. Rambler	White River, Lake Michigan.	Requested assistance to get out of harbor; no tug available. Towed her out into the lake.
Oct. 10	Am. sc. Southern Cross.	Durants, North Carolina..	Misstayed close inshore and stranded. Lightered portion of cargo, warped her off, and piloted her to place of safety; reloaded cargo.
Oct. 10	Slp. Oh My	Muskegon, Lake Michigan.	Capsized by squall striking her unexpectedly. Rescued two boatmen who were in danger of drowning; righted and bailed out sloop and got her ready for use.
Oct. 11	Am slp. Jenny Lind	White Head, Maine	Sprang a leak and sunk alongside wharf at Seal Harbor. Attempted to pump her out but were forced to desist, having worked four hours without lowering the water. Endeavored to raise her on 19th by procuring empty barrels from Spruce Head and stowing them in her hold; failing on account of insufficient number, obtained additional barrels on 25th and floated her. Next morning engaged tug to tow her to Rockland for repairs.
Oct. 11	Sailboat; no name..	Knobbs Beach, Massachusetts.	Adrift with oars, sails, and other gear on board. Life-saving crew pulled out 5 miles to the boat, which they towed to station and hauled up on the beach; advertised for owner.
Oct. 11	Am. sc. Ada A. Kennedy.	Cuttyhunk, Massachusetts.	Wrecked on Sow and Pigs Reef; her crew landing in ship's boats. Took them to Cuttyhunk Harbor and procured transportation for crew to New Bedford on steamer, the master going on the revenue steamer Dexter, which keeper signaled as she was passing station. Brought schooner's boats into harbor and hauled them up on the beach.
Oct. 11	Catboat Sibyl	Rockaway Point, New York.	Stranded in the darkness. Carried out anchors in morning and hove her afloat.
Oct. 11	Scow Viola	Bethel Creek, Florida	Out of provisions. Supplied master from station stores.
Oct. 11	Slp. Bessie	Jupiter Inlet, Florida	Anchored in dangerous situation; master unable to move her unaided on account of severity of weather. Took her up into Jupiter River where she could ride out the gale in safety.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893.			
Oct. 11	Am. sc. Sassacus.....	Sturgeon Bay Canal, Lake Michigan.	Driven ashore at Jacksonport in gale of September 30. On the 8th instant wreckers attempted to tow her to Sturgeon Bay Canal, but while on the way the schooner capsized, parting her towline, and went on the beach 2 miles from station, where she became a total wreck. Crew went out on this date and assisted to recover the steam pump and suction pipe placed on board by wreckers, working two days. November 19 brought off schooner's anchor and delivered it to owner.
Oct. 12	Am. sc. William Todd.	Fletchers Neck, Maine....	Stranded in an exposed position. Kedged her into deep water and anchored her in a safe place. Shortly afterwards a heavy sea set in that would have seriously injured vessel had she remained aground.
Oct. 12	Slp. Lulu.....	Jupiter Inlet, Florida.....	Stranded in a northwest gale on Stones Point, where, the tide rising rapidly, she was in danger of drifting across the point and into the breakers beyond. Put rollers and skids under her and hauled her up on beach. Succored master and two of crew at station, caring for the remainder (four women and two children) at house of keeper.
Oct. 13	Sailboat; no name..	Watch Hill, Rhode Island.	Moored to pier by inexperienced owner, where she would have pounded to pieces in an approaching storm. Hauled her out on station launching-ways; landed and cared for owner and family until morning.
Oct. 13	Am. slp. Fred Black.	Coney Island, New York..	Lost her rudder and anchored off Rockaway Point; four men on board. Master and one passenger attempted to go to New York, but, failing to catch train, were cared for at Rockaway Point Station until morning. During night she carried away her windlass and went ashore. After a severe pull against wind and sea, reached sloop, brought off two remaining members of crew and provided for them at station. She was subsequently got afloat.
Oct. 13	Br. bkn. Ravenswood.	Chicamicomico, North Carolina.	Driving ashore in severe gale and sea; assistance by boat impossible. Took apparatus cart along beach, opposite point where she was about to fetch up, and, when she struck, landed her crew of ten men with breeches buoy, assisted by crews of New Inlet and Gull Shoal stations. Sheltered and cared for ship's company at station, giving proper medical attendance to master, who was ill. Succored portion of crew sixteen days. [See letter of acknowledgment.]
Oct. 13	Br. str. Daylight.....	Cape Lookout, North Carolina.	Stranded on Lookout Shoals; weather thick with southeast gale and heavy sea. Took beach apparatus opposite vessel, but found her nearly a mile offshore and beyond reach of Lyle gun. Stood by all night and in morning attempted to board her. Failing on account of violence of sea, went to station and telegraphed for wreckers. On 15th, boarded her and delivered messages received from underwriters. Steamer got afloat on 16th without further assistance.
Oct. 13	Am. slp. Annie.....	Santa Rosa, Florida.....	Missed station wharf at which she was attempting to land, forcing her to anchor; having insufficient moorings, she was in danger of dragging ashore in the gale. Ran lines and hauled her alongside wharf. Shortly afterwards, while getting under way, she carried away her jib sheet and was again forced to anchor. Furnished her with extra ground tackle, with which she was enabled to ride out gale.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893.			
Oct. 13	Am. sc. Evra Fuller..	Racine, Lake Michigan...	Wrecked on Racine Reef in dense fog; invisible from station lookout and patrol limits. Schooner's crew reached shore in yawl, cold, wet, and exhausted. After taking them to station and providing for their wants, life-saving crew pulled alongside wreck, over which the seas were breaking heavily, and succeeded in removing and bringing ashore effects of crew and other articles of value in lifeboat. Succored shipwrecked crew two days, then procured them free transportation to Chicago. Worked nine hours on 27th, assisting to raise anchor, and other gear belonging to wreck.
Oct. 13	Sloop; no name.....	Point Adams, Oregon.....	Fouled anchor and drifted on the beach. Hauled her off and moored her securely.
Oct. 14	Slp. Uncle Sam.....	Fletchers Neck, Maine....	Dragged ashore during gale and was totally wrecked. Stripped her for owners.
Oct. 14	Sloop yacht; no name.	Point Allerton, Massachusetts.	Parted moorings and was driven ashore; pounding hard and in danger of destruction. Warped her off with anchor and hawser belonging to station.
Oct. 14	Am. sc. Charles C. Dame.	Cape Fear, North Carolina.	Lost her reckoning through encountering hurricane of October 13, and struck on Frying Pan Shoals early in the morning of this date, where she became a total wreck; the heavy waves making a clean breach over her decks and slowly dashing her to pieces, drove her crew to the jib boom for refuge. At daylight life-saving crew discovered vessel 8 miles offshore and started for her with surfboat. After a toilsome and dangerous struggle of seven hours against adverse and violent seas, succeeded in reaching wreck and rescuing the crew of eight men, worn out and almost overcome by twelve hours' exposure, in a cramped position, to the fury of the storm. Landed them at station, provided clothing, of which they were destitute, and cared for them two days, transporting them to Southport on the 16th. Crew of Oak Island Station, attempting to cross Cape Fear River Bar, and failing on account of severity of sea, requested tug to tow them out to wreck, but were refused assistance on the ground that the weather was too tempestuous. [See letter of acknowledgment.]
Oct. 14	Skiff; no name.....	Big Sandy, Lake Ontario..	Drifted on the beach. Secured her and advertised for owner.
Oct. 14	Am. sc. John C. Fitzpatrick.	Buffalo, Lake Erie.....	During height of gale parted her bow lines and swung against bank of Erie Basin, in which she was moored. Ran lines to tugs, by which schooner was towed to place of safety.
Oct. 14	Am. sc. Amboy.....	.....do.....	Parted towline and drifted against wharf at end of Erie Basin breakwater; pounding hard and in imminent danger of breaking up. Life-saving crew mounted pier and, though nearly washed overboard by the seas, passed a line from tugs inside breakwater to schooner. The line breaking, assisted tug Cascade to get a heavy hawser to vessel, which was then removed from her perilous situation and towed into the basin.
Oct. 14	Am. sc. John T. Mott.	Fairport, Lake Erie.....	Sprang a leak in prevailing gale; ran for harbor, but, in entering, stove a hole in her bottom and became water-logged. Crew boarded her and proffered assistance, but none was then required. On following day helped to get her under way and to take her up the river for repairs.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893.			
Oct. 14	Am. str. A. McVittie.	Beaver Island, Lake Michigan.	Stranded 3½ miles from station; weather stormy. Keeper went on board tug Clara A. Elliott and assisted to get steamer afloat, working three days.
Oct. 14	Am. sc. Minnehaha.	Frankfort, Lake Michigan.	Beached 10 miles from station to prevent foundering in storm of this date; when she began breaking up, shortly afterwards, master jumped overboard and managed to reach shore on a plank, the remaining six members of crew being lost. Notice of casualty was brought to station by a man on horseback, on receipt of which crew proceeded to scene of disaster, which they reached after a journey of two and one-half hours over a very difficult road. Twice launched surfboat and endeavored to pull out to wreck, whose bow alone was unsubmerged, but each time the seas filled and drove the boat back to land; then fired two shot lines over her, one of which fell across the bow. Failing to get any response from her, again launched surfboat and succeeded in getting very near the wreck, but found no one on board. Crew of Manistee Station came nearly 20 miles to offer assistance, part of the distance over an almost impassable road, and united with crew of Frankfort Station in patrolling the beach all night in search of bodies; they returned to their station next day, taking with them master of schooner, whom they provided with clothing and succored four days.
Oct. 14	Am. sc. Caledonia.	Manistee, Lake Michigan.	Endangered by pounding against pier in the stormy weather and springing a leak. Notified tug, went on board schooner, and assisted by manning pumps and temporarily stopping leak. She was then towed to shipyard for further repairs.
Oct. 14	Am. sc. Addie	do	Moored in unsafe position during stormy weather; only one man on board. Took her to place of safety.
Oct. 14	Am. sc. S. Thal	Milwaukee, Lake Michigan.	Parted towline while entering harbor; anchored, but drifted against the south pier, where she was greatly imperiled by heavy sea. Passed her hawser to tug and assisted to get her under way, when she was towed into harbor.
Oct. 15	Slp. Melrose	Cuttyhunk, Massachusetts.	Set signal from her anchorage in the harbor; occupants in need of assistance to land; weather stormy. Brought them ashore with surfboat.
Oct. 15	Am. sc. Joseph G. Masten.	Racine, Lake Michigan.	Became unmanageable in seaway and stranded while towing into harbor; her consort attempted to haul her afloat, but parted the towline and signaled for assistance. Life-saving crew summoned another tug, then went out and ran lines for both, but schooner had meanwhile filled and could not be released. Pulled out into the lake with master of schooner to enable him to communicate with and warn a vessel of the same line from attempting to enter port, then landed him at Racine to confer with wreckers. Worked all night of the 16th, handling lines and sounding out channel for three wrecking tugs; when she was floated, on morning of the 17th, assisted to moor her to wharf.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893.			
Oct. 16	Am. sc. Pascamansett.	Cuttyhunk, Massachusetts.	Misstayed close inshore, compelling her to anchor to avoid stranding; master temporarily disabled by injuring his ankle, leaving only one other person on board to work ship. Life-saving crew slipped her cable and worked her offshore; recovered and placed anchor on board and reefed foresail, after which she proceeded to her destination.
Oct. 16	Am. sc. Volunteer...	Grindstone City, Lake Huron.	Driven ashore by gale of 14th and totally wrecked; her crew landed in yawl. Wreck occurring 12 miles distant and invisible from station, nothing was known of casualty until word was brought to crew. Launched surfboat, pulled to scene of disaster, and recovered anchors slipped by vessel when she went ashore. Assisted to strip her of sails and rigging.
Oct. 17	Sp. str. Condal.....	Morris Island, South Carolina.	Disabled propeller, so that it was impossible for her to continue her voyage; anchored 10 miles south of station, with distress signals flying. Life-saving crew went to Charleston in supply boat, notified tug Confidence, and accompanied her to steamer, where it was learned that the master wished to have some passengers landed. Quarantine regulations forbidding this, tug piloted steamer to good anchorage.
Oct. 17	Am. sc. Levi Rawson.	Point Marblehead, Lake Erie.	Dragged ashore and filled during gale of 14th. Attempted to pump her out, but failed to do so, though working all day. On 19th assisted to place steam pump on board, and on following day to unload her cargo of stone, after which she was hauled off and towed to Port Huron for repairs.
Oct. 17	Am. sc. Kate Kelly..	Grindstone City, Lake Huron.	Scuttled by master at Grindstone City wharf to prevent going ashore in gale of 14th. Assisted to pump her out and to restow cargo.
Oct. 18	Am. slp. Centennial.	White Head, Maine.....	Sprung a leak and sunk alongside wharf at Seal Harbor. When tide left her life-saving crew discharged her cargo of paving stones, pumped her out, and made temporary repairs, enabling her to return to home port.
Oct. 18	Skiff; no name.....	Louisville, Kentucky.....	In danger of going over the Falls of the Ohio, toward which she was rapidly drifting. Towed boat and two occupants ashore.
Oct. 20	Am. sc. Rambler.....	White River, Lake Michigan.	In need of assistance to get out of harbor against head wind; no tug available. Towed her out clear of piers.
Oct. 21	Am. sc. Henry Friend.	Monomoy, Massachusetts.	Stranded and sunk on Shovelful Shoal, her crew of fourteen men going on board light-ship. Pulled out to wreck and, finding her abandoned, went to light-ship for crew and transported them to station. On following day brought ashore personal effects of master. Cared for crew at station two days, at the end of which they departed for their homes.
Oct. 23	Am. sc. Matilda.....	Hunniwells Beach, Maine.	Stranded; leaking badly. When flood tide made she was in danger of filling, the ebb tide having left her listed over. Pumped her out and kedged her to safe anchorage. Next morning again pumped her out, and on the 26th assisted to get her under way, the schooner having insufficient crew to heave up anchor. [See letter of acknowledgment.]

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893.			
Oct. 23	Sp. str. Murciano ...	Wallops Beach, Virginia..	Stranded on the beach in foggy weather. Boarded her through a heavy and dangerous sea and brought off nine of her crew, who were succored at station two days, the remainder refusing to leave the steamer on account of the height of the waves. On 25th transferred the nine men back on board vessel, and from then until the 31st (when she was floated) carried messages to and from shore and assisted in every possible way to get her off. On the day of the stranding, crew of Assateague Beach Station pulled nearly 8 miles through the rough surf to offer their services, and stood by on the beach all night in company with crew of Wallops Beach Station in readiness to render assistance should the weather become stormy and their services be needed. [See letter of acknowledgment.]
Oct. 23	Skiff; no name.....	Velasco, Texas.....	Drifting about in the breakers. Hauled her up on the beach and advertised for owner.
Oct. 24	Am. sc. John W. Fox.	Atlantic City, New Jersey.	Misstayed while attempting to work out of harbor and drifted ashore on north side of inlet. Carried out her anchor and warped her off on flood tide.
Oct. 24	Am. sc. South Side..	Frankfort, Lake Michigan.	Wind and sea caused her to pound against pier at Herring Lake, where she was loading; in danger of breaking up. Master sent to station (5 miles distant) for assistance. Went to place with tug and ran lines by which schooner was removed and towed to Frankfort.
Oct. 24	Skiff; no name..	Cape Disappointment, Washington.	Started for a drifting boat. Failing to recover it, two occupants attempted to regain shore, but, being poor oarsmen, were unable to make headway against strong ebb tide. Took them into surfboat and towed skiff ashore.
Oct. 25	Am. sc. Horatio L. Baker.	Point Allerton, Massachusetts.	Damaged by collision with schooner John S. Ames; leaking badly. Calked seams and nailed canvas over them, stopping leaks.
Oct. 25	Am. sc. George.....	Marquette, Lake Superior.	Lost sails in gale and drifted ashore 40 miles from station, becoming a total loss; her crew landed at Grand Island in yawl and telegraphed for assistance of life-saving crew. Went out in tow of tug C. E. Benham; stripped wreck and transferred outfit valued at about $5,000 to tug. On 27th again accompanied tug and transferred to and from wreck insurance agent who had come out to inspect same.
Oct. 25	Fishing boat Black Hawk.	Chicago, Lake Michigan..	Unable to work away from the shore which she had approached too near in the storm and darkness; anchored off Lincoln Park, but the wind, increasing to a gale, was slowly driving her toward the sea wall and endangering the lives of the two occupants. In response to telephone message, crew on World's Fair Grounds proceeded to Annex Station, 7 miles distant, and launched lifeboat; succeeded in finding and rescuing boatmen a few moments before their craft was dashed to pieces against sea wall. Started to return, but, after pulling four hours and making no headway against the sea, ran before the wind and landed 6 miles north of Annex Station. While coming ashore one of the rescued men sprung on a cluster of piles which the lifeboat struck and was taken off by two of the surfmen with heaving lines. Crew left their boat temporarily on the beach and returned to station by land, having been absent all night in this service.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893.			
Oct. 26	Dory; no name.....	Gurnet, Massachusetts....	Anchored off Long Beach, where intoxicated boatman had left her the night before. Towed to station and delivered to owner.
Oct. 26	Am. sc. Ethel.....	Atlantic City, New Jersey.	While attempting to cross the bar the wind fell and compelled her to anchor, where she was touching bottom. Pulled out on seeing her distress signal and warped her into deep water: wind springing up again, worked her into harbor.
Oct. 26	Rowboat; no name..	Muskegon, Lake Michigan.	Swamped in the choppy sea; owner, an old man, benumbed with cold and sustaining himself with great difficulty on the nearly submerged craft. Rescued him and succored him at station. Towed boat ashore and hauled it out on the beach.
Oct. 26	Am. str. City of New York.	Fort Point, California.....	Wrecked on the rocks off Point Bonita in dense fog. Boarded vessel and transferred her passengers—one hundred and thirty-three in number—with their baggage to tugs near by, the latter being unable to come alongside on account of the heavy sea that was running. Crew of Golden Gate Park Station then arrived, having been delayed by pulling against strong tide, and assisted crew of Fort Point Station to transfer mail and specie (amouting to $241,000) on board tug Fearless; to land effects of crew and articles of value belonging to steamer, and, early in morning of 27th, to recover four boats that had broken loose from her and were drifting out to sea with some Chinamen on board. From this time on, until vessel was given up for lost, both crews stood by her in order to protect life and property and render all assistance possible. November 1, transferred part of steamer's crew to a tug; November 8, stormy weather setting in and the waves endangering the lives of those engaged in trying to float her, life-saving crews landed the sixty-three persons thus imperiled; from November 9 to November 24, one of the two crews was constantly at hand, and, on latter date, it being necessary to abandon wreck on account of weather, crew of Fort Point Station took off in safety all the wreckers and members of ship's company on board, thirty-seven in number and landed them with surf boat. [See letters of acknowledgment.]
Oct. 27	Fishing boat Delphine.	Oregon Inlet, North Carolina.	Capsized by breaker while crossing bar. Hastened to her assistance, but some fishermen near at hand rescued the three men and righted their boat before life-saving crew could reach the place. Put a surfman in charge of boat and accompanied her with the surf boat until she was safely through the breakers and inside the inlet. Then towed craft to station, hauled her up on the beach and, after repairing her, launched her into Pamlico Sound. Furnished master with dry clothing.
Oct. 27	Am. sc. Mary E. Morris.	Oak Island, North Carolina.	Wrecked in hurricane of 13th instant. Mate and steward of vessel coming to station on this day and requesting transportation to Southport, life-saving crew took them to destination.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893.			
Oct. 27	Br. sc. Mary Everitt.	Sand Beach, Lake Huron.	Sprung a leak in heavy weather; came into harbor on afternoon of 26th, and was beached to prevent sinking. Boarded her and assisted to pump her out, working all day. During night her crew succeeded in getting a sail under vessel and stopping leak. Life-saving crew assisted to get her under way on following morning, (28th,) but when outside harbor piers the sail worked loose and she began to fill again. Went out with tug and helped bring her into port, where leak was repaired by diver.
Oct. 28	Am. sc. Siren.....	Jupiter Inlet, Florida.....	Aground on sand flat inside inlet. Carried out anchors on flood tide and floated her.
Oct. 28	Slp. yt. Wanda.....	Erie, Lake Erie.....	Dragging toward breakwater; one of the hunting party on board came to station and requested assistance to get her clear. When life-saving crew reached the yacht she was pounding bottom and in great danger of going to pieces. Ran out station kedge, hauled her off, and sailed her to Erie. [See letter of acknowledgment.]
Oct. 28	Am. str. John E. Hall.	Ottawa Point, Lake Huron.	Stopped off station with three vessels in tow and signaled for assistance. Pulled alongside and found that master wished to learn if one of his tow that was leaking was in condition to cross Saginaw Bay in the stormy weather. Boarded the vessel, and ascertaining that she was unfit to make the attempt, so reported to steamer, which then sought shelter with her consorts in Ottawa Bay.
Oct. 28	Am. str. Florida.....	South Chicago, Lake Michigan.	Stranded at night off Whiting, Indiana, 6 miles from station, where she became water-logged in the heavy surf. On receiving notice of casualty, started to her assistance in tow of tug M. G. Hausler. Boarded steamer, took to station and cared for a woman who was dangerously ill, and sent telegram to Chicago for tugs. Again launched surfboat and pulled back to scene, arriving at 5 A. M. on 29th; stood by vessel several hours, then landed mate at South Chicago. About noon wrecking tug stopped off station with agent of wrecking company and a diver, whom they wished placed on board the Florida. Crew towed to scene and transferred the parties to and from the steamer. She was floated by wreckers on 31st and taken to Chicago for repairs.
Oct. 28	Sailboat; no name..	Fort Point, California.....	Missed entrance to harbor in foggy weather and stranded on Long Beach; owner got ashore unaided, and on return of life-saving crew from the wreck of the steamer City of New York (see record of 26th instant) requested their assistance to release his boat. Pulled to place and found craft had broken in two in the surf; saved mast, oars, and other gear for owner.
Oct. 29	Am. sc. Mentor.....	Hunniwell's Beach, Maine.	Stranded on the rocks; when flood tide made, began rolling heavily and was in danger of destruction. Put planks under her bottom and set sails to keep her steady; at high water ran her hawser to a tug, by which she was released.
Oct. 29	Catboat; no name..	Shinnecock, New York...	Adrift. Secured her and notified owner, who came and took her away a few days later.
Oct. 29	Am. sc. Nettie.....	San Luis, Texas.....	Stranded. Carried out an anchor and hove her afloat.
Oct. 31	Am. sc. D. P	Fletchers Neck, Maine....	Stranded on Negro Island Bar on ebb tide. Stood by schooner until flood tide set in, then ran hawser to prevent her being driven farther on the rocks; when water had risen sufficiently, made sail and forced her into channel.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893.			
Oct. 31	Am. sc. Montpelier..	Ottawa Point, Lake Huron.	Stranded on Ottawa Point during night; displaying signals of distress. Boarded her and took master to East Tawas in lifeboat to engage tug, in tow of which returned to station at 2 A. M. November 1. At daylight put master on board his vessel with surfboat; in afternoon, sea having moderated, ran lines and assisted to pump schooner out. After nearly eight hours' work she was floated.
Oct. 31	Am. sc. Magnolia...	Frankfort, Lake Michigan.	Heavy wind and sea drove her to leeward of harbor entrance, which she was striving to make, and caused her to go ashore. Boarded her and assisted to furl sail; finding she would soon pound to pieces on the bottom, scuttled her; landed three of her crew. November 6 put station pump on board and worked thirteen hours in a fruitless attempt to pump her out; next day stripped her. November 11 ran lines for tug Holton, by which schooner was got off and towed into harbor.
Oct. 31	Am. sc. Len Higby..	.....do.....	Missed harbor entrance during prevailing storm; anchored, but began to drag a few hours later. Life-saving crew stood by with surfboat and, in obedience to distress signal made by one of schooner's crew when she commenced dragging, landed the ship's company of four men through a heavy sea and furnished them with dry clothing at station. Schooner coming ashore three hours later, stripped her of sails and running rigging. November 8 took station force pump and assisted to free her of water; then ran line to tug, by which she was floated. [See letter of acknowledgment.]
Nov. 1	Rowboat Mars.....	Kill Devil Hills, North Carolina.	Washed up on the beach. Secured her and notified commissioner of wrecks.
Nov. 1	Shanty boat; no name.	Louisville, Kentucky.....	In danger of going over the falls with two occupants. Launched small boat and brought her into the channel.
Nov. 2	Am. sc. Millville.....	Cold Spring, New Jersey..	Captain wished to go on shore. Landed him at Cape May, where he took the train for Philadelphia, leaving the vessel to pursue her voyage to the same place in charge of the mate.
Nov. 2	Am. sc. H. P. Baldwin.	Point Marblehead, Lake Erie.	Drifted ashore in a squall about 10 P. M., while in tow. Jettisoned a portion of the cargo of stone, which enabled the tug to pull her off.
Nov. 2	Am. sc. George L. Colwell.	Muskallonge Lake, Lake Superior.	With consort, was obliged to leave wharf on account of high sea. Asked life-saving crew to stand by with surfboat until they passed outer bar, which was done.
Nov. 2	Naphtha yt. Dart.....	St. Joseph, Lake Michigan.	Missed entrance to harbor at night and ran on the beach; crew waded ashore. Hove her afloat and brought her inside.
Nov. 3	Am. str. William Edwards.	Middle Island, Lake Huron.	Stranded near Presque Isle Point, 7 miles from station. Brought captain to station, where he telephoned to Alpena for a tug. Assisted in lightering cargo of coal, running lines, etc. Employed thirty hours continuously, until she was successfully floated but little damaged.
Nov. 3	Am. sc. H. M. Avery..	Muskegon, Lake Michigan.	Sagged against the pier while sailing out of harbor. Assisted in getting her clear.
Nov. 4	Fish boat; no name..	Metomkin Inlet, Virginia.	Swamped on the bar, about 2 miles from station; two colored men clung to her until rescued by life-saving crew with surfboat. Recovered the boat, towed it ashore, and put it in order for the men, who proceeded homeward.
Nov. 4	Am. st. yt. Wapiti...	Ottawa Point, Lake Huron.	Stranded. Ran out an anchor and kedged her off.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893. Nov. 5	Am. sc. Jacob I. Housman.	Lewes, Delaware.....	Wrecked in Delaware Breakwater Gap in the evening. When discovered at daylight, boarded her in surfboat; found the crew on a pilot boat near by; put the master on the breakwater where he could telegraph owners; brought the crew to the station and cared for them one day.
Nov. 7	Br. sc. Annie W. Akers.	Monomoy, Massachusetts.	Stranded on Shovelful Shoal at night, and afterwards sunk. Took off the crew of five persons in surfboat and towed ashore the yawl containing baggage. Maintained them at the station one day; transferred them to the mainland and obtained free transportation by rail to their homes.
Nov. 7	Am. str. Philadelphia.	Pointe aux Barques, Lake Huron.	Collided with steamer Albany in foggy weather 10 miles northeast of station at 2.30 A. M. The Philadelphia took off the Albany's crew and attempted to tow her, but she soon sank. Shortly afterwards the collision bulkhead of the Philadelphia gave way, and she went down in 21 fathoms of water at 4.30 A. M. 7 miles offshore. Both crews abandoned her in two boats, the first to depart containing sixteen of the Philadelphia's and eight of the Albany's men. This boat was subsequently found bottom up badly stove, and twelve dead bodies in life-preservers were floating in the vicinity. Eleven bodies were picked up by the life-saving crew and placed on the steamer Concord, which carried them to Tawas, the twelfth being recovered next day from underneath the capsized yawl. The second boat, with six of the Philadelphia's crew and sixteen men from the Albany, landed safely near the life-saving station at 7 A. M. Sent out surfboat to search for the missing boat, and found the dead bodies above mentioned. Assisted the survivors, amongst whom were the captains of both vessels, in sending dispatches, also furnished meals and dry clothing. Visited the place of the wreck several days in succession; took soundings around her and dragged for bodies, but without result. Recovered two cases of goods valued at $20, also several small articles, flotsam, which were held for owner. The crew of the Grindstone City Station participated in the search for bodies and the recovery of property.
Nov. 7	Am. str. Albany.....	.....do	In collision with the steamer Philadelphia, (see preceding case,) by reason of which she foundered about 8 miles from the land in 35 fathoms of water. Her crew of twenty-four men went on board the Philadelphia, and when the latter sank abandoned her, sixteen of the men going in the boat that landed safely and eight in the one that was lost. Succored the survivors at the station; located the wreck by soundings, and searched for the bodies of those drowned, two of which were found. The Grindstone City crew also assisted in dragging in the vicinity of the wrecks and in patrolling the beach, but no more bodies were recovered.
Nov. 9	Am. sc. E. F. Gammage.	New Shoreham, Rhode Island.	Dismasted by collision and anchored in outer harbor. Assisted to haul her into the basin or inner harbor.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893.			
Nov. 9	Derrick scow, No. 9.	Paul Gamiels Hill, North Carolina.	Parted moorings at Fishermans Island, in Chesapeake Bay, on the night of the 8th instant, drifted out to sea, and stranded in the evening of this date 1 mile from the station. Went to her with beach apparatus, but found her well up on the shore and abandoned; three colored men who had been on board were found about a half mile inland, near the woods. Cared for them at station, and next day obtained their clothing and removed other articles. Notified the owners of the whereabouts of the craft and afterwards assisted the wrecking party sent to launch her by sheltering men at the station and keeping up communication between them and the tug. On the 24th instant she was floated but soon sank at her anchors and became a total wreck. Transferred the wreckers to their tug. Subsequently, (December 1 and 11,) recovered the hawsers used in hauling the scow off the beach.
Nov. 9	Am. sc. Ada Crossman.	Saluria, Texas	Stranded. Attempted to float her by planting an anchor and heaving upon it, throwing overboard deck load of lumber, and attending pumps. Failing in these efforts, landed the crew of three persons, with their effects, in surfboat, and took them to station; two departed next day, but the captain remained six days; assisted him in stripping vessel and saving portions of the cargo. Vessel broke up and became a total wreck on the 17th instant.
Nov. 10	Br. sc. Edith	White Head, Maine	Stranded on the night of the 9th instant, 9 miles from station, through missing stays; crew landed in their own boat, which was stove in pieces on the rocks. When notified of the disaster, pulled to her against wind and tide, but found her abandoned; visited her again on the following day, and, at the captain's request, removed the sails and landed them at Owls Head. She was turned over to wreckers, who saved most of the cargo of lumber, but the schooner proved a total loss.
Nov. 10	Am. tug Edward Gillen.	Racine, Lake Michigan	During thick fog, while engaged in towing the steamer Margaret Olwill and two consorts into the harbor, keeper stationed surfman with a fog horn at the end of one of the piers, and by this means guided the tug and her tows inside.
Nov. 10	Am. str. St. Joseph.	Sturgeon Bay Canal, Lake Michigan.	Collided with a schooner when leaving the canal, losing overboard about 5,000 feet of lumber. The surfmen recovered and placed it on board
Nov. 10	Am. tug Leathem D. Smith.	.....do	While towing the schooners Nirvana and W. S. Crosthwaite (consorts of the steamer S. S. Wilhelm) into the canal in foggy weather, they sagged against the north pier and parted towline. Life-saving crew, who were in attendance with surfboat, recovered the line for the tug, which then took the vessels safely into the canal.
Nov. 11	Am. sc. Anne F. Morse.	Pentwater, Lake Michigan.	Surging against the pier to which she was moored. Took her lines and towed her up the channel to a better place.
Nov. 11	Am. str. J. M. Allmendinger.	Milwaukee, Lake Michigan.	Stranded at night in thick fog 12 miles north of station. Went to her in tow of the tug Welcome; ran lines to her and helped lighter her cargo of lumber; tug got her clear of the shoal uninjured.
Nov. 12	Skiff Mary and Lizzie.	Louisville, Kentucky	In danger of going over the falls with a man and woman on board. Went to their relief, bringing boat and occupants safely ashore.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893.			
Nov. 14	Am. sc. Sea Flower..	White Head, Maine.....	Got out of her proper course during thick fog and came to anchor in a dangerous place near rocks, toward which a strong current gradually drifted her. The master's shouts were heard by the surfman on patrol, who called the life-saving crew. Went on board, got her under way, and piloted her into Seal Harbor.
Nov. 14	Am. sc. Enterprise..	Big Kinnakeet, North Carolina.	Needed a pilot, as well as assistance, to enter Cape Channel. Sent two surfmen on board, who brought her in safely.
Nov. 14	Am. sc. Island City..	Grand Haven, Lake Michigan.	Lost her yawl while entering the harbor. Recovered and returned it to her.
Nov. 15	Am. slp. Harriet Dart.	Coney Island, New York..	Stranded and sprang a leak. Landed part of the crew in surfboat; maintained three persons at the station for a period of six days. Vessel was saved, although much damaged.
Nov. 15	Am. sc. J. H. Elliott..	North Beach, Maryland...	Stranded about 1 mile from the station; fore and main sails split and yawl lost. Boarded her and helped throw overboard two-thirds of the deck load of lumber, when she floated clear of the shoal and proceeded southward for the nearest available harbor.
Nov. 15	Am. sc. J. H. Elliott	Assateague Beach, Virginia.	In sinking condition, anchored inside the shoals, with flag in rigging. Boarded her with surfboat, finding her entirely disabled, and the crew keeping her afloat with difficulty by constant work at the pumps. At master's request landed one of the surfmen and sent him to Chincoteague for the tug Absecon, then returned and manned the pumps until the tug came and towed her inside, thereby saving her from complete wreck.
Nov. 15	Am. sc. Emily B.....	Jupiter Inlet, Florida.....	Flying signal of distress off Lake Worth Inlet, 12 miles from station. Went to her in surfboat and found her with disabled rudder and short of provisions and water. Supplied the latter from the store in the surfboat, then crossed the bar and prevailed upon the master of the tug Gladys, to go outside and save her. Keeper took charge and brought her inside to a safe harbor.
Nov. 15	Slp. Fanny May.....	Santa Rosa, Florida.....	On the beach 1½ miles from station with sails adrift, and torn, also leaking. Launched and towed her to station, and on the 17th instant delivered her to owner.
Nov. 15	Slp. Jack of Clubs...	.....do.....	Discovered at night on the beach full of water. Bailed her out; ran out anchor and got her afloat; secured her at the station. Delivered her to owner.
Nov. 15	Am. sc. Nettie.....	San Luis, Texas.....	Carried away the jib on the afternoon of the 14th, and anchored 5 miles offshore; set signal. Boarded her, when master asked keeper to shift the topsail to the jib stay. This proving impracticable, keeper obtained from the station a jib on store there, and bent it. Captain then proceeded to Galveston, his destination.
Nov. 15	Br. sc. Flora Emma..	Oswego, Lake Ontario.....	Broke adrift from her moorings and stranded on the beach near the station in the outer harbor. Notified the tug Eliza J. Redford, which became disabled just outside the harbor pier when proceeding to her assistance. Launched the surfboat to assist the tug, but as the latter became a wreck, returned to the station, obtained the beach apparatus, and by its use landed the people on the schooner—the captain, his wife, and son. Succored them at the station. Vessel lost.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893.			
Nov. 15	Am. tug Eliza J. Redford.	Oswego, Lake Ontario.....	When going to the assistance of the British schooner Flora Emma, burst a steam pipe and became a total wreck in consequence. Three of the crew reached the pier in safety, but the captain was lost in the wreckage. On the following day recovered his body and turned it over to the undertaker. (See detailed account under caption "Loss of Life.")
Nov. 16	Catboat; no name..	Shinnecock, New York...	Broke adrift from moorings, drifted across the bay, grounding near the station. Cared for her until she was called for by owner.
Nov. 16	Am. sc. Richard B. Chute.	Short Beach, New York...	Stranded on Jones Inlet Bar, 2 A. M., 2 miles from station and immediately filled. Boarded her at daylight with surfboat and rescued the crew of six men; kept them at station several days then conveyed them to the mainland. Keeper Rhodes, of the Point Lookout Station, also went to the scene with surfboat. Vessel was stripped by wreckers.
Nov. 16	Am. sc. Allie B. Cathrall.	Atlantic City, New Jersey.	Stranded while entering Absecon Inlet. By working the sails in stiff breeze got her afloat and anchored her in good depth of water.
Nov. 16	Am. sc. W. S. Crosthwaite.	Ship Canal, Lake Superior.	Stranded while entering canal in tow of steamer Hiawatha, parting hawser. Ran lines to pier timbers, hove her afloat, and towed her up the canal about 1 mile to a place where the steamer lay awaiting her.
Nov. 16	Am. sc. Rising Star..	Sturgeon Bay Canal, Lake Michigan.	Lying off Ahnapee, Wis., in southeast gale, about 15 miles from the station, and dragging on lee shore. Attempted to reach her with lifeboat in tow of a tug, but head wind and high sea prevented; hired teams and went to her vicinity with appliances, over rough roads at night. On arrival, early in the morning, launched and went alongside, but as the weather had moderated somewhat the master desired only a tug, which the keeper sent for.
Nov. 17	Am. sc. Fred Walton.	Monomoy, Massachusetts.	Lost her head sails in a squall and anchored 3 miles from station; displayed distress signal. Boarded her. At master's request telegraphed for tug, which came and towed her to Vineyard Haven.
Nov. 17	Am. sc. Major Pickands.	Hog Island, Virginia.....	Stranded 4 miles from station shortly after midnight through standing too close along shore. The night was very dark, sea heavy, and wind fresh. Went to her in lifeboat; took in the after sails and manned the pumps until 2 P. M., but the water gained and vessel filled. Next day wreckers took charge and got her afloat, when the tug North America towed her to Philadelphia.
Nov. 17	Am. sc. Glad Tidings.	Grindstone City, Lake Huron.	Anchored 6 miles from station in rough sea, with signal of distress flying; leaking, and crew worn out by pumping. Went to her in lifeboat, arriving just as the steamer Colorado came up and took her in tow for Sand Beach. At master's request placed two surfmen on board, who worked at the pumps on the way down. When near Sand Beach she was given in charge of a tug, and the life-saving crew at that point went on board and pumped until 2.30 A. M., when she was cleared.
Nov. 17	Am. sc. Industry.....	Fort Point, California.....	Dragged anchors. Got under way and tried to work off, but was carried ashore by terrific wind and sea. Ran anchors, which held her head to sea, and prevented pounding on bottom; afterwards ran hawser to a tug that towed her to a place of safety.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893. Nov. 18	Dory; no name.....	Rye Beach, New Hampshire.	While going from Newburyport to Plum Island, Massachusetts, the boatman broke an oar and was carried out to sea on the ebb tide, and drifted all night before a southwest wind. In the morning he was seen and rescued by the Rye Beach life-saving crew who gave him breakfast, provided spare oars, and replenished his supply of clothing. When he was sufficiently refreshed (the wind having hauled meanwhile and moderated) he left the station to pull down the coast to his vessel, the schooner M. L. Wetherell, 13 miles distant.
Nov. 18	Dory; no name.	Manomet Point, Massachusetts.	Having broken an oar, the two young men in her could not manage the boat, and she was drifting seaward. Took her in tow and landed them safely.
Nov. 18	Am. sc. Emily Belle.	Indian River Inlet, Delaware.	Stranded in dangerous place at 3 P. M. Took a lighter as near as possible to her; discharged the deck load, consisting of one hundred barrels of flour and fourteen casks of coal oil, completing the task at midnight. Remained by her, and on the afternoon of the 19th got her afloat and to a safe anchorage.
Nov. 18	Am. sc. J. A. Travis..	Sturgeon Bay Canal, Lake Michigan.	Stranded on a reef 38 miles north of station in a wintry gale and turbulent sea. News of the disaster and situation of the craft was brought to the station by the steamer Menominee, evening of the 17th instant. Engaged the tug J. Evenson, and went to the wreck with apparatus, arriving 3 A. M. Vessel was sheathed in ice. Landed the crew of five men on the beach with surfboat and returned to station. This duty was performed under arduous circumstances. The life-saving crew had been out the whole of the previous night in going to Ahnapee, several miles south of the station, (see case of schooner Rising Star, November 16,) and were therefore already much fatigued. They covered more than 100 miles of distance by land and water in the performance of duty in thirty-six hours.
Nov. 19	Am. sc. Iris.....	North Manitou Island, Lake Michigan.	Ran under the lee of the island in westerly gale and came to, but dragged anchors and drifted toward the mainland; iced up badly; crew exhausted by ceaseless work and exposure for three days. Overtook her with surfboat, hove up the anchors and 75 fathoms of chain with tackles, (the windlass being broken,) worked her to a place of safety near the station, and pumped her out.
Nov. 19	Am. tug Ranger.....	Cape Arago, Oregon.....	In attempting, in conjunction with the tug Liberty, to tow a cigar-shaped raft of piles across the bar, 18th instant, the latter stranded, and the tugs being unable to free her, cut loose. Took soundings around the raft, recovered hawsers and ran them to the tugs, and after several trials on successive days, during which the life-saving crew stood by and rendered all possible aid, the raft was released on the 22d instant, and brought into the bay.
Nov. 19	Am. tug Liberty.....	.....do	Engaged with tug Ranger upon raft. Life-saving crew performed the same service as for that vessel.
Nov. 19	Rowboat; no name..	Fort Point, California.....	Adrift in the bay with piles. Secured both, and next day returned them to owners.
Nov. 20	Rowboat; no name..	Pea Island, North Carolina.	Drifted ashore near the station. Hauled her out and held her for owner.
Nov. 20	Catboat; no name...	Jupiter Inlet, Florida.....	Drifted out of the inlet on the ebb tide; the occupants left her just before reaching the bar and waded ashore. Launched surfboat and recovered her about a mile offshore.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893.			
Nov. 20	Am. sc. John R. Penrose.	Galveston, Texas.....	Misstayed and stranded on channel bank when entering the harbor. Helped take in her sails, then ran line over the stern to wharf and hove her afloat with capstan, after which tug took her inside.
Nov. 20	Fish boat; no name..	Ottawa Point, Lake Huron.	Capsized in the surf, breaking the masts and scattering her gear; two boatmen succeeded in wading ashore and gave up the boat as lost. The life-saving crew, however, launched the surfboat and recovered her and picked up her equipments
Nov. 20	Rowboat; no name..	Muskegon, Lake Michigan.	Capsized when making a landing on the incline in front of the station, throwing out the two men in her, one of whom was a surfman. Threw lines to them from the pier and pulled them out of the water. Recovered the boat.
Nov. 20	Am. tug John Leatham.	Racine, Lake Michigan...	Broke steering gear when entering harbor with the barge Bay State in tow. Notified a tug, which took her inside.
Nov. 20	Am. sc. Bay State....	.....do.....	While in tow of the tug John Leatham, the latter became disabled, causing the towline to part, and the barge to drift against the pier. Ran line to a tug, which came to her relief. Made her fast to the wharf and pumped her out.
Nov. 21	Fish boat I. C. U.....	Bois Blanc, Lake Huron..	Stranded, and pounding hard on rocks in heavy surf. Hauled her upon the beach with tackles.
Nov. 22	Fish boat Sea Gull..	.....do.....	Discovered her aground at midnight. Threw out ballast, and hove her afloat with use of tackle, saving her from total loss.
Nov. 22	Scow; no name.....	Chicago, Lake Michigan..	Adrift in lake. Brought her to station, and gave her in charge of owner.
Nov. 23	Am. sc. Gertrude Browning.	Assateague Beach, Virginia.	Head wind; unacquainted with locality. Piloted her to good anchorage, where she lay until the wind shifted.
Nov. 23	Am. sc. James Andrews.	Aransas, Texas.....	Broke centerboard when crossing the bar; misstayed and stranded. Carried out an anchor with the surfboat, then assisted the crew to heave her clear of the rocks upon which she lay.
Nov. 23	Am. str. John Pridgeon, Jr.	Buffalo, Lake Erie.....	Lying at anchor 8 miles from station, with signals of distress flying, having previously been disabled by severe gale and high sea, which loosened the supports of the boiler, carried away the smokestack, and stove in the cabin; part of her cargo had been jettisoned. Started to her in lifeboat, but, being overtaken by the tug Grace Danforth, accompanied the latter to the scene; placed a surfman on board to assist in handling lines; ran hawser to the tug, which, after slipping the cables, towed her to Buffalo Harbor.
Nov. 24	Am. sc. John W. Fox.	Atlantic City, New Jersey.	Stranded through missing stays. Ran out an anchor, but could not get her afloat. Next day assisted in lightering her cargo of brick, and on the 26th instant got her off and into the harbor.
Nov. 24	Br. ship Parthenope.	Point Adams, Oregon.....	Parted cable in severe southerly gale and drifted upon Desdemona Spit, 1¼ miles northeast of station. Ran line to tug Escort with surfboat; placed pilot on board, and helped heave up her anchor and 65 fathoms of chain. She was successfully floated and taken to a place of safety.
Nov. 24	Piledriver; no name.	Humboldt Bay, California.	Slid from its track on the trestlework of the north jetty, which was broken down by the sea, and drifted upon the channel bank. Launched the surfboat, and ran line from the wreck to a tug, which towed wreckage with the boiler and donkey engine into the bay where they sank. They were subsequently recovered.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893.			
Nov. 25	Am. sc. Louisa Reed.	Chatham, Massachusetts.	Anchored in dangerous place at night inside the bar, where the seas were breaking. Helped get her under way, and piloted her out beyond the danger line.
Nov. 25	Am. sc. Franklin.....	Monomoy, Massachusetts.	In attempting to sail through light-house channel, grounded upon a shoal at high water, 1.30 P. M. Boarded her and remained throughout the night; threw overboard 30 tons of paving stones and endeavored to get her afloat, but she began to leak beyond the capacity of the pumps to keep her free, and it was found necessary to abandon her. Landed the crew of six persons, with their baggage, and maintained them several days at the station. The captain remained eight days, until the vessel had been stripped by the wreckers.
Nov. 26	Am. sc. Ethel Maud.	Chatham, Massachusetts.	Stood in near the station and landed the cook, who was ill with rheumatism. Transported him to the railway station, where he took the train for Boston, his home.
Nov. 26	Am. sc. Ella May...	Point Judith, Rhode Island.	Captain wished to place on board two anchors belonging to the schooner East Wind. Assisted in doing so with surfboat.
Nov. 26	U. S. st. launch Sand Beach.	Pointe Aux Barques, Lake Huron.	Wished to ascertain the course to the sunken steamers Albany and Philadelphia, wrecked November 7. Directed the master how to steer to reach them.
Nov. 27	Sailboat; no name..	Point of Woods, New York.	Stranded; three boatmen came to the station at 9 P. M. and reported the accident. Floated the raft and anchored her in safe place. Sheltered the men at the station for the night.
Nov. 27	Skiff; no name.....	Cold Spring, New Jersey.	Drifted ashore. Secured her at station and three days later delivered her to owner.
Nov. 27	Slp. yt. Sea Gull.....	Cape May, New Jersey...	Steering gear out of order; parted main sheet; anchored in the breakers to avoid stranding. Repaired sheet and towed her out; made sail and took her into Delaware Bay and moored her at the jetty.
Nov. 27	Slp. Nil Desperandum.	Galveston, Texas	Parted cable while at anchor and stranded on Pelican Island, night of 24th instant. At owner's request got the sail from a point on shore; went to her and got her afloat; bent the sail, when the master sailed her into Pelican Cove and anchored.
Nov. 28	Am. sc. Eliza B. Emory.	Chatham, Massachusetts.	Stranded 4 miles from the station. Brought ashore the captain, who communicated with the owners and engaged tug and wrecking party. She was floated December 3d. The Monomoy life-saving crew also boarded her same date.
Nov. 28	Am. sc. Louise H. Randall.	Smiths Point, New York.	Shifted cargo of coal and became unmanageable in southeast gale on the evening of the 27th. Early next morning anchored three-quarters of a mile east of station, but being water-logged sank outside the bar 650 yards from the beach in 5 fathoms of water. Crew of eleven persons, one of whom was the captain's wife, took to the rigging. The tremendous surf prevented boat service. Attempted to establish line communication with her by means of the Lyle and Hunt guns and the Cunningham rockets, but she lay beyond range. At sunrise on the 29th launched the surfboat and pulled out to her, arriving while the crew were being taken off by a boat from the steamer I. J. Merritt. Having split surfboat's garboard in going off, the life-saving crew took passage on the steamer for New York, whence they returned to the station on the 30th, the boat following by freight.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893.			
Nov. 28	Am. sc. Ogarita.....	Middle Island, Lake Huron.	Sprung a leak and became water-logged; arrived at anchorage in the afternoon and signaled for assistance. Landed the master at the station, where he telephoned to Alpena for provisions and workmen, and sent dispatches to owners. After placing captain on board rowed to the mainland, 4 miles away, and got supplies and three persons who had come from Alpena; returned to the vessel and with these laborers manned the pumps throughout the night, getting the vessel free in the morning, the exhausted sailors having slept meanwhile; obtained oil from another vessel for her, when she left the anchorage in tow and continued her voyage.
Nov. 28	Am. str. John Plankinton.	Kenosha, Lake Michigan.	Rudder lost and shoe broken; disabled and displaying flag of distress 3 miles offshore. Sent telegrams for tugs at master's request; then stood by her until revenue steamer Johnson and tug Edward Gillen took her in tow.
Nov. 29	Br. sc. Ethel Granville.	Hunniwells Beach, Maine.	Dismasted offshore in heavy gale 28th instant; drifted slowly toward Bald Head—4 miles distant from station and hidden from it by intervening objects—near which let go both anchors just outside the breakers. Fishermen landed the crew; accompanied the tug to her, ran lines and slipped cables; tug took her to Bath for repairs.
Nov. 29	Schooner; name unknown.	Cape Fear, North Carolina.	Three-masted schooner, supposed to be the Genevieve, sunk 12 miles from station. Saved two gaff topsails and some blocks. Searched in the vicinity for the crew, but found no one.
Nov. 29	Am. sc. Wonder.....	Grand Haven, Lake Michigan.	Driven ashore on the 22d instant, 7 miles south of station. Accompanied tug to her in surfboat and lightered two-thirds of the cargo of staves, but on account of rising sea returned to station without getting her afloat. She was left on the beach through the winter, being launched in the spring.
Nov. 29	Am. sc. Three Bells..	Milwaukee, Lake Michigan.	Dismasted and drifting in the lake 2 miles away. Placed four surfmen on board, who aided the crew of two persons, a man and boy, in getting her into her harbor.
Nov. 29	Am. sc. Myrtle Camp.	Two Rivers, Lake Michigan.	Standing down the lake with flag at half-mast about 1 mile offshore. Went to her in surfboat and at master's request sent out a tug which brought her into the river.
Nov. 30	Am. sc. Halstead.....	North Manitou Island, Lake Michigan.	Stranded in snowstorm, 3 miles away. Ran hawser to steamer having her in tow, which immediately pulled her afloat.
Dec. 1	Am. tug C. E. Benham.	Middle Island, Lake Huron.	Signaled for a pilot when 3 miles from the station; had two schooners in tow, one of which was in danger of sinking. Took her to anchorage, but as schooner could not be repaired there, piloted the tug with disabled consort in tow to False Presque Isle Harbor; carried men between the tug and schooner, and when the latter was ready to proceed, piloted the tug and her consorts through the difficult portion of her course to Alpena, Mich.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893.			
Dec. 1	Br. sc. George Mortimer Neelson.	Middle Island, Lake Huron.	While in tow of the tug C. E. Benham, the steam pump on board failed to work and the vessel became water-logged, badly iced up and in danger of capsizing. Assisted in righting her by tackles from the masthead to the dock, carried the engineer of the tug on board in surfboat, and gave material aid, extending over a period of twenty-three hours, in getting vessel in condition to continue her voyage to the southward. This vessel had been wrecked, in 1892, on Lake Superior, and was en route for Port Huron, Mich., for repairs.
Dec. 2	Br. sc. Lucerne.....	Cranberry, Isles, Maine...	Stranded in the evening on the southeast point of Bakers Island, 2 miles from the station. Discovered her in the morning and went on board, finding her full of water and abandoned. Saved the effects of the crew and stripped the vessel of blocks and rigging. Crew landed on Mount Desert Island, about 15 miles away, in their own boat. On December 9 they came to the station, where their property was turned over to them.
Dec. 2	Am. sc. Dorcas Jane.	Little Kinnakeet, North Carolina.	Stranded in Pamlico Sound. Ran out an anchor, then brought the two men, who were on board, to the station. Vessel floated December 6, when the crew boarded and sailed her to safe anchorage.
Dec. 2	Br. str. Wetherby...	Cape Hatteras, North Carolina.	Stranded on Outer Diamond Shoal, 12 miles offshore and became a total wreck. Notified the adjacent stations of Creeds Hill and Big Kinnakeet by telephone, then set out for her in surfboat; found her listed to starboard and filling rapidly. Crew of twenty-four men abandoned her in surfboat and two of the ship's boats, taking part of their effects, each of the ship's boats being in charge of a surfman placed on board by the keeper. Soon after leaving the vessel met the Creeds Hill crew, who took one of the ship's boat with thirteen men in tow, landing them with surfboat when the shore breakers were reached. The Cape Hatteras crew conveyed the other boat to within 3 miles of the shore, when the surfboat from Big Kinnakeet Station met them and took charge, landing the sailors in safety. Cared for the twenty-four mariners at Cape Hatteras and Creeds Hill stations until the 6th instant, when they were transferred from Durants Station to the schooner Lizzie S. James, which carried them to Norfolk. [See letters of acknowledgment.]
Dec. 2	Am. sc. Charles P. Minch.	Sheboygan, Lake Michigan.	Parted towline off Two Rivers, Wisconsin, and being left to her own resources, anchored off Sheboygan, 1 mile out. When discovered through the haze, went out to her with a tug, finding her iced up badly and crew suffering from the intense cold. Hove up her anchor and the tug then took her inside. Three surfmen were severely frostbitten in this work.
Dec. 3	Am. sc. Stephen Morgan.	Cape Elizabeth, Maine. ..	Anchored 6 miles from the station in dangerous position near rocks and displayed signal of distress. Telephoned to Portland for a tug, then pulled to schooner in surfboat. Cleared ice from her, and when the tug came helped get the anchors and stood by until she was out clear of danger.
Dec. 3	Am. sc. James A. Gray.	Fletchers Neck, Maine...	Anchored in an unsheltered locality where the master was afraid of parting his cables. Got the vessel under way and piloted her into a secure harbor.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893.			
Dec. 3	Sip. Theresa.....	Brazos, Texas.....	Dragging toward the beach. Boarded her and let go an anchor which prevented stranding.
Dec. 3	Am. sc. Hunter Savidge.	Sand Beach, Lake Huron..	Stranded in easterly snowstorm 5 miles north of station, where the master scuttled her. Went to the scene through snowdrifts with surfboat, and after a hard struggle with ice floes and high surf boarded her. Landed the master and pilot, who wished to obtain tugs. On the following afternoon accompanied the tug Sand Beach, belonging to the United States Engineer Department, to her in lifeboat; pumped her out and assisted in getting her into deeper water, where a large tug took charge and towed her to Sand Beach. The lifeboat took a line from the schooner, but the latter broke adrift from the tug twice, seriously endangering the life-saving crew and damaging their boat by collision. The lifeboat then proceeded to the station under oars, arriving at 3 A. M., three hours later than the tow, after a protracted contest with an adverse wind and a rising sea. [See letter of acknowledgment.]
Dec. 3	Am. str. F. W. Wheeler.	Michigan City, Lake Michigan.	Stranded, and wrecked in a blinding snowstorm, at 3 A. M., 3 miles from station. Keeper engaged teams and snow plows to clear the road, and took the surfboat to the scene. Launched from ice floes forming a sea wall on the lake shore and went alongside. Telegraphed to Chicago for tugs at master's request. About noon the steamer began to break up and filled. Again launched surfboat from the top of ice piled 10 feet high on the beach, and after battling with heavy breakers reached her, and in two difficult trips, in a confused and dangerous sea, took off the crew of sixteen men. The subsequent efforts of the wreckers, and the life-saving crew, lasting several days, to lighter and float the vessel proving futile, she was abandoned to the underwriters.
Dec. 4	Am. sc. Frank Hitchcock.	Brazos, Texas.....	Aground. Informed the agent of the Rio Grande Railway Company of her situation, and, as she could not be floated, assisted wreckers in stripping her.
Dec. 4	Am. tug Ivy M. Leathem.	Bois Blanc, Lake Huron..	Brought master of Poes Reef Light-Ship to station, who asked keeper to assist in heaving up her anchors. Went to the vessel and hove short, when the anchors were slipped, and the tug took her to winter quarters at Cheboygan, Mich.
Dec. 4	Rowboat; no name..	Racine, Lake Michigan...	Adrift with raft of timbers. Recovered and returned them to the workmen on north pier, from which they had broken away.
Dec. 4	Barge Sheldon.....	.....do	While entering harbor in tow of the tug Welcome, brought up on a shoal. Life-saving crew stood by while tug pulled her off, then assisted in mooring her.
Dec. 5	Br. shp. Jason.....	Pamet River, Massachusetts.	Totally wrecked on Cape Cod, half a mile north of station, during violent storm and intense darkness. Crews of Highland and Cahoons Hollow stations joined the Pamet River crew at the scene, but all possibility of aiding the mariners, beyond the sole survivor who was found wandering on the beach, was defeated by the early destruction of the ship. Twenty-four lives were lost. Nineteen dead bodies were recovered and given decent burial. [See full account of disaster under caption "Loss of Life."]

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893.			
Dec. 5	Am. sc. Wm. G. R. Mowry.	New Shoreham, Rhode Island.	Stranded during snowstorm, 4 miles from station. With the beach apparatus landed the crew of six men in safety; cared for them at station several days.
Dec. 5	Br. str. Asphodel.....	Rehoboth Beach, Delaware.	Stranded at 5 A. M. Notified the Maritime Exchange at Lewes, and summoned the adjacent crews by telephone, then went to the scene with the breeches buoy gear. Fired a line over her, but, as the crew did not haul it off, launched the surfboat and pulled alongside. Master refused to land, but requested the life-savers to set up the apparatus and stand by him. The Indian River Inlet crew having arrived on the beach, manned the shore end while the Rehoboth Beach crew set up the hawser on board. Sent off the life car. Both crews stood by her through the night, and the Cape Henlopen crew also came to the scene a few hours during the day. On the following morning the weather had moderated, making the conditions favorable for the operations of the wreckers who had responded promptly to the keeper's message. Assisted in lightering 400 tons of sugar; she was successfully floated on the 10th instant but little damaged.
Dec. 5	Am. slp. Prohibition.	Metomkin Inlet, Delaware.	Having been swept out of his course when crossing the inlet at night, the master beached her. Boarded her at daylight when discovered; ran out anchors and took the crew of three men to the station and gave them food and dry clothing. On the 8th instant got her afloat, slightly injured, when she proceeded on her way.
Dec. 6	Nor. bk. Faust.....	Lewes, Delaware	Dragged out to sea from anchorage; stranded on Hen and Chickens Shoal; filled and capsized. Crew of thirteen men abandoned her in two boats and landed on Delaware Breakwater at night, one of the boats being crushed. In the morning life-savers brought the sailors to the station, towing their remaining boat, and succored them one day.
Dec. 7	Am. str. Morgan.....	Brazos, Texas.....	Owing to light winds and flood tide, the pilot boat was unable to go outside. Launched surfboat and took the pilot out to her, sounding the channel over the bar on the way. Steamer was brought inside on the 8th instant.
Dec. 7	Shanty boat; no name.	Louisville, Kentucky.....	In danger of going over the falls with three men on board. Launched boat and brought her into safe water.
Dec. 8	Am. sc. Abby L. Dow.	Hereford Inlet, New Jersey.	Stranded. Boarded her at 2 A. M., but being unable to float her, landed the captain, who telegraphed for tug; when it came, assisted in running out an anchor and heaving. This proving futile, put the crew on board the tug. On the following day renewed the efforts to float vessel, but as they were ineffectual, and adverse conditions set in, landed the crew in surfboat; on the 10th instant, helped strip her. Crew of Tathams Station also boarded and worked on vessel the day she stranded.
Dec. 11	Am. sc. Martha C...	Quoddy Head, Maine.....	Split her jib and anchored. Dispatched a surfman for a tug, but the latter did not go out to the vessel. Next day, boarded her, sewed up the jib, hove up her anchors, and got her under way for Lubec.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893.			
Dec. 11	Am. sc. Westerloo..	Cape Elizabeth, Maine....	At anchor with sails blown away; tug alongside; signaled for assistance. Hove up her anchors and accompanied her to Portland, where she anchored; cleared up her decks.
Dec. 11	Am. sc. Alice B. Cathrall.	Atlantic City, New Jersey.	Stranded while entering Absecon Inlet. Ran out an anchor and hove taut; next day floated her.
Dec. 11	Am. str. F. and P. M., No. 3.	Milwaukee, Lake Michigan.	Stranded during gale and thick snowstorm at 5.30 A. M., on the shore of Whitefish Bay, 7 miles north of station. Life-saving station having gone out of commission the day before, on account of the close of navigation, keeper collected a volunteer crew and went to the scene with boat and beach apparatus. Although the ice floes were piled on the shore 10 feet high, and the surf rolled in masses on the beach, launched surfboat and went alongside; landed two women. Afterwards with difficulty effected communication by means of the beach gear and sent off a surfman in the breeches buoy, who assisted ten passengers into it for passage to the shore. Captain and crew of the steamer remained on board. The weather having improved next day, several vessels came to the scene and succeeded in getting her off. The life-saving crew assisted in this by transferring wrecking party to and from her in surfboat, running lines, etc. [See letters of acknowledgment.]
Dec. 12	Am. sc. Olive Elizabeth.	Fletchers Neck, Maine....	Anchored in Wood Island Harbor, near rocks, and set signal for assistance. Found her iced up badly with sails split and boat gone. Got her under way and piloted her into Biddeford Pool, where made her fast to the wharf.
Dec. 12	Sloop Maggie.....	Jupiter Inlet, Florida.....	Capsized on the bar at night; occupants waded ashore. Recovered the sloop and such effects as were obtainable and turned them over to owner.
Dec. 13	Am. sc. Fleetwing...	Coskata, Massachusetts...	Dragged into the breakers at night; crew landed in their own boat, and were found by the patrolman, who brought them to station; sheltered them one day. Vessel bilged, and, being laden with lime, burned up.
Dec. 13	U. S. Light-house str. Thistle.	Hog Island, Virginia.....	Stranded while entering inlet, but freed herself just before life-saving crew reached her. Keeper took charge and piloted her to a safe anchorage.
Dec. 14	Am. sc. Catharine...	Chatham, Massachusetts..	Anchored 5 miles from the station, with distress signal flying. Found her short of provisions and the captain disabled with rheumatism. Got her under way and sailed her over Nantucket Shoals, where a tug took her in tow to Hyannis. The life-savers returned to the station from that point, after an absence of thirty-two hours.
Dec. 15	Am. sc. A. Baker.....	Knobbs Beach, Massachusetts.	Stranded in dangerous situation, where she was considerably damaged by drift ice. Assisted to float her and piloted her to a secure place, where, at master's request, ran her aground on mud flats, at the mouth of a creek, to remain for the winter.
Dec. 16	Flatboat; no name..	Velasco, Texas.....	Owner came to the station at 4 A. M. and reported his boat sunk with a load of oysters. Provided him with dry clothing, and, after sunrise, raised his boat.
Dec. 17	Am. sc. Lizzie H....	Cold Spring, New Jersey..	Stranded on the 16th instant in thick weather, 6½ miles at sea, while in tow of tug Herald, and became a total wreck. Crew were saved by the tug. Boarded her this date; recovered compass and other articles, which were shipped to owners January 10, 1894.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893.			
Dec. 19	Br. sc. Lilloet.....	Cranberry Isles, Maine...	Stranded about half past 3 A. M. Captain lowered his yawl, which stove against her. Pulled out in surfboat, but finding it too rough to go alongside called the crew of four men out on the jib boom, whence they were taken into the boat and landed in safety. Succored them at the station. Three days later ran hawser to tug, which towed the wreck to place of sale.
Dec. 21	Am. sc. Glide.....	White Head, Maine.....	Surging against wharf in gale. Ran hawser to a mooring buoy; hauled her out clear, then brought her to anchor.
Dec. 21	Am. sc. Patriot.....	.....do	Stove against wharf in rough sea, causing leak. Ran hawsers, clapped on tackles, and hauled her clear of wharf; then shifted deck load and listed her over so as to bring the leak above the water line, after which pumped her out and tended hawsers until the gale abated.
Dec. 21	Am. str. Edna.....	San Luis, Texas.....	Anchored 6 miles from station; short of fresh water for steaming purposes. Filled a large cask and placed it on board, when she got up steam and proceeded.
Dec. 21	Rowboat; no name..	Cape Arago, Oregon	Bottom up, embedded in sand. Sent out surfmen, who recovered and brought it to station; three days later turned it over to owner.
Dec. 23	Am. sc. William Deming.	Quoddy Head, Maine.....	Set signal for tug. Boarded her and transported the captain to Lubec, where he engaged a tug to take her through the narrows into harbor.
Dec. 23	Am. sc. Hattie Turner.	Hunniwells Beach, Maine.	Wrecked 4 miles from station through stranding on rocks in thick weather. Crew of seven men abandoned her in yawl, which was seen approaching the coast by patrolman. Met yawl with surfboat and brought her safely to station, where sheltered the sailors two days, and furnished them dry clothing. Weather continued stormy and seas rough; the vessel broke up, and, with cargo of shingles, became a total loss. [See letter of acknowledgment.]
Dec. 23	Slp. Caroline	Galveston, Texas	Stranded in channel when going to Galveston; set signal. Went to her in surfboat, and with her own and the station anchor hove her afloat.
Dec. 26	Skiff; no name.....	Manistee, Lake Michigan.	Drifting downstream with a nine-year-old boy clinging to the painter. His cries were heard by the keeper, who plunged into the icy water and swam to him, lifted him into the boat, and got him safely ashore. In attempting to launch and get into the boat the boy had been accidentally precipitated into the river.
Dec. 27	Am. sc. Nulato.....	Point Allerton, Massachusetts.	Misstayed and stranded, causing leak. Ran hawser to tug, by which she was floated.
Dec. 27	Am. sc. Lizzie Bell..	Little Egg, New Jersey...	Stranded. Assisted by Little Beach crew, succeeded after hard work in carrying out an anchor with hawser attached. On the following day, by the united efforts of the two life-saving crews, hove her afloat and got her to a safe anchorage.
Dec. 28	Am. sc. Fannie Brown.	Cape Henry, Virginia.....	Stranded. Sent telegram for master. Ran out kedge, hove taut, and at 10 P. M., on high water, got her off.
Dec. 28	Am. sc. Marion.....	Fort Lauderdale, Florida.	Stranded in New River Inlet, 27th instant. Master came to the station for help. Keeper carried out an anchor, cut away a snag upon which the vessel lay, and when she floated clear on the flood tide, piloted her inside.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1893.			
Dec. 29	Am. sc. Martha.....	Aransas, Texas.....	Becalmed while leaving harbor, lost steerage way and drifted close to a sand spit, where the anchors were dropped under foot. Planted an anchor and manned the windlass, warping her away from the shoal; a light breeze sprang up, enabling her to return to port.
Dec. 30	Am. sc. Kate McClintock.	Hunniwells Beach, Maine.	Stranded on Popham Beach. Pumped her out, ran kedge and got her afloat. As the pumps were inadequate to keep her free, sailed her into the Kennebec River and beached her. Worked her close in, discharged the cargo of wood, and hauled her up where the leak could be repaired, then took her to a place of safety. Engaged till January 4 in this service. [See letter of acknowledgment.]
Dec. 30	Skiff; no name.....	Galveston, Texas.....	Broke painter and drifted toward rocks. Overhauled and brought her to station and next day turned her over to the owner.
Dec. 30	Ice boat; no name..	Grindstone City, Lake Huron.	Fast in the ice. Recovered mainsail, a staysail, and a spar. Stored them at station in the interest of the owner.
1894.			
Jan. 2	Sloop; no name.....	Cranberry Isles, Maine...	Broke adrift while loading lumber near station; dragging ashore. Carried out an anchor in time to prevent her striking. She then got under way and proceeded to her destination.
Jan. 4	Skiff; no name.....	Louisville, Kentucky.....	In danger above cross dam of Falls of the Ohio, toward which she was rapidly drifting with her four occupants. Towed boat and inmates to station.
Jan. 5	Am sc. E. F. Willard.	Davis Neck, Massachusetts.	Mistook Ipswich Light for that of Cape Ann, and stranded on the bar at night; her crew of fourteen men came ashore in four dories, east patrol meeting three of the men on the shore and bringing them to station. Keeper set an extra patrol and placed lanterns on beach for guidance of boats in landing. Seven more of vessel's crew were found shortly afterwards, and, together with the three previously discovered, were provided with dry clothing and succored at station until morning, the remaining four being cared for at Ipswich Light-House, at which they had landed. On 6th, pulled out to schooner, but found her full of water, with seas making a clean breach over her. Crew of Knobbs Beach Station also came alongside in surfboat, but were unable to board vessel on account of rough sea. She was floated on the 9th and towed to Portland for repairs.
Jan. 5	Am. tug. Alexander Barclay.	Long Branch, New Jersey.	Stopped off station and signaled shore, mistaking Long Branch for Ocean Grove, whither she was bound with some spars in tow. Boarded her and directed master to place of destination.
Jan. 6	Ducking boat; no name.	Muskegon, Lake Michigan.	Filled while occupant was picking up some decoy ducks which he had placed near ice floes along shore. The sea being rough and the water very cold, the man was in danger of perishing. Rescued him and hauled boat out on ice.
Jan. 7	Am. bg. Nettie.....	Little Island, Virginia.....	Stranded during thick and stormy weather, becoming a total loss. Landed safely through the heavy surf her crew of nine men, and succored them at station. On following day brought ashore personal effects and transported six of crew to Virginia Beach; also transferred to and from wreck agent of wrecking company. Crews of False Cape and Dam Neck Mills stations arrived at scene of wreck just after crew were landed, and assisted in transporting surfboat to station. [See letter of acknowledgment.]

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
Jan. 8	Am. sc. Maria Pierson.	Bayhead, New Jersey.....	In collision with schooner Frank Vanderherchen; badly damaged, having carried away fore-topmast, jib boom, and part of fore rigging. On boarding the Pierson, found her leaking, with nearly 3 feet of water in her hold. Attempted to bring leaks above water by manning pumps while her own crew threw overboard cargo, but, finding after working two hours that water was gaining on them, engaged tug to tow schooner to New York for repairs.
Jan. 12	Am. sc. Alice Raymond.	Cranberry Isles, Maine..	Parted moorings in northwest gale and went on the beach. Boarded her, but could do nothing until wind moderated. On 14th, pumped her out, carried out an anchor and tried to float her, failing, however, on account of insufficient tide. Next morning (15th), hauled her off and recovered anchor which she had lost when she stranded.
Jan. 12	Am. sc. Laura E. Messer.	Monomoy, Massachusetts.	Struck on Pollock Rip during previous night and sprung a leak; water gaining on pumps, master was forced to run her on Bearse Shoal. At daylight sighted her signal of distress, launched surfboat and rescued her crew of seven men; after a severe pull against adverse wind and sea, landed them safely at station, caring for them there for three days. Went out to schooner on 14th to recover personal effects of crew, but found her breaking up and everything of value washed away. Transported crew to Chatham on 15th, whence they secured free transportation to their homes.
Jan. 12	Sharpie; no name..	Green Run Inlet Maryland.	Parted mooring line and drifted alongside bank; no one on board. Towed her into creek near station and secured her, thereby saving her from destruction. On 18th, turned her over to owner.
Jan. 12	Catboat Rain Bow..	Biscayne Bay, Florida.....	Sprung a leak on 8th instant; two occupants ran her aground 20 miles north of station to prevent sinking. On this day some wreckers brought the two men to station; after furnishing them with breakfast, keeper took them to Lemon City to procure assistance in making repairs, and helped haul boat up on beach for that purpose.
Jan. 12	Pile driver; no name.	Point Adams, Oregon.....	Broke adrift. Ran her line to a pile, 200 yards distant, and moored her securely.
Jan. 13	Am. sc. Ella B. Kimball.	Monomoy, Massachusetts.	Parted chains in gale and drifted ashore. Service by boat was rendered very difficult by the ice which lined the beach, but, by using planks, crew hauled surfboat out where ice was thin enough to break through with oars and succeeded in pulling alongside schooner. Landed her crew of six men at station and when gale abated, on following day, put them back on board. She was floated on the same day (14th) and towed to Hyannis.
Jan. 12	Am. sc. Minnie C. Taylor.	Coskata, Massachusetts...	Parted cables in heavy gale and stranded, becoming a total wreck. Life-saving crew followed vessel with beach apparatus as she drifted along the shore, arriving opposite her just after she struck. Rescued with breeches buoy her crew of five men, who were in great danger of being swept overboard by the violent seas; took them to station and succored them there.
Jan. 13	Am. tug Cygnet.....	Cuttyhunk, Massachusetts.	Unable to land at island to disembark passengers and take on board United States mail, a northwest gale prevailing. Brought ashore master and six passengers; on her departure put master and mail on board.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
Jan. 13	Am. sc. May Williams.	Napeague, New York.....	Struck on outer bar during night. Boarded her and took ashore messages for master. At daylight, assisted by crew of Amagansett Station, carried out an anchor and warped her afloat.
Jan. 13	Am. str. Dispatch...	Coquille River, Oregon....	Stranded on flats in river. Planted an anchor in deep water and made an unsuccessful attempt to heave her off; then ran lines for a tug in the channel, but steamer's bits would not stand the strain necessary to release her at that stage of the tide. In afternoon, when water rose higher, again passed lines for tug, which succeeded in hauling the vessel afloat.
Jan. 16	Am. sc. Fannie J. Bartlett.	Hither Plain, New York..	Stranded at 4.30 A. M. in thick foggy weather. Helped run anchor to prevent her going further ashore; sent dispatch for tug. Shortly afterwards, crew of Napeague Station assisting, brought ship's company to station on account of threatening weather, and succored them there until afternoon, when it moderated, then placed them on board and made an unsuccessful effort to release schooner. At this juncture a tug arrived and took charge of the work, and life-saving crew left for station, but before arriving there were recalled by schooner and found tug had abandoned the attempt to float her. Again brought crew to station and cared for them. Went out on 17th, 18th, and 19th instants but could do nothing, as the seas were sweeping her decks continuously, causing her final destruction. On 23d, removed to shore all articles of value left on board. Crew of Napeague Station also pulled out to wreck on 18th, but could render no assistance.
Jan. 16	Am. sc. Joseph F. Loubat.	Amagansett, New York...	Stranded at 4.30 A. M. during foggy weather. Carried out an anchor astern and hove a strain on windlass to prevent her driving higher up on the beach. Assisted by crew of Napeague Station, landed and hauled boats out on shore and brought to station ship's company with their effects. After providing them with breakfast, again went out to schooner and endeavored to warp her off, but the anchor proved too light and came home. On following day sent to hospital one of her crew, who had fallen from aloft and broken his leg. On 20th schooner was floated by wreckers and towed to New York.
Jan. 17	Sloop; no name.....	Lewes, Delaware.....	Anchored close inshore during night; parted her cable at high water and drifted on the beach. Patrol brought her crew of three men to station, where they were suitably provided for. In afternoon calked seams and launched her off the beach, but, being old and rotten, she began leaking so fast that her crew were forced to run her ashore and abandon her for lost. Keeper procured them transportation to their homes at reduced rates.
Jan. 17	Skiff; no name.....	Jupiter Inlet, Florida.....	Drifted out to sea. Towed her into inlet and delivered her to owner.
Jan. 17	Skiff; no name.....	Charlotte, Lake Ontario..	Swamped and capsized, drowning two of her four occupants; the remaining two were rescued by a man who was on the beach at the time of accident. The casualty, occurring 4 miles from station and during inactive season, was not known by keeper until later in day, when owner requested assistance to recover his boat. Went out with two volunteers; found and towed skiff to station. Searched all the following day for bodies of drowned, but failed to find them.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
Jan. 17	Fishing boat; no name.	Fort Point, California.....	Capsized. Hastened to her assistance, but another boat, near at hand, reached her first and rescued owners. Life-saving crew took boat in tow and prevented her from drifting on the beach, holding her against the strong current until tug arrived and towed her into harbor.
Jan. 17	Fishing boat; no name.	.....do.....	Capsized by squall; drifting ashore bottom up. Made fast to boat and kept her from going on the beach, but being unable to make headway against strong tide, signaled for tug and on her arrival turned boat over to her.
Jan. 20	Coal barge; no name.	Metomkin Inlet, Virginia.	Wrecked; drifted ashore with a hoisting engine and a capstan on board. Saved engine and capstan and advertised for owner.
Jan. 22	Br. str. Andes.....	Little Beach, New Jersey..	Stranded during fog; heavy sea running. After an unsuccessful attempt to launch surfboat, transported it to a point further up the beach where surf did not break so high, and succeeded in pulling out to steamer. While alongside, one of ship's boats, having on board a member of the crew, capsized and went adrift. Life-saving crew rescued the man, and put him on board ship. Transferred to Brigantine Beach two passengers who were anxious to land. Crew of Little Egg Station reached vessel a few minutes before crew from Little Beach and carried ashore dispatches for master. Steamer was released by tugs on the 24th and towed to New York.
Jan. 22	Br. str. Rappahanock.	Cape Henry, Virginia.....	Disabled steering gear and stranded during night. Mate and five seamen came ashore in ship's boat to telegraph for assistance, but on attempting to return were unable to get out through the heavy surf. Keeper of Seatack Station took charge of their boat, and, with assistance of station crew, succeeded in getting it through the breakers and out to the steamer; transported agents of underwriters to vessel and carried messages, assisting until she was floated by wreckers on the 24th. [See letter of acknowledgment.]
Jan. 22	Nor. bk. Clythia.....	Wash Woods, North Carolina.	Stranded on Pebble Shoal during foggy weather; heavy surf running, making boat service impossible. After a hard struggle along the beach, life-saving crew arrived opposite bark with apparatus cart and fired a shot over her as she lay (300 yards from and head on to shore); crew of False Cape Station then reached scene and helped land her crew of seventeen men and their personal effects with breeches buoy. Provided for ship's company at station, sending nine of them to Norfolk on 25th. Succored remainder of crew and agents for underwriters and wrecking company until 28th, on which date, sea moderating, transferred them to vessel. Employed in transmitting messages for wrecker until February 1, when the Clythia was abandoned on account of stormy weather, the crew being cared for at station until February 6, when they departed for Norfolk, giving up the bark for lost. Saved and sold at auction all articles of value remaining on the wreck and turned the proceeds over to master, at whose request the sale was made.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
Jan. 22	U. S. str. Manzanita..	Shoalwater Bay, Washington.	Assisted steamer to place buoys on bar and inside bay, working two days.
Jan. 23	Slp. Mattie S.....	Gilberts Bar, Florida.....	Wrecked in breakers on 22d, at a place invisible from station; crew of two men rescued by a schooner near at hand. Keeper went to scene and assisted the two men to strip wreck; then brought them to station and furnished them with food, clothing, and shelter. On 24th secured them free transportation to Jupiter.
Jan. 24	Am. sc. Maud B. Wetherell.	Jerrys Point, New Hampshire.	Stranded through inability to distinguish light at entrance to harbor during foggy weather, afterwards springing a leak. Boarded and pumped her out; when flood tide made helped get her afloat and piloted her to good anchorage. Next day she proceeded to Gloucester for repairs.
Jan. 24	Am. slp. Josie Smith.	Wallops Beach, Virginia..	Stranded in fog; signaling for assistance. On boarding sloop, found her with 2 feet of water in her hold and settling in the sand so fast as to make it impossible to save her. Landed her crew of three men, with their effects, and at low tide stripped wreck of everything of value. Succored crew at station until following day, when they were conveyed to their homes.
Jan. 25	Am. sc. R. P. Chase..	Hunniwell's Beach, Maine.	Misstayed and stranded. Boarded vessel, but finding her lying in an easy position and in no immediate danger, returned to station and telegraphed to Bath for a tug, which released her on flood tide.
Jan. 25	Sailboat; no name..	Morris Island, South Carolina.	While returning from Sullivans Island on 22d instant, whither keeper had gone for supplies on day before, boat was struck by a sudden squall and capsized, drowning keeper and three men whom he was bringing to Morris Island with him. This occurring at dusk and at a place invisible from station, life-saving crew were in ignorance of accident until word was brought them on this date. Went out, and, after searching four days, recovered and delivered to relatives of deceased the bodies of keeper and one of the men, the bodies of the other two having been recovered on the 23d by some fishermen. Launched boat off the marsh and returned it to owner, from whom keeper had borrowed it.
Jan. 26	Bark; name unknown.	Shoalwater Bay, Washington.	Dangerously near the beach at daylight with signal set for tug. Notified tug J. M. Coleman which towed her out clear of the shore, toward which she had drifted during the calm that prevailed in the night.
Jan. 30	Skiff; no name.....	Louisville, Kentucky.....	Drifting toward the Falls of the Ohio with two small boys on board. Towed boat and occupants ashore.
Jan. 31	Am. sc. James Dyer.	Burnt Island, Maine.....	Carried away mainmast head, forcing her to come to off station. Assisted to send down main topmast and to clear up wreckage. Rigged tackle between foremast and mainmast to prevent latter from going over the stern; then bent mainsail and enabled her to proceed to Portland.
Jan. 31	Am. sc. Gen'l J. L. Selfridge.	Cobbs Island, Virginia.....	Mistook buoy and stranded on Carters Bar. Planted anchor in deep water, and at high tide hove her afloat.
Feb. 1	Am. sc. Etta M. Barter.	Cape Fear, North Carolina.	Struck on Frying Pan Shoals and sprang a leak; sailed in toward station and set distress signal. Boarded her; at master's request went to Southport for tug, which towed her into port.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
Feb. 2	Am. sc. Maggie Hurley.	Chatham, Massachusetts.	While off Race Point on voyage to the northward broke foregaff, and was driven back down the coast in consequence. Went alongside in surfboat. Master wished report made to owners, which the keeper did.
Feb. 4	Skiff; no name.....	Chester Shoal, Florida.....	On the beach, 4 miles from station, badly damaged. Brought her to station and secured her for owner.
Feb. 5	Am. sc. Matilda D. Borda.	Coskata, Massachusetts...	Got dangerously near shoals in snow squalls and anchored where she touched occasionally. Telegraphed for tug, then boarded her. Tug came in response to dispatch, and persons from her boarded schooner in dory. In transferring them to the tug with surfboat, damaged the bow of latter under schooner's stern. Returned to station 3.30 A. M. for lifeboat, but before reaching the scene again the vessel was floated by a second tug which had arrived in the meantime.
Feb. 8	Am. sc. Hattie Paige.	Jerrys Point, New Hampshire.	Missstayed and stranded while working out of harbor. Ran hawser to tug, which pulled her afloat.
Feb. 8	Am. sc. Randia.....	Galveston, Texas	Stranded. Ran anchors, hove her afloat, and kedged her into deep water, where she came to in safe place.
Feb. 10	Am. sc. John A. Griffin.	Lewes, Delaware.....	Struck on Breakwater while seeking entrance to harbor in thick fog on the night of the 9th instant; filled and sank. Crew landed at the life-saving station in their own boat. Hauled it out; gave them dinner and took care of their luggage. Vessel lost.
Feb. 10	Naphtha launch; no name.	Galveston, Texas.....	Broke adrift from insecure moorings. Recovered and returned her with surfboat.
Feb. 10	Am. sc. Carrie A. Norton.	Velasco, Texas.....	While entering the harbor in tow was swept against jetty by rough sea and grounded; set signal. Assisted in running out anchor and hove upon it, while tug kept a strain on the towline. After working several hours, got her afloat at 2.30 A. M. and into the river.
Feb. 11	Fishing skiff; on name.	Squan Beach, New Jersey.	Stolen and set adrift; found her on the beach; secured her for owner, who claimed her next day.
Feb. 11	Naphtha launch; no name.	Galveston, Texas.....	Broke adrift from moorings during gale and was swept against the wharf, where she was in danger of going to pieces. Life-savers managed to get into her and shove her clear, when she was beached and hauled out in safety.
Feb. 12	Am. sc. Fortuna.....	Race Point, Massachusetts.	Wrecked on Peaked Hill outer bar in darkness and during heavy gale and snowstorm about 600 yards from the shore. In the attempt to abandon her with dories, one of the latter was stove and two men, through unreasoning bewilderment, were drowned alongside in water only 6 feet deep. The remaining twenty-one persons landed in safety, part of them in surfboat. They were cared for and given clothing at station and afterwards sent to their homes. Keeper and crew of Peaked Hill Bars Station also participated in the operations. [See full account of disaster under caption "Loss of Life."]
Feb. 12	Am. sc. Commodore.	Little Egg, New Jersey...	Stranded on middle ground while entering harbor. Planted an anchor in deep water and assisted in heaving her afloat.
Feb. 12	Sloop; no name.....	Santa Rosa, Florida.....	On shore 4½ miles from station. Launched and towed her to station and held her for owner.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
Feb. 12	Rowboat; no name..	Fairport, Lake Erie.....	The occupant, T. W. Byrns, while crossing the river, was caught by ice floes and carried downstream toward the lake. Being unable to reach him with the heaving stick, got out the Lyle gun and fired a line over the boat; sent out a larger line by which the little craft was hauled ashore. This occurred during the inactive season while the river and lake were filled with ice packs. [See letter of acknowledgment.]
Feb. 13	Am. sc. Sallie E. Ludlam.	Whitehead, Maine.....	In thick snowstorm struck on a sunken ledge, passed over it, and anchored in a dangerous locality; iced up and leaking. Boarded her, cleared ice from the bow, pumped her out; got her under way, and piloted her into open water.
Feb. 13	Am. sc. Minnie Rowan.	Fourth Cliff, Massachusetts.	Stranded about 5½ miles from the station and 500 yards from shore during a thick snowstorm and heavy gale from eastward. Took beach gear and lifeboat to the scene; after several trials placed a shot line over the wreck, which the crew with much labor, working at intervals, hauled on board. While they were thus engaged, launched the lifeboat, but failed to reach the vessel on account of the swift current, which carried the boat to leeward. When the whip line finally reached the wreck it was badly twisted and could not be used. Fired another line on board, but the crew lost it. Again launched lifeboat at 6 P. M. and reached the bow of the wreck, but before the rescue could be effected the lifeboat was swept away and nearly capsized. Launched a third time at 9.15 P. M. and took off the crew of eight persons, one of whom, the captain, was suffering with a broken leg. Obtained succor for the sailors near the landing place and called a physician to attend the captain. Clothed three men. The boat and equipments of the Massachusetts Humane Society were also on the ground supplementing the efforts of the life-saving crew.
Feb. 13	Am. str. State of Missouri.	Louisville, Kentucky.....	Windbound at head of canal. Ran hawser to the shore and brought her to wharf.
Feb. 14	Am. sc. May Williams.	Hereford Inlet, New Jersey.	Stranded. Went to her in surfboat in rough sea, but the crew declined to leave her. Sent dispatch to owners, also telegraphed for tug which came to the scene. Took owner and agents on board and gave various assistance by running lines, procuring workmen who jettisoned portion of the cargo of ice, etc. She was released on the morning of the 16th instant and taken to Delaware Breakwater. Tatham's life-saving crew also assisted in the operations, day of stranding. [See letter of acknowledgment.]
Feb. 14	Pile driver; no name.	Cape Disappointment, Washington.	Broke adrift from moorings in gale and drifted against fish-trap stakes. Ran lines to the stakes, thereby preventing her stranding. Notified owners.
Feb. 15	Am. sc. Thomas Thomas.	Wachapreague, Virginia..	Signaled for assistance; sick man on board whom the captain wished to send to the mainland. Life-saving crew boated him to the mainland whence he could proceed to his home on Chincoteague Island.
Feb. 15	Skiff; no name.....	Fort Point, California.....	Unseaworthy and provided with only one oar; the occupant, while endeavoring to work into the bay during a gale, was caught by the ebb tide and carried seaward where the boat sank under him. Rescued him with surfboat.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
Feb. 15	Sailboat; no name..	Fort Point, California.....	While several fishing boats were running before a southwest gale, three of them capsized and were abandoned by their crews who were rescued by accompanying boats. Station lookout telephoned for a tug, which went out and recovered the capsized boats.
Feb. 16	Am. sc. Reindeer....	Lewes, Delaware.....	Dragged ashore from anchorage and became a total wreck. Took surf boat from halfway house, near which the schooner stranded, and with the assistance of the Cape Henlopen crew, who had been summoned by telephone, landed five persons, one of whom was the captain's wife. On account of cold and exhaustion sent her to hospital, where she received proper care. Succored the crew several days at the station.
Feb. 17	Am. sc. Commodore.	Little Egg, New Jersey...	Misstayed and stranded about 7 A. M. In the afternoon on flood tide got her afloat.
Feb. 17	Skiff; no name.....	Louisville, Kentucky.....	In danger above the falls; two men imperiled. Brought boat and occupants to the station.
Feb. 18	Dory; no name.....	Burnt Island, Maine.....	Adrift. Recovered her for owner.
Feb. 18	Am. sc. James Ives..	Point Judith, Rhode Island	Dragging on shore, displaying distress signal, which was afterwards changed to call for a tug. Sent message for a tug. Stood by on shore abreast her with beach gear throughout the day and night. Next morning, the wind and sea having fallen, boarded her; got her under way and worked her out into deep water.
Feb. 19	Am. sc. Georgie Clark.	Spermaceti Cove, New Jersey.	Stranded. Ran hawser to tug J. Fred Lohman, which pulled her off. Sent telegram to owner.
Feb. 23	Am. st. yt. Magnolia.	Gilberts Bar, Florida.....	Unacquainted with locality; helped sound out channel and anchorage; brought ashore the pilot and a sick man and took them to Jensen, whence they proceeded to their homes.
Feb. 26	Am. sc. James W. Lee.	Barnegat, New Jersey.....	Parted cable and stranded on the inner beach, where gale and sea forced her higher. Borrowed large anchor from the Hotel Oceanic, planted it in deep water and hove taut. Conditions being favorable on March 9, got her afloat undamaged.
Feb. 26	Am. sc. Florence C. Magee.	Bodie Island, North Carolina.	Stranded and sunk on the evening of the 25th instant. Called Nags Head crew by telephone, and went to her with beach apparatus about 1 A. M. Crew of ten persons were in the rigging. Tried to use the beach gear, but although three shot lines were placed on board, the swift current prevented the successful working of the apparatus. Finally launched the surfboat, the keeper of the Nags Head Station accompanying the Bodie Island crew. At about the same time a fishing smack ran down the beach outside the breakers and had taken off four of the crew when the surfboat reached the schooner. The lifesavers took off the remaining six persons and received into the surfboat the four men who had got into the smack. Landed them safely, and succored them two days at the station and provided clothing. The captain remained at the station nine days. [See letter of acknowledgment.]
Feb. 27	Skiff Lottie.....	Louisville, Kentucky.....	In strong current, where she was liable to go over the middle chute of the falls; two boys in her. Rescued them and brought their boat to the station.
Mar. 1	Scow; no name.....	Fire Island, New York ...	Drifting out to sea. Towed her ashore and held her for identification by owners.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
Mar. 1	Sailboat Mystery....	Santa Rosa, Florida.....	Bound to island with four men on board, and having in tow a skiff and some logs, with which she was going to work on a sunken wreck; capsized and sunk when about a mile from station. Life-saving crew hastened to the scene, took one of the men from the skiff, into which he had climbed, and rescued the remaining three clinging to the logs; brought them all to station, and, after attending to their wants, went out and recovered the two boats. When rescued two of the men were so chilled and exhausted that they must soon have drowned. [See letter of acknowledgment.]
Mar. 3	Am. sc. Fanny Arthur.	Cape Henry, Virginia.....	Stranded in early morning. Ran out anchors and hawsers, carried dispatches between vessel and shore, and assisted in every way possible until afternoon, when she was floated by combined efforts of life-saving crew and steam pilot boat Relief. She was then towed to Norfolk for repairs. [See extract from master's report among letters of acknowledgment.]
Mar. 3	Schooner; name unknown.	False Cape, Virginia.....	Abreast of station, well offshore, under storm trysails and jibs, having carried away all her other sails. Notified tug, which steamed out and took charge of disabled schooner.
Mar. 4	Skiff; no name.....	San Luis, Texas.....	Drifted ashore. Took her to station and held her for owner.
Mar. 6	Small boat; no name.	Morris Island, South Carolina.	Aground, having on board a man, his wife, and child. Hauled boat afloat.
Mar. 6	Sailboat; no name..	Santa Rosa, Florida.....	Arrived at station with party of seven persons on board. Squall coming up, sheltered party at station until it passed. In afternoon a head wind and sea set in, making it dangerous for them to attempt to leave island in their small boat; life-saving crew took them home in station supply sloop.
Mar. 7	Am. slp. Mary F. Durrua.	Rockaway Point, New York.	Drifted into Jamaica Bay with spars carried away and sails dragging in the water. There being no one visible on board, a fisherman near at hand boarded sloop and anchored her. On searching vessel he found her master in the cabin dead, and reported fact to keeper, who at once sent dispatch to owner of sloop and notified coroner. Later in the day father of deceased master came with a tug and took the body away.
Mar. 7	Am. slp. Francis J. Campbell.	Carsons Inlet, New Jersey.	Stranded on bar while attempting to go to sea; master unacquainted with pilotage in vicinity. Carried out an anchor, and on flood tide floated her and took her to safe anchorage.
Mar. 8	Skiff; no name.....	Sabine Pass, Texas.....	Adrift. Picked her up and towed her to station. In afternoon delivered boat to owner.
Mar. 9	Am. sc. Lemuel H. Hopkins.	Fletchers Neck, Maine....	Wind slacked while she was beating out of harbor, leaving her near the rocks; master unfamiliar with pilotage. Knowing that, unless assisted, the schooner must soon strike, life-saving crew boarded her, put on all sail and succeeded in working her out clear of danger.
Mar. 9	Fishing boat; no name.	Potunk, New York, ...	Capsized and sunk, endangering lives of two boatmen. Rescued the men and towed boat ashore.
Mar. 9	Dutch str. Chester...	Smith Island, Virginia.....	Overran her reckoning in foggy weather and stranded on Ship Shoals. Pulled 7 miles to vessel; brought ashore and forwarded telegrams for master. She got off later, and proceeded to Baltimore.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
Mar. 10	Br. bg. Nellie Pickup.	New Shoreham, Rhode Island.	Mistook lights and anchored dangerously near shore during darkness, burning signals for assistance. Boarded her shortly after midnight and stood by until daylight, so as to be of service in case the wind, which was blowing onshore, should freshen. On arrival of tug, helped heave up anchors and get brig under way.
Mar. 11	Small boat; no name.	South Brigantine, New Jersey.	Capsized; the three boatmen succeeded in reaching shore unassisted, but were drenched and chilled. Secured boat, brought men to station, and suitably cared for them. In the morning they departed for Atlantic City.
Mar. 11	Skiff Effie.....	Louisville, Kentucky.....	Above the cross dam and in danger of drifting over the Falls of the Ohio with her three occupants. Rescued boatmen and towed boat ashore.
Mar. 12	Naphtha launch Edith R.	Jupiter Inlet, Florida.....	Jammed her steering gear, causing her to run aground while attempting to cross the bar. Hauled her afloat uninjured.
Mar. 15	Am. bg. Harry Stewart.	White Head, Maine.....	Stranded on sunken ledge 5 miles east of station. Went to her assistance, and on flood tide made all sail and drove her off into deep water. Piloted her out clear of danger for master, who was unacquainted with the vicinity.
Mar. 15	Small boat; no name.	Durants, North Carolina..	Capsized; three boatmen rescued by some people near scene of accident. Life-saving crew arrived shortly afterwards, finding the rescued men chilled and exhausted. Succeeded by proper treatment in so reviving them that they were able to depart for their homes.
Mar. 17	Small boat; no name.	North Scituate, Massachusetts.	Sunk. Hauled boat out on shore, freed her of water, and turned her over to owner.
Mar. 17	Skiff; no name.....	Louisville, Kentucky.....	Drifting toward the falls with a man and two boys on board. Overhauled them with station boat and towed them ashore.
Mar. 18	French str. La Bretagne.	Blue Point, New York.....	Steamer of 6,985 tons running toward the beach at night in thick, foggy weather. First night patrol and keeper fired warning signals on hearing her fog whistle, noting which, she reversed her engines, but was too close to haul offshore and stranded. Life-saving crew boarded her and brought ashore telegram for master. At midnight steamer got afloat, the signals displayed by keeper and patrol having enabled the captain to prevent her from striking hard.
Mar. 19	Am. sc. Emma M. Robinson.	Assateague Beach, Virginia.	Stranded on Williams Shoal, 3 miles from station. Went out, and when flood tide floated schooner, assisted to make sail. Stood by, heaving the lead and tending centerboard, until she got over the bar.
Mar. 19	Am. str. Morgan.....	Galveston, Texas.....	Keeper received telegram for master stating that wife of latter was dying. Quarantine doctor had attempted to take message on board steamer with naphtha launch, but had failed to do so on account of heavy sea. Life-saving crew delivered telegram with lifeboat and transferred master to Galveston, getting him there in time to catch the train to New Orleans. Next day, weather continuing stormy, launched surfboat and placed on board vessel master's successor.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
Mar. 19	Am. bk. Alden Besse.	Golden Gate Park, California.	Standing to the northward in tow of tug which was unable to keep her offshore against the wind and sea. Seeing both vessels slowly drifting toward the breakers, the south patrol ran to the station and alarmed the crew, and burned his Coston signal to warn the vessels. Meanwhile, after telephoning to San Francisco for a tug, the crew ran out the beach cart and held themselves in readiness to render assistance should it be necessary. The tug arrived in time, however, and towed the bark out clear of the breakers.
Mar. 21	Dory; no name.....	Burnt Island, Maine.....	Broke adrift from a lobster smack. Recovered boat and returned it to owner.
Mar. 22	Catboat Mary Moore.	Galveston, Texas	Peak halyards became foul while master was attempting to reduce sail, rendering her unmanageable. Seeing her driving toward jetty in the gale, crew ran down to point toward which she was drifting, arriving there just as she struck. Hauled boat out on beach and prevented her destruction.
Mar. 23	Am. sc. Eunice L. Crocker.	.....do.....	Signaling for tug; master anxious to go to sea. Telephoned to city for tug, which came and towed schooner out over the bar.
Mar. 24	Catboat C. W. Baker.	Blue Point, New York.....	Stranded on a shoal; master unacquainted with channel. Attempted to float her, but failed, tide ebbing; ran out an anchor to hold her in position, and on following day released her and anchored her in deep water.
Mar. 24	Am. slp. Eveline.....	Hereford Inlet, New Jersey.	Mistook channel and ran aground. Carried out an anchor; on flood tide warped her afloat uninjured.
Mar. 25	Am. sc. Rowena.....	Jupiter Inlet, Florida.....	Stranded in dangerous position while attempting to come into inlet. By properly handling sails succeeded in getting her afloat and working her inside to safe anchorage.
Mar. 27	Am. sc. Uncle Joe...	Burnt Island, Maine.....	Carried away masthead in northwest gale. Pulled 5 miles to schooner and assisted to work her into Port Clyde. Next day went on board and made temporary repairs, enabling her to continue her voyage.
Mar. 27	Catboat; no name...	Point of Woods, New York.	Capsized by squall, 3 miles from station. Pulled at once to the scene and rescued two men, benumbed with cold and barely able to support themselves on the bottom of their boat, over which the ice was making fast. Darkness coming on, and it being necessary to give proper attention to the two half-frozen men, life-saving crew, after securing mast and sail, left the boat and hastened ashore, where they suitably cared for the rescued persons. But for their timely arrival the two men must have drowned, as, when taken from the water, one was entirely helpless and the other much benumbed. Next morning crew of Lone Hill Station picked up the boat, which keeper sent for and had brought to Point of Woods Station for owner.
Mar. 27	Am. sc. Daniel B. Fearing.	Sabine Pass, Texas.....	Stranded on a reef. Ran two anchors astern and worked on schooner in conjunction with tug in an unsuccessful effort to release her. Renewed the attempt on the following day and managed to float her after six hours' work.
Mar. 27	Am. sc. Lucy.....	Umpqua River, Oregon...	Standing off and on at mouth of river awaiting a favorable opportunity to enter harbor in order to load with lumber. Her sailing instructions having been changed, meanwhile, to proceed to Columbia River instead of Umpqua River, launched surfboat and delivered orders for owners, no tug being available for that purpose.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
Mar. 28	Am. sc. Danel B. Fearing.	Sabine Pass, Texas.....	After being released by life-saving crew (see record of 27th), a tug took her in tow and started out over bar, but schooner again struck on the reef. Went out and ran anchors and lines and hove away on them while tug pulled on schooner, but failed to get her off. Boarded vessel again next morning, and, after working five hours, tug and crew together hauled her afloat. [See letter of acknowledgment.]
Mar. 31	Skiff; no name.....	Louisville, Kentucky	Drifting toward the Falls of the Ohio; occupant unable to check her headway. Towed boat and boatman ashore.
Apr. 1	Catboat; no name..	Eatons Neck, New York..	Adrift in fresh breeze and choppy sea; boatmen being inexperienced had taken in the sail. Boarded her; set and reefed the sail and took her to safe harbor.
Apr. 2	Slp. Lulu.....	Cold Spring, New Jersey..	Stranded while entering inlet. With crew of Turtle Gut Station got her afloat and to good anchorage apparently uninjured.
Apr. 2	Am. tug Kitty O'Neil.	Frankfort, Lake Michigan.	Sunk in harbor where she had been lying throughout the winter. At master's request pumped her out with station force pump.
Apr. 3	Yawl Creole.....	Santa Rosa, Florida.....	Swamped by a heavy sea in shallow water. Keeper and crew waded into the surf and helped boatmen haul her up on the beach; picked up oars, net, and sail. As she had started some of her fastenings, took her to station workshop and repaired her, after which boatmen continued their fishing.
Apr. 3	Am. sc. G. Ellen.....	Pentwater, Lake Michigan.	Struck against pierhead while entering harbor and sprang aleak. Moored her in good berth; found and stopped leak, then pumped her out.
Apr. 4	Nor. bk. Helene.....	Santa Rosa, Florida.....	Stranded 5 miles from station. Went to her in surfboat and ran hawsers to tugs, but they were unable to float her. Assisted in running out anchor and 90 fathoms of cable. Tugs floated her 6th instant.
Apr. 4	Am. str. State of Michigan.	Thunder Bay Island, Lake Huron.	Stranded 3 miles from station. Telephoned for tugs; took soundings around her; piloted the tugs in among the reefs and ran lines. Steamer was successfully floated.
Apr. 4	Launch Keystone...	Cape Disappointment, Washington.	Broke machinery and drifted offshore; set signal of distress. Sent telegram to Astoria for tug, then pulled to her, 8 miles. Meanwhile she repaired her machinery and returned without assistance.
Apr. 4	Am. str. Arctic.....	Fort Point, California.....	Machinery disabled; came to anchor. Master wished tug; telephoned for tug, which came and towed her back to San Francisco.
Apr. 5	Br. sc. D. W. B.....	Burnt Island, Maine.....	Stranded and leaking; boarded her and manned the pumps. She floated on the rising tide, when the life-saving crew got her under way and to a safe harbor.
Apr. 6	Catboat; no name...	Orleans, Massachusetts...	Becalmed and swept into the breakers 3 miles from station; boatmen rescued by fishermen. Secured the wreck and assisted in towing her to a safe place.
Apr. 6	Am. sc. John Anna..	Carsons Inlet, New Jersey.	Stranded. Floated her, and, the weather being calm, towed her up the inlet 1 mile, so that the master could earlier reach his destination.
Apr. 6	Am. slp. Helen F. Leaman.	Assateague Beach, Virginia.	In danger of stranding; showing distress signal. Got her under way, worked her to windward against strong gale, and brought her to under lee of the shore in safe berth. This action undoubtedly saved the craft from destruction.
Apr. 6	Yawl; no name.....	Chicago, Lake Michigan..	Capsized while under sail; occupants rescued by another craft close at hand. Recovered, took her ashore, and secured her.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
Apr. 7	Br. sc. Surprise.....	White Head, Maine	Stranded 8 miles from station and became water-logged. Life-saving crew took personal effects from the cabin; called a tug and ran hawser. Schooner was towed to Rockland for repairs.
Apr. 7	Sloop; no name.....	Burnt Island, Maine.....	Stranded in snowstorm at night on Old Cilly Ledge and broke up. The two boatmen clung to the rocks until morning, when they were discovered and rescued, in a nearly exhausted condition, by the life-saving crew. Revived them at the station and furnished clothing. Picked up what gear could be found on the scene and afterwards took them to the mainland.
Apr. 7	Am. sc. Benjamin B. Church.	Mecox, New York.....	Stranded during thick weather at night. Boarded her promptly with surfboat and landed the entire crew of seven persons; sheltered them at the station several days; supplied clothing. Vessel began breaking up, and on the 11th instant went entirely to pieces.
Apr. 7	Am. sc. Lizzie S. James.	Ocracoke, North Carolina.	Stranded 5 miles from station 5th instant. With crew of Durants Station boarded her; ran out kedge; lightered cargo of lumber and mended sail. After working the entire day, got her afloat and into good harbor.
Apr. 7	Am. slp. Mystic.....	Cleveland, Lake Erie.....	Signal of distress flying. Boarded her and found that she needed a tug. Notified tug, but as the latter was not immediately available, owing to the absence of master, returned to sloop and offered to land the crew. They preferred, however, to await the arrival of the tug.
Apr. 8	Am. sc. Ada J. Campbell.	Davis Neck, Massachusetts.	Stranded on Squam Bar 1 mile southwest of station. Planted anchor, hoisted sail and worked her off, but the anchor having failed to hold, she grounded again. Hove up anchor and furled sails, and, at low water, made hawser fast to rock; on high tide hove her afloat and brought her to in good berth.
Apr. 8	Am. sc. Alice Royce..	Holland, Lake Michigan..	Stranded in Black Lake, 2 miles from station. Planted anchor in deep water and hove her afloat.
Apr. 8	Am. sc. Silver Lake..	Racine, Lake Michigan...	Ranging on mooring lines in gale and high sea; master came to station at midnight for assistance. Obtained tug and cast off mooring lines. While passing through the drawbridge in tow, schooner took a sheer, colliding with the draw and carrying away her headgear. After mooring her in secure berth, keeper put up lights on the draw and notified street car company, whose electric wires had been severed in the collision. Picked up schooner's lines and returned them to her.
Apr. 9	Am. sc. Mabel Jordan.	Knobbs Beach, Massachusetts.	Anchored dangerously near the beach in strong breeze from the eastward. Sent dispatch to Boston for tug, which came in the afternoon and on the following morning towed her away.
Apr. 9	Am. sc. Mary A. Hood.	Point Allerton, Massachusetts.	Anchored off Nantasket Beach in easterly gale and snowstorm, 3 P. M., but soon began dragging ashore. Launched Massachusetts Humane Society's surfboat, which was close at hand, having two volunteers besides station crew, but found it impossible to reach her. Again launched with station crew and five volunteers at the oars and reached her just as she stranded. Rescued her crew of six persons and took them to station, where they remained till the afternoon of the 10th instant. Vessel broke up soon after stranding, becoming a total loss.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
Apr. 9	Am. bk. Bellmont...	Peaked Hill Bars, Massachusetts.	Wrecked on Peaked Hill Bar in the morning during strong gale, snow squalls, and high sea. Six persons were lost and three saved, but one of the latter died of injuries next day. Called up Race Point and High Head stations by telephone, then followed down the shore abreast the wreck with surfboat, and when she stranded, 700 yards away, launched, but the vessel went to pieces before the boat could cover 100 yards of the distance. Meanwhile the crew of the Race Point Station, coming to the scene, saw wreckage with three men on it drifting toward them. Launched surfboat and rescued the men; sent them to Peaked Hill Bars Station; called a doctor, but the life of the injured man could not be saved. The High Head crew, having a long distance to traverse, arrived too late to participate in the operations. [See full account of disaster under caption "Loss of Life."]
Apr. 9	Am. sc. Lottie Cooper.	Sheboygan, Lake Michigan.	Arrived off the harbor at night during easterly gale and signaled for tug; afterwards anchored off the piers; about daybreak dragged shoreward and capsized. Started to her in surfboat, but finding sea too heavy, sent for tug and launched lifeboat; towed outside, cast off, and went amongst the wreckage surrounding the vessel and rescued five persons. One man, having previously attempted to reach shore, had been drowned before the arrival of the life-saving crew. [See detailed account of disaster under caption "Loss of Life."]
Apr. 9	Pile driver; no name.	Point Adams, Oregon.....	Stranded 3½ miles from station. Notified the owner, and gave him assistance in getting her afloat and mooring her in proper place.
Apr. 10	Am. sc. Addie P. McFadden.	Ocean City, New Jersey..	Misstayed and stranded. Ran out kedge and hove on it, but failed to float her; renewed the effort next day without result. On the 13th instant planted large anchor in deep water, but the attempts to get her off were unavailing. The vessel was floated by her own crew on the 15th instant, after lightering part of her cargo of ice.
Apr. 11	Am.sc.King Philip..	Muskeget, Massachusetts.	Anchored in dangerous place between Shovelful and Long shoals, where she was seen at daybreak apparently in danger. Boarded her, but the master needed no assistance in getting under way, as she was provided with steam windlass. Informed him of the dangers to be avoided in the vicinity, then attempted to return to station, but the heavy sea and adverse tide drove the surfboat to leeward obliging the crew to land at a distant point and remain throughout the day and night in a shanty, finally getting back next morning, twenty-eight hours after leaving the station.
Apr. 11	Am. sc. Earl and Nettie.	New Shoreham, Rhode Island.	Dragged ashore. Assisted in getting her afloat.
Apr. 11	Am. sc. Kate Markee.	Spermaceti Cove, New Jersey.	Stranded 1 mile south of station and began immediately to break up. Went to the scene with beach apparatus and fired two shot lines on board, but the crew failed to haul either of them off. The vessel being laden with paving stones soon went to pieces and all hands were drowned. [See full account of disaster under caption "Loss of Life."]

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
Apr. 11	Am. sc. Albert W. Smith.	Squan Beach, New Jersey.	Discovered ashore 4.15 A. M., during violent easterly gale and high sea, with part of foremast standing, main and mizzen masts gone, and her yawl upon the beach. Endeavored to place shot line on board, but the projectile fell to leeward, and before the gun could be fired a second time the vessel went to pieces. No signs of life were visible upon her when she was first seen and no bodies were found.
Apr. 11	Am. sc. Susan H. Ritchie.	Bayhead, New Jersey.....	Dragged shoreward from anchorage and drifted southward along the beach one-half mile and sank about 100 yards offshore at 9 P. M. Fired several shot lines over her, but as the crew did not haul any of them aboard stood by until daylight, when communication was established and the crew of eight persons landed in the breeches buoy. Cared for them at the station. The Mantoloking crew also assisted in the rescue. Assisted to save a portion of the cargo of oak timber. Vessel lost.
Apr. 11	Slp. Gem.....	Cedar Creek, New Jersey	In danger of foundering during gale while at anchor in Barnegat Bay, displaying distress signal. Got her anchor, made sail and piloted her to berth near the station; cared for the crew and gave them dry clothing.
Apr. 11	Am. sc. Oriole.....	Fort Lauderdale, Florida.	Stranded on New River Bar, several miles away. Lightered about 2 tons of ballast. She floated at high tide, when keeper piloted her to good harbor.
Apr. 12	Am. sc. Eugenie.....	Quoddy Head, Maine.....	Misstayed near dangerous ledges and came to anchor close to the breakers. Reefed the sails (the wind being strong), got her under way, and worked her out to a safe anchorage.
Apr. 12	Am. sc. Sunbeam...	Hog Island, Virginia.....	Lost her anchor. Worked three hours in high sea trying to recover it, but without success.
Apr. 12	Am. sc. Samson.....	Fort Point, California.....	While removing iron plates from wreck of steamer City of New York a member of the crew broke his leg. Landed him with surfboat and sent him to the marine hospital.
Apr. 13	Am. sc. Jennie M. Carter.	Plum Island, Massachusetts.	Stranded on Salisbury Beach, 3½ miles north of station during stormy weather, where she was found on the morning of this date with no one on board. Saved a few articles, barometer, quadrant, etc., for owners. Next day vessel broke up. Found her yawl on the beach and assisted a surfman of Knobbs Beach Station to haul it out. Searched for bodies several days, finding three; turned them over to coroner at Newburyport.
Apr. 13	Br. sc. Magnum.....	Fourth Cliff, Massachusetts.	Lost anchors by parting cables in heavy northeast gale, whereupon the master beached her. Seeing this intention the life-saving crew took the beach apparatus to the shore and made signals, when she kept away to the point indicated, striking bottom about 75 yards out, then drifting close in and southward along shore. Kept abreast of her with heaving stick and line until she fetched up about 20 feet from the beach. The sailors hove a line to the surfmen, and, while the latter steadied it, worked along on it to the shore. Succored them, (five persons,) at the station; recovered their effects and took them to the railway station, where they obtained free transportation to Boston. The captain remained with the life-saving crew until the wreck was sold, five days later.
Apr. 13	Am. sc. John D. Paige.	Sandy Hook, New Jersey.	Stranded; boarded her, and at master's request sent for tug, which came and pulled her off.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
Apr. 14	Br. sc. Cygnet.....	Quoddy Head, Maine.....	In unsuitable anchorage. Assisted in shifting to a secure berth.
Apr. 14	Am. sc. Michicott....	Holland, Lake Michigan..	The wind being light and adverse and no tug available, took her lines, and by tracking along the pier, got her through the channel into the harbor of Black Lake.
Apr. 15	Yawl; no name.....	Pamet River, Massachusetts.	Abandoned. Secured her and advertised for owner.
Apr. 15	Am. sc. Rebecca A. Taulane.	Monomoy, Massachusetts.	Having lost part of her sails in a gale off Boon Island, Maine, she was blown back down the coast, and on the 11th instant came to, 1½ miles offshore, where she let go three anchors; although she dragged about 1 mile into a dangerous place, she rode out the prevailing gale without injury. On this date boarded her, but, the wind being still adverse, waited till 16th instant, when got her under way and sailed her out into open water.
Apr. 16	Sailboat; no name..	Point of Woods, New York.	Sunk on the 12th instant. Raised and hauled her out.
Apr. 16	Am. sc. Congress.....	Hereford Inlet, New Jersey.	Stranded. Ran out both anchors and got her afloat after two hours heaving.
Apr. 17	Skiff Lottie.....	Louisville, Kentucky.....	In danger of going over the falls with three boys in her. Rescued them and brought their boat ashore.
Apr. 17	Sailboat; no name..	.....do	Two boatmen in peril above the cross dam. Brought them and their boat to the shore.
Apr. 18	Br. st. yt. Semiramis	Lewes, Delaware.....	At request of the owner, Mr. Drexel, placed him and his party on board. Then boated off their stores.
Apr. 18	Skiff; no name.....	Louisville, Kentucky.....	Four men in this craft were in imminent danger above the falls. Keeper sent out station boat which brought skiff and occupants ashore.
Apr. 18	U. S. tug Col. Graham.	Holland, Lake Michigan..	Weather being unpropitious, master wished to enter the harbor for the night, as he had a dredge and two scows in tow; not knowing depth of water, signaled at 9 P. M. for life-saving crew, who went out in surfboat and gave the desired information.
Apr. 18	Rowboat; no name..	Chicago, Lake Michigan..	Oar broken; 2 miles from station, boatman signaling for help. Rescued him and towed the boat ashore.
Apr. 19	Am. sc. Mary Adelaide Randall.	Monomoy, Massachusetts.	Stranded on Handkerchief Shoal. Boarded her; assisted in working her sails, whereby she was floated at 9 P. M., and continued her voyage southward apparently uninjured.
Apr. 18	Am. str. A. B. Taylor.	Frankfort, Lake Michigan.	Stranded on a reef 40 miles from station; needed the assistance of a tug and the life-saving crew. Went to her in surfboat in tow of tug; took soundings around her, ran line, carried out anchor, and got her afloat; absent from station twelve hours.
Apr. 19	Sloop yacht; no name.	Chicago; Lake Michigan..	Unmanageable; collided with dock while sailing out of the river, losing jib boom. Towed her into a slip and moored her.
Apr. 20	Br. sc. W. J. Suffel..	Charlotte, Lake Ontario..	Anchored near the harbor entrance in a squall; dragged in and pounded against the west pier. Boarded her, helped secure sails and heave up anchor; tug towed her inside.
Apr. 20	Am. sc. Peoria.....	Racine, Lake Michigan ...	While the ship's company tracked the vessel along the north pier, she grounded on a shoal spot. Life-saving crew hauled her into deeper water on the south side of the channel, when she made sail and stood out of the harbor.
Apr. 21	Am. sc. F. T. Drisko..	White Head, Maine.....	Misstayed and anchored in dangerous place; out of proper course on account of fog. Hove up her anchor, worked her out clear and piloted her to safe berth in Seal Harbor.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
Apr. 21	Am. sc. American Team.	White Head, Maine.....	Anchored amongst ledges in foggy weather, where there was not swinging room. Got her under way and piloted her through the passage between Rackliff and Norton islands, but she grounded when the tide fell. On the succeeding flood tide kedged her off, when a tug towed her into Deal Harbor.
Apr. 21	Am. bk. Elmiranda.	Georgica, New York.....	Stranded 1½ miles west of station in foggy weather shortly after midnight. Reached the locality with the beach apparatus at 2 A. M. and fired shot lines over her, one of which was hauled off at daybreak. Assisted by surfmen from Mecox and Amagansett stations, as well as by numerous volunteers from the neighborhood, effected communication with the wreck and landed the crew of eleven persons in the breeches buoy. Succored them at station several days.
Apr. 21	Catboat; no name..	Cape Lookout, North Carolina.	Stranded in the nighttime while trying to enter the harbor; boatmen landed some of their effects. Life-saving crew launched and brought her near the station and made her fast to a wharf; repaired her rudder; carried to her the things that had been landed.
Apr. 22	Small boat; no name.	Charlotte, Lake Ontario..	While attempting to go alongside a schooner leaving the harbor in tow, capsized, throwing the two occupants, one of whom was a sailor, into the water. Rescued them and recovered their boat. After towing the schooner to an offing, the tug returned for the sailor and placed him on board.
Apr. 23	Am. sc. Marion L. Curtis.	Point Lookout, New York.	Stranded. Attempted to float her. Two catboats came to lighter cargo; assisted to discharge 800 bushels of oysters; succeeded after several trials in getting her off in safety.
Apr. 23	Am. sc. John Anna..	Corsons Inlet, New Jersey.	Stranded while getting under way. Floated her after three hours' work and towed her up the inlet to a safe place.
Apr. 24	Skiff; no name.....	Grand Haven, Lake Michigan.	Adrift. Recovered and returned her to owner.
Apr. 25	Sailboat; no name..	Chicago, Lake Michigan..	Broke adrift while boatmen were temporarily absent. Recovered and returned her to moorings.
Apr. 26	Am. sc. Jacob Reed..	Hunniwells Beach, Maine.	Dragged anchor and stranded on the ebb tide. Boarded her and stood by until flood tide, then by working the sails got her afloat.
Apr. 26	Am. sc. John Anna..	Corsons Inlet, New Jersey.	Stranded on the bar when attempting to leave the harbor. By working her sails got her off, when she proceeded to sea without damage.
Apr. 26	Rowboat; no name..	Fort Niagara, Lake Erie..	Capsized; three men clinging to her. Rescued them with surfboat; towed the boat to station and bailed her out.
Apr. 27	Am. sc. Northern Light.	Muskeget, Massachusetts.	Misstayed and stranded on Tuckernuck Shoal, 6½ miles from station. Assisted in getting her afloat; returned to station 7 P. M., after ten hours' absence.
Apr. 27	Am. sc. Charles J. String.	Ocean City, New Jersey...	Stranded. Boarded and endeavored to float her but she worked higher on the beach. Landed the crew of four men and succored three of them at the station three days. Saved part of her furniture. Subsequently (May 19) she was floated by wreckers.
Apr. 27	Slp. Jennie and Kate.	Metomkin Inlet, Virginia	Stranded; master declined assistance until the occurrence of a squall toward evening, when he asked for help. Ran out the anchor, and on the rising tide hove her afloat.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
Apr. 28	Am. sc. Wm. E. Hewlett.	Hereford Inlet, New Jersey.	Stranded on middle ground 1 mile away. Planted anchor and arranged with master to assist him further if necessary. She was floated in the night without further aid from the life-saving crew.
Apr. 28	Skiff Lillian.....	Louisville, Kentucky.....	Sunk; two boatmen waded ashore to an island. Helped recover the boat, and brought one of the men to the station, the other following with the skiff.
Apr. 28	Am. sc. Ottillie Fjord.	Shoalwater Bay, Washington	Unacquainted with locality. Mistook Shoalwater Bay for Grays Harbor, her destination, and being unable to stand out to sea again on account of an adverse wind, came to anchor in a dangerous place. Boarded her, got her under way, and piloted her to a safe berth.
Apr. 29	Am. str. Thomas Wilson.	Erie, Lake Erie	Stranded at night in foggy weather. Summoned tug William L. Scott from Erie, ran lines by means of which she was pulled off.
Apr. 29	Am. barge 105.....	....do	Stranded while in tow of steamer Thomas Wilson. Ran lines to her from steamer and tug by whose combined efforts she was successfully floated.
Apr. 29	Skiff No. 5.....	Cleveland, Lake Erie.....	During dense fog learned, at 8 A. M., that this craft was in trouble one-half mile from station in a boom of logs. Sent station boat to the scene; found her jammed amongst the logs with one man in her, the other boatman having reached the shore. Released her and took both men to the station, where they dried their clothing. Gave one of them a pair of shoes, his own having been lost; in getting ashore.
Apr. 29	Sailboat; no name..	Ottawa Point, Lake Huron.	Capsized while in tow of another sailboat no one on board. Righted her and recovered her mast; passed line to the towing boat, which proceeded to East Tawas.
Apr. 29	Am. sc. Experiment.	Grand Haven, Lake Michigan.	Adverse wind prevented her standing up the river. Took her line and tracked her up stream and made her fast to the pier.
Apr. 29	Am. sc. Alice Royce.	Holland, Lake Michigan..	Owing to unfavorable wind, could not enter the harbor without assistance. Took her lines and tracked her through the passage into Black Lake.
Apr. 29	St. launch; no name.	Chicago, Lake Michigan..	Machinery disabled; signaled for assistance. Towed her to anchorage, near the battleship Illinois, to which she belonged, with station boat.
Apr. 30	Br. str. Breaconshire.	Bethel Creek, Florida.....	Stranded at 2 A. M. Crew of twenty-four men abandoned her in the ship's boats. Sent telegrams for master; assisted in saving the boats; sheltered the crew at the station three days. Turned over the property saved to underwriter's agent when he arrived. Vessel lost.
Apr. 30	Catboat; no name..	San Luis, Texas.....	Two boatmen, father and son, came to station at 10 P. M., much exhausted, reporting that their craft had been blown ashore in heavy gale. Sheltered them for the night and furnished the boy, who was nearly destitute, with clothing. On the following day, May 1, launched the boat and mended the sail, when the boatmen proceeded to Galveston.
May 1	Scow; no name.....	Grand Haven, Lake Michigan.	Parted mooring lines during night; waterlogged and drifting out into the lake. Hauled her alongside wharf and secured her. Next morning notified owner, who sent a tug for the scow and took her away.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
May 1	Rowboat; no name..	Racine, Lake Michigan...	Filled and capsized by a squall, drowning one of her two occupants. As soon as squall passed and it was discovered that boat was missing, life-saving crew pulled out in search of it. Failing to find it at first on account of the darkness that had settled down, they finally heard the faint cries of the survivor, guided by which they found and rescued him clinging to the bottom of the boat, chilled and utterly exhausted. Took him to keeper's house and administered restoratives, reviving him so that he was soon able to leave for home. Next day recovered and delivered boat to owner. Patrolled beach several days in search of body of the drowned man, but were unable to find it until the 30th, when it was turned over to coroner. [See detailed account under caption "Loss of Life."]
May 2	Rowboat Romeo....	Chicago, Lake Michigan..	Driven out into the lake and capsized by squall. Towed ashore, bailed out, and secured boat.
May 2	Fishing boat Jane..	Golden Gate Park, California.	Capsized in the surf. Went to the scene and found a man in the breakers supporting, with difficulty, the half-drowned boatman. Brought latter to station in an unconscious condition, but succeeded in restoring him by method of resuscitation practiced in the Service, working two hours. Cared for him two days, at the end of which time he had recovered sufficiently to go home; secured boat, nets, and gear.
May 3	Br. str. Persian Monarch.	Moriches, New York.....	Stranded during night of 2d. Keeper and a surfman went on board in the morning and brought ashore message from master to agents. Summoned volunteer crew, (station being closed for the inactive season,) and, in company with crew from Potunk Station, stood by vessel until arrival of wreckers; then assisted by carrying messages, giving information regarding tides, etc. Steamer was released by wreckers on the 4th.
May 3	Am. sc. Nina.....	Two Rivers, Lake Michigan.	Lying in the harbor awaiting a fair wind, short-handed. At master's request towed her out beyond harbor piers.
May 4	Schooner; no name..	Marquette, Lake Superior.	Owner attempted to tow vessel (an uncompleted schooner having no sails) into harbor, but the wind freshening from the south, she was fast drifting toward a ledge of sharp rocks. Towed her into harbor and saved her from disaster.
May 5	Am. tug J. D. Jones..	Moriches, New York.....	Whistling off station; weather thick and foggy. Keeper fired a gun which caused vessel to stop, then pulled out and found she had two barges in tow with which she intended removing freight from steamer Persian Monarch. [See record of May 3.] Informed her that the steamer had been floated on previous day; carried ashore and forwarded dispatch for master, who then returned to New York.
May 5	Fishing boat Sultana.	Erie, Lake Erie.....	Encountered heavy squall, during which the occupants, three small boys, became badly frightened and were taken off by a sailboat in the vicinity. When weather cleared boat had drifted within range of observation of life-saving crew; surfboat was launched and two surfmen put on board, who sailed the craft to Erie and delivered her to owner.
May 5	Am. sc. F. B. Gardner.	Racine, Lake Michigan...	In need of tug to tow her into harbor. Notified the tug Edward Gillen, which brought her in.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
May 5	Am. sc. H. J. Webb..	Racine Point, Michigan ..	In company with preceding vessel, which the only tug available had in tow, attempted to sail into harbor, but master, who was unacquainted with locality, was heading his vessel toward shoal water. Being warned by keeper, he threw a line ashore with which life-saving crew checked her headway and prevented her striking on the rocks near the light-house. Station crew then hauled her into channel and took her up the river to her dock.
May 6	Am. slp. Jennie.....	Point Judith, Rhode Island.	Stranded during fog of previous night; 2 feet of water in her hold. Brought to station and provided for the two men on board, who were drenched and in need of dry clothing and food; returned to sloop, unloaded 9,000 bricks to lighten her, ran anchors, pumped her out, and floated her. Cared for crew two days.
May 6	Am. sc. Bradford C. French.	Block Island, Rhode Island.	Stranded; weather foggy, sea rough. Boarded her, but found the crew unwilling to abandon her. Next morning, wind and sea increasing and endangering those on board, life-saving crew landed the crew of nine men and succored them at station two days, at the end of which time keeper procured them free transportation to Newport. Schooner was released by wreckers on the 13th and towed to Fall River for repairs.
May 6	Skiff; no name	Louisville, Kentucky.....	Capsized and sunk with five men and a boy, who were fishing, below the cross dam of the falls; four of the men reached a pile of rocks near by without assistance. Launched station boat and rescued the boy and the remaining man, who were in danger of drowning; recovered and bailed out skiff.
May 6	Pile driver; no name.	Vermilion Point, Lake Superior.	Broke from her anchorage and drifted ashore 1½ miles from station. Secured her from injury; ran lines for tug which came two days afterwards and assisted to release pile driver.
May 6	Am. sc. Burton.....	Manistee, Lake Michigan.	Wished assistance to get up river, the adverse wind and the heavy swell setting into harbor, threatening to dash her against the north pier. Towed her in past station, then ran line to south pier, by which she hauled across the river into smooth water.
May 6	Yawl; no name.....	Milwaukee, Lake Michigan.	Two men and a boy pulled out into lake; when about a half mile from station they attempted to row back, but could make no progress against the gale, which drove them farther offshore and threatened soon to swamp the boat in the choppy sea. Overhauled them with surf boat 2 miles from station just before darkness came on, took them on board and towed the yawl ashore.
May 6	Sloop; no name.....	Sheboygan, Lake Michigan.	Drifting out into the lake before the offshore wind with three small boys, who were rendered helpless by absence of oars and rudder. Towed boat and inmates ashore. Shortly afterwards a gale sprung up that would undoubtedly have swamped the boat had she been exposed to its force.
May 7	Catboat; no name...	Sand Beach, Lake Huron..	Adrift in the lake; strong offshore breeze. Recovered craft with lifeboat and subsequently turned it over to owner.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
May 7	Am. slp. yt. Dora.....	Thunder Bay Island, Lake Huron.	Dragging anchor between Thunder Bay and Sugar islands, where she was attempting to ride out the gale. Master slipped cable and headed for station wharf, but stranded on a reef. Ran lines and hauled her alongside wharf. Next morning, when the gale had abated, recovered yacht's anchor and chain and attempted to haul her back over the reef to her anchorage, but were unsuccessful in the effort, although working all day. After several hours' unavailing work with station tender, on the morning of the 9th went for steamer Fern, which released her.
May 7	Am. sc. American Union.	Middle Island, Lake Huron.	Carried away sails in a squall and stranded at Thomsons Harbor (22 miles from station) on night of 6th, where the gale of the ensuing day forced her higher, and left her imbedded her full length in the sand and gravel. On night of 7th, tug Frank W. stopped off station with master on board and reported casualty to keeper. Telephoned to Alpena for steam pump, and on return of tug with same, next morning, accompanied her to scene with lifeboat; assisted to place pump on board schooner, ran anchors and lines, carried messages, etc., until the 12th, on which date went to station and telephoned to Alpena for another tug, returning to schooner early on following morning and resuming work. On 17th the combined efforts of life-saving crew and wreckers had nearly floated the vessel, but at 11 P. M. a heavy gale arose, which stove in her bows and drove her farther aground. On morning of 18th a snowstorm set in, and, the sea increasing and making a clean breach over her decks, she began to show signs of breaking up. Endangered by violent seas and wreckage, landed the nine seamen and seven wreckers, and brought ashore what provisions could be saved. In the afternoon the schooner went to pieces. On 19th took master to False Presque Isle, 15 miles distant, secured services of a tug, and towed to station, where a supply of clothing for shipwrecked crew was put on board tug, which then returned to Thomsons Harbor. As the sea was still high, life-saving crew transferred from shore to tug crew of wreck and all but three wreckers, who were left to protect property. In this service the station crew worked twelve days continuously, during which time sixty trips were made with the lifeboat.
May 7	Sloop; no name.....	Kenosha, Lake Michigan.	Capsized by sudden squall; crew of three men in danger of drowning, their weight submerging the boat. Rescued the men, righted and bailed out the sloop and towed her ashore.
May 8	Skiff; no name.....	Blue Point, New York....	Aground; boatmen inexperienced and unable to get her afloat. Launched her off the beach.
May 8	Am. sc. Addie.....	Indian River Inlet, Delaware.	Stranded on shoal; sea rough and breaking over her deck. Lightered portion of her cargo, which enabled her to come afloat later in the day; then piloted her to good anchorage inside inlet. Had she remained aground through another tide, she would doubtless have been destroyed.
May 8	Sailboat Lena Master.	Erie, Lake Erie	Stranded. Got her afloat.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
May 8	Rowboat Attic.....	Louisville, Kentucky.....	Capsized, throwing her two occupants into the water. Started at once to the rescue, but some fishermen in the vicinity picked them up before arrival of station crew. Recovered boat and turned it over to boatmen.
May 8	Am. sc. Sunrise.....	Racine, Lake Michigan...	Split foresail and mainsail while attempting to work into harbor; hoisted signal for assistance. Notified tug, which towed schooner into port.
May 8	Am. sc. John Eggers.	.....do.....	Attempted to beat into harbor, but was unable to make headway, the wind blowing fresh and directly offshore. Got a line to her and towed her in.
May 8	Am. sc. Radical.....	Two Rivers, Lake Michigan.	Master telephoned station from Manitowoc, asking crew to locate anchor and chain that he had been obliged to buoy and slip on previous day, having broken the hawse pipe. On approach of schooner, pulled out and found buoy, and passed buoy rope on board, but the rope broke, and the vessel was forced to proceed to Chicago without her anchor and chain. Went out on 14th and dragged for anchor, but failed to find it.
May 8	Fishing boat; no name.	Golden Gate Park, California.	Capsized. Some fishermen near by rescued the man before arrival of life-saving crew, but the boat meanwhile drifted close inshore, and was in danger of destruction on the rocks. Towed boat to Bakers Beach, and there righted and bailed it out.
May 8	Fishing boat; no name.	.....do.....	Attempted to tow preceding boat clear of the rocks, but was herself in risk of being set on them by the strong tide and rough sea. Towed her out of danger.
May 8	Fishing boat; no name.	.....do.....	In company with preceding boat, and in like danger of destruction. Towed her to place of safety.
May 8	Fishing boat; no name.	.....do.....	Assisting, and exposed to same peril as two preceding boats. Towed her away from the rocks.
May 9	Am. slp. Dennis Kelley.	Cobbs Island, Virginia....	Carried away shrouds, which caused her mast to go overboard, tearing away step and part of deck. Cleared up wreckage, hove up anchor, and towed her into harbor.
May 9	Am. tug Dreadnaught.	Cleveland, Lake Erie.....	Came to station at midnight and requested assistance in getting a line to the fire tug J. L. Weatherby, that had stranded. Took hawser and dingey and, on arriving at scene, ran line for tug, by means of which she hauled the Weatherby afloat.
May 9	Am. str. Annie Laurie.	White River, Lake Michigan.	Wished assistance to get out of harbor. Ran the necessary lines and piloted her out beyond piers.
May 9	Am. sc. Presto.....	Sturgeon Bay Canal, Lake Michigan.	Tug brought her into harbor and ran her on a mud flat to prevent her sinking; schooner leaking badly, and her crew exhausted by fifty hours' continuous work at the pumps. Went on board at master's request and pumped her out; then transported him to telegraph station, 4½ miles distant, to enable him to communicate with owners.
May 10	Am. sc. Kentucky...	Burnt Island, Maine.....	Stranded on Hoopers Island Rocks. Carried out an anchor and floated her at high tide; on request of master, piloted her to Thomaston.
May 10	Am. sc. Maggie Sullivan.	Monomoy, Massachusetts.	Stranded on Handkerchief Shoal. Carried ashore and transmitted message for tug. Schooner was released next morning by tug which life-saving crew had summoned.
May 11	Am. sc. White Foam.	Thunder Bay Island, Lake Huron.	Filled and capsized by heavy seas; tug Ralph, which was towing her, took off her crew. Assisted to bring her alongside light-house steamer Amaranth, and with derrick of latter vessel righted her and raised her decks clear of water so that she could be pumped out, working seven hours.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
May 13	Small boat; no name.	Point Lookout, New York.	Capsized while unskilled occupant was attempting to sail to an oyster house in Hempstead Bay; two men near the scene picked up the man before the arrival of keeper with sailboat. Keeper assisted them to right and bail out the boat, and towed it and boatman to destination.
May 13	Canoe; no name.....	Racine, Lake Michigan...	Capsized with two boys at a place invisible from station. Life-saving crew apprised of casualty by seeing a crowd gathering on the pier, at once pulled to place in surfboat, finding, however, that the boys had been rescued by a boat in the vicinity; as they were chilled through and in need of immediate attention, brought them to station and cared for them properly; took charge of canoe and held it for owner.
May 14	Am. sc. Rambler.....	Holland, Lake Michigan..	Prevented from entering harbor by unfavorable wind; no tugs available. Took her line and towed her in.
May 14	Sloop; no name.....	Evanston, Lake Michigan.	Capsized by squall; invisible from station. Recived word that two occupants were drowning; hastened at once and rescued the men as they clung, chilled and exhausted, to the bottom of their boat. Brought them to station and set to work to restore them, working on one of them an hour and a half before circulation was reestablished and he was out of danger; went out, righted and secured boat. After six hours' care at station the two boatmen had so far recovered that they were taken home by relatives.
May 15	Skiff No. 37.....	Cleveland, Lake Erie.....	Capsized outside breakwater, 1½ miles from and out of sight of station, at 4.45 A. M., drowning one of her occupants; the other two rescued by a boat in the vicinity. The casualty was discovered by the patrol when he reached the place, fifteen minutes later, and by him reported to station. Took two small boats and dragged for and recovered the body of the drowned man and turned it over to undertaker. Righted and towed boat to landing.
May 15	Am. sc. Coral.....	Kenosha, Lake Michigan	Wind died out and the strong sea that was running drifted her toward the shore. When about 400 feet from the beach she anchored, but, having insufficient room was in danger of stranding should she attempt to get under way. Boarded her, and when breeze sprung up towed her out far enough to give her an offing. She then proceeded to Kenosha. Had she remained much longer where she was she would probably have been driven ashore by the strong east wind.
May 15	Am. tug Edward Gillen.	Racine, Lake Michigan...	Went out in the fog for the coal-laden schooner Manitowoc, that was signaling for a tug. At master's request one of the life-saving crew went on end of wharf with fog horn and guided her safely into harbor with her consort.
May 16	Am. str. D. Lenty...	.....do	Bound into harbor with cargo of coal; master unfamiliar with pilotage. One of the surfmen went out on the north pier and advised him what courses to steer, thereby preventing the steamer from stranding.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
May 17	Am. sc. Ishpeming..	Middle Island, Lake Huron.	Crippled by loss of part of sails and spars, having been struck by squall early in morning; flying signal of distress. Life-saving crew, who were at work on schooner American Union, at Thomsons Harbor, (see record of 8th instant,) saw her when 5 miles distant, and pulled out with lifeboat; finding master anxious to get his vessel close inshore, worked and piloted her to an anchorage about a mile from the beach, then landed him, and secured him transportation to Alpena, whither he was bound for a tug. The gale of the 18th, however, prevented tug from coming. During prevalence of storm the life-saving crew kept a lookout on schooner and held themselves in readiness to render assistance, should their services be required, but after dragging within a half mile of the shore, her anchors held her securely. On 19th went to False Presque Isle and secured a tug, which, after taking on board crew of schooner American Union, towed the Ishpeming to Alpena.
May 17	Am. sc. Hattie.....	Ship Canal, Lake Superior.	Missed channel while towing into canal and stranded west of piers; sprung a leak. Ran a line and made an unsuccessful attempt to haul her off; worked in conjunction with tug, manning pumps, dredging channel, etc., until 24th, when, having found and patched leaks, she was floated by steamer A. D. Hayward. [See letter of acknowledgment.]
May 18	Am. tug Ralph.....	Thunder Bay Island, Lake Huron.	Started up the lake, but found the sea too high and stood back under lee of island for shelter. Landed master at station, and, after he had telephoned owners, put him back on board tug. Later in the day received and delivered orders instructing master to return to Alpena.
May 18	Am. sc. Gliding Star.	Hammonds Bay, Lake Huron.	Dragging ashore at 2 A. M. during gale. Ran her hawser to station wharf and attempted to hold her, but, after checking her headway, the line parted and she stranded. Carried out another line and got her into deep water. Shortly before midnight she again commenced dragging, but was further secured by life-saving crew.
May 18	Am. sc. White Foam.	.....do.....	Dragging in the prevailing storm. Passed line on board from station wharf and secured her from going ashore. Landed and cared for master's wife, who was unwilling to stay on board during storm. On 19th, procured her free transportation home; picked up vessel's rudder and portion of her shoe that were drifting away; made temporary repairs and got her under way for Rogers City.
May 18	Scow; no name.....	Manistee, Lake Michigan.	Broke loose from her moorings during gale. Secured her from injury.
May 18	Slp. yt. Vega.....	White River, Lake Michigan.	Two men attempted to sail yacht to Whitehall, but finding wind too strong, beached her in White Lake. Sheltered one of the men at station until following morning, then launched boat for him, and he continued to his destination.
May 18	Am. sc. Pearl.....	Grand Haven, Lake Michigan.	Came into harbor entrance at 1.30 A. M., but the heavy sea that was rolling in jammed her against the pier and threatened to dash her to pieces. Towed her up river and moored her where she was safe.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
May 18	Am. sc. Moses Gage	Michigan City, Lake Michigan.	Driven past harbor entrance by the gale; stranded a short distance west of station and became a total wreck. Made two trips and rescued crew of six men with surfboat. This service, rendered after three hours' severe effort, was attended with great personal risk to life-saving crew, the heavy surf injuring keeper and nearly swamping the station boat.
May 18	Am. sc. C. G. Mixer	South Chicago, Lake Michigan.	Parted chains at Chicago and drifted down the lake before the storm; sighted in afternoon by pier watch at this station. Kept abreast of schooner with beach apparatus as she drifted until she finally stranded, 1¼ miles from station. Fired two shot lines over her, the second of which was effectual in establishing communication, and landed her crew of seven exhausted men with breeches buoy. Took them to a hotel near by, where they were suitably cared for, and furnished two of their number with clothing from station supply. Shortly after the rescue, the schooner went to pieces.
May 18	Bumboat; no name..	Chicago, Lake Michigan..	Anchored under lee of breakwater; the seven persons on board badly frightened and endangered by the storm. Launched lifeboat and towed to scene; rescued all on board and succored them at station until following day.
May 18	Bumboat; no name..	.....do.....	Near preceding boat and in like danger from storm. Rescued occupant and took him ashore.
May 18	Am. sc. Myrtle.....	.....do.....	Carried away rudder and drifted foul of two other schooners, causing her masts and bowsprit to go by the board and leaving her helpless in the seaway. Made an attempt to tow out to schooner, but the lifeboat was capsized by the breakers, and the crew narrowly escaped drowning. Shortly afterwards the Myrtle stranded off Twenty-fifth street and went to pieces, drowning all on board. [See detailed account under caption "Loss of Life."]
May 18	Am. sc. Jack Thompson.	.....do.....	Parted cables; driven ashore 2½ miles from Annex Station. Learning of disaster, life-saving crew put beach apparatus on flat car furnished by Illinois Central Railroad and hurried to scene, when they found that six of the Thompson's crew had already been assisted ashore by the crowds in the vicinity, the seventh having been lost. [See detailed account under caption "Loss of Life."]
May 18	Am. sc. Rainbow....	Chicago, Lake Michigan..	Ran into by schooner Myrtle, causing her to fill and capsize; violent gale and snowstorm raging. Tug Mollie Spencer succeeded in taking four of the crew off the side of the wreck, but became disabled and was obliged to return without the remainder, landing the rescued seamen at Annex Station (harbor entrance), where they were properly cared for. The remaining three members of crew drifted toward shore on a piece of the wreck, whence two were rescued by the crowds on the beach. Life-saving crew, who had come to schooner Jack Thompson, rescued the remaining seaman, as well as a man who had rushed to his assistance, but was himself being carried out by the undertow.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
May 18	Am. sc. Mercury.....	Chicago, Lake Michigan..	Dragging ashore 4 miles from station during same gale. Started to her assistance with boat wagon and beach gear, arriving at scene just as she stranded and jammed in the lumber of the schooner Jack Thompson, previously wrecked, rendering boat service impossible. Life-saving crew ran out on lumber, which was rising and falling with the seas, and, at the risk of their lives, threw heaving lines on board, by means of which the crew of seven men were assisted ashore. Vessel became a total wreck.
May 18	Am. sc. J. Loomis McLaren.	.....do.....	Dragged ashore near the Mercury, fetching up 35 yards from sea wall. Fired a shot line over her, but it fouled and parted; then managed to get a line from schooner, which was held by persons on the shore, and on which the crew came ashore hand over hand, the surfmen running into the water and assisting them to land. Surfman Enright, at great personal risk, succeeded in boarding the vessel and securing from washing overboard the body of the mate, who had been killed some time before schooner stranded by the breaking of her tow post. After the work of rescue was finished, Surfmen Enright and Peterson were so overcome by exposure in the cold water and by their long-continued exertions that people on the beach carried them to a house near by and there cared for them until they recovered. Next day, the sea having moderated sufficiently, brought the body of the mate ashore and delivered it to the authorities.
May 18	Am. sc. Lincoln Dall.	Evanston, Lake Michigan.	Encountered the gale of this date; when 7 miles offshore a heavy sea boarded her, carrying away yawl, steering gear, and mizzenmast, injuring steward and sweeping overboard three of the crew, two of whom, however, succeeded in regaining her deck. She then drifted ashore at Glencoe, 8 miles from station, where she became a total wreck, the waves driving the crew to the bow for refuge. On receipt of news of disaster station crew proceeded to Glencoe, which they reached, after toiling nearly three hours over difficult roads, with boat wagon and beach gear. The first attempt to pull out to the wreck was rendered fruitless by the severity of the sea. The second, however, was successful, and by skillful management the crew of four men were removed from their cramped and dangerous situation and brought safely ashore, where, after circulation was restored, they were taken to the station and succored four days. Procured attendance of surgeon for injured steward. [See extract from master's report among "Letters of Acknowledgment."]
May 18	Am. sc. J. B. Newland.	Racine, Lake Michigan...	At anchor in Racine Bay; force of wind and sea prevented tug from going to her assistance and obliged schooner to slip her cables and run before the wind. Telegraphed Chicago Towboat Line to have a tug in readiness to take her in tow, vessel having no anchors on board. When she arrived off Chicago, the tug telegraphed for picked her up and towed her in.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
May 18	Am. sc. German.....	Racine, Lake Michigan...	Working into port during storm; after entering harbor mouth her sails were blown to tatters and a huge sea dashed her against the south pier. Passed station hawser on board, and assisted to tow her to a secure berth.
May 18	Am. sc. M. J. Cummings.	Milwaukee, Lake Michigan.	Foundered in storm of this date in 18 feet of water, forcing her crew to the rigging where they clung exposed to the fury of the gale. Life-saving crew made a courageous but futile effort to rescue them with lifeboat. In afternoon keeper and two of crew of Racine Station and one of Milwaukee crew fell in with and assisted party of volunteers to rescue the persons remaining on board. On 20th went out and brought ashore two bodies lashed to rigging. [See detailed account under caption "Loss of Life."]
May 18	Am. sc. C. C. Barnes .....do.....		Dragging along beach in prevailing gale. After returning from the schooner M. J. Cummings, crew took beach apparatus and attempted to establish communication with the Barnes with the breeches buoy, but found her far beyond the reach of any life-saving ordnance. She next slipped her anchors and ran ashore, coming high up on the beach. Assisted to secure her from swinging broadside to sea and took off woman cook; then returned to station, as schooner was in no immediate danger. On 27th ran lines for tug Welcome, which made an ineffectual attempt to float vessel; June 2d tug and life-saving crew renewed their efforts and were successful in releasing her, the revenue steamer Johnson assisting.
May 18	Am. sc. Christiana..	Two Rivers, Lake Michigan.	Anchored outside breakers with distress signals flying; prevented from entering harbor by storm. Sent for tug, but owner refused to let her come out on account of severity of weather; launched lifeboat and proceeded to schooner, which was now dragging down the lake and in danger of going ashore. Put a surfman on board to assist in making sail and keeping her off the beach, and after directing master to Manitowoc, 6 miles distant, sailed to that port in advance in lifeboat and secured tug Arctic, with which went out and twice took schooner's towline, but both times it broke. It being impossible to bring her into harbor, and her crew refusing to abandon her, took off the surfman and returned to station, the vessel keeping away for Milwaukee.
May 18	Fishing boat; no name.	Cape Disappointment, Washington.	Swamped in the breakers off Peacock Spit. Pulled to her assistance, but some fishermen in the vicinity reached her first and rescued the two men. Towed boat and gear to station.
May 19	Sailboat; no name..	Point Lookout, New York.	Beached and abandoned by occupants, who were unable to manage her, pounding hard in the surf. Assisted to bail out and haul boat up on beach.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
May 19	Am. sc. William Shupe.	Sand Beach, Lake Huron.	Became water-logged in gale of 18th, and drifted ashore 6 miles north of Port Huron and 60 miles from station. Volunteer crew of five men attempted to make a rescue, but their boat capsized and drowned four of their number. On 19th, when keeper first learned of casualty, vessel had broken in two in the storm and her crew had been clinging to the rigging twenty-four hours, whither the furious waves had driven them. Loaded lifeboat and beach apparatus on cars and hastened to scene in special train sent by the Flint & Pere Marquette Railroad Company. Went out to windward in tow of tug C. D. Thompson, dropped down alongside wreck, and skillfully removed the crew—five men and one woman—worn out by their long exposure to the cold and stormy weather, and brought them safely ashore amid the cheers of the crowds on the beach. Twenty minutes after the rescue the schooner's mizzenmast fell, and shortly afterwards she went to pieces. [See letter of acknowledgment.]
May 20	Catboat; no name...	Sabine Pass, Texas.....	Capsized with a small boy on board. Keeper at once launched station skiff, rescued boy, and brought him ashore to his parents; righted, bailed out, and secured boat.
May 20	Am. slp. Judge.....	Erie, Lake Erie...	Damaged rudder and became water-logged during gale; signaled for assistance at 8 P. M. Engaged tug and ran station hawser to sloop, which was then towed to Erie for repairs.
May 20	Am. tug George H. Parker.	Middle Island, Lake Huron.	Stopped off station to obtain information regarding steamer and raft of logs. Pulled out and notified master that they had passed on previous day.
May 20	Am. sc. Michicott....	Holland, Lake Michigan..	Prevented from entering harbor by unfavorable wind. Towed her in.
May 20	Am. sc. Bells.....	Racine, Lake Michigan...	Anchored in Racine Bay to ride out gale; in danger of dragging ashore. Kept watch of her until sea moderated somewhat next day, then went out with tug Edward Gillen, intending to assist in weighing anchors; found it impossible to get on board, however, and schooner was forced to slip her cables in order to tow into harbor. On 23d went with schooner and recovered her anchors, working five hours.
May 21	Am. sc. A. F. Crockett.	Harveys Cedars, New Jersey.	Driven ashore by gale during night and totally wrecked; boat service impossible on account of stormy weather. Summoned volunteers (station closed for inactive season), took beach apparatus to scene and fired two lines over wreck; established communication by means of second line and safely landed crew of seven men with breeches buoy; provided them with dry clothing, they being in a destitute condition and suffering with cold.
May 21	Am. tug Wm. E. Chapman.	Cape May, New Jersey...	Came in from sea late in the afternoon, intending to cross Prissy Wicks Shoal; finding buoys had been carried away by storm, anchored and set signal for pilot. Collected crew, but darkness set in before their arrival, and, as weather was thick and heavy sea running, waited until morning; then boarded her, assisted to get her anchor, and piloted her clear of obstructions. Loaned master chart for his further guidance.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
May 21	Am. sc. Emma C. Hutchinson.	Michigan City, Lake Michigan.	Lost sails and anchored 10 miles from station to ride out gale; at the end of two days she began to leak and set signals of distress. Tried to obtain services of a tug to tow surfboat, but master refused on account of height of sea at harbor entrance. Engaged three volunteers, and thus strengthened, pulled to the schooner against adverse wind and sea, brought ashore telegram for master, and secured tug to tow her to Chicago.
May 21	Am. sc. Mary A. Gregory.	Kenosha, Lake Michigan.	Lost her yawl, which was observed from station drifting down the lake full of water. Picked it up and held it at station until 30th, when it was returned to schooner.
May 21	Fishing boat; no name.	Cape Disappointment, Washington.	Capsized in the breakers off Republic Spit. Overhauled and righted boat and delivered it to the two fishermen, who had been rescued by a boat near at hand before life-saving crew could reach them.
May 22	Sailboat; no name..	Race Point, Massachusetts.	Rendered unmanageable by loss of mast and oar; boarded by a heavy breaker, filling boat and endangering life of occupant. Rescued the man, who was in an exhausted condition, and cared for him at station over night.
May 22	Am. slp. J. C. Wood..	Cobbs Island, Virginia.....	Stranded. Ran out an anchor, hauled her afloat, and brought her into harbor; procured medical attendance for one of crew who was injured.
May 22	Naphtha launch Hattie H.	Point Marblehead, Lake Erie.	Disabled machinery when off Point Marblehead Light-House, rendering her helpless. Towed her to station pier and telephoned for tug, which towed her to Sandusky for repairs.
May 22	Am. sc. C. G. King..	Marquette, Lake Michigan.	Sprung a leak in gale of 21st; on arriving in harbor master came to station and requested assistance of life-saving crew to keep her afloat, ship's company being worn out by continuous pumping. Kept her free until afternoon of 23d, when the leaks were stopped, and she proceeded to Buffalo.
May 22	Am. str. Joseph C. Suit.	Racine, Lake Michigan...	Underran her reckoning in foggy weather and stranded on reef off Racine Point. Notified tug and ran line to steamer with surfboat; she was released undamaged.
May 22	Am. tug J. P. Clark..	....do	Stranded on Racine Reef during fog. Piloted out tug Edward Gillen and passed a long hawser to the Clark, which was found to be badly listed to port. When the Gillen commenced pulling the Clark rolled suddenly to starboard, striking and filling her yawl, lying alongside with the baggage of crew on board in charge of one of their number. Rescued man, recovered effects, and placed them on board the tug, when she was floated; also transferred to the Clark a woman whom they had previously removed from vessel for fear of accident.
May 23	Raft; no name.....	Cleveland, Lake Erie.....	Quarter of a mile from shore with a boy on board, who was struggling fruitlessly to reach breakwater against offshore wind; squall approaching. Rescued him with surfboat.
May 23	Am. tug Robert Tarrant.	Chicago, Lake Michigan..	Run down and sunk by the steamer Fred. Pabst, which she was attempting to take in tow; three of her crew jumped on board the tug Perfection, lying alongside steamer, but the remaining member, the engineer, was clinging to a fender hanging from the Pabst and was in danger of drowning; seeing his peril life-saving crew rescued him with station boat.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
May 24	Skiff; no name.....	Santa Rosa, Florida.....	Being unable to make headway against heavy squall, the two occupants beached boat. Hauled it up and bailed it out; took boatmen to station and cared for them until squall passed, after which they proceeded to the navy-yard, their destination.
May 24	Br. sc. Flora Carveth.	Charlotte, Lake Ontario..	Ran line to pier and attempted to haul into harbor, but found current too strong. Boarded her and assisted to haul her alongside wharf.
May 24	Am. str. Escanaba...	Grindstone City, Lake Huron.	Stranded on Burnt Cabin Point Reef during foggy weather. Landed master, who wished to telegraph for tugs; engaged and transported to steamer forty-one laborers and assisted them to jettison part of cargo of corn. After working nearly eight hours, steamer was sufficiently lightened to work off the reef. Transferred laborers to shore; on the 25th and 26th, gathered up portion of corn that had been thrown overboard and held it for vessel.
May 25	Am. sc. J. B. Newland.	Racine, Lake Michigan...	Wished assistance to recover anchors and chains, which she had been obliged to slip in gale of 18th. [See record of that date.] Grappled for and recovered them, after working six hours, then helped get her under way.
May 27	Scow; no name.....	Oswego, Lake Ontario....	Adrift with three boys, who, having no oars, were being carried out into the lake. Towed them back and secured scow.
May 27	Skiff Lillie.....	Louisville, Kentucky.....	Drifting downstream; the occupants, two boys, unable to check her progress and about to go over the Falls of the Ohio. Rescued boys and towed boat to station.
May 27	Am. sc. Grace Watkins.	Sand Beach, Lake Huron.	Drifting offshore with distress signal flying. Notified tug to hold herself in readiness in case her services should be needed, then pulled out to schooner with lifeboat. Finding she had carried away her head sails in a squall, set signal, observing which the tug came out and towed her in.
May 27	Schooner; no name.	Grindstone City, Lake Huron.	Unmanageable; drifting out into the lake with three men on board and a yawl in tow. Overhauled her and put three surfmen on board, who sailed her to station and secured her. But for the prompt assistance of the life-saving crew the vessel would undoubtedly have met with disaster, heavy weather setting in a few minutes after she was moored. Cared for the three men at station until 29th, when weather moderated and they left for home.
May 27	Sloop yacht; no name.	Chicago, Lake Michigan..	Master shortened sail for a squall, but did not leave enough canvas on to manage yacht, which drifted against north pier and began to pound hard. Went on board and sailed her to a place of safety, preventing her destruction.
May 27	Rowboat; no name	.....do.....	Broke adrift from waterworks crib, where her crew of two men were fishing, leaving them no means of getting off; wind strong, sea rough. Towed to place with lifeboat and brought them off.
May 27	Am. sc. Little May..	Racine, Lake Michigan...	Moored to north pier, where she became endangered by heavy swell setting into harbor. Towed her to a sheltered position farther up river.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
May 28	Bge. No. 19.....	Louisville, Kentucky.....	Towboat Bennett attempted to move her from wharf, but, being caught by wind and strong current, was forced to let go to save herself from going over the falls; barge then drifted downstream and stranded on Speeds Dam, below cross dam and partly over falls. Finding she could be lightered and floated, so notified master of Bennett; then ran anchor to steady her, and brought laborers on board to float her; assisted to lighter cargo, and to get her safely over the falls when finally released. [See letter of acknowledgment.]
May 28	Rowboat; no name	Chicago, Lake Michigan..	Occupants attempted to change seats causing boat to capsize and throw them into the water. Rescued the three men, one of whom was sinking for the third time; towed to station, bailed out, and secured boat.
May 28	Fishing boat; no name.	Point Adams, Oregon.....	Capsized in the breakers 2 miles from where life-saving crew were watching the fleet of fishing boats. Made strenuous exertions to rescue the two imperiled men, but a boat lying near by arrived first and picked them up. Bailed out boat, collected and restowed gear, took boat and boatmen to station, and cared for latter.
May 29	Skiff Nana S.....	Louisville, Kentucky.....	In danger of drifting over the falls with her three occupants. Towed her ashore.
May 30	Am. Sc. John W. Smart.	Watch Hill, Rhode Island.	Anchored in Fishers Island Sound to avoid being set on Catumb Rock by strong tide; shortly afterwards her anchor stock broke and she dragged over the rocks, staving holes in her bottom which caused her to leak so badly that her crew were barely able to keep her afloat. Keeper summoned tug and ran hawser to schooner, which was towed to New London for repairs.
May 30	Am. slp. yt. Avocet..	Cleveland, Lake Erie.....	Dragged against wharf at mouth of Rocky River, 8 miles from station, with only one of her crew, a boy, on board; pounding hard and in danger of destruction. Accompanied tug Alva B. to place with lifeboat and twice ran station hawser to yacht, pulling through a heavy surf and endangered by the mast, which swayed violently and threatened momentarily to go overboard. Soon after starting in tow for Cleveland her mast fell, and the boom pinned the helmsman to the deck, imperiling his life. Extricated him and cleared up wreckage; the yacht proceeded to her destination without further mishap.
May 30	Am. sc. Alert.....	Grand Haven, Lake Michigan.	Sea setting into harbor caused her to pound against wharf; insufficiently manned to be moved to a place of safety without assistance. Ran a line across river and hauled her to a secure berth.
June 1	Rowboat; no name..	Pointe aux Barques, Lake Huron.	Cast adrift off Port Austin Lighthouse by skiff which was unable to tow her ashore against increasing wind and sea; discovered about a mile offshore by life-saving crew. Towed boat to station and held her until owner came (on 12th) and took her away.
June 3	Slp. Leda.....	Fort Lauderdale, Florida.	Stranded on shoal when attempting to cross bar. Assisted to float her at high water and to get her into harbor.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
June 3	Sailboat; no name..	Point Marblehead, Lake Erie.	Capsized in squall at 9.30 P. M., 3¼ miles from station, and beyond sight and hearing of life-saving crew; wind offshore. Shortly after the accident one of the four occupants, becoming chilled and exhausted, released his hold on the overturned boat and was drowned; the remaining three, a man and two girls, held on until 11.30, when, wind having changed and boat having drifted nearer shore, their cries were faintly heard by east patrol and by him reported to keeper. Launched surfboat and rescued the three survivors. When taken from the water they were so chilled and exhausted that they could not have held on much longer, but were speedily restored at station. Secured boat and dragged three days for body of drowned man, but failed to find it.
June 3	Sharpie; no name....	Chicago, Lake Michigan..	Struck and capsized by squall, throwing overboard her occupants, two boys. Rescued the boys and secured their boat.
June 3	Rowboat; no name..	Milwaukee, Lake Michigan.	Endangered by sudden squall; two inmates badly frightened and signaling for assistance. Towed them into harbor.
June 3	Sloop yacht; no name.	.....do.....	Anchored outside harbor on account of squally weather; began dragging and set flag at half-mast for assistance. Pulled out to her, but tug came alongside at same time and took her in tow. Picked up a rowboat that she had lost and towed it in for her.
June 4	Sailboat; no name..	Charlotte, Lake Ontario..	Capsized. Rescued two boatmen; secured boat and gear.
June 4	Am. str. J. D. Marshall.	Middle Island, Lake Huron.	Stranded on reef, 4 miles from station. assisted to lighter 3,000 railroad ties into a boom alongside and to reload them on vessel after she worked off; landed four laborers who had been engaged in same service.
June 4	Fishing boat; no name.	Cape Disappointment, Washington.	Occupants unable to stem strong current in river and drifted out over the bar. As life-saving crew were out with surfboat watching a large number of boats fishing near Clatsop and Peacock spits, and did not wish to leave them unguarded in their perilous situation, keeper notified tug George H. Mendell (belonging to United States Engineer Department), which towed boat back to place of safety.
June 5	Am. sc. C. A. King..	Grindstone City, Lake Huron.	Fell in with heavy weather while bound up the lake. As she passed Pointe aux Barques Station, two Coston signals were burned to warn her offshore, but she was unable to tack against the wind and sea, and held her course until she fetched up on the reef off Grindstone City during the night of the 4th. Crew from this station boarded her early in the morning, and from then until 7th assisted as opportunity offered, carrying messages, etc. On 7th, tug arriving, ran her lines to the King, manned pumps, and removed 3 feet of water that had been allowed to run into schooner's hold to keep her steady. She was then released and towed to Sand Beach Harbor.
June 5	Slp. yt. Keewaden..	Marquette, Lake Superior.	In dangerous position, 38 miles from station, near Grand Island. One of life-saving crew accompanied tug that was sent for her, and steered yacht while she was towing to Marquette.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
June 6	Am. sc. Shenandoah.	Cranberry Isles, Maine....	Aground 4 miles from station. Assisted to run anchor and heave her afloat; piloted her to good anchorage.
June 8	Am. sc. Granger.....	Middle Island, Lake Huron.	Stranded on dangerous reef. Pulled 4 miles to scene and set to work to float her; ran anchors, made sail, trimmed cargo, etc.; after three hours' hard work succeeded in getting her off.
June 9	Br. sc. Otto and Roy.	Crumple Island, Maine...	Sea hove her on the beach during calm, causing her to pound hole in bottom; all her crew except master abandoned her in ship's boat. Keeper boarded her with dory and brought off a new hawser; finding she was fast sinking, took master in dory and gave way at full speed, barely clearing vessel as she rolled over and sunk. Brought crew to station, provided them with dinner, then transported them to Jonesport. [See letter of acknowledgment.]
June 9	Slp. White Hawk.....	Coney Island, New York..	Stranded on west point of Rockaway Beach; inactive season. Keeper pulled to sloop, which was pounding hard in the breakers, succeeded in taking out her anchor and assisted to warp her out of danger.
June 9	Dory; no name.....	Kitty Hawk, North Carolina.	Adrift. Towed it ashore and hauled it up on beach clear of surf.
June 10	Slp. Fish Hawk.....	Coney Island, New York..	Stranded on bar during ebb tide; unprovided with yawl to run anchor or land her seven passengers. Keeper carried out anchor with station skiff; had passengers get in bow of sloop, which trimmed her so that she could be hove afloat.
June 10	Catboat Idle Hour..	.....do.....	Occupants, who were intoxicated, ran her aground, and left her in an unsafe position. Keeper took her to good anchorage and in morning turned her over to owner.
June 10	Am. str. J. M. Allmendinger.	Manistee, Lake Michigan.	Disabled machinery shortly after midnight, 13 miles from station. Lookout, hearing her signals of distress, alarmed the crew, who engaged tug J. L. Wheeler, and proceeded to her assistance; on arriving found her crew making preparations to leave for Manistee in ship's boat, to procure tug, steamer having drifted within 1½ miles of the beach. She was then towed to Manistee by the Wheeler for repairs.
June 10	Sailboat; no name..	Fort Point, California.....	Drifted outside Golden Gate; two men on board unfamiliar with handling a boat under sail. Towed boat inside with surfboat and secured her.
June 11	Bge. Swan.....	Cleveland, Lake Erie.....	Stranded, 10 miles from station. On request of towboat company, placed skiff and hawser on board one of their tugs and went to scene of casualty in her company; ran hawser to barge, but she was so deeply embedded in the sand that after working some time, tug was obliged to abandon the effort to release her. Next day tugs dredged channel and floated her.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
June 11	Br. sc. Muskoka.....	Middle Island, Lake Huron.	One of two schooners bound to Collins Bay, Ontario, in tow of steamer owned by same line. When off Presque Isle she sprang a leak and became waterlogged; soon afterwards she lurched violently and carried away her mizzenmast, fore and main shrouds and part of her deck load. Early in the morning they were discovered from station standing for Alpena, the only harbor in the vicinity with which they were acquainted. Piloted them into harbor on northwest side of Middle Island, where the schooner was beached in a safe place. Assisted to lighter and secure remainder of deck load, to pump schooner out, to repair leaks and rigging and to replace deck load, working three days. She then proceeded to destination. Had she kept on for Alpena on the 11th, she would doubtless have met with serious mishap, as the wind set in strong from the southeast shortly after she had been piloted into harbor by station crew. While rafting deck load of lumber, one of her crew fell overboard, but was rescued with assistance of life-saving crew, and by them provided with dry clothing.
June 12	Am. sc. Abden Keene.	Race Point, Massachusetts.	Stranded in dense fog at 8.30 P. M.; crew came to station (closed for inactive season) for assistance. Keeper telephoned to Provincetown for insurance agent and wreckers, with whom arrangements were made to float schooner. In morning, however, the tug did not arrive promptly, and, as wind and sea were threatening, keeper and two volunteers took charge of vessel and got everything ready so that she was released by tug without delay. Without this assistance she must have remained aground another tide, which would have caused her to bilge, if not become a total loss.
June 12	Catboat Backon.....	Erie, Lake Erie.....	Drifting down the lake with two young women and a man, the man intoxicated and unable to manage craft. Put a surfman on board who sailed boat to station.
June 13	Skiff; no name.....	Louisville, Kentucky.....	Capsized and sunk with her four occupants, below cross dam of falls. Rescued three men who were in danger of drowning and secured boat; fourth man was rescued by some fishermen near by.
June 15	Skiff Mose Green....	.....do.....	In the current of the river and drifting rapidly toward the Falls of the Ohio with eight small boys on board. Reached them in time with station boat and brought them safely to station.
June 15	Am. sc. Restless.....	North Manitou Island, Lake Michigan.	Encountered squall 4 miles from station, which carried away fore boom, jib boom, and bowsprit; vessel short-handed and in need of assistance. Boarded her and helped clear up wreckage, then worked her to anchorage. Next day brought a piece of timber alongside with which to fit new spars; took charge of and made all necessary repairs, permitting her to resume her voyage.
June 15	Am. sc. Wm. H. Chapman.	Milwaukee, Lake Michigan.	Fore sheet parted, and the boom, swinging to leeward, knocked one of her crew overboard. Life-saving crew rescued the sailor and placed him on board vessel.
June 17	Skiff; no name	Cleveland, Lake Erie.....	In attempting to change seats the two inmates capsized skiff. Rescued them; secured boat and notified owner, who came and took charge of his property.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
June 17	Scow; no name.....	Manistee, Lake Michigan.	Went out of harbor to procure load of gravel; on her return encountered heavy onshore swell which set her on the beach, 2 miles from station. Floated and towed her into harbor.
June 17	Am. sc. Lottie May..	Two Rivers, Lake Michigan.	Attempted to enter harbor for shelter at 9 P. M., but was forced to stop at end of south pier, wind adverse and no tug available. Life-saving crew assisted to tow her in.
June 18	Am. slp. Viola.....	North Beach, Virginia.....	Stranded on Davis Shoal. Boarded her, lightered part of her cargo of oysters into her small boat, and got her afloat. Shortly afterwards the small boat sunk, parting the line by which it was towed. Life-saving crew then grappled and dragged it into shoal water, where they raised it and reloaded oysters on board sloop.
June 18	Small boat; no name.	Two Rivers, Lake Michigan.	Drifting out into the lake before fresh breeze with a young boy on board, who could barely keep boat free of water by constant bailing, and was unable to manage her. Life-saving crew towed him into harbor. In a few moments the boat would have reached the rough water, where she must have swamped.
June 19	Slp. Coquette.....	Point Allerton, Massachusetts.	Stranded on the rocks off Lovells Island; her ten passengers taken to Boston by a tug. Having no food on board keeper brought crew of three men to station and gave them dinner, then went back and assisted to remove ballast from sloop and to repair leaks, etc. After working eight hours she was floated.
June 20	Slp. Daisy M.....	Chicago, Lake Michigan..	Capsized. Feared she would sink under the weight of the three boatmen before station boat could reach them; life-saving crew secured services of tug with which they went to place and rescued the men; righted sloop and got her ready for use.
June 21	Am.tug Saugatuck..	Two Heart River, Lake Superior.	Stove her yawl, preventing her from landing supplies; called on life-saving crew for assistance. Brought ashore supplies in station boat and repaired yawl.
June 22	Sailboat; no name..	Louisville, Kentucky.....	In danger of being swept over falls by current. Towed boat and inmate ashore.
June 23	Skiff; no name	Manistee, Lake Michigan.	Overtaken by squall 2 miles north of station when returning from a hunting trip; her crew of three men attempting to keep her head to sea, but in great danger of capsizing. Rescued them with lifeboat and towed skiff to station, whence they proceeded home in safety.
June 24	Sloop; no name.....	Fletchers Neck, Maine....	Dragged ashore; fresh northeast breeze and rough sea. Assisted to launch her off the beach in time to prevent injury.
June 24	Catboat J. W. H.....	Rockaway, New York....	Drifting toward the iron pier at Rockaway Beach, 2 miles from station, with her mast carried away; inactive season. Keeper started to her assistance, but before he could reach her she anchored, and the life-savers from the bathing beach took off her crew of four men. As the latter had lost part of their clothing and were wet through, keeper took them to station and furnished them with dry clothing from station supply.
June 24	Sharpie; no name...	Oswego, Lake Ontario.....	In the lake, a mile offshore, with sails torn and rudder disabled. Towed boat and occupants into harbor.
June 24	St. yt. My Pardner..	White River, Lake Michigan.	Master asked assistance to repair rudder, injured by raft of logs on previous night. Hauled yacht's stern out of water and made needed repairs.
June 24	Sloop; no name.....	South Haven, Lake Michigan.	Capsized by squall. Rescued two boatmen, righted and bailed out boat and delivered her to owner.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
June 24	Slp. yt. O. K.....	Chicago, Lake Michigan..	Struck by squall, capsizing yacht and casting crew of five men overboard. Rescued them as they clung to the side of their nearly submerged craft and brought them to land. Towed yacht ashore and got it ready for use, after which the crew continued to their destination.
June 25	Br. str. Bramble.....	South Brigantine, New Jersey.	Aground on Brigantine Shoals, 3 miles from station; weather foggy. Assisted by crew from Brigantine Station, sounded out channel for her information, and assisted to get her afloat; piloted her out beyond shoals.
June 25	Rowboat; no name..	Chicago, Lake Michigan..	Broke adrift from her moorings. Recovered and secured her.
June 26	Am. bkn. E. S. Powell.	New Inlet, North Carolina.	Stranded on the bar during thick weather. Keeper summoned Gull Shoal and Chicamicomico stations, and volunteer crews from the three stations, consisting of eighteen men, boarded vessel. Carried out anchors, jettisoned part of her cargo, and, after nearly six hours' work, got her ready to float, but on flood tide her hawsers parted and she drove farther on the bar; then landed crew of nine men, with their belongings, and cared for them at station until 28th, when, a wrecking tug coming to take charge of work, they were placed on board their vessel with surfboat. She was released on following day and towed to Norfolk. [See letter of acknowledgment.]
June 26	Slp. Osceola.....	Orange Grove, Florida.....	Parted cable and drifted on the beach, 7 miles from station. Keeper assisted to remove cargo and to place skids under sloop to prevent her from receiving injury. After four days' work, she was got ready for launching, and was floated on 30th with but slight damage.
June 26	Am. sc. Priscilla.....	Santa Rosa, Florida.....	Stranded on sand bank while beating close inshore. Went to her assistance, set sail, ran anchors, etc., working five hours. Finding at the end of that time that they could not get her off, sent for a tug, with whose aid she was floated.
June 27	Sailboat; no name..	Pentwater, Lake Michigan.	Drifting out of harbor. Picked her up and delivered her to owners.
June 29	Br. bk. Curler.....	Quoddy Head, Maine.....	Stranded on the rocks on Campobello Island, New Brunswick, at 4 A. M.; weather thick and foggy. Pulled 5 miles to vessel, and removed nautical instruments and other effects to a pilot boat for safety; threw overboard loose cargo and ran line for tug, which came shortly afterward. Directed her to a good anchorage as soon as she was released; then piloted tug through the fog to Eastport to enable her to land passengers from, and to procure a supply of drinking water for the bark. Keeper remained by vessel until following day, when she was towed to St. John.
June 29	Am. sc. Mary E. Daniel.	Brant Rock, Massachusetts.	Hove to some distance from station and sent boat ashore for a pilot to conduct her to Plymouth Harbor, 10 miles distant; weather thick and foggy. As there was no regular pilot in the vicinity, keeper went on board and piloted her safely to destination.
June 30	Rowboat; no name..	Fort Niagara, Lake Ontario.	Adrift in the river. Towed her to station with surfboat and returned her to owners.
June 30	Skiff Mary and Lizzie.	Louisville, Kentucky.....	In danger of going over the falls with occupant. Overhauled boat and towed it ashore, preventing disaster.
June 30	Am. sc. Una.....	Two Rivers, Lake Michigan.	Unable to reach wharf; weather calm. Towed her up river to her berth.

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SERVICES OF CREWS (MISCELLANEOUS).

Date.	Service rendered.	Station and locality.	Nature of casualty.
1893.			
July 1	Property saved.....	Manistee, Lake Michigan.	Recovered a raft of logs that had broken adrift from moorings in the river; made it fast and notified owners.
July 2	Rescue from drowning.	Chicago, Lake Michigan..	Three men who were bathing near the breakwater were taken with cramps. Rescued two of them with station boat while the third was pulled out on the breakwater; then boated the party to the shore.
July 2	Property saved.....	Racine, Lake Michigan...	A horse used in hoisting coal fell into the river. Assisted to tow him outside the piers where he could walk out on the beach.
July 3	Recovery of body...	Chicago, Lake Michigan..	Picked up the body of a man who was lost on the 28th ultimo from the steam yacht Mina; took it to the station and turned it over to the undertaker.
July 4	.....do.....	Charlotte, Lake Ontario...	While the surfmen were exercising at swimming, after practice with the Dobbins surf lifeboat, Surfman Alfred Kinander suddenly sank. Recovered his body about seven minutes after his disappearance, but efforts to resuscitate it were unavailing. An autopsy on the following day showed that death resulted from a rupture of the aortic valves and not from drowning.
July 6	Rescue from drowning.	Oswego, Lake Ontario.....	A small boy, 6 years old, was seen to fall from the dock into the river, from which he was rescued by one of the surfmen.
July 6	Recovery of body...	South Haven, Lake Michigan.	Recovered the dead body of a man that was found floating in the river and turned it over to the coroner.
July 6	.....do.....	Milwaukee, Lake Michigan.	Recovered a body floating in the lake, brought it ashore and notified the coroner, who took charge of it.
July 7	Rescue from danger.	Golden Gate Park, California.	A boy who had waded out to a rock at low water for the purpose of fishing was cut off from shore by the rising tide. The patrolman, by going into the surf, was able to heave the imperiled youth a line by which he was brought ashore safely.
July 8	Recovery of body...	Buffalo, Lake Erie.....	A man jumped into the river from the top of an elevator 125 feet high, and was killed by striking the bottom. Dragged for, and recovered the body, brought it to the station and notified the coroner, who came and took charge of it.
July 9	.....do.....	Louisville, Kentucky.....	Received a message by telephone that a boy had been drowned about 4 miles from the station. Sent boats to the scene with appliances. Recovered the body and turned it over to relatives.
July 11	Assistance at fire.....	Monmouth Beach, New Jersey.	Keeper discovered fire in an ice house close by at midnight. Aroused the fishermen living near, notified the fire department at North Long Branch and gave material aid in extinguishing the flames and preventing their spread to adjoining buildings.
July 13	Recovery of body...	Louisville, Kentucky.....	A man was accidentally drowned in the river about 2 miles from the station. Dragged for, and recovered the body, brought it to the station and notified the relatives of the deceased, who took charge of the remains.
July 15	Rescue from drowning.	Gurnet, Massachusetts....	In attempting to board a sailboat, lying at anchor, with a skiff, the boatman lost his balance and fell into the water, where he was in danger of drowning. Hearing cries that a man was overboard, quickly manned the dory, pulled to the rescue, and assisted him in getting on board the craft in safety.
July 18	Recovery of body...	Bois Blanc, Lake Huron..	The dead body of a man drowned November 7, 1892, was found floating in the lake 2¼ miles away. Towed it into shoal water, then went to Cheboygan, 10 miles distant, to notify the brother of the deceased, who sent a tug to obtain the remains.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1893.			
July 19	Assistance at fire....	Point Marblehead, Lake Erie.	At a quarter past 2 o'clock in the morning the patrolman discovered a fire in a store having living rooms over it. Aroused the life-saving crew, then assisted in rescuing children from the burning structure and in removing household effects. Although the store and contents were destroyed, the adjacent buildings were saved from destruction.
July 20	Recovery of body...	Buffalo, Lake Erie.....	Recovered the dead body of a young man who had been drowned while bathing; took it to the station, and held it until taken away by the coroner soon afterwards.
July 20	.....do.....	.....do.....	A boy fell into the river, and, being unable to swim, was drowned. When notified the life-saving crew went to the scene, dragged for and recovered the body, took it to the station, and turned it over to the coroner.
July 21	.....do.....	Chicago, Lake Michigan..	After two hours' dragging, recovered the body of a boy who was drowned on the night of the 18th instant.
July 23	Rescue from drowning.	St. Joseph, Lake Michigan.	A man fishing from the pier head was seen to fall into the river; in attempting to get into a boat moored at the wharf the latter filled, but did not sink, as it was made fast bow and stern. Rescued the man and took him to station, gave him dry clothing and restoratives and sent him home.
July 24	Property saved.....	Chicago, Lake Michigan..	A horse and wagon fell into the lake from the embankment at the foot of Randolph street. Went to the place with block and tackle; landed the horse and recovered the wagon.
July 25	Recovery of bodies..	South Chicago, Lake Michigan.	Received request to drag for the bodies of two men drowned in the lake off Eighty-third street. Recovered and turned them over to the police.
July 29	Recovery of body....	Cleveland, Lake Erie.....	A small boy fell into the river on the previous evening and was drowned. Upon learning the facts, went to the scene and searched for the body two hours without success. Resumed the search on the morning of this date, and after dragging three hours, recovered the body and turned it over to the coroner.
July 29	Rescue from drowning.	Milwaukee, Lake Michigan.	A man under the influence of intoxicants attempted to commit suicide by jumping into the river. Went to the scene in station skiff, pulled him out of the water, and took him to the station, where he was supplied with dry clothing; afterwards sent him home.
July 31	Recovery of body...	Ocean City, Maryland.....	Keeper received word that a girl had been drowned while bathing in the surf about one-half mile from the station. Went to the scene, and, after diving into the breakers several times, recovered the body, which was taken charge of by friends.
July 31	.....do.....	Chicago, Lake Michigan..	Received word that the body of a man was floating in the lake not far from the station. Secured the body, towed it to the station, and notified the police.
July 31	Assistance at fire.....	Evanston, Lake Michigan.	Lookout discovered a fire on a pier one-half mile distant at 2 A. M. Notified Evanston fire department, which came to the scene and extinguished the flames.
Aug. 2	Recovery of body...	Louisville, Kentucky.....	Received information that a man had been drowned in the river near Jeffersonville, Ind. Went to the locality, dragged for and recovered the body, and turned it over to the undertaker.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1893.			
Aug. 2	Recovery of body...	Racine, Lake Michigan...	Shortly before 9 o'clock in the evening the lookout heard shouts that a man had fallen overboard at the end of the south pier. Members of the crew hurried to the place in a skiff and succeeded in recovering the body with a pike pole. Practiced resuscitation upon it a long time, but life was extinct.
Aug. 3	Transportation of persons.	Sand Beach, Lake Huron.	Boarded the steamer H. B. Tuttle in response to signal, and learned that the mate had died on the voyage. At master's request, went for the coroner and undertaker, took them to the vessel, and afterwards boated them ashore. The vessel afterwards went alongside the wharf and landed the body.
Aug. 3	Rescue from drowning.	Evanston, Lake Michigan.	A small boy was taken with cramps while swimming and sank alongside the breakwater. One of the surfmen sprang into the water, which was 5 or 6 feet deep, got the boy, and placed him on the dock, where he soon revived. Kept him at the station until he was ready to go home.
Aug. 3	Transportation of persons.	Two Rivers, Lake Michigan.	At the request of the inspectors of steam vessels, by telephone, from Kewaunee, Wis., went out in surfboat and landed from the tug Cheboygan two of the United States local inspectors of steam vessels who were bound for Two Rivers for the purpose of inspecting a steamer.
Aug. 7	Property saved.....	Pointe aux Barques, Lake Huron.	During the evening the patrolman found a steer that had fallen over a bluff about half a mile from the station. Recovered the animal, valued at $20, with a lighter, brought it to station, and sent word to the owner, who came and took charge of his property.
Aug. 7	Rescue from drowning.	Sturgeon Bay Canal, Lake Michigan.	A young woman, while attempting to dip up a pail of water, lost her balance and fell into the canal, where she sank in water about 16 feet deep. The water was too deep and the current too swift to reach her by diving (which one of the surfmen attempted), but she was rescued by hooking her dress with a pike pole. After a short time she was restored by resuscitation methods, and afterwards given careful treatment at the station, where she soon fully recovered.
Aug. 9	.....do	Shark River, New Jersey..	A boy having got out beyond his depth in Sylvan Lake, began to shout for help. Keeper and a surfman, who chanced to be at hand, plunged into the lake and swam to the lad's assistance, conveying him ashore in safety.
Aug. 9	Recovery of body...	Chicago, Lake Michigan..	The steamer Mohawk reported that a dead body was floating in the lake 4 miles from the station. Recovered it with surfboat, brought it to station, and notified the police, who took charge of it.
Aug. 10	Rescue from drowning.	Tiana, New York.....	Five surf bathers—three men and two women—were carried out by the undertow, and would have been drowned had not the life-savers brought them ashore. One man was unconscious, but was restored by the method of resuscitation used in the Service, then taken to his place of residence.
Aug. 11	Recovery of body...	Point Adams, Oregon.....	Found the dead body of a man floating near the jetty. Removed it to a safe place and notified the coroner of Astoria, who came and took it away.
Aug. 12	Finding of human skeleton.	Two Heart River, Lake Superior.	The finding of a skeleton, supposed to be that of a fisherman drowned the preceding fall, was reported at the station. Keeper went to the place, 6 miles away, with men and tools; made a box and buried the remains on the beach.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1893.			
Aug. 13	Rescue from drowning.	Milwaukee, Lake Michigan.	While disembarking from a skiff near the station, a young lady fell into the water. Keeper rescued her, supplied dry clothing at the station, and afterwards sent her home.
Aug. 14	Fire extinguished...	Grand Haven, Lake Michigan.	Lookout saw smoke rising from the pier opposite the station. Sent one of the surfmen across the river, who extinguished the fire before it had gained enough headway to cause damage.
Aug. 19	Assistance in laying cable.	Wallis Sands, New Hampshire.	The Gardner Cable Company, engaged in laying cable from Isle of Shoals to Wallis Sands, needed help to bring the end of the cable on shore. Keeper loaned the workmen the necessary lines and assisted them in making the landing.
Aug. 19	Rescue from drowning.	Louisville, Kentucky.....	A man was seen by the lookout to jump into the river from a flat. Rescued him with station boat and turned him over to the city authorities, by whom he was sent to jail to sober up, having been found to be under the influence of liquor.
Aug. 19	Recovery of body....	Michigan City, Lake Michigan.	Recovered the body of a drowned man floating in the river, secured it to the dock, and notified the proper authorities. The body had been in the water several days.
Aug. 20	Rescue from drowning.	Pentwater, Lake Michigan.	In attempting to land at the dock from a rowboat, one of the occupants, a woman, fell into the water. She was rescued by one of the surfmen, who ran to the spot, grasped her as she was sinking, and brought her out safely.
Aug. 22	Shelter and succor..	Manistee, Lake Michigan.	A man on his way by water from Pawtucket, R. I., to Chicago, in a small rowboat, applied for shelter at the station. Maintained him thirty-six hours, when he proceeded on his voyage.
Aug. 24	Assistance at fire....	South Chicago, Lake Michigan.	A large fire broke out about four blocks west of the station during the prevalence of a fresh westerly breeze, endangering the station and the buildings near by. By hard work with station pump and hose prevented the spread of the flames to the station, lighthouse, and other structures in the vicinity.
Aug. 24	Rescue from danger.	Fort Point, California.....	A man who had gone out to a rock at low water was cut off from the shore by the rising tide. He was extricated from his perilous position by the station lookout, who waded into the surf and reached him with a life buoy and heaving line.
Aug. 26	Succor afforded.....	Long Branch, New Jersey.	Two fishermen, who had lost their boat and effects when attempting to land on the beach, were brought to the station for succor. Keeper gave them food and clothing and money to pay their way home.
Aug. 26	Recovery of body...	Buffalo, Lake Erie.....	A crowd of boys, numbering forty or fifty, who had been bathing near the end of the pier, discovered when they came out of the water that one of their number was missing, and notified the life-saving crew. Dragged for and recovered the body and turned it over to the coroner.
Aug. 26	.....do	Fort Point, California.....	Notified the coroner of the finding of a dead body in the bay.
Aug. 27	Shelter and succor..	Cape Lookout, North Carolina.	Sheltered five fishermen at the station two nights, their house having been endangered by the heavy storm and unusually high tides.
Aug. 27	Rescue from danger.	Morris Island, South Carolina.	During heavy easterly gale and high sea, assisted to rescue a party of eight colored persons from a house endangered by the surf. Soon after getting the family clear, the house collapsed and was completely destroyed.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1893.			
Aug. 27	Rescue from danger.	Morris Island, South Carolina.	A boarding house situated on the beach was endangered by the heavy gale and strong surf. Seventeen persons, ten women and seven children, were in the building which was gradually undermined by the action of the sea and timbers torn from the breakwater beating upon it. Life-savers obtained a lifeboat from a residence near by, pushed it through the drift in water about 5 feet deep, rescued the entire party, and took them to a place of safety. One-half hour afterwards the house collapsed and drifted away.
Aug. 27	Property saved.....	Point Betsy, Lake Michigan.	Picked up three life-preservers on the beach belonging to the steamer City of Traverse.
Aug. 28	Succor given.....	Morris Island, South Carolina.	The storm having swept away the boats and demolished the house of the light-keeper at Fort Sumter, the life-savers carried provisions and fresh water to him, thereby relieving his necessities.
Aug. 28	Recovery of body...	Cleveland, Lake Erie.....	Received a message that a dead body was afloat in the lake about three-quarters of a mile from the station. Recovered and brought it to the station and notified the coroner, who ordered it turned over to the undertaker.
Aug. 28	Rescue from drowning.	South Haven, Lake Michigan.	A small boy who had fallen into the river from the pier was saved from drowning by the prompt action of one of the surfmen, who rescued him from the water.
Aug. 28	Property saved.....	St. Joseph, Lake Michigan.	A crib intended for the extension of the harbor pier broke adrift from its moorings near the station, and would have gone out into the lake had not the life-saving crew recovered and made it fast again.
Aug. 28	Fire extinguished...	Chicago, Lake Michigan..	Fire was discovered on the pier not far from the station about 9 P. M. Ran to the place with buckets and extinguished the flames.
Aug. 29	Property saved.....	Burnt Island, Maine.....	Assisted in saving a lobster car, containing lobsters, that had broken away from its moorings. Helped secure it properly.
Aug. 30	....do	Racine, Lake Michigan...	A raft of timber was seen drifting out of the harbor during the night. The look-out manned a skiff, overhauled the raft, brought it to the dock, and moored it.
Aug. 31	.....do	Big Sandy, Lake Ontario.	Picked up lumber and pickets adrift near the station and piled them on the dock.
Sept. 1	.....do	.....do	Recovered lumber afloat in the vicinity of the station, piled it in a safe place, and notified the deputy collector of customs at Woodville, New York.
Sept. 1	Rescue from drowning.	Charlotte, Lake Ontario..	Rescued from the water an æronaut who had been carried about 3 miles offshore while making an ascension; also recovered his balloon. This service required two hours of hard work at night during intense darkness. The balloonist was struggling in the water when found, and would have been drowned but for the prompt action of the life-savers. [See letter of acknowledgment.]
Sept. 1	Medical aid given...	Buffalo, Lake Erie.....	A boy while bathing near the end of the pier accidentally cut his foot badly by stepping on a sharp substance. Bandaged the wound temporarily, then telephoned for ambulance, and when it came sent him to city hospital.
Sept. 2	Rescue from drowning.	Atlantic City, New Jersey.	At about noon three bathers were seen outside the breakers supported by a plank endeavoring to regain the shore, but were unable to make headway on account of the sea and current. Launched the surfboat and brought them ashore safely.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1893.			
Sept. 3	Rescue from drowning.	Sand Beach, Lake Michigan.	An intoxicated man, while attempting to cross a plank from the wharf to a dredge, fell into the water. One of the surfmen ran to the place and pulled him out.
Sept. 4	Medical aid given...	Davis Neck, Massachusetts.	A man shot himself accidentally in the arm while in a boat near the station. Brought him to the station, bandaged the limb, stopped the flow of blood, and gave him every attention until the arrival of a doctor, who was sent for immediately. The crew afterwards carried him to his house on a stretcher.
Sept. 5	Recovery of body...	Jerrys Point, New Hampshire.	Recovered the body of a man who was drowned by falling from a dump scow. Endeavored to resuscitate it but without success.
Sept. 10	Assistance at fire.....	Racine, Lake Michigan...	Discovered a fire near the Racine waterworks 11.30 P. M., which threatened the buildings in the vicinity. Assisted the engineer and firemen of the works in quenching the flames, which was successfully accomplished by working till past midnight.
Sept. 11	Aid to injured man..	Wash Woods, North Carolina.	A young man dislocated his shoulder by being thrown from his horse when riding on the beach. Took him to station and telephoned for doctor, but as the latter could not come immediately to treat the injured man, sent him to his home in a cart belonging to one of the surfmen.
Sept. 11	Fire extinguished...	Cleveland, Lake Erie.....	Fire broke out twice during the day near the end of the west pier. Hurried to the place with fire buckets, and, after hard work, put out the flames.
Sept. 12	Property saved.....	Hog Island, Virginia.....	Saved an ox, that had fallen overboard from a vessel in rough water, by towing him to the beach, where he could get out.
Sept. 12	Fire extinguished...	Sabine Pass, Texas.....	A large prairie fire was discovered on the opposite side of the pass near a group of five buildings. Crossed the pass, taking buckets and other appliances, and, after an hour's hard work, checked the flames, thereby saving the buildings from destruction.
Sept. 22	Recovery of body...	South Chicago, Lake Michigan.	At the request of the police, dragged for and recovered the body of a woman who had committed suicide by drowning. The police took charge of the body.
Sept. 23	.....do.....	San Luis, Texas.....	At the request of a hunter, who had become separated from his companion, searched for the latter; found his dead body about 2 miles from the station. Death had been caused, apparently, by the accidental discharge of his gun. Took the body to the station and notified a magistrate.
Sept. 24	Clothing furnished..	Erie, Lake Erie	A man who had fallen from his boat while fishing near pound nets offshore, came to the station at midnight reporting the accident and the drowning of a companion. Supplied him with dry clothing and took him to Erie in one of the station boats; afterwards grappled for the body of the drowned man, but without success.
Sept. 24	Recovery of bodies..	Marquette, Lake Superior.	Two men were drowned in the harbor between the ore docks about 1 mile from, and out of sight of, the station while attempting to pick up a duck with a leaky skiff. When notified of the accident the life-saving crew dragged for and recovered the bodies and turned them over to proper authorities.
Sept. 25	Fire extinguished...	Cleveland, Lake Erie.....	Lookout saw flames on the east pier at about half past 8 o'clock in the evening. Went to the place with force pump and hose and put out the fire.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1893.			
Sept. 27	Property saved.....	Knobbs Beach, Massachusetts.	Found oars, sail, mast, and other boat gear on the beach near the surf. Secured the articles, and on the following day notified the owners, pilots of Newburyport.
Sept. 30	Rescue from danger.	Milwaukee, Lake Michigan.	The watchman left in charge of the waterworks crib off North Point was imperiled by a heavy gale and sea, which swept away his boat. Went out in tow of a tug with the lifeboat, hauled the man into the boat with a heaving line, then returned to the station in tow.
Oct. 1	Assistance to harbor master.	Manistee, Lake Michigan.	Assisted the harbor inspector about two hours in rafting timbers in the river.
Oct. 4	Property saved	Grindstone City, Lake Huron.	Recovered about 7,000 feet of lumber that was adrift in the surf, and piled it on the beach to hold for owners.
Oct. 6	Recovery of body...	Forked River, New Jersey.	The patrolman found a body that had been thrown up by the sea; notified the coroner at Toms River, who came and removed it.
Oct. 7	Reporting buoy out of place.	Santa Rosa, Florida.....	Found a buoy on the beach. Reported the fact to the commander of the lighthouse steamer Laurel, at Pensacola.
Oct. 9	Resuscitation	High Head, Massachusetts.	While one of the surfmen was on liberty in Provincetown he saw a man carrying a boy who had been taken from the water. By the methods used in the Service he expelled the water that the boy had swallowed. No further treatment was necessary, as the lad was conscious at the time.
Oct. 9	Clothing and succor furnished.	Cobbs Island, Virginia....	Supplied four destitute fishermen, who were cold and wet, with food and clothing at the station.
Oct. 10	Assistance at fire....	Point Allerton, Massachusetts.	At about 1 A. M. patrolman discovered a fire at Nantasket Beach. Notified fire department, and gave them assistance in extinguishing the flames.
Oct. 10	Attending diver.....	Manistee, Lake Michigan.	Attended a diver while he examined the condition of the north pier.
Oct. 10	Rescue from drowning.	South Chicago, Lake Michigan.	While returning from surfboat practice a man was seen to fall from the pier into the water. Rescued him from drowning; took him to station and provided him with dry clothing.
Oct. 11	Attending diver.....	Manistee, Lake Michigan.	One of the surfmen was detailed a part of the day to attend a diver engaged in inspecting the north pier.
Oct. 12	Shelter and succor..	Cape Lookout, North Carolina.	Sheltered and cared for a large party of fishermen two nights and a day, their houses having been endangered by the prevailing storm and high tides.
Oct. 13	Rescue from danger.	Oak Island, North Carolina.	The heavy gale and high surf having endangered the dwelling house near Oak Island Light, launched a small boat and brought the wife and niece of the lightkeeper to the station for safety. Soon afterwards the dwelling and other buildings in the vicinity were washed away by the rising surf.
Oct. 14	Property saved.....	Chester Shoal, Florida.....	The stable belonging to the Canaveral Club, standing on the beach not far from the station, was carried away by the storm of the 12th instant. On this date saved for owners all property that had been left by the sea.
Oct. 15	Finding missing persons.	Hunniwells Beach, Maine.	A man, alarmed for the safety of his son and another person who had been absent several days on a fishing excursion, reported the facts at the life-saving station. Launched the surfboat and pulled to the fishing station at Indian Point, where the young men were found with the fishermen. Returned and notified the father, whose anxiety was thus relieved.
Oct. 22	Fire extinguished...	Galveston, Texas	Lookout saw flames on the railroad track near the coal sheds on the jetty, one-half mile distant. Went to the scene with fire buckets and put out the fire, thus preventing its spread to buildings near at hand.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1893.			
Oct. 22	Recovery of body...	Milwaukee, Lake Michigan.	Recovered the dead body of a man floating in the river; took it to the station and notified the coroner who took charge.
Oct. 22	Rescue from drowning.	Sheboygan, Lake Michigan.	A young man, while attempting to board a tug from a schooner, missed his footing and fell into the river. Keeper, who witnessed the accident, threw him a line from the schooner and pulled him out in safety.
Oct. 24	Property saved.....	Two Rivers, Lake Michigan.	Logs were seen floating down the river by the station about 1 A. M. Thinking a boom had broken adrift, keeper sent word to the foreman, then went up the river in the surfboat; secured the broken boom of logs and towed another boom downstream to save logs that were drifting away.
Oct. 26	Recovery of body...	Cleveland, Lake Erie.....	A dead body was seen floating in the lake by the light-keeper on the west breakwater, who signaled for the life-saving crew. Went out in surfboat, towed the body ashore, and notified the coroner, who ordered undertakers to take charge of it.
Oct. 26	.....do.....	Louisville, Ky.....	Dragged for and recovered the body of a woman who had drowned herself the previous day at a point 5 miles distant from the station. Turned the body over to the coroner.
Oct. 28	Transportation of persons.	Cleveland, Lake Erie.....	A party of ten persons, who had walked out on the west breakwater to fish, were unable to reach the shore because the sea had risen until it was pouring over the structure in places. The light-keeper signaled to the life-saving crew, who went out in surfboat and brought the party ashore.
Oct. 28	Assistance in making soundings.	Golden Gate Park, California.	Aided Mr. A. F. Rodgers, an assistant of the United States Coast and Geodetic Survey, in making soundings around the wrecked steamer City of New York, and transferred him to vessels in the vicinity; also assisted him on the 30th instant. [See letter of acknowledgment.]
Nov. 1	Property saved.....	Indian River Inlet, Florida.	Found the fore boom of a schooner upon the beach; secured it.
Nov. 8	Transportation of persons.	Saluria, Texas.....	A man reported at the station that his child was very ill; wished to reach Port Lavaca to see a doctor. Launched the surfboat and took the man, his wife, and sick child to Port Lavaca, where medical aid was obtained.
Nov. 8	Medical aid given...	Two Rivers, Lake Michigan.	An intoxicated man fell in a fit upon the sand near the station. The keeper and crew, who witnessed the occurrence, hastened to him and found blood issuing from his mouth. Pried open his jaws and gave him proper treatment which revived him. A doctor arrived afterwards, but his services were not needed. He took charge of the man and accompanied him home.
Nov. 13	Rescue from drowning.	Buffalo, Lake Erie.....	Shouts were heard from the opposite side of the river in the evening that a man had fallen from the wharf. Launched station boat and rescued the man, who was struggling in the water; brought him to station, sheltered him during the night and supplied him with dry clothing.
Nov. 17	Fire extinguished...	Cleveland, Lake Erie.....	Two tramps started a fire on the east pier soon after midnight, which was discovered by the lookout. Life-saving crew went to the scene with proper apparatus and put out the flames before they had gained much headway or caused damage.
Nov. 25	Shelter afforded.....	Gull Shoal, North Carolina.	At 9.30 P. M. two men applied at the station for lodging. Sheltered them during the night.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1893.			
Nov. 26	Property saved.....	Two Rivers, Lake Michigan.	Lumber and shingles were seen drifting ashore near the station. Worked five hours in recovering the property, valued at $400, and notified the owners at Sturgeon Bay, Wisconsin. It was learned that the steamer Pewaukee, which went into Manitowoc Harbor for shelter, had lost her deckload, and it was a portion of her cargo that the life-saving crew recovered.
Nov. 27	Shelter and succor..	Chester Shoal, Florida.....	Two men who were on their way for a doctor stopped at the station for succor on account of the storm. Keeper gave them supper and dry clothing and loaned them a boat to prosecute their journey. They returned the boat two days later.
Nov. 28	Assistance at fire...	Long Branch, New Jersey.	The patrolman saw a house on fire at 2.30 A. M. and sent in an alarm to the fire department. This discovery and prompt action resulted in the saving of much valuable property.
Dec. 1	Assistance to bewildered person.	Absecon, New Jersey.....	Patrolman found a woman who had lost her way and was hopelessly bewildered, wandering on the beach about 1 A. M. The surfman took her to her home, which was about three-quarters of a mile away.
Dec. 1	Recovery of body...	Cape Arago, Oregon.....	A dead body, badly mutilated, was found on the beach 1 mile from the station. Secured it and notified a justice of the peace at Empire City, who requested keeper to bury the remains. Keeper caused the body, which could not be identified, to be interred on the beach.
Dec. 3	Transportation of person.	Galveston, Texas.....	The medical officer in charge of the quarantine at the port of Galveston asked the keeper to boat him off to the New York steamer in the offing, as the sea was too rough for his own boat. Launched surfboat and took him to the steamer, and when his inspection was finished carried him ashore.
Dec. 4	Assistance at fire.....	Rehoboth Beach, Delaware.	A fire was seen 1¼ miles north of the station at 6 P. M., which proved to be one of the large hotels at Rehoboth. Went to the scene with buckets, but as the building was beyond saving, assisted in removing much of the furniture, which was thus saved from destruction. Cape Henlopen crew assisted in the work. The Indian River Inlet crew also came to the scene but arrived too late to render aid.
Dec. 15	Shelter and succor...	Burnt Island, Maine.....	Two lobster fishermen who had been out to haul their traps were unable to return home on account of light winds. Kept them at the station over night.
Dec. 15	Rescue from danger.	Louisville, Kentucky.....	The fourth and fifth spans of the Louisville and Jeffersonville bridge fell into the river. Launched station boats; went to the scene and landed a badly injured man who was drifting down the stream on some wreckage.
Dec. 16	Shelter and succor..	Ocracoke, North Carolina.	Sheltered at the station four gentlemen who were unable, on account of fresh breeze, to return to the steamer from which they had landed.
Dec. 24	Property saved.....	Saluria, Texas.....	Found on the beach a vessel's main beam bearing the number 130330, which proved to be from the schooner New Union, also a life-preserver belonging to the Spanish steamship Rita.
Dec. 26	Shelter and transportation.	Pea Island, North Carolina.	Sheltered a hunting party of ten men who had landed from a yacht early in the day, and were unable to return to her in the evening, on account of a sudden change of the wind to a gale from the northward. Next day boated them off to their vessel.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1893.			
Dec. 27	Finding human remains.	Orleans, Massachusetts...	Found the bones of a man's legs on the beach. Put them in a box and buried them above high-water mark.
Dec. 28	.....do	Nauset, Massachusetts....	On this date and the two days succeeding parts of human bodies were found on the beach and properly interred above high-water mark.
Dec. 31	Shelter and succor..	New Inlet, North Carolina.	The camp of a hunting party was seen to be on fire; went to the scene, but arrived too late to save the camp, which with its contents, was destroyed. Brought three men to the station and sheltered them one night.
1894.			
Jan. 3	Fire extinguished...	Coquille River, Oregon...	Discovering, at 8.25 P. M., a dwelling near the station in flames, keeper at once summoned crew, who extinguished the fire before any material damage was done to the building.
Jan. 4	Finding portion of human body.	Hunniwells Beach, Maine.	While on patrol the morning watch found the foot of a man in the surf. Keeper had it placed in a box and buried.
Jan. 18	Resuscitation.....	Gilberts Bar, Florida.....	Keeper, when on the St. Lucie River, learned that a small boat had capsized in the vicinity shortly before, drowning one of her four occupants, and that the remaining three were in a house near by, having been rescued by a man who was close at hand when the accident occurred. He proceeded to the house and found one of the survivors, who had been nearly drowned, partially resuscitated; keeper assisted in the after treatment until patient was out of danger.
Feb. 6	Succor given.....	Cape Henry, Virginia.....	Discovered a ship's boat belonging to an outward bound English steamer pulling toward the shore with two stowaways that had been found on board. When a short distance from the beach one of the stowaways sprang into the water and in a few seconds the other was pushed overboard, both reaching shore unaided. As they were wet and very much chilled, took them to station and furnished them dry clothing and food. After subscribing a sum of money for their relief, sent them to Seatack.
Feb. 13	Recovery of body..	Santa Rosa, Florida.....	Keeper and five surfmen went to search for the bodies of some men drowned on the 4th instant by the capsizing of a skiff. After hunting some time, found one of the bodies 18 miles east of station. Keeper took the remains to Pensacola in supply sloop and delivered them to the authorities.
Feb. 18	Property saved.....	Knobbs Beach, Massachusetts.	During the night a horse drawing a loaded sledge and two men across a frozen creek broke through the ice and was in danger of perishing in the deep and cold water. One of the men held the animal's head above water while the other ran to station for assistance. Life-saving crew managed to extricate the horse, which was found to be half frozen; by vigorous rubbing they were successful in restoring circulation so that he could be taken home by owner.
Feb. 22	Rescue from danger.	Golden Gate Park, California.	The lookout at Point Lobos found two men clinging to the side of the cliff, unable to advance or retrace their steps and in great danger of falling and losing their lives. By lowering to them a line with a bowline in it he enabled them to reach the top in safety.
Feb. 23	Recovery of body..	Shark River, New Jersey.	The body of an infant was found in a lake near station and the circumstance reported to keeper, who notified coroner and delivered the remains into his charge.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1894.			
Feb. 23	Recovery of body...	Santa Rosa, Florida.....	In the afternoon word was received that the body of a drowned man had been found on the beach 2½ miles west of station. Keeper sent crew to place with a stretcher and had body brought to station. Next day he went to Pensacola for the coroner, who took the remains away for burial.
Feb. 25	Rescue from drowning.	Louisville, Kentucky.....	While under the influence of liquor a man on the ferryboat attempted to commit suicide by jumping overboard. Hearing the boat's whistles, life-saving crew pulled toward her and found the man struggling desperately in the water. They quickly rescued him, however, and cared for him at station until his clothes dried. As he was still intoxicated and threatened drowning himself, keeper delivered him over to the police for safe-keeping.
Feb. 26	Recovery of body...	Big Kinnakeet, North Carolina.	While on the beach 3⅛ miles south of station, two of the crew found the body of a drowned man, and after taking it up on shore, returned to station and reported to keeper. A coffin was then made, in which the body was placed and properly buried.
Mar. 5	Recovery of bodies..	Galveston, Texas.....	Three boys who had gone to Pelican Island on the previous day failed to return, and it was feared they had been lost. On receiving word, keeper and two surfmen went out and searched for them, but without success. Again went out on 11th, patroling beach and searching with lifeboat, but failed to find anything, though working all day. Next day, however, while hunting with three boats, found the bodies of two of the boys that master of sloop Dido had made fast to an oar, took them to Galveston and delivered them to coroner. The remaining body was not found, though crew searched nearly eight hours for it on the 13th.
Mar. 13	Recovery of body...	Santa Rosa, Florida.....	Word was brought to station that the body of a drowned man had been found on the north side of the island. Keeper had the body brought to the station, while he went to Pensacola and transported coroner and jury to scene in supply sloop. After the inquest they took the remains to the city for interment.
Mar. 19	.....do	Erie, Lake Erie.....	It being reported to keeper that a body had been found on the beach 10 miles east of Erie, he at once notified coroner, accompanied him and undertaker to the place and assisted to extricate the body from the sand and mud in which it was imbedded. The body was identified as that of a man who had drowned November 17, 1893, and for whose remains crew had dragged two days without success; it was taken to Erie and delivered to the widow of the deceased.
Mar. 26	Shelter and succor..	Chester Shoal, Florida.....	A demented man came to the station in the morning. He had walked a long distance and was wet and cold, having been drenched by the storm which came up during the night. Keeper provided him with food and dry clothing, keeping him at station until next day, when he took him to Titusville and delivered him to the authorities.
Mar. 27	.....do	Mosquito Lagoon, Florida.	A man searching for an estray stopped at the station at 11 P. M., chilled by exposure to the inclement weather, and requested shelter. Keeper provided him with food and lodging, and in the morning he resumed his search.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1894.			
Mar. 27	Recovery of bodies..	Holland, Lake Michigan..	At the request of the friends of four men who had gone on a hunting trip down Black Lake on the 24th, and who, failing to return, were believed to have been drowned, keeper assisted four days in searching for the bodies of the missing, only two of which were then found. April 5, however, station having been opened for active season, life-saving crew went to scene in surfboat, dragged for, and, in a short time recovered, the other two bodies and turned them over to friends of deceased.
Apr. 2	Recovery of body...	Big Sandy, Lake Ontario.	Keeper received word that the body of a man had washed ashore 3 miles north of station. Telephoning the fact to coroner, he went to the place with crew and took the body from the water. On the arrival of undertaker, assisted him to place the remains in a box.
Apr. 5	Extricating horse from trench.	Long Branch, New Jersey.	A horse drawing a carriage fell into a trench that had been dug for the purpose of laying sewer pipes, and the driver being unable to get him out, ran to station for assistance. Crew succeeded in extricating the horse uninjured.
Apr. 5	Property saved	Brazos, Texas.....	A barrel of lard that was found on the beach was taken to station by crew and held there until the 20th, when it was forwarded to the owner, who had identified his property.
Apr. 9	Transportation of sick person.	Point Betsey, Lake Michigan.	Took to Frankfort, nearly 5 miles distant, the wife of the keeper of Point Betsey Light-house, who was ill and in need of medical attendance.
Apr. 16	Shelter and succor..	Spermaceti Cove, New Jersey.	Three boys who had run away from school in New York came to station in the evening for shelter. Keeper telegraphed to their parents, and in the morning took them to Navesink Highlands, where they were met by their fathers and taken home.
Apr. 17	Succor to injured....	Racine, Lake Michigan...	While fishing on the pier an old man fell into a crib partly filled with stones, badly injuring his head and throwing him into a stupor. Life-saving crew extricated him, brought him to station, and summoned a physician. As he failed to rally, keeper sent him to the hospital in the afternoon.
Apr. 18	Finding portion of human body.	Spermaceti Cove, New Jersey.	The foot of a man, supposed to have been one of the crew of the schooner Kate Markee, that was wrecked on April 12 (see under caption "Loss of Life"), was found on the beach by the sunset patrol. Keeper had it wrapped in a piece of canvas and buried.
Apr. 19	Shelter and succor..	Santa Rosa, Florida.....	Two foreigners came to station and requested transportation to Pensacola. Cared for them until next morning, then took them to the city, where it was found that they were deserters from a Russian schooner lying at quarantine; turned them over to the quarantine officials, who put them on board their vessel.
Apr. 20	Property saved.....	Coquille River, Oregon...	Crew found a cow that was wedged fast between some logs and in danger of injury. Extricated her and notified owner.
Apr. 21	Rescue from drowning.	Hereford Inlet, New Jersey.	A small boy fell into a pond near the station, and, being unable to swim, was in great danger of drowning. One of the life-saving crew swam to his assistance and succeeded in rescuing him. He had swallowed considerable water, but was restored by proper treatment.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1894.			
Apr. 23	Recovery of body...	Cleveland, Lake Erie.....	Receiving word that a boy had fallen into the river 1¼ miles from station, crew hastened with two boats to the scene, dragged for and recovered the body and attempted resuscitation. The attempt, however, proved unsuccessful on account of the length of time the body had been under water; the remains were then turned over to the parents of the deceased.
Apr. 25	Rescue from drowning.	St. Joseph, Lake Michigan.	A small boy fell from the pier into the river and would have soon drowned had not two of the life-saving crew quickly rescued him with a small boat.
Apr. 29	Recovery of body...	Charlotte, Lake Ontario..	Word was brought to station at 9 P. M. that a man had fallen into the river from the railroad bridge. Proceeded to the place at once with two boats, and after some difficult work, recovered the body and set to work to resuscitate same, but failed in the attempt, the man having injured his head as he fell. Took body to station and delivered it to coroner on following day.
May 4	.....do.....	Brentons Point, Rhode Island.	Keeper received notice that a skiff had been found bottom up on the beach, and was informed by some fishermen in the vicinity that the owner had gone out to haul lobster pots about six hours before and had not been seen since. Searched for and found body and made a prolonged but unsuccessful effort to resuscitate it; then turned it over to medical examiner.
May 4	Assistance to injured person.	Cleveland, Lake Erie.....	A cry for assistance was heard at 11 P. M. by the first night patrol. On looking down the embankment of the Lake Shore Railroad, he found a man who had been struck and badly hurt by a locomotive. Summoning some trainmen to look out for the injured man, he ran to station and notified keeper. Crew went to place and assisted to get the man to the hospital.
May 6	Recovery of body...	.....do.....	Receiving word that a man had committed suicide during the night by jumping overboard from a steamer lying in the river, crew dragged for and found the body and gave it to an undertaker for burial.
May 8	Shelter and succor..	Metomkin Inlet, Virginia.	While on the beach in the evening, a party of six persons were overtaken by a storm, which, combined with the darkness, made it dangerous for them to attempt returning home across the inlet. Kept them at station until morning, when, weather having cleared, they departed.
May 9	Assistance to injured person.	Point Adams, Oregon.....	While riding along the beach a lady was thrown from her horse, dislocating both her wrists. Brought her to station and administered restoratives; then took her home, where surgical attendance could be obtained.
May 11	Fire extinguished...	Thunder Bay Island, Lake Huron.	The dry grass on Sugar Island catching fire, the buildings on the island would undoubtedly have been destroyed had not the life-saving crew pulled to the scene and succeeded in putting out the flames.
May 12	Rescue from drowning.	Milwaukee, Lake Michigan.	Two boys reported that their playmate had fallen into the river. Keeper hastened to the place described and found the boy clinging to a piece of timber alongside the harbor pier. Pulled him out, took him to station, and provided him with dry clothing.
May 13	Recovery of body...	Cleveland, Lake Erie.....	A boy fell into the river about a mile from station, and was drowned. On receiving word, manned and equipped two boats, found the body, and delivered it to relatives.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1894.			
May 14	Assistance to City authorities.	Two Rivers, Lake Michigan.	At request of city officials took soundings in the harbor to ascertain if there was a sufficient depth of water to permit the running of a line of steamers from this port.
May 16	Assistance to harbor master.	Grand Haven, Lake Michigan.	Life-saving crew assisted harbor master to take soundings of channel in harbor.
May 16	Recovery of body...	South Haven, Lake Michigan.	Keeper was notified at 6.30 P. M. that a young man had drowned in the lake 3 miles from station. After several hours' work recovered body and delivered it to coroner.
May 18	Rescue from drowning.	Chicago, Lake Michigan..	During the storm of this date, word was telephoned to the Annex Station, harbor entrance, that some men were in danger on the south breakwater. As it was impossible to pull out against the terrific gale and sea that were raging, went out in tow of tug, and, after searching some time, found a man on the northeast end of breakwater, sustaining himself with great difficulty, and in momentary danger of being washed off by the waves. By skillful management the boat was brought near enough to allow the crew to heave him a line and haul him on board; he was then taken to station and provided with dry clothing. Although the crew towed the whole length of the breakwater and back, they could find no one else.
May 18	.....do.....	.....do.....	About an hour after the above service word was received that more men were on the south breakwater. Launched lifeboat, towed to scene through the height of the storm, and discovered twelve men clinging to the remains of an old crib, to leeward of and close to the breakwater. Surfmen St. Peter and Fountain sprang on the breakwater, and, though in danger of being overwhelmed by the seas that were dashing over them, passed a line to the imperiled men, by means of which all were hauled on board the lifeboat except one, who, failing to obey instructions, was swept away and drowned; the survivors were then safely landed at the station and properly cared for, it being necessary to send one of their number to the hospital for medical attention.
May 18	.....do.....	.....do.....	While assisting to save the crew of the schooner Rainbow, (see "Services of Crew," May 18,) life-saving crew rescued from drowning a man who, in his endeavors to save one of the crew of that vessel, was himself caught and carried beyond his depth by the undertow.
May 18	.....do.....	Milwaukee, Lake Michigan.	On the occasion of the wreck of the schooner M. J. Cummings, (see "Services of Crew," May 18,) a man, evidently crazed with excitement, was discovered endeavoring to swim to that vessel. The attempt would doubtless have cost him his life had not the bystanders on the beach formed a line and waded out to his rescue. Surfman Olsen, on the offshore end of the line, managed to grasp the struggling man by the collar, and hauled him ashore.
May 19	Burial of seaman....	Beaver Island, Lake Michigan.	Keeper assisted to bury the body of a sailor who was killed by falling from aloft on a schooner lying in the harbor.
May 19	Rescue from danger.	Fort Point, California.....	Two men who had gone out on a rock to fish were cut off from the shore and their lives imperiled by the rising tide. The sunset patrol succeeded in throwing them a heaving line and hauling them ashore.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1894.			
May 20	Shelter and succor..	Cuttyhunk, Massachusetts.	On account of the severity of the weather, two young men, who had come to the island from New Bedford, found it unsafe to attempt to return. As they had no suitable accommodations on board, keeper cared for them at station until the 22d, when the weather permitted their departure.
May 20	Recovery of body...	Mantoloking, New Jersey.	The body of a drowned man was found by two men and the fact reported by them to keeper, who notified coroner of the discovery and took charge of the remains until his arrival.
May 20	Assistance to light keeper.	Ottawa Point, Lake Huron.	Discovering that the light on Ottawa Point had ceased flashing, the midnight patrolman notified the light keeper, who corrected the fault.
May 20	Rescue from danger.	Chicago, Lake Michigan..	Word was received at the Annex Station, harbor entrance, that two boys were imprisoned in the intake crib of the waterworks and in danger of starving. Rescued them with lifeboat and provided for their needs at station. They had been left on the crib on the 17th by a boatman, who, forgetting the fact, had caused them to remain there three days without food.
May 20	Recovery of body...	Evanston, Lake Michigan.	Found the body of an unknown man in front of the station and notified the police, who took it away in the patrol wagon.
May 21	Shelter and succor..	Absecon, New Jersey.....	Shortly before noon a man came to the station wet and chilled by walking from Atlantic City through the rain. Keeper provided him with hot coffee and made him comfortable.
May 21	Recovery of bodies	.. Chicago, Lake Michigan..	The two surfmen at the Annex Station went out and brought ashore the bodies of three men who had perished in a pocket in the breakwater during the storm of the 18th instant.
May 22	Recovery of body...	Marquette, Lake Superior.	Crew dragged for and recovered the body of a laborer who had been missing for a week and delivered it to the deceased's brother, at whose request the search was instituted.
May 23	.....do.....	Blue Point, New York.....	Keeper discovered from the lookout tower an object on the beach, which, on nearer approach, proved to be the body of a man. Notified coroner, who sent an undertaker to remove the remains to Patchogue.
May 25	.....do.....	Fairport, Lake Erie.....	An intoxicated man, while swimming in the river near Richmond, about a mile distant and invisible from station, was seen by those in the vicinity to throw up his hands and sink. On receiving word crew made all haste to the scene, recovered the body, and after a protracted but unsuccessful attempt at resuscitation delivered it to the coroner for burial.
May 26	Shelter and succor..	Coney Island, New York..	An old man cruising in a small open boat came to the station at nightfall for shelter. Provided him with supper and lodging. At daylight he resumed his voyage.
May 29	Recovery of body...	Zachs Inlet, New York...	While walking along the beach keeper discovered, imbedded in the sand, the body of a man who had been washed overboard from the steamer Spartan between Block Island and Montauk Point on the 10th instant. Assisted by two hunters, he removed the body to a safe place, then notified coroner, who took charge of it, and two days afterwards turned it over to a relative of the deceased.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1894.			
May 29	Shelter and succor..	Bethel Creek, Florida.....	The agent for Merritt's Wrecking Company, who had come to examine the wreck of the British steamer Breaconshire, (see "Services of Crews," April 30,) applied to keeper for food and lodging. Cared for him at station until following day, when he completed his work and returned to New York.
May 30	Rescue from drowning.	Oswego, Lake Ontario.....	The station lookout saw a small boy fall from the east pier into the water, and at once rang the alarm gong. One of the crew reached the struggling lad and pulled him out of the water frightened but uninjured.
May 31	Recovery of body...	Cleveland, Lake Erie.....	Keeper was notified that a man had fallen overboard from the steamer Samuel Mitchell, lying at one of the wharves, and had been drowned. Manned and equipped two boats and dragged for the body. After searching for sometime recovered it, and delivered it to the brother of the deceased.
June 1	.....do.....	Forked River, New Jersey.	A party of hunters reported finding the body of a man that had washed ashore during the night. Keeper notified the coroner, who removed the body to Toms River for interment.
June 3	Extricating mule from quagmire.	Pecks Beach, New Jersey.	Keeper discovered a valuable mule floundering in the quagmire, near the station, and in danger of being submerged by the incoming tide. Assisted owner to extricate and save the animal.
June 3	Assistance at fire.....	Middle Island, Lake Huron.	At 4 A. M. the patrol discovered a building on fire on the mainland 3 miles from station, at a landing used for shipping cedar and cordwood. Crew put force pump and fire hose in surfboat and pulled to scene, and after several hours' hard work got the fire under control. Their services were needed much longer, however, as the fire had gained great headway in the cedar bark and logs, and the fresh and changeable wind caused it to break out afresh in several new places during the day. At 6 P. M. they succeeded in completely extinguishing the fire, and returned to station, having saved the landing and wharf and nearly all the property from destruction.
June 3	Transportation of persons.	Muskegon, Lake Michigan.	On request, launched surfboat and transferred two men from shore to steamer Atlanta that was passing station.
June 4	.....do.....	Santa Rosa, Florida.....	The tug Helen, which had brought a party to the island on the previous day, got aground at a wharf 8 miles from station, preventing her from carrying her passengers back to the city. At 1 A. M. keeper took seventeen of the party to Pensacola in supply sloop; the remainder were cared for at station until a few hours later, when a naphtha launch came for them.
June 8	Assistance at fire....	Kenosha, Lake Michigan..	Shortly after midnight the patrolman discovered a house on fire, and, after arousing the people in the vicinity, ran to the foundry, half a mile distant, and alarmed the fire department. The house could not be saved, but his prompt action prevented the flames from spreading further, and was the means of saving much property.
June 10	Recovery of body..	Cleveland, Lake Erie.....	Notice was received that the body of a man had been seen floating in the river. Crew recovered body with station boat, and delivered it to coroner.
June 11	.....do.....	Fort Point, California.....	Life-saving crew found a body on the beach under Point Lobos. Brought it to station, and gave it into charge of coroner.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1894.			
June 11	Recovery of body...	Golden Gate Park, California.	Keeper and two of the crew went to recover the body of a man who had fallen over a cliff on the 9th instant. After a toilsome journey over huge bowlders they succeeded in reaching the body, and made a line fast to it, by which it was hauled into the Fort Point lifeboat by crew of that station, and subsequently delivered to coroner. On attempting to return, keeper and the two surfmen found themselves cut off by the tide, and were obliged to climb the steep and perilous cliff, nearly 300 feet high, which they finally accomplished, reaching the station in an exhausted condition.
June 13	.....do.....	Chicago, Lake Michigan..	The surfmen at the Annex Station found a dead body near the breakwater and gave it over to the police.
June 14	Medical aid given...	Point of Woods, New York.	A boy in the vicinity of the station cut one of his fingers severely, nearly severing the member. Keeper dressed and bandaged the wound.
June 15	.....do.....	.....do.....	A laborer working near the station ran a large splinter into and through his hand. In order to remove the splinter keeper was obliged to cut into the hand and use a pair of pinchers, after which he administered stimulants to and properly cared for the man.
June 17	Recovery of body...	Chicago, Lake Michigan..	The two surfmen at the Annex Station picked up and delivered to the city authorities the body of a drowned man that was floating in the basin near station.
June 18	.....do.....	Cleveland, Lake Erie.....	On receiving notice of the drowning of a boy in the lake, crew equipped a boat with necessary gear and began dragging for the body. The search was rendered difficult by the uneven nature of the bottom, but they succeeded in finding the body and turned it over to the undertaker.
June 20	Attempted resuscitation.	Indian River Inlet, Delaware.	A man came running to station and reported that a boy had fallen down while wading in shallow water and had been taken out in an apparently lifeless condition. Keeper hastened to scene and found two surfmen in charge of the body, whom he assisted in a protracted but futile attempt at resuscitation, it being found later that the boy's death had been caused by heart disease. The remains were then taken home by the brother of the deceased.
June 20	Searching for escaped convicts.	Kewaunee, Lake Michigan.	At 10 P. M., on request of three officers from Milwaukee, took them and marshal of Kewaunee in surfboat to search for four convicts, who had escaped from Milwaukee jail, and had stolen a yacht from Manitowoc in which to continue their flight. Prosecuted the search for several hours in the darkness, but were unable to find any trace of the criminals.
June 21	Shelter and succor..	Fourth Cliff, Massachusetts.	Six men, who, while cruising along the coast in three dories, had been overtaken and their clothing drenched by a thunderstorm, came to station at evening for shelter. Keeper cared for them until next morning.
June 23	.....do.....	Lone Hill, New York.....	Two fishermen in need of shelter for the the night were lodged at station and suitably provided for by keeper.
June 23	Assisting to float boom sticks.	Pointe aux Barques, Lake Huron.	On request, crew assisted raftsmen to float some boom sticks that were fast on the rocks near station; after releasing them one of the crew went with the raftsmen to assist in getting the sticks to the wharf at Huron City.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1894.			
June 24	Property saved.....	Knobbs Beach, Massachusetts.	Found on the beach several large gang planks supposed to have belonged to the schooner Oscar Eagle, that foundered off Newburyport bar early in the morning of this date. Hauled them up above high-water mark and notified owners of sunken vessel. The property was subsequently identified and returned to them.
June 24	Recovery of body...	Shark River, New Jersey..	While a number of young men were bathing in the lake near the station, one of their number fell from a float, and, after struggling desperately for a brief time, sunk from sight. On receiving the alarm, keeper hastened to the place and procured a rake with which the body was brought to the surface. He then took charge and attempted to resuscitate it by methods employed in the Service, continuing his efforts until a physician announced that further efforts were useless, the young man having died of heart disease.
June 24	Rescue from danger.	Fort Point, California.....	During the afternoon the surfman on watch assisted ashore four men who, while fishing on one of the outlying rocks, had been cut off from the land by the rising tide.
June 25	Transportation of injured man.	Bois Blanc, Lake Huron..	Received notice that a man on the north side of the island had both legs crushed by a falling tree. At once pulled to scene and placed the injured man in the surfboat, intending to take him to Cheboygan for medical attendance, but when about halfway there he died. Crew then took the body to the undertaker's, where it was taken charge of by a friend of the deceased.
June 26	Recovery of body...	Cleveland, Lake Erie.....	A man came to station in the afternoon and requested assistance to find the body of his son, who had drowned while bathing in the river about 4 miles distant. Keeper sent part of crew with him, who, after dragging for some time, recovered the body and gave it over to the father. The father and his friends had searched for the body all day on the 25th, but without success.
June 26	.....do.....	St. Joseph, Lake Michigan.	While fishing from a wharf a man was seized with an epileptic fit and fell into the river. On receipt of notice at station, launched surfboat, recovered and attempted to resuscitate the body. Failing, after working over an hour, to discover any signs of life, the remains were turned over to the undertaker for burial.
June 28	.....do.....	Oswego, Lake Ontario.....	The father of a small boy, who, having failed to return from the pier on which he was fishing, was believed to have drowned, came to station shortly after midnight and requested assistance to recover his son's body. Manned and equipped two boats and dragged six hours, when the body was found and delivered to the undertaker.
June 30	.....do.....	Louisville, Kentucky.....	Received word that a boy had drowned in the Ohio River, 1½ miles from and out of sight of station. Recovered body with station boat and notified coroner.

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VESSELS WARNED FROM DANGER.

1893–1894.

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VESSELS WARNED FROM DANGER.

No better evidence of the value of the patrol system can be adduced than the records of the past year, which show that nine vessels in danger of stranding during the day were warned away by the signals of the International Code and other signs, while two hundred and thirty-five in similar peril by night were warned by the Coston signals of the watchful surfmen.

The number of vessels thus actually saved from destruction can not be determined, but, when it is borne in mind that many of them had become uncertain of their position in thick and stormy weather, and, when seen and notified of their situation, were heading toward dangerous rocks and shoals, it will be perceived that the benefits accruing to life and property must have been great. A summary of the cases is subjoined.

BY DAY SIGNALS.

Date.	Station and locality.	Circumstances of warning.
1893.		
July 20	Pointe aux Barques, coast of Michigan.	Seeing a large schooner in danger of stranding on the reef, the day watch hoisted the International Code signal J D ("You are standing into danger") at the flagstaff. The vessel responded by heading out into the lake.
July 25	Mosquito Lagoon, coast of Florida.	About 5 o'clock a schooner passed the station bound down the coast on a course that was bringing her into shoal water. She went about, however, and stood offshore as soon as the keeper set the signal J D to warn her of danger.
July 28	Pointe aux Barques, coast of Michigan.	At 10 o'clock the keeper discovered the tug Leathem D. Smith, with the schooner Butcher Boy in tow, approaching the canal entrance from the south. Knowing that if they entered the canal they would collide with the steamer Chicago that was coming through from the north, and was invisible from the tug's deck, he at once set a warning signal of the International Code, observing which the tug kept away; the schooner, however, could not be handled quickly enough, and struck the pier at the mouth of the canal head on, but escaped without serious damage.
Dec. 9	Cape Henry, coast of Virginia.	A large steamer, heading for the beach in thick, misty weather, sheered off on sighting the signal J D flying at the station flagstaff. There is no doubt that but for the warning she would have stranded.
Dec. 29	Metomkin Inlet, coast of Virginia.	The signal J D ("You are standing into danger"), set to warn a schooner standing too near the shoals for safety, caused her to tack seaward and avoid further peril.
1894.		
Jan. 7	Cape Henry, coast of Virginia.	In the forenoon, during thick and rainy weather, the keeper had the signal L P J ("Keep the lead going—keep sounding") run up to the masthead, on seeing a large steamer standing into shoal water. She lost no time in steering offshore, acknowledging the seasonable warning with three blasts on her whistle.
Feb. 22	Wash Woods, coast of North Carolina.	On observing the signal J D flying from the station flag pole, a steamer near the Pebble Shoal bore away and increased her distance from the land.

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Warned by day signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1894.		
Feb. 23	Hog Island, coast of Virginia..	About 3 o'clock in the afternoon the keeper had the appropriate signal of the International Code displayed to notify a vessel of danger. Although she changed her course at once, she was so close in that she barely cleared the shoals.
May 5	Grand Haven, coast of Michigan.	The fishing tug Anna while attempting to enter the harbor during a thick fog was heading squarely for the pier and would probably have struck had not the pier watchman from the station warned her of her danger and directed her how to enter port.

BY NIGHT SIGNALS.

1893.		
July 1	Ilwaco Beach, coast of Washington	Toward the end of the mid watch a vessel close to the beach was warned off by the surfman patrolling north from the station.
July 4	North Manitou Island, coast of Michigan.	When returning from the south limit of his patrol, the first night watch discovered a schooner that had approached the shore very near in the foggy weather. He at once flashed his Coston signal, and the vessel, although nearly in the breakers, succeeded in going about in time to avoid disaster.
July 6	Pointe aux Barques, coast of Michigan.	At half past 11 o'clock a schooner standing toward a dangerous reef was warned away by the patrol signal.
July 19	Middle Island, coast of Michigan.	The two patrolmen making the circuit of the island discovered at 2 o'clock a schooner yacht very close inshore. She hauled up on the wind on seeing the danger signal burned by one of them, but narrowly escaped stranding, her centerboard striking bottom before she got clear.
July 26	Pointe aux Barques, coast of Michigan.	During the watch from 8 o'clock to midnight a large steamer having several barges in tow was warned away from a reef which she had approached too near for safety in the rough weather.
Aug. 5	.....do.....	At 11 o'clock, during stormy weather, the patrol burned his signal to a steamer seen to be in danger of stranding. She bore away and proceeded on her voyage.
Aug. 16	Ottawa Point, coast of Michigan.	The sunset patrol flashed his red light and prevented a steamer from going ashore. She was bound to Tawas, but had got off her course in thick weather and would have stranded but for the prompt warning.
Aug. 25	Crisps, coast of Michigan.....	The west patrol discovered, at 1.30 o'clock, a large steamer heading squarely for the shore, 3 miles from station. He at once burned his Coston signal, seeing which, those on board the vessel attempted to stop her, but before her headway could be overcome she stranded. He then ran to the station and alarmed the crew, who proceeded to the place in the surfboat, but found the steamer had succeeded in backing off, the timely warning of the patrol having prevented her from striking hard.
Aug. 28	Coquille River, coast of Oregon.	Early in the morning, during thick and foggy weather, a steamer standing close to the rocks was warned by the station lookout's signal. She immediately headed away from danger.
Aug. 30	Pointe aux Barques, coast of Michigan.	The red light displayed by the midnight patrol enabled a steamer bound down the lake on a course that would have set her ashore to proceed in safety.
Sept. 2	Crumple Island, coast of Maine.	The midnight patrol flashed his signal and warned off a schooner in danger of striking on the rocks.
Sept. 2	Cranberry Isles, coast of Maine.	Shortly after 9 o'clock the surfman on patrol duty warned a vessel from danger with his red light.
Sept. 6	Bois Blanc, coast of Michigan.	A steamer, seen to be heading for a point on the island about 2½ miles northwest of the station, was warned offshore by the patrol signal.
Sept. 11	.....do.....	While pursuing his beat to the northward of the station, the first night watch discovered a steamer heading on to the beach, close in. His second Coston signal was observed and promptly heeded by those on board. In a few moments she must have stranded, and would doubtless have been seriously injured, as a heavy sea was running at the time.
Sept. 13	Hog Island, coast of Virginia..	During the mid watch a steamer running too near the bar was notified of her peril by the patrolman's signal. She steamed out into deep water, and thus avoided mishap.
Sept. 14	Gurnet, coast of Massachusetts.	The sunset patrol sighted a schooner dangerously near the shore; he flashed a light, and she immediately went about.

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Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1893.		
Sept. 14	Bellport, coast of New York..	The first night patrol west flashed his red light and warned off a schooner that had been apparently set in closer to the shore than she was aware of by the heavy sea.
Sept. 17	Crisps, coast of Michigan.....	When at the post, halfway between his own and Vermillion Point Station, the east patrol burned his Coston signal to a steamer seen to be too near the shore. His warning appearing to be unobserved, the west patrol from Vermillion Point flashed his signal, seeing which the steamer at once headed out into the lake.
Sept. 22	Assateague Beach, coast of Virginia.	A vessel was warned away from Fox Shoal during the night by the burning of a Coston signal.
Sept. 26	Cape Henry, coast of Virginia.	When about a mile north of the station, the sunrise patrol saw a large steamer too near the beach for safety, and burned his red light. She displayed a Coston signal in acknowledgment and stood seaward.
Sept. 29	Cuttyhunk, coast of Massachusetts.	Between 8 o'clock and midnight a three-masted schooner that was heading for the shore, on being warned by the west patrol, at once went about and stood away.
Sept. 30	Hog Island, coast of Virginia..	The mid watch quickly flashed his signal to a vessel in dangerous proximity to the bar. She was close in and would have stranded but for his prompt action.
Oct. 1	Brigantine, coast of New Jersey.	By flashing his Coston signal, the first night patrol warned a steamer from danger.
Oct. 3	Pointe aux Barques, coast of Michigan.	At half past 2 o'clock the patrol flashed his signal on seeing a steamer steering toward a dangerous reef. She appeared not to see the signal and held her course. Feeling that if she continued she must strike, he warned her again, observing which she altered her course and proceeded in safety.
Oct. 3	Vermillion Point, coast of Michigan.	A steamer heading for and apparently but 300 yards distant from the shore was saved from serious mishap by the warning signal of the surfman patrolling west from the station.
Oct. 4	Cape Fear, coast of North Carolina.	The first patrol caused a steamer running dangerously near the beach to steer a safe course.
Oct. 6	Metomkin Inlet, coast of Virginia.	During the sunset watch the patrol flashed his signal and warned away a vessel that was too near the shore for safety.
Oct. 6	Pointe aux Barques, coast of Michigan.	At dusk, during heavy, overcast weather, the station lookout observed a steamer with a vessel in tow in great danger of striking on the reef. He instantly burned his red light, whereupon she headed out into the lake and both steamer and consort passed in safety.
Oct. 6	Ship Canal, coast of Michigan.	A steamer bound into the canal was heading too far to the westward and would have soon stranded had not the mid watch sighted her in time and guided her in with his Coston signal.
Oct. 9	Knobbs Peach, coast of Massachusetts.	In the morning watch the patrolman warned a schooner standing in toward the shore and dangerously near the outer shoals; she at once tacked and went clear.
Oct. 11	Santa Rosa, coast of Florida..	About half past 2 o'clock the patrol to the west discovered a schooner too near the beach for safety and immediately flashed his signal; she responded by standing offshore.
Oct. 13	Race Point, coast of Massachusetts.	Soon after dark a schooner dangerously near the bar was warned off by the patrolman's danger signal.
Oct. 13	Peaked Hill Bars, coast of Massachusetts.	While patrolling the beach west of the station, the sunset patrol sighted a schooner too near the bar; he at once flashed his signal, seeing which the craft put offshore.
Oct. 14	Muskallonge Lake, coast of Michigan.	Shortly before 7 o'clock the patrol burned a Coston signal on seeing a steamer and tow close inshore and then ran to the station and alarmed the crew, thinking it impossible for the vessels to get clear in the heavy onshore gale and sea. The crew then went to the place and patrolled the beach in the vicinity all night, but could find nothing, the vessels having succeeded in working offshore.
Oct. 15	Green Run Inlet, coast of Maryland.	Toward the close of his watch the midnight patrol warned a schooner that he saw in dangerous proximity to the shore.
Oct. 16	False Cape, coast of Virginia.	At half past 11 o'clock the red light burned by the surfman on duty caused a steamer perilously near the beach to steer a safe course.
Oct. 16	Pointe aux Barques, coast of Michigan.	Two Coston lights were burned by the morning watch to prevent a steamer's stranding on a reef. The second signal was observed by those on board, and the vessel headed so as to avoid accident.
Oct. 20	Pea Island, coast of North Carolina.	During the night the patrol south from the station flashed his red light to a steamer close to New Inlet Shoals; she profited by the timely warning, and so altered her course as to prevent mishap.

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Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1893.		
Oct. 24	Crisps, coast of Michigan.....	While pursuing his beat west of the station the patrol sighted, at about half past 2 o'clock, a schooner close to the shore steering a course that would soon have caused her to strand. She kept away, however, on seeing his Coston signal, and avoided the impending danger.
Oct. 25	Plum Island, coast of Massachusetts.	A schooner attempting to beat into Newburyport during the night was seen to be dangerously near the breakers; the signal flashed by the north patrol warned her of her peril, and she went about and proceeded into the harbor in safety.
Oct. 25	Race Point, coast of Massachusetts.	The sunset patrol warned from danger a schooner that was very near the shore; by promptly going in stays she escaped casualty.
Oct. 28	.....do.....	Early in the morning a steamer running too close to the bar hauled off and proceeded in safety on seeing the red light burned by the patrol.
Oct. 29	Cobbs Island, coast of Virginia.	A vessel imperiled by her nearness to the shore was warned by the Coston signal of the midnight patrol; she at once anchored.
Oct. 29	Pointe aux Barques, coast of Michigan.	By heeding the signal of the surfman patrolling southeasterly from the station a steamer avoided striking on a dangerous reef.
Oct. 31	High Head, coast of Massachusetts.	During the mid watch the patrol discovered a vessel close to the beach; he flashed a signal, and she stood out to sea.
Nov. 3	Pointe aux Barques, coast of Michigan.	A steamer steering a course that would have caused her to strand on the reef headed out into the lake on being appraised of her position by a patrol signal.
Nov. 6	Cape Lookout, coast of North Carolina.	When near the north limit of his patrol the first night watch discovered, through the rain squalls, the lights of a sailing vessel that was standing head-on to the beach and almost in the breakers. He quickly flashed two Coston signals, observing the second of which she tacked, but narrowly escaped disaster.
Nov. 9	Frankfort, coast of Michigan..	The steamer Ann Arbor No. 2 missed the harbor entrance during foggy weather and was seen by the mid watch to be heading squarely for the shore and but a short distance away. As she appeared not to heed his first signal, he flashed another, when she blew her whistle in acknowledgment, sheered broad off, and shortly afterward entered the harbor in safety. But for the prompt action of the patrol she must have gone ashore.
Nov. 9	Milwaukee, coast of Wisconsin.	At half past 7 o'clock, a heavy fog prevailing, a steamer's whistles were heard close to the shore. One of the station crew ran down abreast of the sounds and flashed two signals, whereupon the vessel kept away.
Nov. 11	Hunniwells Beach, coast of Maine.	The first patrol south saw a vessel sailing dangerously near the breakers on the beach. He at once burned a Coston signal, which caused her to head seaward.
Nov. 11	North Manitou Island, coast of Michigan.	While returning to the station the mid watch sighted a schooner that had drawn so near the beach in the fog that, after burning his signal, he ran down the shore abreast of her, thinking her aground. He burned another signal, however, and the craft went about and escaped disaster.
Nov. 11	.....do.....	Shortly after the above, the station lookout warned off a steamer that was nearly on the beach.
Nov. 12	Indian River Inlet, coast of Delaware.	During the night a steamer seen to be standing in too close to the shore was warned away by the flash of the patrol signal.
Nov. 12	Green Run Inlet, coast of Maryland.	A steamer in danger of stranding on the beach was warned off by the sunrise watch.
Nov. 13	Gurnet, coast of Massachusetts.	Seeing a vessel about to strike on High Pine Ledge, the surfman on patrol duty burned his Coston signal; she immediately tacked, and thus cleared the danger.
Nov. 13	Cape Henry, coast of Virginia.	The second patrol north from the station discovered a large steamer heading for the beach and very close in. He instantly flashed his signal, whereupon the vessel reversed her engines, backed off into deep water, and anchored. As the weather at the time was thick and foggy, she would no doubt have stranded but for his promptness.
Nov. 14	Race Point, coast of Massachusetts.	The sunrise patrol warned away a schooner seen to be dangerously near the shore.
Nov. 14	Wallops Beach, coast of Virginia.	At 10 o'clock, by quickly flashing his danger signal, the patrol saved a schooner from shipwreck. She was heading directly for the beach in the stormy weather, and, had it not been for the warning, would have struck in a few moments.
Nov. 16	Nauset, coast of Massachusetts.	Early in the morning the south patrol flashed his signal to a schooner nearing the harbor bars; she at once put off shore.

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Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1893.		
Nov. 18	Wallops Beach, coast of Virginia.	At half past 7 o'clock a steamer approaching the beach head-on changed her course and escaped disaster on observing the patrol signal burned for her benefit.
Nov. 20	False Cape, coast of Virginia.	The patrol, north, of the sunset watch burned his signal and caused a steamer running too near the beach to steer a safe course.
Nov. 21	San Luis, coast of Texas.....	About 10 o'clock a vessel was seen heading for the beach and nearly in the breakers; she kept away on seeing the patrol's signal and soon disappeared in the offing.
Nov. 24	Great Egg, coast of New Jersey.	When half a mile south of the station the patrolman of the mid watch sighted a schooner standing in close to the shore. He instantly burned two Coston lights, observing the second of which she anchored.
Nov. 25	Fire Island, coast of New York.	The surfman on duty from 8 o'clock to midnight flashed a signal and warned a schooner from danger.
Nov. 25	Hog Island, coast of Virginia..	The red light burned by the midnight patrol gave timely warning to a vessel running very near the shoals; by keeping hard off she avoided striking.
Nov. 26	Sea Island City, coast of New Jersey.	Before dawn a schooner bound down the coast, but too close in for safety, was warned off shore by a Coston signal.
Nov. 26	Assateague Beach, coast of Virginia.	During the first night patrol a vessel standing too near the beach was apprised of her danger by the surfman's red light. She altered her course and proceeded in safety.
Nov. 28	Race Point, coast of Massachusetts.	A three-masted schooner was discovered perilously near the shore by the surfman patrolling west of the station. He immediately flashed his signal, in response to which the vessel was headed seaward.
Nov. 30	Cahoons Hollow, coast of Massachusetts.	Shortly after going on duty the sunrise patrol warned off a steamer having two barges in tow.
Nov. 30	Short Beach, coast of New York.	The surfman patrolling from 8 o'clock to midnight warned a vessel off shore with his red light.
Dec. 1	North Beach, coast of Maryland.	While on his beat north of the station the second patrol out sighted a steamer perilously near the beach, and forthwith burned his Coston signal. The craft bore away and proceeded on her voyage.
Dec. 1	Assateague Beach, coast of Virginia.	On his patrol from 8 o'clock to midnight the watchman warned a vessel that was dangerously near the beach.
Dec. 1	Vermillion Point, coast of Michigan.	At 9 o'clock, during a snowstorm, the keeper discovered a steamer close inshore. His first danger signal being unobserved, it was necessary for him to burn another to attract the attention of those on board. The vessel then stood out into the lake.
Dec. 2	Assateague Beach, coast of Virginia.	About an hour after going on duty the first night patrol flashed his signal and warned a vessel away from the beach.
Dec. 2	Wachapreague, coast of Virginia.	The two surfmen patrolling the beach saw a vessel too near the shoals for safety. Each burned his Coston light and the craft at once increased her distance from shore.
Dec. 2	Vermillion Point, coast of Michigan.	When about a mile and a half west of the station the mid watch discovered a steamer heading directly for the beach. He instantly burned his red light, whereupon she stopped, backed offshore some distance, and then resumed her voyage on a safe course. As the weather was thick and snowy, she must have struck in a few moments.
Dec. 2	Ilwaco Beach, coast of Washington.	At quarter of 8 o'clock a vessel standing too close to the breakers put about and stood offshore on being warned by the patrol signal.
Dec. 3	Rockaway Point, coast of New York.	Immediately on seeing the flash of the patrolman's danger signal, a vessel that had drawn very near the shore in the thick weather stood out to sea and avoided mishap.
Dec. 3	Bonds, coast of New Jersey..	While pursuing his beat south of the station the midnight patrol warned a vessel from danger with his red light.
Dec. 3	Assateague Beach, coast of Virginia.	Early in the morning a vessel, warned of her proximity to the beach by the patrolman, altered her course and stood clear.
Dec. 3	Velasco, coast of Texas	At half past 1 o'clock the patrol sighted a schooner close inshore; he instantly flashed a signal and the vessel headed seaward, burning a torch in acknowledgment.
Dec. 3	Coquille River, coast of Oregon.	During the sunset watch the schooner Parkersburgh started to come in over Coquille River Bar. Knowing the attempt would be both futile and dangerous on account of the strong ebb tide and the freshet in the river, the keeper had a Coston signal burned to warn her of the fact, seeing which she stood offshore.
Dec. 4	False Cape, coast of Virginia.	During thick and stormy weather the first patrol south from the station observed a steamer dangerously near and heading directly for the beach. By quickly flashing his signal he apprised her of her danger in time to enable her to head away from the shore.

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Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1893.		
Dec. 5	Holly Beach, coast of New Jersey.	Between 6 and 8 o'clock, during a snowstorm, a vessel, the position of whose lights showed her to be running head-on to the beach and almost in the breakers, escaped disaster only by promptly heeding the warning signal of the south patrol.
Dec. 6	Metomkin Inlet, coast of Virginia.	The patrol north from the station burned his signal to a vessel seen to be standing close to the shoals; she profited by the warning to go about and head out to sea.
Dec. 6	North Manitou Island, coast of Michigan.	At 11 o'clock, a snowstorm prevailing, the keeper heard the whistles of the steamer John Fisher and knew her to be heading for the shore. He at once burned a Coston signal, and the steamer responded by blowing four short blasts of her whistle and anchoring until daylight. But for his vigilance she must have stranded.
Dec. 7	Crumple Island, coast of Maine.	Shortly before 10 o'clock the two patrolmen discovered a vessel nearly in the breakers. One of them flashing his red light, the vessel tacked and thus avoided casualty.
Dec. 7	Oregon Inlet, coast of North Carolina.	At half past 8 o'clock the south patrol warned a vessel off the beach with his Coston light.
Dec. 8	Santa Rosa, coast of Florida.	During the sunset patrol a vessel running too near the shore was warned away by the flash of the beach light.
Dec. 9	Long Beach, coast of New Jersey.	By burning two Coston signals the sunset watch prevented a vessel from stranding on the beach in foggy weather.
Dec. 9	North Manitou Island, coast of Michigan.	At 4 o'clock, during a thick fog, the keeper heard a steamer approaching the shore. His first Coston signal appearing to be unnoticed, he burned another; the vessel forthwith kept away, but narrowly escaped grounding.
Dec. 10	Race Point, coast of Massachusetts.	On returning to the station from their respective beats, the two patrolmen discovered a steamer very near the shore, and burned each his danger signal; she at once hauled off shore.
Dec. 10	Nauset, coast of Massachusetts.	Soon after dark the first patrol sighted a schooner in close proximity to the bar; he flashed a signal, which she heeded, and avoided danger.
Dec. 10	Orleans, coast of Massachusetts.	At twenty minutes past 7 o'clock, when about a mile north of the station, the beachman sighted a schooner standing close in to the shore, and thereupon fired his signal; she instantly went in stays and stood away.
Dec. 10	Green Run Inlet, coast of Maryland.	During the night the patrol warned a vessel off shore with his Coston signal.
Dec. 11	Point Lookout, coast of New York.	The second patrol west warned, with his red light, a schooner that had approached the coast too near for safety. She lost no time in putting off shore.
Dec. 12	Nauset, coast of Massachusetts.	When about 3 miles south of the station the mid watch warned away a schooner that was too near the bar for safety.
Dec. 12	Green Run Inlet, coast of Maryland.	While patrolling the beach north of the station the sunset watch saw a three-masted schooner close in to the shore. She headed seaward on sighting the signal which he flashed.
Dec. 13	Hog Island, coast of Virginia.	At 10 o'clock, when near the end of his beat, the north patrol saw a steamer standing close to the beach. He at once displayed a red light, but the vessel, failing to see it, kept her course, and would have stranded on the shoals south of the station had not the other patrol burned his warning light, seeing which she immediately sheered off and went clear.
Dec. 13	Cobbs Island, coast of Virginia.	The red flash of a Coston signal caused a steamer standing near the shoals to head away and steer a safe course.
Dec. 13	.....do.....	Seeing a vessel dangerously near the shore, the first night patrol flashed his Coston signal, heeding which she proceeded without injury.
Dec. 14	Hog Island, coast of Virginia.	About half past 1 o'clock the surfman patrolling northward from the station burned his signal to a large vessel steering directly for the shoals. She altered her course and soon disappeared in the offing.
Dec. 14	Bodie Island, coast of North Carolina.	Early in the morning the north patrol sighted a schooner near the beach and endangered by the heavy onshore wind and sea. He burned a red light, whereupon she tacked and stood away.
Dec. 18	Race Point, coast of Massachusetts.	During the mid watch a schooner that was running perilously near the shore went about and avoided casualty when notified of her position by the signal of the west patrol.
Dec. 18	.....do.....	During the same watch the east patrol warned away a vessel seen to be dangerously near and standing toward the bar.
Dec. 18	Wachapreague, coast of Virginia.	A vessel running too near the shoals was warned from danger by the patrol signal.
Dec. 19	Nauset, coast of Massachusetts.	Shortly after dark the surfman patrolling south from the station observed a vessel close in to the bar. He burned a signal, observing which she headed off shore.

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Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1893.		
Dec. 19	Cape Henlopen, coast of Delaware.	The flash of a Coston signal set off by the north patrol of the mid watch warned a schooner from the beach, and she promptly stood away.
Dec. 19	Metomkin Inlet, coast of Virginia.	A vessel, apparently a steamer, was discovered dangerously near the shoals by the patrolman. She was immediately apprised of her peril by his red light, and altered her course so as to proceed in safety.
Dec. 20	Fletchers Neck, coast of Maine.	During the night, by promptly burning his Coston signal, the patrol west from the station prevented a vessel from stranding on the rocks.
Dec. 22	Cobbs Island, coast of Virginia.	At half past 9 o'clock the patrolman burned his signal to a vessel endangered by her proximity to the shoals; she at once bore away and stood out to sea.
Dec. 22	San Luis, coast of Texas.....	About 7 o'clock, sighting a vessel heading for the beach and near the south breakers, the patrolman fired his danger signal, to which the craft immediately responded by putting offshore.
Dec. 27	Cobbs Island, coast of Virginia.	A vessel running near the beach was warned off at 10 o'clock by the first night watch.
Dec. 28	Zachs Inlet, coast of New York.	The sunset wateh discovered a large steamer standing too near the shore for safety, and at once flashed his signal. The vessel avoided further risk by hauling off shore.
Dec. 28	Assateague Beach, coast of Virginia.	A vessel near Chincoteague Shoals stood to the eastward on seeing the Coston signal burned by the patrol.
Dec. 29	Peaked Hill Bars, coast of Massachusetts.	Before dawn a steamship near the bars was warned from danger by the flashing of a patrol signal.
1894.		
Jan. 1	Point of Woods, coast of New York.	Shortly before the close of the first night watch (8 o'clock to midnight) a red light was burned to warn a vessel that was too close to the outer bar. She at once shaped her course seaward.
Jan. 7	Point Lookout, coast of New York.	About dusk a large schooner was sighted near the beach, and as the weather was thick and smoky, she was in great danger of stranding. By flashing two signals the patrol succeeded in attracting the attention of those on board in time to enable them to get her headed off shore.
Jan. 8	Hog Island, coast of Virginia.	The surfman patrolling north from the station discovered before dawn a steamer's light very near the shoals. He flashed two Coston signals in quick succession, but they appeared to be unnoticed by those on board, and the vessel held her course down the coast. The south patrol next saw her, and burned his signal, seeing which she hauled broad off, but grounded on a shoal a few minutes before finally getting clear.
Jan. 8	Cobbs Island, coast of Virginia.	Immediately on observing the warning signal burned by the patrolman, a vessel near the shoals went about and increased her distance from shore.
Jan. 8	Ilwaco Beach, coast of Washington.	At quarter past 10 o'clock the south patrol burned his red light to warn a vessel that was standing in too near the beach. She escaped danger by at once putting off shore.
Jan. 9	Indian River Inlet, coast of Delaware.	The sunrise patrol, sighting a steamer standing near the shore and almost in the breakers, burned his Coston light. As his signal, however, appeared to be unobserved, and as the vessel was in great danger of stranding, he hastily burned another, whereupon she steamed out to sea.
Jan. 9	Little Island, coast of Virginia.	While pursuing his beat south of the station, the patrol warned away a large steamer steering a course that would soon have caused her to go ashore.
Jan. 9	False Cape, coast of Virginia.	At 7 o'clock, during thick, rainy weather, the patrolman north from the station discovered a steamship dangerously near the beach. His first Coston signal being unnoticed, he flashed two others in quick succession, which the vessel acknowledged by firing a gun and keeping away. An hour later she was seen heading for and rapidly nearing the shore abreast of the station, but was warned off in time to prevent disaster.
Jan. 9	Nags Head, coast of North Carolina.	While returning to the station from the south limit of his patrol, the sunrise watchman observed a steamer that was endangered by her nearness to the shore and forthwith burned his Coston light. She acknowledged the service by blowing her whistle and steering off shore.
Jan. 9	Point Lookout, coast of New York.	During the mid watch a vessel standing too near the beach was warned from danger and induced to steer a safe course by the signal of the east patrol.
Jan. 10	Wachapreague, coast of Virginia.	The patrol of the mid watch warned off a vessel whose lights showed her to be very near the shoals.
Jan. 11	Peaked Hill Bars, coast of Massachusetts.	Between midnight and 4 o'clock the surfman patrolling west from the station flashed his signal to a steamer seen to be near the bar. She at once altered her course and stood to the northward.

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Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1894.		
Jan. 11	Hog Island, coast of Virginia.	At 1 o'clock a steamer running directly for the bar changed her course on observing the signal flashed by the patrolman and thereby escaped disaster.
Jan. 13	Georgica, coast of New York.	A schooner near the outer bar was warned away by the Coston signal of the second patrol east from the station.
Jan. 13	Corsons Inlet, coast of New Jersey.	Before dawn the watchman displayed his red light to a schooner in danger of fetching up on the bar off Corsons Inlet. She avoided further risk by immediately standing off shore.
Jan. 14	Point Reyes, coast of California.	Just after going on duty the patrol from 8 o'clock to midnight sighted a large passenger steamer steering squarely for the beach in the thick and stormy weather. He instantly flashed a Coston signal, but it, as well as three others, was apparently unnoticed, and it was not until a fifth was displayed and the vessel almost in the breakers that she took warning and kept away, narrowly escaping shipwreck.
Jan. 15	Wachapreague, coast of Virginia.	During the night a vessel standing into danger was given timely warning by the patrol signal, observing which she tacked and stood seaward.
Jan. 18	Tiana, coast of New York.....	Soon after 4 o'clock the west patrol, by burning his signal, warned off a steamer that was running too near the beach. But for his promptness she must have stranded.
Jan. 20	Green Run Inlet, coast of Maryland.	Immediately on seeing the danger signal set off by the sunrise patrol, a schooner standing toward the shore altered her course and stood off.
Jan. 24	Ilwaco Beach, coast of Washington.	At twenty minutes of 10 o'clock a vessel that had approached the beach too close for safety in the misty weather was warned off by the surfman patrolling north from the station.
Jan. 24	.....do	During the night the south patrol flashed his red light to a vessel dangerously near the beach. She immediately went about and put off shore.
Jan. 25	.....do	About half past 1 o'clock, during thick weather, a vessel was discovered close to the breakers. She was warned away by a Coston signal, however, in time to avert disaster.
Jan. 26	Long Branch, coast of New Jersey.	The surfman having the early morning patrol north fired a signal and warned off a vessel that had worked in perilously near the shore in the stormy weather.
Jan. 27	Race Point, coast of Massachusetts.	Early in the morning, a snowstorm prevailing, the west patrol sighted a steamer apparently ignorant of her close proximity to the shore. He instantly displayed a red light, and the vessel, thus apprised of her peril, stood out into the offing.
Jan. 31	Hog Island, coast of Virginia.	While near the key post at the northern limit of his beat, the patrol discovered a steamer heading squarely for the beach, and had he not flashed his signal promptly the vessel must have suffered casualty. As it was, she kept away, but barely cleared the shoals.
Feb. 1	Cape Henry, coast of Virginia.	The sunset patrol warned a steamer from danger toward the close of his watch.
Feb. 1	Little Island, coast of North Carolina.	The bright flash of a patrol signal caused a steamer running near the shore to shape her course seaward.
Feb. 1	.....do.....	A large steamer was observed from the station to be standing in too close to the beach for safety, and a Coston signal was accordingly burned from the lookout tower. She heeded the warning and put out to sea.
Feb. 5	Cobbs Island, coast of Virginia.	At 11 o'clock the patrol warned a steamer away from the shoals.
Feb. 8	.....do.....	The patrol on duty from 8 o'clock to midnight burned his signal to a vessel that was near the shoals; she forthwith hauled off shore and stood out of danger.
Feb. 9	Long Beach, coast of New York.	During the first night watch the surfman patrolling east warned off a vessel too near the beach by flashing his red light.
Feb. 9	Popes Island, coast of Virginia.	A steamer running head-on to the beach in foggy weather reversed her engines, backed off shore, and proceeded in safety when notified of her peril by the Coston signal of the sunset patrol, her first intimation of danger.
Feb. 9	Wachapreague, coast of Virginia.	Seeing a steamer's light in the immediate vicinity of the shoals, the patrolman flashed a warning signal, whereupon the vessel kept away, and escaped mishap.
Feb. 11	North Beach, coast of Maryland.	While on patrol duty south of the station, the mid watch observed a vessel, apparently a steamer, close in to the land, and lost no time in displaying his Coston signal. She so changed her course as to proceed in safety.
Feb. 11	Hog Island, coast of Virginia.	At 10 o'clock a steamer was warned from danger in time to allow her to clear the shoals.

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Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1894.		
Feb. 13	Peaked Hill Bars, coast of Massachusetts.	When about a mile east of the station, the sunrise patrol discovered a schooner that had so miscalculated her position on account of the snowstorm as to be almost on the inner bar. He instantly flashed his signal, seeing which she went in stays, and avoided disaster.
Feb. 14	Aransas, coast of Texas.....	Toward the close of the first night watch the patrol observed a schooner apparently hove-to a short distance from the beach. After watching her for some time he saw that she was drifting shoreward, and burned a danger signal. She at once went about and put offshore.
Feb. 15	Napeague, coast of New York.	On his patrol west from 4 o'clock to sunrise the watchman from the station sighted a schooner that had worked in close to the shore during the prevailing thick weather. He fired a warning signal, to which she responded by tacking seaward.
Feb. 15	Indian River Inlet, coast of Delaware.	Early in the morning, during thick, rainy weather, the south patrolman discovered a steamer standing inshore and not far from the breakers. In obedience to the Coston signal, which he instantly fired, she stood out to sea, but narrowly avoided stranding.
Feb. 18	Cobbs Island, coast of Virginia.	About 10 o'clock the surfman patrolling opposite the shoals warned a vessel from danger.
Feb. 19	Hereford Inlet, coast of New Jersey.	The second patrol, finding a vessel in danger near the bar, flashed his Coston signal; she heeded the warning and kept away.
Feb. 21	Indian River Inlet, coast of Delaware.	The timely display of a red light by the sunset patrol caused a steamer that was in danger of running ashore to change her course and continue her voyage without accident.
Feb. 21	Cape Disappointment, coast of Washington.	Before daylight a vessel very near the shore was warned away by the flash of a patrol signal.
Feb. 22	Chicamicomico, coast of North Carolina.	Between 3 o'clock and sunrise, the weather being thick and overcast, the patrol discovered a vessel dangerously near the bar and headed for the beach. His first Coston signal failed to burn, but he succeeded in lighting another in time to permit her to get pointed off shore. It was subsequently learned that the vessel was the schooner Gertrude Summers, and that when warned she had but 2 feet of water to spare under her keel, and barely escaped striking on the bar.
Feb. 25	Indian River Inlet, coast of Delaware.	The south patrol of the mid watch sighted a schooner very near the line of breakers, the vessel having been apparently set inshore during the thick weather by the wind and heavy sea. On seeing the signal, which he instantly flashed, she went about, just saving herself from shipwreck.
Feb. 26	Peaked Hill Bars, coast of Massachusetts.	At half past 7 o'clock, during stormy weather, the surfman on west patrol burned a Coston signal to a tug with three barges in tow discovered near the bar and standing toward the shore. The tug responded by wearing around and proceeding on a safe course.
Feb. 27	San Luis, coast of Texas.....	A vessel heading for the beach near San Luis Pass and the South Breakers took warning from the patrol signal and escaped injury.
Mar. 1	Crumple Island, coast of Maine.	At quarter of 11 o'clock a schooner that had lost her reckoning on account of the fog was warned off the beach, for which she was heading, by the red flash of a patrol signal.
Mar. 1	Cobbs Island, coast of Virginia.	The Coston signal burned by the mid watch caused a vessel near the shoals to head seaward,
Mar. 3	Assateague Beach, coast of Virginia.	The second patrol north warned a steamer away from Ship Shoal.
Mar. 3	Durants, coast of North Carolina.	During the last watch of the night the north patrol discovered a schooner in imminent danger of stranding, and flashed his red light forthwith. She stood away a short distance and anchored until daylight, when she resumed her voyage.
Mar. 4	Cahoons Hollow, coast of Massachusetts.	A schooner in danger of running ashore hauled broad off on seeing the warning signal of the first night patrol.
Mar. 7	Crumple Island, coast of Maine.	On meeting, the two patrolmen making the circuit of the island observed a sailing vessel stearing a course that would have soon put her in the breakers had not one of them flashed his Coston signal, seeing which she tacked seaward.
Mar. 7	Zachs Inlet, coast of New York.	Early in the morning a steamer was warned off the beach by the patrol burning his danger signal.
Mar. 10	Tathams, coast of New Jersey.	A vessel that had approached the shore too near for safety was prompted by the signal of the midnight watch to alter her course and avoid further peril.
Mar. 10	Cobbs Island, coast of Virginia.	Shortly after going on duty the patrol of the mid watch sighted a steamer close in to the shoals. In response to his Coston signal she put out to sea.

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Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1894.		
Mar. 11	New Inlet, coast of North Carolina.	While patrolling the beach south of the station, the sunset watch warned away a schooner that had approached the shore so closely in the thick weather as to be in immediate danger of stranding.
Mar. 13	Turtle Gut, coast of New Jersey.	About 7 o'clock a schooner standing near the bar was notified of peril and induced to change her course by the red flash of a Coston signal.
Mar. 15	Race Point, coast of Massachusetts.	During a heavy snowstorm the sunset patrol sighted a schooner close in and nearly on the bar. He hastily fired a warning signal, noting which the vessel went about and escaped disaster.
Mar. 15	.....do.....	The first night patrol warned off a schooner that was approaching the shore, having apparently lost her bearings in the thick weather.
Mar. 17	Cape Hatteras, coast of North Carolina.	Between 8 o'clock and midnight the watchman on south patrol burned his signal to a sailing vessel heading for the beach. She at once tacked and stood off the coast.
Mar. 17	Fort Lauderdale, coast of Florida.	About half past 8 o'clock the keeper observed a steamer very near the reef with both side lights showing. Knowing her to be in great danger of striking, he hurriedly burned a Coston light and the vessel, keeping away, avoided casualty.
Mar. 18	Ocracoke, coast of North Carolina.	A schooner that the north patrol had warned of her nearness to the breakers on Hatteras Bar stood away to a safe place and anchored.
Mar. 19	Blue Point, coast of New York.	At midnight the eastern patrol warned a steamer off shore in a dense fog by firing a gun.
Mar. 23	Squan Beach, coast of New Jersey.	On the flash of the patrolman's Coston signal a vessel whose side lights had been sighted near the beach anchored for the night. In the morning she proved to be a large schooner so close in as to leave no doubt that but for his timely warning she would soon have been in the breakers.
Mar. 23	Big Kinnakeet, coast of North Carolina.	A vessel nearing the breakers stood offshore when the mid watch flashed his warning signal.
Mar. 23	San Luis, coast of Texas.....	A small schooner standing too near the shore changed her course and proceeded in safety, warned by the signal of the first night patrol.
Mar. 24	Hog Island, coast of Virginia.	Seeing a vessel running dangerously near the shoals, the patrolman burned his red light and caused her to avoid the impending danger.
Mar. 25	Currituck Inlet, coast of North Carolina.	The sunset patrol set off his signal and warned away a steamer seen to be perilously close to the beach in the thick, rainy weather.
Mar. 26	Fletchers Neck, coast of Maine.	Shortly before midnight a vessel responded to the warning signal of the patrolman by bearing away and increasing her distance from the rocks.
Mar. 27	Assateague Beach, coast of Virginia.	While pursuing his beat north of the station, the patrol discovered a vessel close inshore. His first Coston signal for some reason failed to burn, but the second one gave warning in time to permit the craft to get clear.
Mar. 28	Pamet River, coast of Massachusetts.	About 11 o'clock a large schooner near the shore kept away on seeing the red light flashed by the south patrol.
Mar. 28	San Luis, coast of Texas.....	To prevent a vessel from going into the breakers the patrolman on duty from 8 o'clock to midnight quickly burned his warning signal, whereupon the craft increased her distance from shore.
Mar. 29	High Head, coast of Massachusetts.	The eastern patrol discerned, through the snow, the outlines of a vessel that was approaching the bar. By instantly burning his signal he apprised her of peril in time to avert mishap.
Mar. 30	Peaked Hill Bars, coast of Massachusetts.	The first night watch warned a schooner away from the bar.
Mar. 31	Zachs Inlet, coast of New York.	During the mid watch a steamer that was endangered by standing too near the beach was prompted to alter her course by the flash of a patrol signal.
Mar. 31	Orange Grove, coast of Florida.	A large steamer, seemingly unconscious of her proximity to danger, sheered off when warned by the keeper's Coston signal and continued on her way in safety.
Apr. 1	Knobbs Beach, coast of Massachusetts.	While on his patrol north from the station, the first night watch displayed his danger signal on seeing a schooner close to the outer shoals. She at once tacked and stood to the eastward.
Apr. 1	Nauset, coast of Massachusetts.	At 10 o'clock, when 3 miles south of the station, the patrol discovered a steamer running too near the shore. Promptly flashing his red light, he notified her of impending danger and caused her to shape her course seaward.
Apr. 2	Rehoboth Beach, coast of Delaware.	Discovering a vessel imperiled by her nearness to the beach, the surfman on duty warned her away with the appropriate night signal.

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Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1894.		
Apr. 2	Cape Disappointment, coast of Washington.	The patrolman warned a vessel off shore at 11 o'clock.
Apr. 3	Peaked Hill Bars, coast of Massachusetts.	Between 8 o'clock and midnight a schooner was warned away from the bar, on which she was in danger of stranding.
Apr. 4	Crumple Island, coast of Maine.	Toward the end of the mid watch the two surfmen making the circuit of the island sighted a vessel standing close inshore and nearly in the breakers. One of them at once burned a patrol signal and the vessel went about and stood clear.
Apr. 4	Cobbs Island, coast of Virginia.	A vessel running near the shoals hauled seaward when warned away by the surfman of the sunset watch.
Apr. 5	Peaked Hill Bars, coast of Massachusetts.	The vigilance of the east patrol saved a schooner from disaster in the mid watch. She had approached the bar very closely in the thick and rainy weather, and would doubtless have soon stranded but for his warning signal.
Apr. 6	Assateague Beach, coast of Virginia.	The south patrol of the watch from 8 o'clock to midnight warned off a vessel that he discovered near the beach.
Apr. 7	High Head, coast of Massachusetts.	At about half past 11 o'clock, during snowy weather, the surfman patrolling west discerned a vessel nearly in the breakers and quickly fired his Coston signal. She at once jibed and stood clear.
Apr. 7	Cape Disappointment, coast of Washington.	At 11 o'clock a steamer standing into danger increased her distance from land on seeing the flash of a patrol signal.
Apr. 9	Hog Island, coast of Virginia.	Seeing the light of a steamer running directly for the shoals, the patrolman flashed his warning signal. The vessel immediately changed her course and soon disappeared from view. In a few seconds more she must have struck.
Apr. 10	Knobbs Beach, coast of Massachusetts.	In the mid watch the surfman patrolling south observed a steamer whose nearness to the beach was further endangered by the heavy onshore wind and sea. He instantly burned a red light, admonished by which she steamed off shore.
Apr. 10	Velasco, coast of Texas	Shortly before the end of the first watch, the sloop Columbus, of Galveston, Texas, was seen steering toward the beach. She bore away, however, in response to the patrol's signal and avoided mishap.
Apr. 12	North Beach, coast of Maryland.	During the watch from 8 o'clock to midnight the south patrol warned off a schooner that was too near the shore for safety.
Apr. 12	Assateague Beach, coast of Virginia.	The bright flash of a Coston light caused a vessel running close to Ship Shoal to immediately head away from danger.
Apr. 12	Velasco, coast of Texas	The promptness of the patrol in flashing his signal was the means of saving a schooner from casualty. She was heading for the shore and was almost in the breakers when seen and notified of her peril.
Apr. 13	Indian River Inlet, coast of Delaware.	By heeding the signal burned by the south patrol of the mid watch a steamer standing in too near the beach escaped disaster.
Apr. 13	Assateague Beach, coast of Virginia.	During the night a steamer in danger of striking on the shoals was warned by the north patrol. She forthwith sheered off and stood out to sea.
Apr. 14	North Scituate, coast of Massachusetts.	At 3 o'clock, during thick and stormy weather, the surfman patrolling south from the station fired his signal to a steamer that was close inshore and steering toward Long Ledge. She responded by showing a flash light, but did not keep off at first. Knowing her to be in great danger, he fired a second signal, which she heeded by standing clear.
Apr. 14	Brant Rock, coast of Massachusetts.	When near the north patrol limit the mid watch warned off a vessel whose light he sighted perilously near the shore.
Apr. 14	Manomet Point, coast of Massachusetts.	At quarter past 2 o'clock, a heavy onshore gale and snowstorm prevailing, the north patrol warned away from the beach a vessel whose light he saw close inshore. A few minutes before 3 o'clock the south patrol discovered the same vessel standing into danger the second time, and, by burning his Coston signal, caused her to shape her course seaward. Afterward, when it was light enough to distinguish the craft, she was seen to be a large steamer heading to the southeast about 4 miles off Manomet Point.
Apr. 21	Knobbs Beach, coast of Massachusetts.	While on the south patrol, the surfman having the mid watch displayed his danger signal to a schooner that was heading squarely for the beach and but a short distance from the shoals. She went in stays and soon disappeared off shore.
Apr. 23	Assateague Beach, coast of Virginia.	The patrol south from the station discovered a vessel too near the beach; she heeded his warning signal and stood clear.

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Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1894.		
Apr. 23	Humboldt Bay, coast of California.	By burning his Coston signal, the first night watch prevented a steamer from going ashore. She was standing close inshore, with both side lights plainly visible, and but for his warning must have suffered casualty.
Apr. 25	Hog Island, coast of Virginia.	The side lights of a schooner attempting to enter Great Machipongo Inlet clearly indicated that she had miscalculated her position, and she would undoubtedly have stranded had not the midnight patrol quickly flashed his signal. She rounded to at once and anchored until daylight.
Apr. 25	Pointe aux Barques, coast of Michigan.	A steamer so close to the beach that her hull was plainly visible, steered out into the lake on seeing the red light burned by the mid watch.
Apr. 26	Plum Island, coast of Massachusetts.	Two signals were burned by the sunset patrol before the vessel for which they were intended noted her nearness to the breakers and put off shore.
Apr. 26	Assateague Beach, coast of Virginia.	The bright flash of a patrol light gave warning to a vessel that was close to the beach. She heeded the signal and sheered off.
Apr. 27	Long Beach, coast of New York.	A vessel dangerously near the shore was warned off during the first night watch.
Apr. 27	Corsons Inlet, coast of New Jersey.	At 9 o'clock the north patrol burned his Coston light to warn a vessel of impending danger. She forthwith shaped her course so as to proceed in safety.
Apr. 29	Cobbs Island, coast of Virginia.	Promptly on the flash of the patrol signal a vessel in close proximity to the shoals kept away and stood out into deep water.
May 7	Pointe aux Barques, coast of Michigan.	A large steamer bound down the lake on a course which threatened to set her on a dangerous reef, was induced by the signal of the first night patrol to head further off shore.
May 14	Southside, coast of California.	Closely observing a small steamer bound up the coast, the surfman at the southern lookout discovered that the heavy wind and sea were slowly setting her into the breakers. He then displayed his warning signal, and she put out to sea.
May 27	Pointe aux Barques, coast of Michigan.	At 8 o'clock a large steamer was warned away by the keeper. She was so close to the shore that but for the admonition she would have struck on the reef.
May 27	Shoalwater Bay, coast of Washington.	Early in the morning the lookout warned off a vessel whose light he saw dangerously near the beach.
June 3	Erie, coast of Pennsylvania..	During the mid watch the patrol sighted a schooner standing close to the shore. Failing to attract her attention by swinging his lantern, he flashed a Coston signal, whereupon she so altered her course as to pass in safety.
June 8	Fort Niagara, coast of New York.	Shortly after 2 o'clock the patrol flashed his danger signal to a steamer heading for the shore in the foggy weather, and only a few hundred yards distant. She at once sheered off, and stood out into the lake.
June 13	Thunder Bay Island, coast of Michigan.	While making the circuit of the island, the second patrol south warned away a steamer that he saw heading toward a dangerous reef.
June 13	Vermillion Point, coast of Michigan.	A steamer close in and running toward the shore changed her course on seeing the signal of the midnight watch, and continued her voyage without mishap.
June 18	Pointe aux Barques, coast of Michigan.	As soon as the station lookout burned his Coston light, the steamer for which the warning was intended avoided further risk by steering offshore.
June 26	North Manitou Island, coast of Michigan.	About half past 1 o'clock, weather foggy and rainy, the patrol burned a red light to a steamer that was almost ashore. By reversing her engines at once and backing hard the vessel avoided stranding, but she was so close in that the station watch alarmed the crew, thinking her aground.

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Letters of Acknowledgment.

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LETTERS ACKNOWLEDGING THE SERVICES OF LIFE-SAVING CREWS.

The following letters have been received from captains or owners of vessels and others in grateful acknowledgment of valuable services rendered in their behalf by the crews of various life-saving stations during the year:

TWENTY MILES WEST OF WHITEFISH POINT, MICHIGAN,
July 5, 1893.

SIR: Steamer *James Pickand* stranded halfway between Two Heart River and Crisps Station; very thick, and blowing fresh from north. Was on sand bottom about three-quarters of an hour, when both of the above-named crews were on our deck doing all that was in their power. I wish to speak very highly of both these crews, as they did nobly, and I found them all very gentlemanly.

Very respectfully,

C. H. BEACH,
Master Steamer James Pickand.

Superintendent J. G. KIAH,
Sand Beach, Michigan.

FOREST LAWN, NEW YORK, *July 19, 1893.*

SIR: I wish to testify my grateful appreciation of the prompt rescue of my companions and self by Captain Doyle and his crew when we were knocked down by a wind flaw on Saturday last off Charlotte. The look-out noticed our mishap, and, although we must have been 3 miles or more away, they had us out of the water, everything stowed away, and boat in tow in remarkably quick time. Their hearty and seamanlike work was backed up by a generous hospitality. This port is certainly fortunate in having such a captain and crew in charge of this station.

Very truly,

C. E. MCKAY.

Hon. SUMNER I. KIMBALL,
General Superintendent, United States Life-Saving Service.

PEA ISLAND LIFE-SAVING STATION, NORTH CAROLINA,
August 9, 1893.

DEAR SIR: I desire to express my heartfelt thanks to you for the prompt and valuable services rendered to me while ashore in Pamlico Sound, North Carolina, in trying to get my schooner afloat on July 30, 1893, by the keeper of the Pea Island Life-Saving Station and his noble

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crew of assembled life-savers. Had my vessel not sprung aleak, they would have had her afloat in at least thirty minutes more. No fault or failure was due on their part.

I. HUNDLEY,
Master of Schooner George C. Wainwright.

Hon. S. I. KIMBALL,
General Superintendent United States Life-Saving Service,
Washington, D. C.

JONESPORT, MAINE, *August 25, 1893.*

I, George Bennett, master of the English schooner *Mary C.*, bound from Boston to St. Johns, wish to express my sincere thanks to Captain Wm. Marshall and crew of the Crumple Island Life-Saving Station for the valuable assistance rendered in saving my vessel and cargo from being stranded on Fishermans Island in [near] said Jonesport.

GEORGE BENNETT.

Personally appeared George Bennett, master of the schooner *Mary C.*, and acknowledged the above instrument to be his own free act and deed before me.

C. H. MANSFIELD,
Notary Public.

KENOSHA, WISCONSIN, *August 29, 1893.*

DEAR SIR: Allow me to pay tribute to the qualities and seamanship of the life-saving captain and crew of this station for the following reasons in slight detail: The writer is owner of the sloop yacht *Mamie*, 42 feet over all and 14 feet beam, belonging in Kenosha. We left Chicago for home with two men and a boy; had fair southeast breeze 30 miles, which was followed by calm. During the succeeding night wind came strong from northwest, continuing until within sight of Kenosha pier, then went around to northeast with a heavy sea, which, in driving through, carried away our flying-jib stay. To balance that, we put on jib topsail braced with both backstays. The huge sea buried us forward and finally carried away our topmast. Partly clearing away the wreckage, we signaled for help. The life-saving crew was soon making for us, and when on board reefed us down to mainsail and jib and worked the yacht up to the port, some four miles, with seas flying all over us. The promptness and seamanship in handling the yacht under such conditions claim our admiration and recognition by this letter for acknowledgment of the signal aid of the Life-Saving Service.

Very truly and respectfully,

J. H. KIMBALL.

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

The following card of thanks was published in a Muskegon (Michigan) newspaper by the parents of two boys who were rescued from a capsized sloop August 28, 1893:

"EXPRESSIONS OF GRATITUDE.

"*To the Members of the Life-Saving Service, Muskegon:*

"GENTLEMEN: We wish to express, though we feel that words are weak to do so, our deep feeling of gratitude and indebtedness to you

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for the efficient manner in which the rescue of our sons from drowning was conducted on last Monday, August 28, between the hours of 11.15 A. M. and 1 P. M.

"We feel that but for your prompt and intelligent action we would now mourn their loss. We can not speak too highly of the courage of the men who, without a thought for themselves, went to save the lives of others. We are truly and deeply thankful to all who so willingly assisted in any way in their rescue; but especially we thank the brave men of the Life-Saving Service, not only for their prompt action and untiring search, but for their tender aftercare, which restored our boys to us strong and well.

Trusting you may understand that this is only a slight expression of thankfulness, we are,

"Gratefully, yours,

"Mr. and Mrs. W. F. PEW.
"Mr. and Mrs. J. B. MCCRACKEN.

"MUSKEGON, *September 1, 1893.*"

CHARLOTTE, NEW YORK, *September 2, 1893.*

DEAR SIR: I wish to express my appreciation of the promptness and bravery shown in rescuing me from drowning on the night of September 1. In making a balloon ascension at 9.30 P. M. I was carried three miles from shore. After being in the water one hour or more with everything inky blackness around me, Captain Doyle [and his crew] found me in an almost unconscious condition, and not only saved my life, but rescued my balloon and rigging. But for their promptness I would certainly have lost my life, as there was a great sea and every wave rolled over me. It will always be a mystery to me how they ever found me in the darkness, for which I wish to thank them, and also the headquarters at Washington for providing such brave men and such an efficient officer as Captain Doyle.

Very truly, yours, Professor H. WILL LEIGH,
Syracuse, New York.

SUPERINTENDENT LIFE-SAVING SERVICE,
Washington, D. C.

The following extract is taken from a letter of the superintendent of the South Shore Wrecking Company, of Oswego, New York, relative to the assistance rendered the British barges *A. Robillard*, *Alice*, *Rose Delima*, and *Ontario*, September 8 and 9, 1893:

"The aid rendered upon that occasion was of great value to me in time alone. When so much hinges upon prompt execution of orders, it is then that the presence of a well-drilled crew makes itself manifest. In this case, as in others that I know of, the Government may be congratulated upon the efficiency of the life-savers of the Oswego Station.

"Permit me to subscribe myself,

"Yours, very truly, "W. D. ALLEN.

"Captain ANDERSON,
"*United States Life-Saving Station.*"

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NORTH MANITOU ISLAND, MICHIGAN, *September 25, 1893.*

SIR: I am very thankful for gallant services rendered by the crew of North Manitou Island Life-Saving Station (Eleventh District) in saving my schooner (*C. L. Fick, of Chicago*) from total wreck. * * *

FREDERICK HARRIS,
Master of the Schooner C. L. Fick.

SUMNER I. KIMBALL,
General Superintendent, Washington, D. C.

DENNISON & HALL, LAWYERS,
32 Nassau Street, New York, September 27, 1893.

DEAR SIR: On the 26th [25th] instant, while sailing the yacht *Sunshine* on the Shrewsbury River, I was caught in a squall and the boat was quickly overturned. Shortly afterwards the captain and crew of the Monmouth Beach Life-Saving Station were on the ground, and in less time than an hour, by the most finished practice and skillful work, had the boat in shipshape. I write this note in commendation of their cheerful work and courteous treatment of me and each other. They are a fine lot of men, a credit to themselves and the work in which they are engaged.

Very truly, yours, BENJ. E. HALL.

Superintendent JOHN G. W. HAVENS,
Point Pleasant, New Jersey.

TUCKAHOE, CAPE MAY COUNTY, NEW JERSEY,
October 11, 1893.

DEAR SIR: On October 4 I was wrecked near Paul Gamiels Hill Life-Saving Station, North Carolina, and I desire to express to you my appreciation of the kindness tendered to myself and crew by Captain Austin and crew, and of their valuable services in saving our personal effects and all that was possible from the wreck, and assisting us to get to our homes, all of which will long be remembered with a grateful heart.

Respectfully, yours, R. C. YOUNG,
Master Schooner Emma J. Warrington.

S. I. KIMBALL,
Superintendent of Life-Saving Service, Washington, D. C.

BALTIMORE, MARYLAND, *October 19, 1893.*

DEAR SIR: Allow me to extend the thanks of myself and crew of the schooner *Charles C. Dame* to you and the heroic men who manned the lifeboat from your station to my vessel on October 14, when she was breaking to pieces on Frying Pan Shoals. Without your assistance it is more than probable that myself and crew would have been lost in the terrible seas that swept our decks.

Your heroic fight of twelve hours to reach the vessel was a superhuman effort that deserves a record in the annals of the Life-Saving Service, which I, as a mariner, always regard as a sailor's hope when shipwreck stares him in the face in storm-ridden seasons along our coast. Your rescue of every man, and the safe landing of your own and

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my crews, was a piece of work that it delights me to pay tribute to, and the kind treatment of us while under your care requires me to double my thanks, and extend the same from my officers and crew. This but feebly expresses the feeling of gratitude that animates my writing this; but believe, dear Captain, that in my heart there is a warm affection and admiration for the keeper and crew of the Southport (Cape Fear) Life-Saving Station. I hope we may meet again when you will be in my care, but under different circumstances.

I remain, sincerely, SAMUEL S. GROVE,
Late Master of Schooner Charles C. Dame.

Captain J. L. WATTS,
Keeper of Southport Life-Saving Station, Southport, North Carolina.

In addition to the foregoing letter to Keeper Watts, of the Cape Fear Station, Captain Grove furnished the following statement for publication, which appeared in the columns of the Southport Leader, October 19, 1893, under the caption:

"CARD OF THANKS.

"I desire for myself and crew to express my heartfelt gratitude for the services rendered us and the great bravery exhibited by Captain John L. Watts and his crew in taking us off the wreck of the schooner *Charles C. Dame* on last Saturday. The rescue was made at the risk of their lives.

"SAMUEL S. GROVE,
"*Captain of Schooner C. C. Dame.*"

HUNNIWELLS BEACH, MAINE, *October 23, 1893.*

SIR: Z. H. Spinney, keeper of Hunniwells Beach Life-Saving Station, and crew rendered assistance to the schooner *Matilda*, October 23, saving the damage or expense of a hundred dollars, and I think they did well. They worked hard. I was very much pleased with them. The schooner would have been in a bad position the next tide, as it blew very hard on the bank where she lay.

Yours, very respectfully, SIDNEY WEEKS.

J. M. RICHARDSON,
Superintendent, First Life-Saving District, Portland, Maine.

DETROIT, MICHIGAN, *October 27, 1893.*

DEAR SIR: At 2 o'clock on the morning of September 30 the schooner *John T. Johnson*, in tow with the steamer *John Spry*, lost her deck load of lumber and became water-logged; and at 5 in the morning of the date, when about three miles from Milwaukee, Wisconsin, my towline parted. I then let go my anchor, and at daylight I put up a flag of distress. My boat was all under water and every sea was washing over us, and we were in great danger of being drowned. But at 6.30 o'clock help came to us. Captain Peterson, of the Milwaukee Life-Saving Station, and six of his noble men, in one of their lifeboats and in tow of the tug *Knight Templar*, came and picked us off.

And now, sir, I wish to give expression to the gratitude I feel for the services rendered to me and my crew by Captain Peterson and his noble

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crew of the life-saving station, Milwaukee. I also wish to thank Captain Peterson and his crew for kindly furnishing us with dry clothing and taking such good care of us. I have sailed for thirty years, and I must say that Captain Peterson and his crew and Captain Lorie, of the tug *Knight Templar*, are the most obliging and gentlemanly lot of men that I ever met in this line of business, and I will always feel grateful to them and to life-saving services in general for what they did for me.

Yours, respectfully,

J. D. MERROW, *Captain*,
523 Morrell Street, Detroit, Mich.

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

WALLOPS BEACH, VIRGINIA, *October 29, 1893.*

SIR: I wish to express to you the sincere thanks of myself and crew for the prompt action of Captain J. B. Whealton and his crew in launching their lifeboat and coming to our assistance when we stranded here on the morning of the 23d instant. The wind was high and the sea very rough. Notwithstanding, Captain Whealton rescued ten [nine] of the crew, and would willingly have rescued all had we been willing to abandon the vessel.

A. ARALUCEA, *Master*,
MOISES QUINTERO, *Chief Officer*,
JOHN BROWN, *Chief Engineer*,
Spanish Steamship Merciano.

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

UNITED STATES COAST AND GEODETIC SURVEY,
San Francisco, California, October 30, 1893.

SIR: I desire to thank you for the authority given me by you to call upon the keepers and crews of Life-Saving Service boats on duty with the stranded steamer *City of New York* at Point Bonita, entrance to San Francisco Bay. I availed myself of facilities afforded by Life-Saving Service boats on the 28th instant to make soundings from the deck and round the *City of New York* and to pass from the steamer to other vessels, and it affords me pleasure to commend the readiness and excellent bearing of the boats' crews as observed by me.

Respectfully, yours, A. F. RODGERS, *Assistant.*

Major T. J. BLAKENEY,
Superintendent, United States Life-Saving Service,
San Francisco, California.

CHICAMICOMICO LIFE-SAVING STATION, NORTH CAROLINA,
October 31, 1893.

TO WHOM IT MAY CONCERN:

The [British] barkentine *Ravenswood*, while on a voyage from Boston for Satilla River, Georgia, on Friday, October 13, 1893, encountered a terrific storm, and was stranded on the North Carolina beach about noon. We can not speak too highly of the promptness shown by Captain J. H. Westcott and noble crew in rescuing us from a perilous

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position. Although the sea was lashing furiously over the wreck, the first shot line was carried successfully over us, the distance being about three hundred yards, and, after hauling the whip line and hawser on board, in about thirty minutes afterwards we were all safely landed on the beach and conveyed to the station, where we were cared for and treated with the greatest kindness. A few days later our captain, Edward Kennedy, was taken sick and confined to his bed. I can not express our gratitude for the generosity shown by Captain Wescott in supplying the wants of the sick, in sending for doctors and securing extra food, and lots of other home comforts.

Keeper L. B. Midgett and crew of New Inlet has our gratitude and thanks, and also Keeper D. M. Pugh and crew of Gull Shoal, in rendering us their assistance in time of need.

FREEMAN SLAWENWHITE, *Mate*,
NATHAN S. GERARD, *Second Mate*,
Barkentine Ravenswood.

CALAIS, MAINE, *November 2, 1893.*

DEAR SIR: I wish to inform you of the very valuable assistance rendered to me by the keeper and crew of the Crumple Island life-saving station, and I also wish to acknowledge my sincere thanks for the same. On the night of October 7 my vessel was ashore on Bar Island, a distance of about seven miles from Crumple Island Station. Keeper Marshall and crew launched their surfboat and pulled to our aid. The night was dark and stormy, and after a hard row they reached us, and found my vessel lying in an extremely dangerous position. They ran out the vessel's small anchor and a kedge, and, as the tide flowed, hove her off clear of the rocks; then finding she was leaking badly, kept the men at the pumps all night. Her cargo was a perishable one, and the utmost care and exertion were used to save it; and thanks to their noble conduct, crew, cargo, and vessel were saved. I wish to extend to them my heartfelt gratitude and thanks, for without their help cargo and vessel would surely have been lost.

Very respectfully, yours,

J. P. MARSHALL,
Master Schooner Everett.

Superintendent RICHARDSON,
First United States Life-Saving District, Portland, Maine.

ERIE, PENNSYLVANIA, *November 3, 1893.*

MY DEAR SIR: I want to thank you for your kindness to me on Saturday night. Your promptness in giving me assistance when I called on you, and in sending your men to help me, I have no doubt saved the sloop *Wanda* from great damage, if not total loss; and I also wish especially to speak of Kramer and Anderson, surfmen Nos. 1 and 2, who by their promptness and evident thorough knowledge of their business rendered invaluable assistance.

Again thanking you for your prompt assistance, I beg to remain, sir,

Yours, most respectfully, ED. B. KELLY.

Captain ANDREW JANSEN,
Life-Saving Station, Erie, Pennsylvania.

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MILWAUKEE, WISCONSIN, *November 28, 1893.*

DEAR SIR: This is to acknowledge the valuable service rendered to us while ashore at Frankfort, Michigan, by the crew of the Frankfort Life-Saving Station, under the control of Captain George Morency. Those services are highly appreciated by us.

Wishing the life-saving crew every success, and hoping they may long be spared in the gallant service to which they belong.

Very respectfully,

H. KRONES,
Captain of the Schooner Lew Higby.

Superintendent ROBBINS,
Grand Haven, Michigan.

CREEDS HILL LIFE-SAVING STATION, NORTH CAROLINA,
December 4, 1893.

SIR: We, the undersigned, desire to tender our sincere thanks on behalf of twelve members of the crew of the steamship *Wetherby*, wrecked on Cape Hatteras Shoals on the morning of the 2d instant, for the assistance and kind treatment we have received at the hands of Captain Styron and the crew at this station.

Respectfully,

ISAAC B. TOSE, *Second Mate.*
WILLIAM JACK, *Second Engineer.*

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

CAPE HATTERAS LIFE-SAVING STATION, NORTH CAROLINA,
December 6, 1893.

DEAR SIR: I wish to express to the Life-Saving Service my sincere thanks for the services rendered to me and my crew on the 2d instant. My vessel, the steamship *Wetherby*, stranded on the outer Diamond Shoal and was soon stove in the engine room and afterhold, and rapidly filled with water. Soon after stranding, Captain Etheridge and his crew, from the above station, came to our assistance, and as the weather looked very threatening, and we being compelled to leave the ship, they then took the crew and myself, numbering twenty-four men, with safety to the shore, assisted on the way by the captains and crews of the Creeds Hill and Big Kinnakeet Life-Saving Stations. The crew and myself had to remain at the station for several days, and were treated with the greatest of kindness, which we shall ever keep in grateful remembrance. By the storms that prevailed for several days my steamer became a total wreck, and it was solely through the prompt assistance of Captain Etheridge and the crews of the several lifeboats that the crew and myself were landed in safety before the heaviest of the storm broke over us.

Very respectfully,

JOHN T. WILSON, *Master.*

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

PULASKI, NEW YORK, *December 6, 1893.*

DEAR SIR: Please allow me through you to thank Captain George A.

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Smith and his noble crew of life-savers of Hancock, Michigan, (Ship Canal Station,) for their heroic efforts in behalf of the crew and timely aid in releasing the schooner *James Mowatt* from the rocks twelve miles southwest from Eagle River, Michigan, September 15 to 21, 1893. On September 15, hearing of the stranding, Captain Smith and crew came to us in the surfboat in the face of a strong gale from the west, and on reaching the wreck found that the crew were on the beach. Unwilling to return to the station without knowing our condition, they decided to make a landing, notwithstanding the wind had in the meantime increased to a violent gale. The feat was skillfully performed through the heavy sea and surf. They remained with us on the beach till the 16th, when the gale had somewhat subsided and shifted to northwest, and returned to the station with dispatches for myself for assistance. On the 18th Captain Smith and crew returned and stood by us night and day, rendering every assistance in their power till the wreck was released and towed to Hancock on Thursday, September 21.

I am free to say that without the aid of the life-saving crew of Hancock we could not have released the *Mowatt* without much greater cost to schooner and cargo. They are a brave, manly, and muscular crew of men, and a credit to the United States Life-Saving Service.

Very respectfully, yours, C. H. BECKER, *Master*,
Pulaski, New York.

Mr. J. G. KIAH,
Sand Beach, Michigan.

FLINT AND PERE MARQUETTE RAILROAD COMPANY,
General Manager's Office, Saginaw, Michigan, December 15, 1893.

MY DEAR SIR: This company, with its fleet of five steamers operating on Lake Michigan, has always been much interested in the life-saving department on that lake, and at various times has had an opportunity of testing the efficiency of your Service. I believe that our president, Hon. Wm. W. Crapo, of New Bedford, has already called to your attention the efficiency of one of your crews. Fortunately, however, it has been unnecessary for us to call for their service in a case of need until this week. On Monday morning at 6 o'clock our passenger and freight steamer, No. 3, went ashore on the rocks six miles north of Milwaukee piers, in Whitefish Bay. Your life-saving crew had disbanded on the 10th instant. We called on the captain, who was then in Milwaukee, to collect his crew and aid us in removing passengers from the steamer. He responded immediately with five of his old crew and two volunteers. The boat and mortar and lines were sent by a wagon to the scene of the wreck with astonishing promptness. The crew launched their boat amidst the breakers on the ice-bound shore, and reached the steamer within two hours after they had left Milwaukee. The work of rescue of the passengers was conducted admirably. The crew stayed by the wreck until the following day, assisting in every way in their power in handling lines and carrying messages to and from the shore. The weather was bitter cold and the storm during the first day was terrible.

I think, therefore, it is my duty and pleasure to commend highly the work done by Captain Neils A. Peterson and his crew, especially in view of the fact that the crew were out of service.

I remain, very respectfully, yours, W. H. BALDWIN, Jr.

Mr. S. I. KIMBALL,
Superintendent Life-Saving Department, Washington, D. C.

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ALPENA, MICHIGAN, *December 22, 1893.*

DEAR SIR: Knowing the interest manifested by you at all times in the workings and conduct of the life-saving crews under your supervision, I can not refrain from expressing my appreciation of the timely and inestimable service rendered us by Captain Plough and crew on the morning of the 3d instant. I have listened many times to the eulogistic praise of public speakers and have often read of the heroic adventures of our life-saving crews in pursuing their most holy vocation of saving the lives, in time of peril, of their fellow-beings, but never until that occasion when we found our boat launched upon the rocks apparently going to pieces, with merciless waves dashing high over her, a fierce snowstorm howling with unwonted fury, with our men well-nigh exhausted from overexertion and exposure and wild with excitement and fear, did I realize the horror of a shipwreck in a storm; and never until that critical moment, when our fate seemed doomed, when there was no prospect and but little hope of relief, when we discerned through the storm in the direction of the land the forms of men, when with speechless anxiety we watched them wading shoulder deep in the surf, pushing their boat ahead, struggling with the waves, and dodging huge cakes of floating ice, watched them scramble into their boat drenched with water and sleeted with ice and snow, watched their almost superhuman efforts as they struggled with the sea in their endeavors to reach us, and finally hauled them on board nearer dead than alive, did I fully appreciate the hardships and danger to which they are subjected and the self-denying and fearless manner in which their duties are performed. It is needless to state that we are unsparing in our praise of the men who, at the risk of their own lives, thus saved us from a watery grave, and that we will always remember them with kindliest feeling. The facts and circumstances relating to the wreck of the schooner *Hunter Savidge* I presume are familiar to you, and I will not attempt to relate them here. The purpose of this letter is to acknowledge our appreciation of the noble service rendered us by Captain Plough and crew and our due appreciation of the Life-Saving Service everywhere.

Respectfully, yours, JOHN MUELLERWEISS, Jr.

Captain JEROME KIAH,
Superintendent Tenth District, Sand Beach, Michigan.

HUNNIWELLS BEACH, MAINE, *December 27, 1893.*

DEAR SIR: My schooner was lost four miles from this station, on Popham Beach, and Captain Spinney and crew did all they could to save what little of cargo and sails they could save, and we were made very comfortable at the station. I can not find words to express my thanks to Captain Spinney and crew for all they did for me and my crew.

Yours, truly, H. S. SEELY,
Master Schooner Hattie Turner.

J. M. RICHARDSON,
Superintendent First Life-Saving District, Portland, Maine.

POPHAM BEACH, MAINE, *January 5, 1894.*

DEAR SIR: Feeling grateful to your Service for help rendered in my present difficulty, I feel it a duty and also take pleasure in writing you

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in praise of Captain Spinney and his fine crew at Hunniwells Beach Station. We went ashore on the beach near the station in the schooner *Kate McClintock*, loaded with wood, from Bath for Boston; got so much damage that we had to beach her on the flats further up the river. She was in a dangerous position; the chances were that she would be a total loss. Captain Spinney came on board, disposed of the deck load, then pumped her out, so as to get on far enough to clear out the hold. When that was done, pumped her again, so as to get where she was out enough at low tide to get at the leak and stop it. She is now afloat and all right.

I could not have done it with my crew, and was where I could not hire other help; so that I consider that the station crew has saved my schooner.

JAMES F. WRIGHT,
Master of Schooner Kate McClintock.

SUMNER I. KIMBALL,
General Superintendent.

LITTLE ISLAND STATION, VIRGINIA, *January 14, 1894.*

SIR: I beg leave to express the thanks of myself and crew to the Life-Saving Service, and especially to Keeper J. W. Partridge and his gallant crew of the Little Island Station, Virginia, for their noble and heroic rescue of us from the brig *Nettie*, which stranded near their station on January 7, 1894; also for their kind and humane treatment after the rescue.

Very respectfully,

FRED. B. LOWRY,
Master Brig Nettie.

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

SAN FRANCISCO, CALIFORNIA, *January 20, 1894.*

DEAR SIR: Referring to the valuable services rendered by the crews of the Golden Gate Park and Fort Point Life-Saving Stations, under Captains Smith and Hodgson, on the occasion of the stranding of the *City of New York* on Point Bonita, on October 26 last, and for a month following, I beg to submit the following particulars: In answer to the ship's guns and distress-rocket signals, both crews responded as promptly as possible, and with darkness coming on rapidly and in an impenetrable fog, their prompt appearance on the scene was a great relief to me. The captains at once placed themselves, their boats, and crews at my disposition for whatever services might be required of them, and, in obedience to my orders, transferred in safety all passengers, with much of their baggage, also mails and treasure shipments, (the latter amounting to $241,000,) to the tugs lying off from the ship. This task they completed at midnight, and from thence to November 7 the two boats' crews stood watch and watch at the ship, rendering every assistance possible, and as cheerfully as if in the employ of our company. On that date, having to temporarily abandon ship owing to bad weather, they took off in safety sixty-three people who were employed on work tending to float the ship. From November 9 to 24, one of the crews was again constantly on duty for any services required of them, and on the latter date, very bad weather coming on suddenly, the Fort Point crew took off in

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safety all of Whitelaw's wreckers and members of ship's company still attached to ship, fifty-seven in number. At intervals afterwards, until the final abandonment of the ship, each of the crews called alongside to inquire if their services were required for any purpose.

I can not speak too highly of the discipline and ability shown by these crews, and would specially call your attention to the fact that, in landing the treasure shipments under great difficulties, they placed them on the tugs without any injury or the loss of a package.

I am, dear sir, very respectfully, yours,

FRANK H. JOHNSTON,
Late Commander Pacific Mail Steamship City of New York.

ALEX. CENTER, Esq.,
General Agent, Pacific Mail Steamship Company.

The following is a statement received from the officers of the Norwegian bark *Clythia*, stranded near the Wash Woods Station, North Carolina, January 22, 1894.

"The twenty-second day of January we stranded two or three miles north of the Wash Woods Life-Saving Station, and were saved with the rocket line; were on shore six days the first time. It is with pleasure we state that the life-saving people were active and took care to bring us on shore, and happy are this shipwrecked crew which came to such a station, where all do everything for the wrecked crew's comfort in any way. We think, really, if we had been wrecked in our own country we never would have been taken so much care of as now.

"With thankful hearts we always will remember Captain Corbel and his men, and never lose them from our minds.

"J. HEFFERMEHL, *Master*,
"A. CHRISTENSEN, *Mate*,
"D. KAMENNI, *Second Mate*,
"J. A. JONSEN, *Carpenter*,
Of Clythia."

NORFOLK, VIRGINIA, *February 8, 1894.*

MY DEAR SIR: It gives me pleasure to mention the efficient services of Keeper Edward Johnston and crew, Station No. 6, (Cape Henry,) Virginia, to myself, and also to the steamer *Rappahannock*, recently stranded at Cape Henry, Virginia. They were very useful in sending messages, and the service was performed with alacrity. The *Rappahannock* was a valuable British steamer with valuable cargo, and was saved.

More recently I was sent by underwriters to the Norwegian bark *Clythia*, near Station No. 6, (Wash Woods,) North Carolina, and received efficient assistance from that crew and keeper. Believing the Life-Saving Service should be encouraged, I take pleasure in mentioning this. The *Clythia* was lost.

Yours, etc.,

E. M. STODDARD,
Acting for Underwriters.

S. I. KIMBALL,
Superintendent United States Life-Saving Service,
Treasury Department, Washington, D. C.

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PACIFIC MAIL STEAMSHIP COMPANY,
San Francisco, California, February 8, 1894.

SIR: I desire to place on record the very valuable service and assistance rendered by the life-saving crews of the Golden Gate Park and Fort Point Life-Saving Stations, under Captains Smith and Hodgson, on the occasion of the stranding of the steamship *City of New York* on Point Bonita, October 26 last, and for quite a period subsequent to that date. As these services were exceptional, owing to the peculiar nature of the case, I desire to mention them somewhat at length.

In answer to the ship's guns and signals of distress when she went on the rocks both crews responded as promptly as possible, and, with darkness coming on and impenetrable fog, the captains of the boats at once placed themselves at the disposition of the captain of the steamship *City of New York* for whatever services might be required of them. With quite a heavy sea running, which precluded tugs coming alongside, the captains and crews of the life-saving boats worked manfully and heroically, and in their boats transferred in safety from the steamship *City of New York* to the tugs lying at a distance all the passengers of the steamer, together with much of their baggage; also the United States mails for China, Japan, and East Indies, and seventy-four boxes and forty-eight bars of specie, the latter valued at $241,000. This task they completed at midnight, and from that time until November 7, while efforts were being made to float the steamer, the two boats' crews were always present, standing watch and watch and rendering all possible assistance as cheerfully and interestedly as if in the employ of our company.

On the 7th [8th] of November a heavy sea set in, rendering it necessary to temporarily abandon the steamer by landing sixty-three people, which was accomplished in safety by the life-saving boats' crews.

From November 9 to November 25 [24], during our efforts to float the ship, one of the crews was again constantly on duty, and on the latter date it became again necessary, owing to the heavy seas running, to temporarily abandon the ship, and fifty-seven people were again taken off in safety. At intervals afterwards, until the final abandonment of the ship, one or the other of the boats called alongside to offer their services if needed in any way.

I can not speak too highly of the discipline and ability displayed by the captains and crews of the life-saving boats, and willingness at all times to do anything and everything for us, and I desire to convey to you and to them the thanks of the company for all that was done, and congratulate you and the men under your command on the complete and perfect efficiency attained.

I am, sir, your obedient servant,

ALEX. CENTER, *General Agent.*

Major T. J. BLAKENEY,
Superintendent Life-Saving Service, City.

FAIRPORT, OHIO, *February 20, 1894.*

DEAR SIR: I feel it my duty to express to you my deep sense of gratitude for the service rendered me by one of your most efficient servants, Captain G. F. Babcock, of the Life-Saving Service, located at this place. For the last six years my duties have compelled me almost daily to cross Grand River at or near the station. At all times the courteous aid of

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the captain and crew has gone to make my passages across the river safe and expeditious. This in itself deserves commendation, though by no means is it the purpose of this communication.

Monday, February 12, in returning home at the close of the day, my boat was caught in midstream by the drifting ice and snow, and, though I put forth every effort in an endeavor to return or advance, my attempts were without avail, and the swift-flowing current rapidly carried me toward the mouth of the piers, where a tremendous sea from the northeast threatened destruction. In the meantime, Captain Babcock, witnessing my peril, summoned assistance and began the work of rescue. After all ordinary means had been exhausted without avail, the Lyle gun was brought from its winter storage quarters, and, as my frail craft was about to encounter the elements of an open sea, with dexterous swiftness and accuracy a line was shot to me which soon brought me safe to land.

The Service in general will ever find me an ardent supporter, and especially the one who rendered me such timely assistance.

Fraternally, yours,

T. W. BYRNS,
Superintendent Fairport Public Schools.

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

LEWES, DELAWARE, *February 21, 1894.*

DEAR SIR: We wish to extend our thanks for the kindness that we received last week while at Hereford Inlet from Captain Ludlam and crew of that station. The schooner *May Williams* was ashore on Hereford Bar with northeast gale of wind. We were there with tug *North America* and wrecking crew, but had not sufficient men to discharge cargo of ice, and such a high sea running, could not launch our boat from the vessel without great difficulty. We needed more help, and there being no boats at Hereford that we could get to take off men from shore to help discharge cargo of ice, Captain Ludlam very kindly let us have one of the boats from station, and by so doing was the means of saving the vessel and portion of the cargo. After getting the vessel off the bar it blew a gale of wind so strong from the northwest that it was not safe to attempt to let the boat and men leave the vessel for fear of being blown out to sea, so they decided to bring all along to the Delaware Breakwater. Then, after wind moderated, we sent both men and boat back by another tugboat from Delaware Breakwater to Hereford, New Jersey. If any damage was done to boat while we had her, we will willingly replace. We feel greatly indebted to the Government, through the kindness of Captain C. Ludlam, keeper of Hereford Inlet Life-Saving Station, for the loan of this boat so that we could get more assistance to save this vessel and cargo, and through this we were able to save vessel and a large portion of the cargo. We highly appreciate this kindness; therefore extend to you our heartfelt thanks.

We remain, your obedient servants,

MORRIS, MAULL, BURTON & CO.,
Lewes, Delaware.

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

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BODIE ISLAND, NORTH CAROLINA, *February 28, 1894.*

TO WHOM IT MAY CONCERN:

We, the undersigned, master and mariners of the schooner *Florence E. Magee*, wrecked on this beach on the night of the 25th instant, desire to testify to the great bravery and exertion exhibited by Captain Jesse T. Etheridge and his gallant crew of Life-Saving Station No. 15 (Bodie Island) in rescuing us from our perilous position on the wreck. They worked from the time the wreck was discovered, at 12.40 A. M. the 26th, until 4 P. M., when we were landed. Having used every effort to shoot a line across the wreck, and succeeding in this, found it impossible to land us on account of the long distance the vessel was stranded from the beach; launched the surfboat, and at great peril of his life and crew came to us and rescued us.

For this rescue and the efforts put forth to accomplish it we desire to express in this manner our appreciation of his kindness in rescuing us and the very kind treatment which we have received during our stay at the station.

Yours, truly,

HENRY C. ROGERS, *Master.*
SAMUEL G. BLACK, *Mate.*
JOHN RUBY, *Second Mate.*
FRANK KNIGHT, *Cook.*
ANDREW STRIGH, *Engineer.*
MICAL ANTON, *Seaman.*
GUNDER KISTENSEN, *Seaman.*
JOHN MARTINSEN, *Seaman.*
HARRY HANSEN, *Seaman.*
THOS. MESSENA, *Seaman.*

The following is an extract taken from the master's report to the collector of customs at Norfolk, Virginia, regarding the stranding of the schooner *Fanny Arthur* near the Cape Henry Life-Saving Station, March 3, 1894:

"Quick and efficient assistance was rendered by Captain Johnson, of Cape Henry Life-Saving Station; anchor and hawser run, and all assistance that could possibly be rendered, which was cheerfully given. Captain Johnson deserves great praise for his good judgment and assistance at such times.

"JOHN DOUGLASS, *Master.*"

TOWN POINT, FLORIDA, *March 7, 1894.*

DEAR SIR: I left home this morning (sailboat *Mystery*) to make raft on Santa Rosa Island, having two sticks of timber in tow, the wind blowing from northeast. I capsized three-quarters of a mile off station, and, had it not been for the prompt action of the life-saving crew, I would have lost one of my men, and maybe two, as the water was cold, and chilled us through. But if the life-saving men had had a boat on the inside beach we should not have been in the water five minutes. As it was, I don't think we were more than twenty, thanks to the prompt attention of Captain Broadbent and crew.

Yours, PAT COLLINS.

To the SUPERINTENDENT.

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SABINE PASS, TEXAS, *April 9, 1894.*

DEAR SIR: I desire to acknowledge the aid of the life-saving crew at Sabine Pass, Texas, in rendering aid to the schooner *Daniel B. Fearing* while aground in the Pass. I wish to acknowledge my appreciation of this aid and other courtesies on the part of Captain Dillon and his excellent crew.

Very respectfully, JNO. N. KELLEY, *Master.*

Captain W. A. HUTCHINGS,
Superintendent Eighth Life-Saving District, Galveston, Texas.

Under the caption "Remarks," in his report to the collector of the port of Chicago, the master of the schooner *Lincoln Dall*, wrecked near the Evanston Life-Saving Station, Lake Michigan, makes the following statement:

"I feel that I and my men are indebted to Captain Lawson and his crew for our lives. Ship's yawl was broken, and we could not have reached the shore without assistance.

"SAMUEL JOHNSON, *Master.*"

The following is an indorsement written by the master of the schooner *William Shupe* upon his report to the collector of Port Huron, Michigan, concerning the wreck of that vessel, which was totally lost:

"PORT HURON, MICHIGAN, *May 19, 1894.*

"DEAR SIRS: I will give you in detail how nobly our citizens and the Flint and Pere Marquette Railroad Company did to get the Sand Beach life-saving crew to our assistance after the volunteer crew found a watery grave. The Flint and Pere Marquette Railroad sent a special car to fetch them down, and the Sand Beach crew responded nobly. The tug *Thompson*, owned by C. D. Thompson, of Port Huron, with Captain Lou Cox, captain, took them in tow and towed them a mile above the wreck. They let go and dropped down to us, took us off at 5 P. M., and landed safe on shore amid the shouts of two thousand people. I think they are the coolest and one of the best on the lakes. We were all broke up when they got us off.

"NELSON LITTLE,
"*Master Schooner William Shupe.*

"SECRETARY and SUPERINTENDENT."

LOUISVILLE, KENTUCKY, *May 31, 1894.*

DEAR SIR: In heartfelt gratitude I drop you these few lines concerning the mishap we had on the Falls of the Ohio. We, the Relief Towboat Company, of New Cumberland, West Virginia, with the steamer *Bennett* and barge *No. 19*, in moving from the lower end of wharf to above mail-boat landing, were caught by the wind, and were compelled to let barge go to save steamboat. The barge went over the dam with cargo of fire brick worth $3,500 and barge worth $1,800, and without the

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help of the life-saving crew would have been a total loss. After barge had struck on falls your men went out to her, and reported to me that there was no water in her. I asked them if they would take me out to her, and they did it very kindly. Then I got some men and lightered her, and floated her over the falls; and, to make this letter short, I will say had it not been for the service and kindness of the life-saving crew we would have lost the whole thing, which meant to us $5,300. Your men that were sent out to help me on the barge worked with might and will, and I found the captain a gentleman in full meaning of the word. I am truly grateful to him and his men for what they did for me.

WM. J. FICKES,
Captain of Steamer Bennett.

Mr. DEVAN,
Keeper of Life-Saving Station.

JONESPORT, MAINE, *June 10, 1894.*

I, M. Benjamin, master of the English schooner *Otto and Roy*, lately stranded off Crumple Island Life-Saving Station, wish to extend to Captain William Marshall, keeper of said station, my sincere thanks for the valuable assistance rendered me at the time of the sinking of my vessel, and also for his kindness in caring for me and my crew while at his station, and transferring us to town. I wish to say a word in praise of his wife for her pleasant manners and cordial welcome which she also extended to us.

M. BENJAMIN, *Master.*

BUFFALO, NEW YORK, *June 25, 1894.*

DEAR SIR: On the 17th of May the schooner *Hattie* was stranded on Lake Superior west of Portage Canal, where Captain Smith commands one of your life-saving crews. I wish to offer thanks to both yourself and Captain Smith for the great services rendered in releasing the vessel. You have a crew there you can be proud of. Many thanks to all.

Respectfully, yours,

G. H. LENNOX, *Captain,*
East Saginaw, Michigan.

Mr. J. G. KIAH,
Sand Beach, Michigan.

NEW INLET, NORTH CAROLINA, *June 29, 1894.*

This is to certify that the barkentine *E. S. Powell*, of New York, bound to Charleston, South Carolina, got stranded on New Inlet Bar on June 26, at 2 A. M. The life-saving keepers of New Inlet and adjoining stations were on hand as early as possible, and rendered all the assistance they could give. But if the full crews were [had been] at the station at the time, it is my opinion they could have got the vessel afloat again. Myself and crew came to the station with our effects, and while remaining there were furnished with comfortable quarters, and got well treated by J. H. Wescott, keeper of New Inlet Station.

JOHN MCCORMACK, *Master.*

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MEDALS OF HONOR.

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AWARDS OF MEDALS.

In the following table will be found the names of all persons to whom life-saving medals of honor have been awarded by the Secretary of the Treasury under authority of the acts of June 20, 1874, June 18, 1878, and May 4, 1882. While this table contains in brief form a statement of the services for which all awards have been made to the close of this year, more complete accounts of the rescues for which medals were bestowed prior to June 30, 1890, may be found in the annual reports of the Service covering the years in which such awards were made:

AWARDS OF MEDALS.

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

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Awards of medals—Continued.

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.
Barnt 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 life-saving station.	Rescue of two fishermen whose boat had capsized on the outer bar near Caffeys Inlet, North Carolina, Nov. 25, 1875. (An. Rpt., 1878.)	do	Do.
Philip C. Bleil	Metropolitan police, 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. J. 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, 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 ferry-boat into the North River. (An. Rpt., 1878.)	do	Apr. 13, 1878
Joseph Napier	Keeper of life-saving 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, 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

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Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Michael Gorman	Metropolitan police, 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. Rpt., 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 Emma G. Edwards off Nantucket during the gale of Apr. 1, 1879. (An. Rpt., 1879.)	Gold medal	Do.
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 a heroic manner several persons from drowning in the East River, New York, during the years 1875 to 1878. (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

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Awards of medals—Continued.

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.)	do	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, Mont., July 20, 1879. (An. Rpt., 1880.)	Silver medal	Feb. 4, 1880
John Delaney	Metropolitan police, New York.	Rescue of George McFadden from drowning in the East River, Dec. 4, 1879. (An. Rept., 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, 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. 20, 1870, 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 life-saving 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.

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Awards of medals—Continued.

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 Grande Pointe au Sable, Mich. (An. Rpt., 1880.)	Silver medal	Do.
Charles Gnewuch	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 White Head 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

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Awards of medals—Continued.

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. Queckberner	New York	Rescuing from drowning some thirty-five persons between the years 1876 and 1881. (An. Rpt., 1883.) A silver bar was awarded Mr. Queckberner 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	Mackinac 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 lighthouse, 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, Cal., 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, Feb. 22, 1883. (An. Rpt., 1884.)	do	Do.
William Wilson	Sergeant, U. S. Army.	Rescue from drowning at Angel Island, San Francisco Bay, Cal., 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.

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Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
John Sanders	Metropolitan police, New York.	Rescuing from drowning in the East River, N. Y., 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.
E. 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 schooner Sophia Minch, John B. Merrill, and John T. Johnson, sunk off Cleveland, Ohio, on the 31st of Oct. and the 1st and 11th of Nov., 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, N. Y., 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 station.	Rescuing the crew of nine men from the rigging of the wrecked barkentine Ephraim 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 Fulcher	do	do	do	Do.

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Awards of medals—Continued.

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 1883-'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. 28, 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.)	do	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, 1880, during a heavy gale and snowstorm. (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.

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Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Hiram Dudley Buck	Crown Point Center, N. Y.	Rescue from drowning of four persons at various times. (An. Rpt., 1887.)	Silver medal	July 26, 1886
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 Dec. 6, 1885. (An. Rpt., 1887.)	do	Do.
Benjamin Patterson	do	do	do	Do.
Andrew H. Bearse	do	do	do	Do.
Zenas W. Hawes	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, Wash., while the vessel was under way, Sept. 19, 1886. (An. Rpt., 1887.)	do	Dec. 17, 1886
Charles Richardson	Mate of Lighthouse Tender Shubrick.	Rescue of a man from the bottom of boat capsized in the breakers on Clatsop Spit, Columbia River, Oregon, Oct. 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.
Axil 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 Zophar Mills, New York Harbor.	Rescuing a number of persons from drowning in the North River, N. Y., during the years 1878–'87. (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 Oct., 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

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Awards of medals—Continued.

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.)	do	Do.
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 Mar. 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, Dec. 1, 1886, during a heavy gale and snowstorm. (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, 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, Aug. 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, Aug. 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.

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Awards of medals—Continued.

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 Oct. 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, Aug. 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 offshore beyond the line of breakers, Aug. 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 Aug. 21, 1888. (An. Rpt., 1889.)	Silver medal	Do.
Maud King	do	do	do	Do.
Dennis O'Hara	Metropolitan police, New York.	Rescue from drowning of a woman who fell from a pier into the North River early in the morning of Dec. 2, 1885. (An. Rpt., 1889.)	do	Do.
Walter Claus	Ontario, Canada	Rescuing, on Oct. 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.)	do	Do.
Christopher Ludlam	Keeper of life-saving station.	Rescuing, on the night of Dec. 4, 1886, during a heavy northeast gale and snowstorm, the entire crew, five men, of the schooner D. H. Ingraham, afire and stranded amongst the breakers on the bar at Hereford Inlet, N. J. (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, Jan. 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, Aug. 9, 1888. (An. Rpt., 1889.)	do	Do

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Awards of medals—Continued.

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, Aug. 13, 1888. (An. Rpt., 1889.)	do	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, N. H. (An. Rpt., 1889.)	Gold medal	Jan. 10, 1889
George W. Randall	Surfman	do	do	Do.
Winslow A. Amazeen	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 snowstorm, rendered the service extremely hazardous. Capt. Joshua James had charge of the rescuing boat. (An. Rpt., 1889).	do	Do.
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 Galiano	do	do	do	Do.
George Augustus	do	do	do	Do.

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Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
John H. Hanley	New York	Rescue of several persons from drowning at Rockaway Beach, Long Island, during the years 1887-'88. (An. Rpt., 1890.)	Silver medal	July 2, 1889
James Quigley	Metropolitan police, New York.	Rescue of two persons from drowning in the East River. (An. Rpt., 1890.)	do	Do.
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 28, 1888. (An. Rpt., 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. Rpt., 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. Rpt., 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.)	do	Do.
James Macdonald	Gloucester, Mass.	Rescuing, on Jan. 2, 1882, during a northeast gale and snowstorm, the crew of three 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. Trenton.	Rescue from drowning at great personal risk of Lieut. John S. Wilson, navigating officer of U. S. S. Vandalia, 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, Sept. 20, 1889. (An. Rpt., 1890.)	Silver medal	Dec. 9, 1889
Jonas Johns	Indian of the Quinaielt 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 Abercorn, wrecked not far from the same place. (An. Rpt., 1890.)	do	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	Apr. 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, Aug. 10, 1889. (An. Rpt., 1890.)	Silver medal	Do.

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Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Andrew M. Taylor.....	Rondout, N. Y.....	Rescuing several persons from drowning during the years 1882–'83. (An. Rpt., 1890.)	Silver medal..	Apr. 23, 1890
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 Delaware early in the morning of Oct. 29, 1889. (An. Rpt., 1890.)	.....do.....	Apr. 23, 1890
Dennis Tracy	Bangor, Me.....	Rescue of several persons from drowning in the Penobscot and Kenduskeag rivers at various times during the year 1880. (An. Rpt., 1890.)	.....do.....	Do.
Frank Tompkins.....	Governors Island, N. Y.	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 lighthouse at South Haven, Mich.	Rescuing a number of persons from drowning at various times during the years 1875–'89. (An. Rpt., 1890.)	.....do.....	May 20, 1890
James McMahon.....	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.	Gold medal...	Aug. 20, 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.	Silver medal..	Sept. 11, 1890
Harry H. Moore	Brooklyn, N. Y ...	Rescuing a girl from drowning near Cos Cob, Conn., Aug. 6, 1890.	.....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 Evanston Life-Saving Station, Ill., Nov. 28, 1889. The service was particularly hazardous and the rescue was effected only after the display of extraordinary heroism and courage by the boat's crew.	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 Wrightsville, N.C., of two ladies who had been carried beyond their depth by the tide, Aug. 30, 1890.	.....do.....	Do.
Daniel J. Reagan	South Boston, Mass.	Rescue of a man from drowning in the harbor at South Boston, July 4, 1890.	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.	.....do.....	Jan. 9, 1891

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Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Alfred Mitchell	Erie, Pa	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.	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.	Silver medal	Jan. 28, 1891
Frederick T. Hatch	Keeper of lighthouse, Cleveland, Ohio.	Rescue of a lady from drowning at the entrance to the harbor of Cleveland on the night of Oct. 26, 1890. 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.	Silver medal	Feb. 27, 1891
Patrick Kennedy	Ordinary seaman.	...do...	...do...	Do.
William Penn	Seaside Park, N.J.	Rescue from drowning of a boy who had fallen into the water from the railroad bridge at Barnegat Bay, N. J., Sept. 13, 1890.	...do...	Apr. 7, 1891
Eugene Longstreet	Brielle, N. J.	...do...	...do...	Do.
Custis Harrison	Corporal, Troop D, 5th U.S. Cavalry.	Rescuing three persons from drowning in the Red River, near Fort Sill, Tex., Nov. 23, 1890.	...do...	Do.
Mabel Mason	Mamajuda light-station, Detroit River.	Rescuing a man who had been thrown from his boat into Detroit River by the swash of a passing steamer, May 11, 1890.	...do...	Apr. 15, 1891
Calvin Gunn	Washington, D.C.	Rescuing from drowning, with great peril to his own life, a boy who had fallen into the river from a wharf at Washington, D. C., May 25, 1891.	...do...	July 11, 1891
Albert Owen	Trescott, Me.	Rescue from drowning, with a frail craft, of two men whose boat had capsized near Pembroke, Me., in the swift current, July 10, 1887.	...do...	July 16, 1891
Harry T. Thompson	New York	Rescuing a number of persons from drowning at various times during the years 1882-'86, and particularly for gallantly taking six persons from a boat capsized in New York Bay, Sept., 1886.	Gold medal	Oct. 14, 1891
Reuben Held	...do...	Rescue from drowning, June 18, 1891, of a boy who had gone beyond his depth while bathing, at Marion, Mass.	Silver medal	Oct. 23, 1891
Moritz Rosenthal	Riverside, Cal.	Rescuing from drowning, Aug. 29, 1891, a man who was bathing in Spring Brook, San Bernardino County, Cal. The service was rendered particularly arduous and meritorious by the youth of the rescuer, a boy of fourteen years.	...do...	Do.

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Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Joseph Fernald	Surfman of life-saving station.	Rescuing a number of persons from drowning in Portsmouth Harbor, N. H., at various times during the year 1891.	Silver medal	Oct. 23, 1891
John W. Brindley	Private, 15th U. S. Infantry.	Rescue from drowning, at great risk to his own life, of a boy whose boat had capsized in Lake Michigan, July 24, 1891.	do	Jan. 20, 1892
Charles Van Buren	do	do	do	Do.
William Oakmore	do	do	do	Do.
John Regnier	Surfman of life-saving station.	Recovering the body of a child drowned on Dec. 22, 1888. While aiding in saving lives from the steam collier Mendocino, wrecked on Humboldt Bar, he sprang into the furious surf and took the child from the water after the surfboat had twice failed to make a recovery. (An. Rpt., 1889.)	Gold medal	Feb. 6, 1892
John Bergman	Gardner, Oregon	Rescuing eighteen or twenty persons from the steamer Tacoma, wrecked near the mouth of Umpqua River, Jan. 29, 1883. The work was accomplished in the face of great danger, the heavy surf several times capsizing the frail boats in which rescue was made.	do	Do.
Benjamin Dexter	Grays Harbor, Wash.	do	Silver medal	Do.
Robert Breen	Empire City, Oregon.	do	do	Do.
Edward D. Ballentine	Captain of steamer Elfin-Mere.	Rescuing under circumstances of great hazard and difficulty the entire crew—thirteen men—of the steamer Oswegatchie, sinking off Sturgeon Point, Lake Huron, Nov. 26, 1891.	do	Feb. 23, 1892
John E. Johnson	Keeper of life-saving station.	Rescue of nineteen men from the wreck of the Spanish steamer San Albano, off Hog Island, Va., Feb. 23, 24, 1892. Two heroic but futile attempts were made to reach the vessel with the surfboat. Communication was finally made with the beach apparatus by means of the keeper's ingenuity, and all on board were landed in the life car. (An. Rpt., 1892.)	Gold medal	Mar. 21, 1892
James K. Carpenter	Surfman	do	Silver medal	Do.
James A. Doughty	do	do	do	Do.
John R. Dunton	do	do	do	Do.
John E. Smith	do	do	do	Do.
John H. Dewald	do	do	do	Do.
Robert C. Joynes	do	do	do	Do.
William B. Goffigon	do	do	do	Do.
Joshua E. Berton	Substitute	do	do	Do.
Frank Lasley	Mackinac Island, Mich.	Rescuing, with great skill and heroism, three soldiers whose boat had been capsized in Mackinac Strait in the heavy wind and sea prevailing Nov. 23, 1891.	Gold medal	Apr. 2, 1892
Nicholas Shomin	do	do	do	Do.

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Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Walter N. Chase	Keeper of life-saving station.	Rescuing, during heavy gale and sea, the crew of seven men from the rigging of the Canadian schooner H. P. Kirkham, wrecked on Rose and Crown Shoal, fifteen miles from Coskata Station, Nantucket, Mass., Jan. 21, 1892. The men were saved only by the utmost skill and bravery, and were brought to land after battling for twenty-three hours against wind and sea. (An. Rpt., 1892.)	Gold medal	Apr. 2, 1892
Jesse H. Eldridge	Surfman	do	Silver medal	Do.
Roland H. Perkins	do	do	do	Do.
Charles B. Cathcart	do	do	do	Do.
John Nyman	do	do	do	Do.
Josiah B. Gould	Temporary surfman.	do	do	Do.
George J. Flood	do	do	do	Do.
Mrs. Edward White	Copalis, Wash	Rescuing from drowning in the breakers, at the imminent peril of her life, three sailors from the British bark Ferndale, wrecked on the coast of Washington, Jan. 29, 1892.	Gold medal	Apr. 18, 1892
Frank D. Ring	Chicago, Ill	Rescuing, during a period of six or seven years, several persons from drowning, and particularly for marked heroism in saving the lives of a girl (May 1, 1889) and an old man, (Sept. 12, 1890,) both of whom had fallen into North River.	do	Apr. 25, 1892
Elias S. Wingate	Charleston, S.C	Rescuing from drowning a young woman who had fallen overboard in Charleston Harbor, Nov. 7, 1877.	Silver medal	Do.
Herman C. Schumm	Second lieutenant, U.S. Army.	Rescuing, under circumstances which imperiled his own life, two men clinging to a capsized boat off Fort Schuyler, N. Y., June 16, 1891.	do	June 4, 1892
William Jones	Sergeant, Battery K, Second Artillery.	do	do	Do.
Harry Kenrick	Sergeant, Battery M, Second Artillery.	do	do	Do.
Waldo B. Carpenter	Corporal, Battery K, Second Artillery.	do	do	Do.
William A. Monck	Private, Battery M, Second Artillery.	do	do	Do.
James Ryan	Private, Battery K, Second Artillery.	do	do	Do.
James Quinlisk	Private, Battery K, Second Artillery.	do	do	Do.
Cyrus S. Van Amringe	Wilmington, N.C.	Rescue from drowning, after a hard struggle, of a man who had become exhausted and was being carried out to sea by the tide, at Wrightsville, N. C., Sept. 3, 1891.	do	Do.

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Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Benjamin U. Jackson...	Bathing master, Spring Lake, N. J.	Rescue from drowning of two men carried out to sea by the current at Spring Lake, N. J., and recovering the bodies of a young man and a young woman drowned at the same time, Aug. 14, 1890.	Silver medal...	June 10, 1892
Bertie O. Burr.....	Lincoln, Nebr.....	Rescuing from drowning, with heroic bravery, two young women with whom she was bathing in Blue River, Nebr., July 23, 1891.	Gold medal....	June 14, 1892
Samuel Arundale.....	Charlottesville, Va.	Rescue from drowning of a young man who had become exhausted and had sunk while attempting to swim across the Rivanna River, June 13, 1891.	Silver medal...	June 20, 1892
William N. Blow, jr.....	First lieutenant, U. S. Army.	Rescuing, with an unseaworthy craft, a man clinging to a boat that had capsized in the rough sea, about a mile from Fort Sheridan, Ill., Oct. 10, 1891.	.....do.....	Do.
Michael Kynan	Private, Company H, Fifteenth Infantry.	.....do.....	.....do.....	Do.
Daniel H. Cleaveland...	U. S. Fish Commission steamlaunch Petrel.	Rescue from drowning of a small boy who had fallen into the water at Gloucester City, N. J. Apr. 22, 1892.	.....do.....	Do.
John McCloy.....	Niagara Falls, N. Y.	Rescued a man from the rocks at the foot of Horseshoe Falls, Oct. 5, 1886, and on Nov. 15, 1887, after many trials and with effort and risk, rescued a man from a rock just above the American Falls.	.....do	July 21, 1892
George Nobles.....	Seaman on U. S. revenue cutter Morrill.	Rescuing in a meritorious and heroic manner, by swimming and diving several times, a boy who had fallen into the water and become entangled at the bottom of the custom-house slip, Charleston, S. C., Aug. 1, 1892.	.....do	Sept. 14, 1892
John Nelson.....	.....do	.....do.....	.....do	Do.
Massie Milne.....	Newark, N. J.....	Rescued by swimming to her assistance and bringing her ashore at Avon, N. J., Aug. 23, 1892, a woman who was going out to sea with the tide and who became unconscious. She was resuscitated after considerable effort.	.....do	Sept. 19, 1892
John J. Hayes.....	Wilmington, N. C..	Rescued, on Aug. 19, 1892, at Wrightsville Beach, N. C., Jacob Eron from the surf, where he was in danger of drowning.	.....do	Sept. 28, 1892

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Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Godfrey H. Macdonald..	First lieutenant, First U. S. Cavalry.	Rescued, on the night of Aug. 14, 1892, by leaping from the ferryboat Atlantic in mid-stream, New York Harbor, a man who had fallen overboard, and who would have drowned but for the timely assistance in sustaining him until a life line could be thrown them. The night was dark and the current swift, making the action one of extraordinary heroism and daring.	Gold medal....	Sept. 28, 1892
Christian F. Wolf.....	Sergeant, Battery M, Third U. S. Artillery.	Rescuing, in 1886, 1890, and 1892, several persons from drowning at Fort Monroe, Va., under circumstances of danger rendering the actions especially heroic.	Silver medal..	Oct. 6, 1892
Harvey McGuire.....	Private, Hospital Corps, U. S. Army.	Rescued from drowning a soldier who had been taken with cramps while bathing in the Licking River, near Fort Thomas, Ky., June 14, 1892, by swimming to his relief, and clinging to him manfully. In spite of his desperate struggles, which caused them to sink once, McGuire carried him safely to the shore.	..... do	Do.
Christopher A. Wenz ...	Fireman on U. S. revenue cutter Woodbury.	Rescued two boys, belonging on the Woodbury, from death by drowning while bathing in the Kennebec River, at Bath, Me., Aug. 20, 1892. Wenz jumped overboard from the steamer and swam to the boys, who grasped him, and all three sank, but, aided by Lieutenant Berry, who waded into the stream, they were assisted to the shore.	.....do	Oct. 18, 1892
Julien H. Thomson.....	Port Huron, Mich.	Rescued, on August 20, 1892, with great bravery and at peril of his life, a young woman, who, being unable to swim, had got beyond her depth while bathing in Lake Huron. He plunged into the surf, which was quite rough, without removing his clothing, reached the girl after she had sunk several times and was unconscious, and succeeded, after a hard struggle, in reaching shore with his charge.	Gold medal ...	Do.
Thomas H. Herndon....	Birmingham, Ala.	Assisting to rescue by a perilous journey in a a small boat two men who had been capsized in a sailboat, during a gale, on Lake Griffin, Fla., May 20, 1880, about three miles from shore.	Silver medal..	Jan. 28, 1893
Virgil L. Hopson.....	Leesburg, Fla.....	.....do	.....do	Do.

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Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Henry P. Christiernin...	East Boston, Mass.	Rescuing three boys from drowning by leaping into the water from the deck of a ferry boat September 6, 1887, also saving a woman from drowning in a ferry slip at East Boston, Mass., January 8, 1891.	Silver medal..	Feb. 16, 1893
Joseph Devine.....	Fire department, Providence, R. I.	Rescued by jumping from a wharf at Providence, R. I., July 17, 1890, a man who had fallen into the water. The current was strong and the man unable to swim. Mr. Devine having received a silver medal previously, (see record of July 22, 1886,) a silver bar was awarded for his service.	Silver bar.....	Feb. 20, 1893
W. G. Lee.....	Savannah, Ga.....	Rescuing on five different occasions—four of them being at night—between Dec. 18, 1878, and July 5, 1885, eight persons who had fallen into the waters on the coasts of Georgia and Florida. The assistance was given at great personal risk, placing the life of the rescuer in jeopardy.	Gold medal....	Feb. 23, 1893
F. D. Webster.....	Lieutenant, U. S. Army.....	Rescuing a man and his wife who had fallen through an air hole while crossing the ice between Jersey City and Bedloes Island, New York Harbor, on the evening of Jan. 18, 1893. The rescue was accomplished after arduous labor and at great hazard, inasmuch as the ice bent beneath the men engaged in the work, who were in imminent danger of being submerged.	Silver medal..	Do.
Denis Barry.....	Private, Co. A, Sixth Infantry.	.....do.....	.....do.....	Do.
John Buerger	.....do.....	.....do.....	.....do.....	Do.
Denis Guiney	.....do.....	.....do.....	.....do.....	Do.
Leroy S. Hotchkiss	.....do.....	.....do.....	.....do.....	Do.
Charles F. Rodenstein..	.....do.....	.....do.....	.....do.....	Do.
Alex. M. Wetherill, jr...	.....do.....	.....do.....	.....do.....	Do.
Benjamin Hewlett.....	Wilmington, N.C.	Rescuing, on Aug. 8, 1892, two young girls bathing near the mouth of Hewletts Creek, Wrightsville Sound, North Carolina, who had got beyond their depth and were drifting out with the current. After a heroic struggle, he reached shore with them, but was disabled several days by exhaustion and cuts on the feet incident to running over oyster beds to reach them.	.....do.....	Mar. 16, 1893

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Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Harvey A. White.....	Bangor, Me	Rescued two boys from drowning in the Penobscot River, Maine, Aug. 15, 1892. One of the boys clutched him but he shook himself free, and by using both hands in holding each by the hair, carried them safely ashore.	Silver medal...	Mar. 16, 1893
Valentine Jones.....	Master of the steamer Hudson.	Rescuing in the steamer Hudson, by superior seamanship and persistent courage, the crew of the barge Sunshine, consisting of six men and a woman, on the night of Oct. 29, 1892, on Lake Erie. The barge went to pieces soon after the crew had been saved.	.....do.....	Mar. 29, 1893
Ed. F. Wiese.....	Milwaukee, Wis...	Rescuing, on the evening of Aug. 24, 1890, a man who had become helpless while bathing in the Milwaukee River. Wiese was then a lad only seventeen years old.	.....do.....	Apr. 15, 1893
James Whittaker.....	Corporal, U. S. Marine Corps.	Bravely attempting the rescue of a comrade, who had fallen into the icy waters of the Piscataqua River at the Portsmouth navy-yard, on the evening of Jan. 20, 1893. When the accident occurred the thermometer stood at zero, but he plunged boldly into the river and grasped the imperiled man, who so hampered his movements, however, that other assistance was necessary to get them safely ashore.	.....do.....	May 3, 1893
P. G. Lowe, jr	Second lieutenant, U.S. Army.	Assisting to rescue by swimming to his relief after he had sunk twice and supporting him while returning to the shore, one of a party of scouts with whom they were crossing the swiftly flowing Pecos River, Texas, May 14, 1890. The service required the incurrence of danger and extraordinary exertion.	.....do.....	May 4, 1893
Julian Longorio.....	Corporal of Scouts, U. S. Army.	.....do.....	.....do.....	Do.
Martin Knudsen.....	Keeper of Port des Mortes light-station.	Rescuing on the night of Oct. 28, 1892, the crew of the schooner A. P. Nichols, stranded on Pilot Island at the entrance to Green Bay, Wisconsin. The keeper waded to a sunken wreck where he was exposed in the storm and darkness to the waves as well as the falling spars of the stranded vessel, and from there guided and assisted the ship's company of eight persons to the shore.	.....do.....	May 8 1893

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Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Ingar Olsen	Surfman of life-saving station.	Rescued, by superior intelligence, remarkable strength, and courageous daring, a man, the sole survivor of fifteen men, from the waterworks crib, Milwaukee, Wis., Apr. 20, 1893.	Gold medal	May 24, 1893
G. W. S. Jenkins	Master of the tug Juno.	Rescuing, on Apr. 11, 1893, the mate and seven sailors of the Norwegian bark Riga, which stranded on that date off Bay Point, near Beaufort, S. C., in a northeast gale, and was completely wrecked and broken up. Captain Jenkins went out in the tug Juno with a crew of nine men, and picked up the castaways, who were adrift on the wreckage. A public meeting of the citizens of Beaufort, May 6, 1893, passed resolutions commendatory of the work, which had been performed under conditions endangering the tug and the lives of all on board.	do	June 22, 1893
Luther Sykes	Engineer on the tug Juno.	do	Silver medal	Do.
Lawrence Lawton	Fireman on the tug Juno.	do	do	Do.
Henry Porter	Deckhand on the tug Juno.	do	do	Do.
William Tompkins	do	do	do	Do.
Fred Lightburn	Cook on the tug Juno.	do	do	Do.
James F. Magrath	Volunteer on the tug Juno.	do	do	Do.
Agapito Zabaljaniagui	do	do	do	Do.
Wm. B. Scherer	do	do	do	Do.
Robert Miller	do	do	do	Do.
George B. Dean	Cincinnati, Ohio.	Rescued, on July 17, 1893, at Gratiot Beach, Lake Huron, a youth who sank to the bottom while bathing about 100 yards offshore. The rescue was effected at great personal risk by diving and supporting the unconscious boy until both were taken from the water by boatmen.	do	Sept. 7, 1893
Patrick Kaine	Sergeant, Co. D., 3d Infantry.	Rescuing, on June 16, 1893, a comrade whose canoe had been capsized by a sudden squall while fishing in Leech Lake, Minnesota. Sergt. Kaine jumped into the lake, swam to the boat, and towed it ashore, while the endangered man, who could not swim and was nearly exhausted, clung to it.	do	Dec. 26, 1893

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Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
E. H. Gault	Cleveland, Ohio	Rescued from drowning, by swimming to their relief and conveying each one to a boat near by, three ladies who unexpectedly got into deep water, where they sank several times, while bathing in Lake Erie, July 28, 1893.	Silver medal	Dec. 26, 1893
William E. Wingate	Charleston, S. C	Rescued from drowning in the harbor of Charleston, S. C., on Sept. 14, 1893, a lad who had fallen into the Cooper River. Wingate, a youth only 14 years old, sprang into the water without removing his clothing and rescued the boy, who was drifting away with the tide, and had gone under the third time.	do	Jan. 8, 1894
Alfred Sorensen	Captain of steamer Charles L. Mather.	Rescued with extraordinary effort and courage, by jumping into the sea and swimming to his relief, a man who fell from the steamer Charles L. Mather in Boston Bay, Aug. 21, 1892.	Gold medal	Feb. 28, 1894
Dennis F. Ward	Patrolman, New York City Police.	Rescued, by jumping from a wharf at the foot of 120th street, New York City, a boy who was drifting outward with the tide. After a hard struggle in the freezing water the officer brought the benumbed and helpless lad to the shore.	Silver medal	Do.
Alfred Graeber	Belleville, Ill	Rescuing, on Aug. 4, 1893, by prompt action, superior skill, and with considerable risk, four ladies who where endangered while bathing in the Okaw River, near Venedy, Ill.	Silver medal	May 11, 1894

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TABLE OF CASUALTIES

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

SEASON OF 1893-1894.

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United States Life-Saving Service. — Table

DISTRICT NO. 1.—EMBRACING COASTS

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1893.					
July 1	Browns Ledge	White Head	Sc. Hannibal, Belfast, Me.	Pendleton	143
July 4	Bakers Island Bar	Cranberry Isles	Sc. Herbert M. Rogers, Gloucester, Mass.	Contlo	78
July 6	Sperlings Point, Great Cranberry Island.	do	Sc. Carrie E. Parsons, Gloucester, Mass.	Nelson	84
July 13	Two Bush Reef	White Head	Sc. Vicksburg, Bangor, Me.	Kendall	153
July 25	Bar Island	Burnt Island	Str. May Field, Rockland, Me.	Dyer	49
Aug. 13	Three miles southeast of station.	Cape Elizabeth	Sc. S. S. Smith, Bath, Me.	Rider	84
Aug. 16	Hoopers Island	Burnt Island	Sc. Pilgrim, Gloucester, Mass.	Sevager	73
Aug. 21	One mile north-northwest of station.	Fletchers Neck	St. yt. Gleam, Salem, Mass.	Gerry	32
Aug. 24	Maxwells Point	Cape Elizabeth	Sc. Julia Baker, Bucksport, Me.	Harding	108
Aug. 25	One and one-quarter miles north-northwest of station.	Crumple Island	Sc. Mary C., St. John, N. B.	Bennett	104
Aug. 29	One mile north of station	Fletchers Neck	Sc. Rapid Transit,* Gloucester, Mass.		84
Aug. 29	Three and one-half miles north of station.	do	Sloop,† Biddeford Pool, Me.		
Sept. 7	One-half mile northwest of station.	Hunniwells Beach.	Sailboat Faultless, Bath, Me.		
Sept. 11	Bakers Island Bar	Cranberry Isles	Slp. Flirt, Cranberry Isles, Me.		
Sept. 11	Three-quarters of a mile northwest of station.	White Head	Sc. Carrie May, Rockland, Me.	Harris	35
Sept. 11	One-half mile northwest of station.	Hunniwells Beach.	Sc. William H. Foye, Gloucester, Mass.	Smith	70
Sept. 16	Sawyers Cove	Crumple Island	Sc. Julia A., Jonesport, Me.	Mansfield	14
Oct. 3	Three and one-quarter miles east-northeast of station.	Burnt Island	Sc. Brigadier, Rockland, Me.	Tollman	311
Oct. 4	One mile north of station	Fletchers Neck	Sc. Lawrence Murdock, Gloucester, Mass.	Hopkins	67
Oct. 7	Bar Island	Crumple Island	Sc. Everett, Boston, Mass.	Marshall	143
Oct. 7	Trundys Reef	Cape Elizabeth	Sc. Yulan, Machias, Me.	Look	91
Oct. 12	Seal Harbor	White Head	Slp. Jenny Lind, Rockland, Me.	Grant	56
Oct. 12	Negro Island	Fletchers Neck	Sc. William Todd, Calais, Me.	Wood	135
Oct. 14	One and one-quarter miles northwest of station.	do	Slp. Uncle Sam, Saco, Me.		
Oct. 18	Two miles north of station.	White Head	Slp. Centennial, Waldoboro, Me.	Norton	13
Oct. 23	One-half mile northwest of station.	Hunniwells Beach.	Sc. Matilda, Boston, Mass.	Weeks	60
Oct. 29	Jacks, one-half mile east by south of station.	do	Sc. Mentor, Bath, Me.	Barter	83
Oct. 31	Negro Island Bar	Fletchers Neck	Sc. D. P., Machias, Me.	Frickett	83
Nov. 9	Munroes Island	White Head	Sc. Edith, Weymouth, N. S.	Sullivan	52
Nov. 14	One-quarter mile southeast of station.	do	Sc. Sea Flower, Bangor, Me.	Robinson	100
Nov. 18	One mile east of station	Rye Beach	Boat belonging to Sc. M. L. Wetherell, Boston, Mass.		

*In dangerous position, from which life-saving crew assisted to extricate her.
†In danger of sinking; required the service of the life-saving crew.

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of casualties, season of 1893–94.

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.
Hyannis, Mass., to Bangor, Me.	.....	$2,000	.....	$2,000	$1,950	$50	5	5	.....	.....	.....
Fishing trip	Fishing outfits.	4,000	$2,000	6,000	5,900	100	17	17	.....	13	13
.....do	.....do	6,000	800	6,800	6,800	.....	14	14	.....	.....	.....
Bangor, Me., to Eddyville, N. Y.	Staves.....	2,500	1,200	3,700	2,100	1,600	5	5	.....	.....	.....
Rockland to Friendship, Me.	.....	5,000	.....	5,000	.....	5,000	7	7	.....	.....	.....
Bath, Me., to Boston, Mass.	Lumber ...	1,200	1,500	2,700	2,200	500	3	3	.....	.....	.....
Gloucester, Mass., to Black Island, Me.	.....	5,000	.....	5,000	5,000	.....	13	13	.....	.....	.....
Bar Harbor, Me., to Boston, Mass.	.....	10,000	.....	10,000	10,000	.....	5	5	.....	.....	.....
Boston, Mass., to Bangor, Me.	Brimstone.	1,800	3,200	5,000	4,300	700	4	4	.....	4	16
Boston, Mass., to St. John, N. B.	Lumber ...	1,000	300	1,300	1,230	70	5	5	.....	.....	.....
Fishing trip	.....	3,000	.....	3,000	3,000	.....	15	15	.....	.....	.....
.....do	.....	125	....	125	125	.....	3	3	.....	.....	.....
.....	.....	25	.....	25	25	.....	.....	.....	.....	.....	.....
Fishing trip.	.....	200	.....	200	200	.....	1	1	.....	.....	.....
St. George to Rockland, Me.	Granite ...	2,500	200	2,700	2,700	.....	3	3	.....	.....	.....
Fishing trip.....	.....	2,500	.....	2,500	2,500	.....	12	12	.....	.....	.....
Parted moorings and stranded.	.....	600	.....	600	585	15	.....	.....	.....	.....	.....
Portland to Vinalhaven, Me.	.....	9,000	.....	9,000	8,950	50	5	5	.....	.....	.....
Fishing trip	.....	3,000	.....	3,000	3,000	.....	12	12	.....	.....	.....
Boston, Mass., to Lubec, Me.	General....	1,200	2,000	3,200	2,900	300	6	6	.....	.....	.....
Salem, Mass., to Portland, Me.	....	1,200	.....	1,200	1,100	100	4	4	.....	.....	.....
Bangor to Seal Harbor, Me.	Lumber...	2,000	165	2,165	2,065	100	3	3	.....	.....	.....
New York City to Saco, Me.	Coal.....	2,500	900	3,400	3,400	.....	7	7	.....	.....	.....
Fishing trip	.....	150	.....	150	.....	150	2	2	.....	.....	.....
Wheelers Bay to Seal Harbor, Me.	Stone.....	400	60	460	450	10	.....	.....	.....	.....	.....
Randolph, Me., to Danversport, Mass.	Lumber ...	300	600	900	900	.....	2	2	.....	.....	.....
Winnegance, Me., to Boston, Mass.	.....do	600	800	1,400	1,400	.....	4	4	.....	.....	.....
Fall River, Mass., to Millbridge, Me.	.....	900	.....	900	800	100	3	3	.....	.....	.....
Metaghan, N. S., to Portland, Me.	Lumber ...	1,000	800	1,800	200	1,600	4	4	.....	.....	.....
Boston, Mass., to Bangor, Me.	.....	1,500	.....	1,500	1,500	.....	3	3	.....	.....	.....
Adrift.....	General....	10	5	15	15	.....	1	1	.....	1	1

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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.
1893.					
Nov. 29	Four miles west-southwest of station.	Hunniwells Beach.	Sc. Ethel Granville,* St. John, N. B.	McAloney..	109
Dec. 1	Southeast point of Bakers Island.	Cranberry Isles...	Sc. Lucerne, St. John, N. B.	Dakeman..	124
Dec. 3	One-sixth mile north-northeast of station.	Hunniwells Beach.	Sc. Kate McClintock, Bath, Me.	Wright.....	72
Dec. 3	Six miles west-southwest of station.	Cape Elizabeth....	Sc. Stephen Morgan,† Boston, Mass.	Mehaffey...	357
Dec. 11	Three-quarters of a mile northeast of station.	.....do.....	Sc. Westerloo,‡ Ellsworth, Me.	Higgins.....	83
Dec. 12	Wood Island Harbor.....	Fletchers Neck.....	Sc. Olive Elizabeth,† Bucksport, Me.	Scott.....	98
Dec. 14	Gerrish Island Flats.....	Jerrys Point.....	Sc. Annie E. Lane,‡ Gloucester, Mass.	.....	51
Dec. 19	Bakers Island Bar.....	Cranberry Isles ...	Sc. Lilloet, St. John, N. B.	Greenfield..	79
Dec. 21	One and one-half miles northeast of station.	White Head.....	Sc. Glide, Machias, Me..	Cummings	37
Dec. 21	.....do.....	.....do.....	Sc. Patriot, Machias, Me.	Cummings	31
Dec. 23	Glovers Rock.....	Hunniwells Beach.	Sc. Hattie Turner, Boston, Mass.	Seeley.....	295
1894.					
Jan. 12	West end of Little Cranberry Island.	Cranberry Isles...	Sc. Alice Raymond, Rockland, Me.	Dowdell.....	69
Jan. 24	Stielmans Rocks...	Jerrys Point.....	Sc. Maud B. Wetherell, Portland, Me.	Hughey. ...	108
Jan. 25	One mile north-northeast of station.	Hunniwells Beach.	Sc. R. P. Chase, Bath, Me.	Roberts.....	102
Jan. 31	One mile east of station.	Burnt Island.....	Sc. James Dyer,‡ Portland, Me.	Williamson.	86
Feb. 8	Wood Island.....	Jerrys Point.....	Sc. Hattie Page, Barnstable, Mass.	Dill.....	297
Feb. 13	Two Bush Reef.....	White Head.....	Sc. Sallie E. Ludlam, Boston, Mass.	Kelson	237
Mar. 15	Sunken Pond Ledge.....	.....do.....	Bg. Harry Stewart, New York City.	McDonald..	300
Apr. 5	Mosquito Island Ledge....	Burnt Island.....	Sc. D. W. B., St. John, N. B.	McLean	120
Apr. 7	Grindstone Ledge.....	White Head.....	Sc. Surprise, Parrsboro, N. S.	Melonson...	60
Apr. 7	Old Cilley Ledge.....	Burnt Island.....	Sloop, St. George, Me...	.....	.....
Apr. 9	Birch Island.....	White Head.....	Sc. Ida Grover, Rockland, Me.	Burguson...	21
Apr. 12	One mile east of station...	Quoddy Head.....	Sc. Eugenie, †Machias, Me.	Wallace.....	94
Apr. 21	Near Nortons Island Ledges.	White Head.....	Sc. American Team, Barnstable, Mass.	Handy	358
Apr. 21	Herron Point Shoal	.....do.....	Sc. F. T. Drisko, Boston, Mass.	Bunker.....	163
Apr. 22	Two miles northwest of station.	Jerrys Point.....	Sc. Fleur-de-lis, Portsmouth, N. H.	Woodbury.	15
Apr. 26	Perkins Island Ledge.....	Hunniwells Beach.	Sc. Jacob Reed, Dennis, Mass.	Glass	481
May 10	Hoopers Island Rocks	Burnt Island.....	Sc. Kentucky, Ellsworth, Me.	Coulter.....	44
June 6	Sperling Point.....	Cranberry Isles ...	Sc. Shenandoah, Gloucester, Mass.	Sweet	111
June 9	One-fifth mile south of station.	Crumple Island...	Sc. Otto and Roy, Sackville, N. B.	Benjamin ..	132
June 19	Bakers Island, 2 miles south of station.	Cranberry Isles ...	Sc. Effie T. Kemp, Boston, Mass.	McPhee.....	63
June 29	Ragged Cove, Campobello Island.	Quoddy Head.....	Bk. Curler, Moncton, N. B.	McDonald..	807
	Total	.....	.....	.....	.....

*Dismasted and near breakers, requiring the assistance of the life-saving crew.
†In dangerous position, from which life-saving crew assisted to extricate her.

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of casualties, season of 1893-94—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' succor afforded.
New Bedford, Mass., to St. John, N. B.	.....	$1,500	.....	1,500	$900	$600	5	5	.....	.....	.....
New York City to St. John, N. B.	Coal.....	6,000	$1,000	$7,000	100	6,900	5	5	.....	.....	.....
Bath, Me., to Boston, Mass.	Wood	600	200	800	675	125	3	3	.....	3	15
Sullivan, Me., to New York City.	Stone.....	4,000	4,000	8,000	7,600	400	6	6	.....	.....	.....
New York City to Bangor, Me.	Phosphate	1,000	3,000	4,000	3,850	150	3	3	.....	.....	.....
Bangor, Me., to Boston, Mass.	Lumber	800	1,500	2,300	2,300	.....	3	3	.....	.....	.....
Fishing trip	.....	2,000	.....	2,000	2,000	.....	12	12	.....	.....	.....
Little Salmon River, N. B., to Boston, Mass.	Lumber ...	800	600	1,400	700	700	4	4	.....	4	8
Jonesboro, to Portland, Me.	Potatoes...	500	300	800	760	40	2	2	.....	.....	.....
Jonesboro to Spruce Island, Me.	Lumber ...	400	350	750	690	60	2	2	.....	.....	.....
St. John, N. B., to Fall River, Mass.	Shingles...	6,000	6,500	12,500	.....	12,500	7	7	.....	7	17
Fishing trip	Fishing outfits.	1,400	100	1,500	1,300	200	11	11	.....	.....	.....
.....do.....	Fish	4,000	300	4,300	4,300	.....	18	18	.....	.....	.....
Boston, Mass., to Bath, Me.	Pig iron...	1,200	1,400	2,600	2,600	.....	5	5	.....	.....	.....
Georges Bank to Portland, Me.	Fish	4,000	700	4,700	4,550	150	18	18	.....	.....	.....
Boston, Mass., to Belfast, Me.	.....	5,000	.....	5,000	5,000	.....	6	6	.....	.....	.....
St. John, N. B., to New York City.	Lumber ...	4,000	3,000	7,000	6,925	75	6	6	.....	.....	.....
.....do.....	.....do	4,000	2,800	6,800	6,800	.....	7	7	.....	.....	.....
St. John, N. B., to Beverly, Mass.	.....do	2,500	3,000	5,500	5,500	.....	5	5	.....	.....	.....
Port Gilbert, N. S., to Boston, Mass.	Piling	600	150	750	650	100	4	4	.....	.....	.....
Fishing ground	.....	225	.....	225	.....	225	2	2	.....	2	2
Rockland, Me., to Le Have Bank, N. S.	.....	1,500	.....	1,500	1,400	100	5		.....	.....	.....
Calais, Me., to Derby, Conn.	Lumber ...	3,000	1,500	4,500	4,500	.....	3	3	.....	.....	.....
Boston, Mass., to St. George, Me.	.....	6,000	.....	6,000	5,950	50	7	7	.....	.....	.....
Boston, Mass., to Mount Desert, Me.	.....	5,000	.....	5,000	5,000	.....	5	5	.....	.....	.....
Fishing trip.....	.....	700	.....	700	700	.....	5	5	.....	.....	.....
Union Island, Ga., to Bath, Me.	Lumber ...	13,000	8,000	21,000	21,000	.....	8	8	.....	.....	.....
Surrey to Thomaston, Me.	.....do	700	600	1,300	1,300	.....	3	3	.....	.....	.....
Fishing trip.....	Fishing outfits.	9,000	800	9,800	9,800	.....	14	14	.....	.....	.....
Lower Cove, N. S., to Boston, Mass.	Grindstone.	6,000	2,240	8,240	.....	8,240	6	6	.....	.....	.....
Gloucester, Mass., to Cranberry Isles, Me.	.....	2,500	.....	2,500	.....	2,500	13	13	.....	.....	.....
St. John, N. B., to Cardiff, Wales.	Lumber ...	35,000	12,000	47,000	14,000	33,000	19	19	.....	.....	.....
.....	.....	204,135	68,570	272,705	196,145	76,560	390	390	.....	34	72

‡ Disabled; requiring the assistance of the life-saving crew.
§ No assistance required of the life-saving crew.

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United States Life-Saving Service.—Table

DISTRICT NO. 2.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1893.					
July 9	Toddy Rocks	Point Allerton	Slp. yt. Sea Pearl, Boston, Mass.	Curtis	6
July 15	Shovelful Shoal	Monomoy	Sc. Thomas W. Hyde, Bath, Me.	Sherman	515
Aug. 29	One-quarter mile south of station.	Point Allerton	Slp. Idler, Boston, Mass.		
Sept. 1	Shovelful Shoal	Monomoy	Sc. Dora M. French,* Bangor, Me.	French	216
Sept. 2	One mile east by north of station.	Point Allerton	Sc. Martha T. Thomas,† Thomaston, Me.	Smith	790
Sept. 3	Chatham Bar	Chatham	Sc. Maggie Mitchell, Provincetown, Mass.	Simmons	40
Sept. 8	Six miles south-southwest, one-quarter west of station.	Monomoy	Sc. John P. Kelsey, Rockland, Me.	Perry	170
Sept. 9	One and one-half miles southeast of station.	Plum Island	Slp. Wizard, Georgetown, Mass.		
Sept. 23	Northeast side of Lovells Island.	Point Allerton	Slp. yt. Vashti, Boston, Mass.	Welch	10
Oct. 9	One and one-half miles northwest of station.	Plum Island	Sc. Ada G Shortland, New York City.	McIntyre	227
Oct. 11	Sow and Pigs Reef	Cuttyhunk	Sc. Ada A. Kennedy, Rockland, Me.	Kennedy	633
Oct. 14	Windmill Point	Point Allerton	Sloop, Weymouth, Mass.		
Oct. 21	Shovelful Shoal	Monomoy	Sc. Henry Friend, Gloucester, Mass.	Blatchford	67
Oct. 25	One and one-half miles northwest by north of station.	Point Allerton	Sc. Horatio L. Baker, Bath, Me.	Atkins	828
Oct. 29	Pollock Rip Shoal	Monomoy	Sc. R. and T. Hargraves,* Fall River, Mass.	Allen	783
Nov. 7	Shovelful Shoal	do	Sc. Annie W. Akers, St. John, N. B.	Dickson	124
Nov. 18	One and one-half miles east of station.	Manomet Point	Small boat		
Nov. 25	Bearses Shoal	Monomoy	Sc. Franklin, Bath, Me.	Clark	295
Nov. 28	Common Flats	Chatham and Monomoy.	Sc. Eliza B. Emory, New York City.	Norton	326
Dec. 5	One-half mile north-northwest of station.	Pamet River	Slp. Jason, Greenock, Scotland.	McMillan	1,512
Dec. 13	One-sixth mile north-northeast of station.	Coskata	Sc. Fleetwing, Rockland, Me.	Faulkingham.	118
Dec. 14	Five miles southeast of station.	Chatham	Sc. Catharine,‡ Ellsworth, Me.	Duffy	83
Dec. 15	Three miles south-southwest of station.	Knobbs Beach	Sc. A. Baker, Boston, Mass.	Perkins	63
Dec. 27	Rams Head Bar	Point Allerton	Sc. Nulato, Machias, Me.	Kinghorn	130
1894.					
Jan. 5	Ipswich Beach	Davis Neck	Sc. E. F. Willard, Portland, Me.	Robinson	58
Jan. 12	Bearses Shoal	Monomoy	Sc. Laura E. Messer, Rockland, Me.	Jameson	426
Jan. 13	Common Flats	do	Sc. Ella B. Kimball, Bath, Me.	Kimball	216
Jan. 13	One-half mile south-southwest of station.	Coskata	Sc. Minnie C. Taylor, Portland, Me.	Quinlen	192
Jan. 31	One and one-half miles southwest of station.	High Head	Sc. Fred and Elmer, Boston, Mass.	Mayo	32
Feb. 5	Great Point Rip	Coskata	Sc. Matilda D. Border, Philadelphia, Pa.	Endicott	828

* No assistance by life-saving crew.
† In dangerous position; requiring the assistance of the life-saving crew.

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of casualities, season of 1893–94—Continued.

COAST OF MASSACHUSETTS.

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 excursion....	.....	$1,500	.....	$1,500	$1,500	.....	3	3	.....	.....	.....
Kennebec River, Me., to Philadelphia, Pa..	Ice	15,000	$2,000	17,000	16,700	$300	10	10	.....	.....	.....
Adrift	.....	200	.....	200	200	.....	.....	.....	.....	.....	.....
Bangor, Me., to Newburg, N. Y.	Lumber ..	4,000	3,000	7,000	7,000	.....	5	5	.....	.....	.....
Quincy, Mass., to Philadelphia, Pa.	.....	4,500	.....	4,500	4,500	.....	8	8	.....	.....	.....
Fishing ground to Provincetown, Mass.	Fish	1,000	800	1,800	800	1,000	11	11	.....	5	5
Rockland, Me., to New York City.	Lime	6,400	2,000	8,400	.....	8,400	5	5	.....	5	5
Ipswich Bluffs to Newburyport, Mass.	.....	200	.....	200	200	.....	2	2	.....	.....	.....
Pleasure excursion.....	.....	1,500	.....	1,500	1,500	.....	4	4	.....	.....	.....
New York City to Newburyport, Mass.	Coal	6,000	1,400	7,400	7,400	.....	6	6	.....	.....	.....
Baltimore, Md., to Boston, Mass.	.....do	20,000	2,500	22,500	.....	22,500	8	8	.....	.....	.....
Fishing trip.....	.....	250	.....	250	240	10	2	2	.....	.....	.....
.....do.....	.....	4,000	.....	4,000	.....	4,000	14	14	.....	.....	.....
Washington, D. C., to Boston, Mass.	Coal	28,000	2,400	30,400	27,400	3,000	8	8	.....	.....	.....
Philadelphia, Pa., to Boston, Mass.	.....do	48,000	5,000	53,000	53,000	.....	12	12	.....	.....	.....
St. John, N. B., to Vineyard Haven, Mass.	Laths.....	4,000	1,100	5,100	200	4,900	5	5	.....	5	12
Adrift.....	.....	10	.....	10	10	.....	2	2	.....	.....	.....
Sullivan, Me., to New York City.	Stone.....	3,500	1,120	4,620	.....	4,620	6	6	.....	6	17
New York City to Salem, Mass.	Coal	4,500	2,000	6,500	6,500	.....	5	5	.....	.....	.....
Calcutta, India, to Boston, Mass.	Jute..	60,000	60,000	120,000	580	119,420	25	1	24	1	12
Rockland, Me., to New York City.	Lime	2,600	900	3,500	.....	3,500	4	4	.....	4	4
New York City to Boston, Mass.	Clay.....	1,000	335	1,335	1,335	.....	3	3	.....	.....	.....
Boston to Ipswich, Mass.	.....	1,000	.....	1,000	775	225	2	2	.....	.....	.....
Machias, Me., to Boston, Mass.	Lumber ...	1,200	1,100	2,300	2,200	100	5	5	.....	.....	.....
Fishing ground to Boston, Mass.	Fish	1,800	150	1,950	1,050	900	14	14	.....	10	10
Baltimore, Md., to North Weymouth, Mass.	Coal.....	12,000	1,800	13,800	.....	13,800	7	7	.....	7	21
Brooklyn, N. Y., to Boothbay, Me.	Salt	10,000	1,500	11,500	10,400	1,100	6	6	.....	6	6
New York City to Boston, Mass.	Oil	6,000	7,500	13,500	4,500	9,000	5	5	.....	5	7
Adrift.....	Fish	700	30	730	730	.....	.....	.....	.....	.....	.....
Rockport, Me., to Baltimore, Md.	Ice.....	21,000	1,200	22,200	21,600	600	10	10	.....	.....	.....

‡ In distress, requiring the assistance of the life-saving crew.

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United States Life-Saving Service.—Table

DISTRICT NO. 2.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1894.					
Feb. 12	Peaked Hill Bars	Race Point	Sc. Fortuna, Gloucester, Mass.	Greenlaw	117
Feb. 13	Five and one-half miles north of station.	Fourth Cliff	Sc. Minnie Rowan, Bridgeport, Conn.	St. John	678
Mar. 27	Common Flats	Monomoy	Sc. Andrew Peters, Calais, Me.	Reed	117
Apr. 6	Three miles north of station.	Orleans	Catboat, Eastham, Mass.		
Apr. 8	One mile southwest of station.	Davis Neck	Sc. Ada J. Campbell, Stonington, Conn.	Sullivan	140
Apr. 8	Two miles northeast by east of station.	do	Sc. Nellie, Thomaston, Me.	Averill	295
Apr. 8	Nantasket Beach	Point Allerton	Sc. Mary A. Hood, Philadelphia, Pa.	Corson	380
Apr. 9	Peaked Hill Bars	Peaked Hill Bars, Race Point, and High Head.	Bk. Belmont, Boston, Mass.	Hagan	533
Apr. 11	Two miles southeast by south of station.	Monomoy	Sc. Rebecca A. Taulane,* New Bedford, Mass.	Megathlin	450
Apr. 13	One-half mile south of station.	Fourth Cliff	Sc. Magnum, Weymouth, N. S.	Surett	110
Apr. 19	Handkerchief Shoal	Monomoy	Sc. Mary Adelaide Randall, Port Jefferson, N. Y.	Randall	1167
Apr. 27	Tuckernuck Shoal	Muskeget	Sc. Northern Light, Southwest Harbor, Me.	Robbins	139
May 9	Handkerchief Shoal	Monomoy	Sc. Maggie Sullivan, Boston, Mass.	Sullivan	130
May 12	do	do	Sc. Francis S. Orne,† Gloucester, Mass.	Hayes	84
May 22	Two-sevenths of a mile southeast of station.	Race Point	Small boat, Provincetown, Mass.		
June 12	One-quarter mile east of station.	do	Sc. Abden Keene, Portland, Me.	Doughty	54
June 19	Two and one-quarter miles north-northwest of station.	Point Allerton	Slp. Coquette, Boston, Mass.		
	Total				

DISTRICT NO. 3.—EMBRACING COASTS OF

1893.					
July 23	One and one-half miles west of station.	Long Beach	Slp. Alice, Woodhaven, N. Y.		
July 26	East Rockaway Inlet	do	Slp. Mabel Emma, East Rockaway, N. Y.		
July 26	Three miles east of station.	Rockaway	Catboat, Rockaway, N. Y.		
Aug. 7	Shagwong Point	Ditch Plain	Slp. Black Eagle,‡ Greenport, N. Y.		14
Aug. 7	Seven miles west of station.	Potunk	Fishboat, West Hampton, N. Y.		
Aug. 21	Bonnet Point	Narragansett Point.	Sc. Ethel Swift, Provincetown, Mass.	McLeod	141
Aug. 21	One-half mile southeast of station.	New Shoreham	Slp. Parole, New York City.	Henshey	7
Aug. 21	do	do	Slp. Mary E., Bridgeport, Conn.	Handcarte	9
Aug. 24	do	do	Sc. Multnomah, New London, Conn.	Rowe	124
Aug. 28	Napatree Point	Watch Hill	Sc. yt. Priscilla, New York City.	Wright	36

* In dangerous position, from which life-saving crew assisted to extricate her.
† No assistance required of life-saving crew.

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of casualties, season of 1893–94—Continued.

COAST 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 Provincetown, Mass.	Fish	$11,550	$600	$12,150		$12,150	23	21	2	21	21
Baltimore, Md., to Boston, Mass.	Coal	25,000	3,000	28,000	$1,880	26,120	8	8		8	16
Elizabeth, N. J., to Calais, Me.	do	4,000	500	4,500	4,200	300	5	5			
Fishing trip		200		200	150	50	2	2			
Boston to Ammisquam, Mass.		8,000		8,000	8,000		4	4			
Port Johnson, N. Y., to Salisbury, Mass.	Coal	5,000	1,700	6,700		6,700	5	5			
Philadelphia, Pa., to Bath, Me.	Iron pipe	8,000	8,000	16,000	8,000	8,000	6	6		6	6
Trinidad, Cuba, to Boston, Mass.	Sugar	10,000	51,000	61,000		61,000	9	3	6	2	4
New Bedford, Mass., to Windsor, N. S.		12,000		12,000	11,700	300	7	7			
Halifax to Meteghan, N. S.		3,500		3,500		3,500	5	5		5	15
Boston, Mass., to Norfolk, Va.		50,000		50,000	50,000		9	9			
Deer Isle, Me., to Newport, R. I.	Stone	2,000	500	2,500	2,500		4	4			
Boston to Monomoy Point, Mass.	Fishing outfit.	10,000	500	10,500	10,450	50	20	20			
Gloucester to Monomoy Point, Mass.	do	5,000	300	5,300	5,300		13	13			
Race Point to Provincetown, Mass.		5		5		5	1	1		1	1
Portland, Me., to Block Island, R. I.		2,000		2,000	2,000		7	7		7	7
Pleasure trip		400		400	385	15	13	13		3	3
		426,515	163,935	590,450	274,885	315,565	338	306	32	107	172

RHODE ISLAND AND LONG ISLAND.

Fishing trip		250		250	250		7	7			
do		500		500		500	17	17			
do		200		200	200		1	1			
Montauk Point to Fort Pond Bay, N. Y.		1,500		1,500	1,450	50	8	8			
West Hampton to Fire Island, N. Y.		100		100	90	10	2	2			
Providence, R. I., to Boston, Mass.		7,000		7,000		7,000	5	5			
Bridgeport, Conn., to Block Island, R. I.		600		600	600		2	2			
do		1,000		1,000	1,000		3	3			
New London, Conn., to Block Island, R. I.	Granite	9,000	500	9,500	9,500		3	3			
New Haven, Conn., to Newport, R. I.		6,000		6,000	5,000	1,000	8	8			

‡ No assistance in life-saving crew.

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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.
1893.					
Aug. 29	One-half mile southwest of station.	Long Beach	Sc. C. Henry Kirk, New York City.	Thies	184
Aug. 29	One mile west of station.	Point Lookout	Bk. Martha P. Tucker, New York City.	Mitchell	635
Sept. 5	One-half mile northeast of station.	Potunk	Catboat Volunteer,* West Hampton, N.Y.		
Sept. 17	One and one-quarter miles northeast of station.	Narragansett Pier.	Slp. Charmer, Newport, R. I.	Mulligan	9
Sept. 17	Two miles west of station.	Point Lookout	Sc. David Carll, Newark, N. J.	Pooch	69
Oct. 11	Rockaway Beach	Rockaway Point	Catboat Sibyl, New York City.	Mills	6
Oct. 14	One mile south of station.	Coney Island	Slp. Fred Black, New York City.	Dyer	10
Oct. 29	Off station	Shinnecock	Catboat		
Nov. 15	One-eighth mile east-southeast of station.	Coney Island	Slp. Harriet Dart, Bridgeport, Conn.	Decker	21
Nov. 16	Jones Inlet Bar	Short Beach	Sc. Richard B. Chute, New London, Conn.	Burdick	306
Nov. 28	Three-quarters of a mile east of Smith Point Station.	Smiths Point, Bellport, Forge River, Moriches, and Potunk.	Sc. Louise H. Randall,† Newport, R. I.	Randall	1,502
Dec. 5	Four miles northeast of station.	New Shoreham	Sc. William G. R. Mowry, Calais, Me.	Motz	159
1894.					
Jan. 13	One and three-quarter miles west by south of Napeague Station.	Napeague and Amagansett.	Sc. Mary Williams, Camden, N. J.	Reed	549
Jan. 16	Two and one-quarter miles west of station.	Hither Plain	Sc. Fannie J. Bartlett, Bath, Me.	Hutchins	831
Jan. 16	Two and one-quarter miles east of station.	Amagansett	Sc. Joseph F. Loubat, New York City.	Peterson	70
Feb. 18	One and three-quarter miles west of station.	Point Judith	Sc. James Ives,‡ New Haven, Conn.	Risley	507
Mar. 9	One-half mile northeast of station.	Potunk	Fishboat, West Hampton, N. Y.		
Mar. 18	Three-quarters of a mile southwest of station.	Blue Point	Str. La Bretagne, Havre, France.	Rupe	6,985
Mar. 23	One and one-half miles north of station.	Zachs Inlet	Sc. John and Charley‡	Hinley	
Mar. 24	One-quarter mile northwest of station.	Blue Point	Catboat C. W. Baker, Patchogue, N. Y.	Van Wine	6
Mar. 27	Three miles northeast of station.	Point of Woods	Catboat, Blue Point, N. Y.		
Apr. 1	Abreast of station	Eatons Neck	Catboat, Roton Point, Conn.		
Apr. 7	One-quarter mile south of station.	Mecox	Sc. Benjamin B. Church, New Bedford, Mass.	Allen	513
Apr. 11	One-eighth mile southeast of station.	New Shoreham	Sc. Earl and Nettie, New Shoreham, R.I.		23
Apr. 14	One mile west of station.	Point of Woods	Catboat, Fire Island, N. Y.		
Apr. 21	One and one-half miles west of Georgica Station.	Georgica, Mecox, and Amagansett.	Bk. Elmiranda, Portland, Me.	Williams	656
Apr. 21	One-quarter mile west of station.	Coney Island	Sc. Ella Deeves,‡ New York City.		48
Apr. 23	Two miles east of station.	Point Lookout	Sc. Marion L. Curtis, New York City.	Mott	29
May 2	One-half mile east-southeast of Moriches Station.	Moriches, Potunk, and Quogue.	Str. Persian Monarch, London, England.	Bristow	3,923

* The crew were rescued by a boat near by; the life-saving crew saved the vessel.
† The crew were rescued by the steamer I. J. Merritt from the outside, the conditions being such as to prevent rescue from the shore.

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of casualties, season of 1893–94—Continued.

RHODE ISLAND AND LONG ISLAND—Continued.

Where from and where bound.	Cargo.	Estimated value of vessels.	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.
New York City to Virginia.	.....	$3,500	.....	$3,500	.....	$3,500	7	7	.....	2	4
Port Tampa, Fla., to Cartaret, N. J.	Phosphate	15,000	$8,000	23,000	.....	23,000	12	11	1	11	11
Pleasure trip.....	.....	200	.....	200	$200	.....	3	3	.....	.....	.....
Pettiquamscott River to Newport, R. I.	.....	200	.....	200	200	.....	2	2	.....	.....	.....
Cruising.....	.....	12,000	.....	12,000	400	11,600	6	6	.....	.....	.....
Pleasure trip.....	.....	500	.....	500	500	.....	5	5	.....	.....	.....
Adrift.....	.....	1,000	.....	1,000	1,000	.....	2	2	.....	.....	.....
.....do	.....	20	.....	20	20	.....	.....	.....	.....	.....	.....
New York City to Far Rockaway, N. Y.	.....	600	.....	600	300	300	3	3	.....	3	18
Philadelphia, Pa., to Plymouth, Mass.	Coal.....	20,000	1,500	21,500	.....	21,500	6	6	.....	6	14
Philadelphia, Pa., to Boston, Mass.	.....do	55,000	15,000	70,000	.....	70,000	11	11	.....	.....	.....
Calais, Me., to New Haven, Conn.	Lumber...	5,000	2,000	7,000	.....	7,000	6	6	.....	6	38
Charleston, S. C., to Boston, Mass.	Phosphate rock.	15,000	5,000	20,000	20,000	.....	8	8	.....	.....	.....
Philadelphia, Pa., to Boston, Mass.	Coal.....	18,000	3,500	21,500	.....	21,500	10	10	.....	10	88
Georges Bank to Newport, R. I.	.....	12,000	.....	12,000	8,500	3,500	6	6	.....	.....	.....
Newport News, Va., to Providence, R. I.	Coal.....	2,000	2,650	4,650	4,650	.....	7	7	.....	.....	.....
Capsized and sunk.....	.....	40	.....	40	40	.....	2	2	.....	.....	.....
Havre, France, to New York City.	General...	1,110,000	400,000	1,510,000	1,510,000	.....	595	595	.....	.....	.....
New York City to Amityville, N. Y.	Coal.....	3,000	200	3,200	3,200	.....	2	2	.....	.....	.....
Pleasure trip.....	.....	500	.....	500	500	.....	4	4	.....	.....	.....
Sayville to Point of Woods, N. Y.	.....	50	.....	50	50	.....	2	2	.....	.....	.....
Roton Point, Conn., to New York.	.....	50	.....	50	50	.....	2	2	.....	.....	.....
Philadelphia, Pa., to Fall River, Mass.	Coal.....	8,000	2,000	10,000	.....	10,000	7	7	.....	7	27
Dragged anchors and stranded.	Fishing supplies.	3,000	500	3,500	3,500	.....	5	5	.....	.....	.....
.....	.....	50	.....	50	50	.....	.....	.....	.....	.....	.....
New York City to Portland, Me.	Coal.....	8,000	3,000	11,000	4,200	6,800	11	11	.....	9	27
New York City to Rockaway Beach, N. Y.	.....	1,100	.....	1,100	1,100	.....	6	6	.....	.....	.....
Bridgeport, Conn., to New Inlet, Long Island, N. Y.	Oysters.....	1,600	1,050	2,650	2,650	.....	3	3	.....	.....	.....
London, England, to New York.	General...	19,500	100,000	119,500	119,500	.....	78	78	.....	.....	.....

‡ In perilous position, from which life-saving crew extricated her.
§ No assistance required of life-saving crew.

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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.
1894.					
May 5	Three-quarters of a mile west of station.	Point Judith	Slp. Jennie, Nantucket, Mass.	Folger	16
May 6	One-half mile south of station.	Block Island	Sc. Bradford C. French, Fall River, Mass.	Garland	969
May 30	Catumb Rocks	Watch Hill	Sc. John W. Smart, Tampa, Fla.	Fogg	18
June 9	One and one-half miles south-southeast of station.	Coney Island	Slp. White Hawk, Canarsie, N. Y.		
June 10	One-half mile east of station.	do	Slp. Fish Hawk, Sheepshead Bay, N.Y.		
	Total				

DISTRICT NO. 4.—EMBRACING

1893.					
July 1	Two miles southwest of station.	Cape May	Sc. Harry B. Diverty, Camden, N. J.	Taylor	176
July 5	One and one-half miles southeast of station.	Little Egg	Sc. J. B. Crate, Somers Point, N. J.	Price	43
July 23	One mile from station	Sandy Hook	Slp. Sylvan Shore, New York City.	Johnson	8
July 23	Point of Sandy Hook	do	Yt. Osceola, Bath Beach, N. Y.		
July 29	Outer Bar, Absecon Inlet	Atlantic City	Slp. yt. J. O. Smith, Bridgeton, N. J.	Whitaker	18
Aug. 9	One-half mile north of station.	Hereford Inlet	Slp. Geranium, Bridgeton, N. J.	Shaw	18
Aug. 13	Near Romer Shoal	Sandy Hook	Rowboat, Bath, N. Y.		
Aug. 13	Three-quarters of a mile northeast of station.	Hereford Inlet	Sc. James H. Turner, Somers Point, N. J.	Hackney	10
Aug. 21	Point of Sandy Hook	Sandy Hook	Slp. yt. Clarita, New York City.		10
Aug. 24	Absecon Inlet	Atlantic City	Slp. C. S. Parnell, Somers Point, N. J.	Mathews	10
Aug. 24	Three-quarters of a mile south of station.	Deal	Sc. Mary F. Kelly, New York City.	Grattan	60
Aug. 25	One and one-half miles east of station.	Hereford Inlet	Light-Vessels' Tender, U. S. Government.		
Aug. 29	One and one-quarter miles south of station.	Sandy Hook	Sc. Frank A. Williams,* Gloucester, Mass.		66
Sept. 2	One and one-quarter miles southwest of station.	do	Sailboat, New York City.		
Sept. 2	One-half mile northeast of station.	Atlantic City	Slp. Mascott, Somers Point, N. J.	Parker	14
Sept. 4	One mile northeast of station.	Ocean City	Sc. Mary and Emma, Somers Point, N. J.	Schull	8
Sept. 18	One mile south of station	Squan Beach	Sc. Annie, New York City.		
Sept. 20	Four miles east-southeast of station.	Ocean City	Yt. Water Queen,†Marmora, N. J.		
Sept. 25	Three-quarters of a mile north of station.	Monmouth Beach	Yt. Sunshine, Shrewsbury, N. J.		
Sept. 25	One-quarter mile north of station.	Forked River	Yt. Gracie, Seaside Park, N. J.		
Oct. 6	Outer Bar, Absecon Inlet	Atlantic City	Catboat R. H. McCrystal, Absecon, N. J.		
Oct. 24	Absecon Inlet	do	Sc. John W. Fox, Milford, Del.	Jones	82
Oct. 26	do	do	Sc. Ethel, Machias, Me.	Layton	148

*No assistance by life-saving crew. †Dismasted and in peril.

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of casualties, season of 1893–94—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 stations.	Days' succor afforded.
Fishers Island, N. Y., to Nantucket, Mass.	Brick	$1,000	$120	$1,120	$960	$160	2	2	.....	2	6
Norfolk, Va., to Boston, Mass.	Coal	40,000	3,600	43,600	31,900	11,700	9	9	.....	9	21
New London, Conn., to Block Island, R.I.	.....	3,000	.....	3,000	2,850	150	4	4	.....	.....	.....
Fishing trip	.....	250	.....	250	250	.....	1	1	.....	.....	.....
Pleasure trip	.....	450	.....	450	450	.....	8	8	.....	.....	.....
.....	.....	1,385,760	548,620	1,934,380	1,735,110	199,270	891	890	1	65	254

COAST OF NEW JERSEY.

Port Eaton, N. Y., to Philadelphia, Pa.	Gravel	4,000	550	4,550	4,550	.....	5	5	.....	.....	.....
Haverstraw, N. Y., to Atlantic City, N. J.	Brick	1,200	225	1,425	1,365	60	3	3	.....	3	3
Fishing trip	.....	800	.....	800	800	.....	9	9	.....	.....	.....
.....do.....	.....	300	.....	300	290	10	7	7	.....	.....	.....
Bridgeton to Atlantic City, N. J.	.....	2,500	.....	2,500	2,500	.....	9	9	.....	.....	.....
Fishing trip	.....	1,600	.....	1,000	1,000	.....	2	2	.....	.....	.....
Pleasure trip	.....	10	.....	10	10	.....	2	2	.....	.....	.....
From Anglesea, N. J	.....	800	.....	800	800	.....	2	2	.....	.....	.....
Staten Island, N. Y., to Atlantic Highlands, N. J.	.....	1,500	.....	1,500	.....	1,500	3	3	.....	.....	.....
Adrift	.....	1,000	.....	1,000	1,000	.....	1	1	.....	.....	.....
Fishing trip	Fish	7,500	200	7,700	2,500	5,200	11	7	4	.....	.....
Capsized	.....	150	.....	150	150	.....	5	5	.....	.....	.....
Fishing trip	.....	2,100	.....	2,100	950	1,150	11	11	.....	.....	.....
New York City to Spermaceti Cove, N. J.	.....	50	.....	50	50	.....	3	3	.....	.....	.....
Pleasure trip	.....	1,800	.....	1,800	1,800	.....	40	40	.....	.....	.....
Atlantic City to Estelville, N. J.	Truck	200	100	300	300	.....	2	2	.....	.....	.....
New York City to Delaware Bay.	.....	600	.....	600	575	25	4	4	.....	.....	.....
Fishing trip	.....	100	.....	100	100	.....	4	4	.....	.....	.....
Pleasure trip	.....	100	.....	100	100	.....	1	1	.....	.....	.....
Capsized while at anchor.	.....	500	.....	500	500	.....	(‡)	.....	.....	.....	.....
Fishing trip	.....	250	.....	250	.....	250	2	2	.....	2	2
Atlantic City, N. J., to New York City.	.....	5,000	.....	5,000	5,000	.....	4	4	.....	.....	.....
Bangor, Me., to Atlantic City, N. J.	Lumber	8,000	1,800	9,800	9,785	15	5	5	.....	.....	.....

‡ No one on board.

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United States Life-Saving Service.—Table

DISTRICT NO. 4.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1893.					
Nov. 16	Absecon Inlet	Atlantic City	Sc. Allie B. Cathrall, Wilmington, Del.	Hubbard	109
Nov. 24	do	do	Sc. John W. Fox, Milford, Del.	Jones	82
Nov. 27	One-sixth mile southwest of station.	Cape May	Slp. yt. Sea Gull, Corsons Inlet, N. J.		
Dec. 8	Hereford Bar	Hereford Inlet	Sc. Abby L. Dow, Philadelphia, Pa.	Douglas	348
Dec. 11	Three-quarters of a mile north of station.	Atlantic City	Sc. Allie B. Cathrall, Wilmington, Del.	Hubbard	109
Dec. 27	Two miles south of station.	Little Egg and Little Beach.	Sc. Lizzie Bell, Tuckerton, N. J.	French	44
1894.					
Jan. 8	Four miles east of station.	Bay Head	Sc. Maria Pierson, Perth Amboy, N. J.	Hickman	286
Jan. 22	Little Egg Harbor Shoals	Little Beach and Little Egg.	Str. Andes, Kingston, England.	Williams	1,711
Feb. 14	North Bar, Hereford Inlet.	Hereford Inlet and Tathams.	Sc. May Williams, Camden, N. J.	Reed	519
Feb. 17	One and one-half miles southwest of station.	Little Egg	Sc. Commodore, New York City.	Peterson	26
Feb. 19	Two miles north of station.	Spermaceti Cove	Sc. Georgie Clark, Philadelphia, Pa.	Bartlett	365
Feb. 26	Barnegat Inlet	Barnegat	Sc. James W. Lee, Bridgeton, N. J.	Buck	21
Mar. 7	One and one-half miles southwest of station.	Corsons Inlet	Slp. Francis J. Campbell, Bridgeton, N. J.	Hilton	12
Mar. 24	Middle Ground, Hereford Inlet.	Hereford Inlet	Slp. Eveline, New York City.	Riley	23
Apr. 2	Cold Spring Bar	Cold Spring and Turtle Gut.	Slp. Lu Lu, Bridgeton, N. J.		
Apr. 6	One mile southwest of station.	Corsons Inlet	Sc. John Anna, Somers Point, N. J.	Bailey	29
Apr. 10	Three-quarters of a mile northwest of station.	Ocean City	Sc. Addie P. McFadden, Bath, Me.	Stewart	252
Apr. 11	One-quarter mile northeast of station.	Squan Beach	Sc. Albert W. Smith, Providence, R. I.	Berry	602
Apr. 11	One-quarter mile north of station.	Bay Head and Mantoloking.	Sc. Susan H. Ritchie, New York City.	Priest	541
Apr. 11	Three-quarters of a mile north-northwest of station.	Cedar Creek	Slp. Gem, Osbornville, N. J.		
Apr. 12	One and one-half miles south of station.	Spermaceti Cove	Sc. Kate Markee, Fall River, Mass.	Handy	504
Apr. 13	Point of Sandy Hook	Sandy Hook	Sc. John D. Paige, Bridgeton, N. J.		298
Apr. 16	One mile north of station	Hereford Inlet	Sc. Congress, Bridgeton, N. J.	Colwell	37
Apr. 23	One mile southwest of station.	Corsons Inlet	Sc. John Anna, Somers Point, N. J.	Baily	29
Apr. 27	Two miles east-southeast of station.	Ocean City	Sc. Charles J. String, Milford, Del.	Murphy	58
Apr. 28	One mile north of station	Hereford Inlet	Sc. Wm. E. Hewlett, Bridgeton, N. J.	Shields	23
May 21	One-half mile northeast by north of station.	Harvey Cedars	Sc. A. F. Crockett, Rockland, Me.	Thorndike	434
June 25	Brigantine Shoals	Brigantine and South Brigantine.	Str. Bramble, Glasgow, Scotland.	Moxon	1,508
	Total				

* No one on board; crew supposed to have been lost at sea.

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of casualties, season of 1893-94—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.
Newbern, N. C., to Atlantic City, N. J.	Lumber	$5,000	$750	$5,750	$5,750		5	5			
New York City to Atlantic City, N. J.	Brick	5,000	500	5,500	5,500		4	4			
Corsons Inlet, N. J., to Philadelphia, Pa.		250		250	250		1	1			
Lainville, Mass., to Philadelphia, Pa.	Stone	2,500	1,800	4,300		$4,300	6	6			
New York City to Atlantic City, N. J.	Brick	5,000	850	5,850	5,850		5	5			
New York City to New Gretna, N. J.	Coal	2,000	50	2,050	2,050		3	3			
Virginia to New York City.	Wood	2,000	1,400	3,400	3,370	30	7	7			
Sabanilla, U. S. of Colombia, to New York City.	General	150,000	150,000	300,000	283,000	17,000	42	42			
Rockport, Me., to Newcastle, Del.	Ice	12,000	800	12,800	12,400	400	8	8			
Fishing trip	Fish	1,300	150	1,450	1,450		6	6			
Wilmington, N. C., to New York City.	Lumber	8,000	6,000	14,000	14,000		7	7			
Cape May to Barnegat Inlet, N. J.		600		600	600		3	3			
Townsends Inlet to Great Egg Harbor, N. J.	Cedar posts.	400	100	500	500		2	2			
Little Egg, N. J., to Hog Island, Va.		500		500	500		2	2			
Bridgeton to Tuckerton, N. J.		100		100	100		3	3			
Wye River, Md., to Corsons Bay, N. J.	Oysters	1,000	500	1,500	1,500		4	4			
Boothbay, Me., to Ocean City, N. J.	Ice	14,000	300	14,300	14,300		6	6			
Philadelphia, Pa., to Providence, R. I.	Coal	12,000	3,500	15,500		15,500	(*)				
Portsmouth, Va., to Saint John, N. B.	Timber	10,000	5,500	15,500	2,000	13,500	8	8		7	28
Marsh Elder Island, to Osbornville, N. J.		60		60	60		2	2		2	2
Fall River, Mass., to Philadelphia, Pa.	Stone	12,000	2,800	14,800		14,800	7		7		
Kennebec, Me., to Philadelphia, Pa.	Ice	6,000	1,250	7,250	7,250		8	8			
Hog Island, Va., to Hereford, N. J.	Oysters	1,000	400	1,400	1,400		3	3			
Hampton, Va., to Ludlams Bay, N. J.	do	1,000	550	1,550	1,550		3	3			
Little Egg Harbor, N. J., to Milford, Del.	Fish scrap	5,000	1,500	6,500	3,500	3,000	4	4		3	9
Hog Island, Va., to Hereford Inlet, N. J.	Oysters	700	250	950	950		4	4			
Brunswick, Ga., to New York City.	Lumber	16,000	7,000	23,000		23,000	7	7			
Puerto Rico, West Indies, to New York City.	Sugar	35,000	10,000	45,000	45,000		25	25			
		347,870	198,825	546,695	446,955	99,740	320	309	11	17	44

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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.
1893.					
Aug. 28	Two miles northeast by east of station.	Lewes.....	Sc. Ida Potter,* New York City.	Sutherland	26
Sept. 15	Four miles north of station.	Fenwick Island...	Slp. W. T. Sherman, Chincoteague, Va.	Lewis.....	23
Oct. 8	Fox Shoal.....	Wallops Beach.....	Sc. Thomas Thomas, Norfolk, Va.	Harris.....	44
Oct. 9	Four miles east of station.	Hog Island.....	Sailboat, Red Bank, Va.	.....	.....
Oct. 23	One and one-quarter miles south of station.	Wallops Beach.....	Str. Murciano, Bilbao, Spain.	Avalucca...	2,410
Nov. 4	One and one-quarter miles north-northeast of station.	Lewes.....	Sc. Jacob I. Housman, New York City	Benjamin...	89
Nov. 4	Two miles southeast of station.	Metomkin Inlet...	Fishboat, Accomac, Va.	.....	.....
Nov. 15	One mile northeast one-half north of station.	North Beach.....	Sc. J. H. Elliott, Philadelphia, Pa.	Aydelott....	71
Nov. 15	One mile south-southeast of station.	Assateague Beach.	Sc. J. H. Elliott, Philadelphia, Pa.	.....do..	71
Nov. 17	Hog Island Shoals.....	Hog Island.....	Sc. Major Pickands, Portland, Me.	Laithwait..	984
Nov. 18	One mile south one-half east of station.	Indian River Inlet.	Sc. Emily Belle, Millville, Del.	Jestis.....	25
Dec. 3	One and one-quarter miles north of station.	Lewes.....	Sc. M. E. Bayard, New York City.	Crowley.....	178
Dec. 4	One and one-half miles south of station.	Metomkin Inlet...	Slp. Prohibition, Chincoteague, Va.	Mumford....	6
Dec. 5	One-quarter mile south of Rehoboth Beach Station.	Rehoboth Beach and Indian River Inlet.	Str. Asphodel, Glasgow, Scotland.	Sawle.....	1,730
Dec. 6	Hen and Chickens Shoal.	Lewes.....	Bk. Faust, Arendal, Norway.	Otterbeck..	811
1894.					
Jan. 17	One-quarter mile east of station.	.....do	Sloop, Milford, Del.....	.....	.....
Jan. 24	One-quarter mile south of station.	Wallops Beach.....	Slp. Josie Smith, Chincoteague, Va.	Daisey.....	12
Jan. 31	Carters Bar.....	Cobbs Island.....	Sc. Gen'l J. L. Selfridge, Chincoteague, Va.	Willis.....	21
Feb. 9	One and one-half miles north by east of station.	Lewes.....	Sc. John A. Griffin, Philadelphia, Pa.	Lynch.....	306
Feb. 16	Point of Cape Henlopen....	Cape Henlopen and Lewes	Sc. Reindeer, New London, Conn.	Weyant.....	90
Mar. 9	Ship Shoal Bar, 7 miles northeast of station.	Smith Island.....	Str. Chester, Rotterdam, Holland.	Tolls.....	1,868
Mar. 19	Williams Shoal.....	Assateague Beach.	Sc. Emma M. Robinson, Chincoteague, Va.	Hill.....	64
Apr. 6	Two and one-half miles east-southeast of station.	.....do	Slp. Helen F. Leaman,† Cape May, N. J.	.....	14
Apr. 27	One-half mile southwest of station.	Metomkin Inlet...	Slp. Jennie and Kate, Chincoteague, Va.	Fish.....	6
May 8	One mile south one-half east of station.	Indian River Inlet.	Sc. Addie, Wilmington, Del.	Aydelet.....	17
May 9	One mile west of station..	Cobbs Island.....	Slp. Dennis Kelley, Chincoteague, Va.	Broadwater.	10
May 22	One-quarter mile west of station.	.....do.....	Slp. J. C. Wood, Cape Charles, Va.	Carpenter..	5
June 18	Davis Shoal, 3½ miles southwest of station.	North Beach.....	Slp. Viola, Chincoteague, Va.	Powell.....	5
	Total.....	.....	.....	.....	.....

* No assistance by life-saving crew.
† In dangerous position, from which life-saving crew extricated her, thereby saving her from destruction.

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of casualties, season of 1893–94—Continued.

CAPE HENLOPEN AND CAPE CHARLES.

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.
New York City to Fishing Banks.	.....	$600	.....	$600	.....	$600	7	7	.....	.....	.....
Chincoteague, Va., to Philadelphia, Pa.	Fish scrap	1,000	$400	1,400	$400	1,000	3	3	.....	3	6
.....do.....	.....do	1,800	900	2,700	2,475	225	3	3	.....	.....	.....
Fishing trip	.....	75	.....	75	75	.....	4	2	2	2	2
New Orleans, La., to Lamberts Point, Va.	Cotton and grain.	60,000	178,180	238,180	238,180	.....	30	30	.....	9	18
Norfolk, Va., to New York City.	Lumber ...	4,000	2,000	6,000	1,000	5,000	5	5	.....	5	5
Fishing trip	.....	50	.....	50	50	.....	2	2	.....	.....	.....
Hampton, Va., to New York City.	Wood.....	3,500	350	3,850	3,200	650	4	4	.....	.....	.....
.....do.....	....do	3,000	200	3,200	3,200	.....	4	4	.....	.....	.....
Philadelphia, Pa., to Norfolk, Va.	.....	40,000	.....	40,000	38,000	2,000	10	10	.....	.....	.....
Wilmington to Millville, Del.	Flour and coal oil.	1,600	1,000	2,600	2,600	.....	2	2	.....	.....	.....
New York City to Norfolk, Va.	Cement....	3,000	1,800	4,800	.....	4,800	5	5	.....	.....	.....
Franklin City to Cobbs Island, Va.	.....	220	.....	220	210	10	3	3	.....	3	9
Java, East Indies, to Delaware Breakwater, Del.	Sugar.....	160,000	250,000	410,000	409,000	1,000	30	30	.....	.....	.....
Pernambuco, Brazil, to Philadelphia, Pa.	.....do	28,000	72,000	100,000	.....	100,000	13	13	.....	12	12
Milford, Del., to Broadkiln River, Va.	.....	50	.....	50	.....	50	3	3	.....	3	3
Metomkin to Assateague, Va.	Oysters.....	600	30	630	.....	630	3	3	.....	3	3
Cobbs Island, Va, to New York City.	Clams.....	1,500	200	1,700	1,700	.....	2	2	.....	.....	.....
Philadelphia, Pa., to Groton, Conn.	Coal.....	2,000	1,500	3,500	.....	3,500	7	7	.....	7	7
New York City to Norfolk, Va.	Salt and dynamite.	1,000	1,900	2,900	.....	2,900	5	5	.....	4	12
Amsterdam, Holland, to Baltimore, Md.	.....	150,000	.....	150,000	150,000	.....	32	32	.....	.....	.....
James River, Va, to Morris River, N. J.	Oysters.....	2,000	400	2,400	2,400	.....	4	4	.....	.....	.....
Wachapreague, Va., to Cape May, N. J.	.....do	1,500	150	1,650	1,650	.....	2	2	.....	.....	.....
Cobbs Island to Chincoteague, Va.	.....do	400	50	450	450	.....	3	3	.....	.....	.....
Wilmington to Blackwater, Del.	Flour.....	800	1,000	1,800	1,800	.....	2	2	.....	.....	.....
Bone Island to Chincoteague, Va.	Clams	400	100	500	475	25	3	3	.....	.....	.....
Mill Creek to Cobbs Island, Va.	.....do	400	25	425	425	.....	2	2	.....	.....	.....
Chincoteague Island, Va., to St. Martins River, Md.	Oysters.....	350	30	380	380	.....	2	2	.....	.....	.....
.....	.....	467,845	512,215	980,060	857,670	122,390	195	193	2	51	77

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United States Life-Saving Service.—Table

DISTRICT NO. 6.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1893.					
July 30	Pamplico Sound, 5 miles west one-half north of station.	Pea Island	Sc. George C. Wainwright, Norfolk, Va.	Hundley	52
Aug. 29	Eight miles west one-half south of station.	Cape Lookout	Bk. Anna,* Lillesand, Norway.	Juell	458
Aug. 29	Eight miles west by south of station	Oak Island	Sc. Kate E. Gifford, Somers Point, N. J.	Henderson.	420
Aug. 29	Nine miles west by north of station.	do	Bg. Wustrow, Stralsund, Germany.	Scheel	301
Sept. 24	Hatteras Inlet	Durants	Sc. Cherubim, Beaufort, N. C.	Nelson	98
Oct. 4	Two hundred yards east of station.	Seatack	Sc. Wm. Applegarth, Baltimore, Md.	Younger	101
Oct. 4	Two and one-half miles north of station.	do	Sc. C. C. Davidson, Philadelphia, Pa.	Howard	116
Oct. 4	One-half mile southeast of station.	Paul Gamiels Hill.	Sc. Emma J. Warrington, Somers Point, N. J.	Young	63
Oct. 10	Four miles northwest of station.	Durants	Sc. Southern Cross, Newbern, N. C.	Ballance	11
Oct. 13	One-quarter mile southeast of Chicamicomico Station.	Chicamicomico, New Inlet, and Gull Shoal.	Bkn. Ravenwood, Lunenberg, N. S.	Kennedy	519
Oct. 13	Lookout Shoals	Cape Lookout	Str. Daylight, West, Hartlepool, England.	Phillips	2,338
Oct. 14	Frying Pan Shoals	Cape Fear	Sc. Charles C. Dane, Newburyport, Mass.	Grove	598
Oct. 27	Two miles north of station.	Oregon Inlet	Fish boat Delphine, Roanoke Island, N. C.		
Nov. 9	One mile south-southeast of station.	Paul Gamiels Hill.	Scow No. 9, Philadelphia, Pa.		300
Dec. 2	Three and one-half miles north-northwest of station.	Little Kinnakeet	Sc. Dorcas Jane, Hatteras, N. C.		
Dec. 2	Outer Diamond Shoals	Cape Hatteras, Big Kinnakeet, and Creeds Hill.	Str. Wetherby, West Hartlepool, England.	Furness	2,129
Dec. 28	Three-quarters of a mile east by south of station.	Cape Henry	Sc. Fannie Brown, Richmond, Va.	Hardcester.	508
1894.					
Jan. 7	One and one-quarter miles south of station.	Little Island	Bg. Nettie, New York City.	Lowry	503
Jan. 22	Two-thirds of a mile northeast by east of station.	Cape Henry	Str. Rappahannock, Liverpool, England.	Penwell	3,883
Jan. 22	Two miles north of station.	Wash Woods	Bk. Clythia, Christiania, Norway.	Heffermehl.	1,140
Feb. 1	Three miles northeast of station.	Cape Fear	Sc. Etta M. Barter, Thomaston, Me.	Bunker	273
Feb. 26	Three-quarters of a mile north of Bodies Island Station.	Bodies Island and Nags Head.	Sc. Florence C. Megee, Philadelphia, Pa.	Rogers	1,081
Mar. 3	Seven-eighths of a mile north-northwest of station.	Cape Henry	Sc. Fanny Arthur, Somers Point, N. J.	Douglas	614
Mar. 19	Ten miles south by east of station.	Cape Lookout	Str. Aros, London, England.	Cole	1,157
Apr. 5	Five miles north-northeast of Ocracoke Station.	Ocracoke and Durants.	Sc. Lizzie S. James, Philadelphia, Pa.	Howard	182
Apr. 21	One and three-quarter miles north of station.	Cape Lookout	Catboat, Fall River, Mass.		
June 26	New Inlet Bar	New Inlet, Chicamicomico, and Gull Shoal.	Bkn. E. S. Powell, New York City.	McCormack.	577
	Total				

* Dismasted and leaking. † Seven of these had been employed to get the vessel afloat.

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of casualties, season of 1893–94—Continued.

BETWEEN CAPE HENRY AND CAPE FEAR.

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.
Newbern, N. C., to Laurel, Del.	Shingles...	$2,000	$1,200	$3,200	$2,400	$800	4	4	.....	.....	.....
Havre, France, to Wilmington, N. C.	.....	5,000	.....	5,000	.....	5,000	9	9	.....	5	5
Wilmington, N. C., to Philadelphia, Pa.	Lumber ...	9,000	4,500	13,500	1,500	12,000	7	7	.....	12	12
Liverpool, England, to Wilmington, N. C.	Salt.....	5,000	1,200	6,200	.....	6,200	9	9	.....	6	6
Port Jefferson, N. Y., to Newbern, N. C.	Fertilizer..	3,000	1,800	4,800	4,800	.....	5	5	.....	.....	.....
Scranton Mills, N. C., to Newark, N. J.	Lumber ...	5,000	1,000	6,000	.....	6,000	6	6	.....	6	10
Newbern, N. C., to Atlantic City, N. J.	.....do	5,500	1,500	7,000	1,050	5,950	5	5	.....	5	27
Newbern, N. C., to Somers Point, N. J.	.....do	2,000	400	2,400	.....	2,400	4	4	.....	4	10
Elizabeth City to Hatteras, N. C.	Merchandise.	400	1,000	1,400	1,400	.....	3	3	.....	.....	.....
Boston, Mass., to Satilla River, Ga.	.....	20,000	.....	20,000	.....	20,000	10	10	.....	10	100
New York City, to Wilmington, N. C.	.....	125,000	.....	125,000	125,000	.....	23	23	.....	.....	.....
Baltimore, Md., to Charleston, S. C.	Coal.....	15,000	2,000	17,000	.....	17,000	8	8	.....	8	16
Fishing trip	....	300	.....	300	285	15	3	3	.....	.....	.....
Broke from moorings.	.....	7,000	.....	7,000	.....	7,000	3	3	.....	†10	23
Elizabeth City to Big Kinnakeet, N C.	.....	300	.....	300	300	.....	2	2	.....	.....	.....
Fernandina, Fla., to Norfolk, Va.	Phosphate rock.	100,000	50,000	150,000	.....	150,000	24	24	.....	24	96
Charleston, S. C., to Richmond, Va.	....do	12,000	4,500	16,500	16,225	275	8	8	.....	.....	.....
Turks Island, West Indies, to Norfolk, Va.	Salt.....	10,000	900	10,900	10,100	800	9	9	.....	9	25
Newport News, Va., to Liverpool, England.	General ...	325,000	250,000	575,000	563,000	12,000	52	52	.....	.....	.....
Genoa, Italy, to Baltimore, Md.	Marble	45,000	29,000	74,000	.....	74,000	17	17	.....	‡20	142
Jacksonville, Fla., to New York City.	Lumber ...	5,000	2,760	7,760	5,760	2,000	8	8	.....	.....	.....
Port Tampa, Fla., to Baltimore, Md.	Phosphate rock.	40,000	9,000	49,000	.....	49,000	10	10	.....	10	27
Baltimore, Md., to Cardenas, Cuba.	Coal.....	28,000	2,750	30,750	30,750	.....	9	9	.....	.....	.....
Fernandina, Fla., to Stettin, Prussia.	Phosphate rock.	150,000	22,000	172,000	172,000	.....	20	20	.....	.....	.....
Washington, N. C., to New York City.	Lumber ...	5,000	3,000	8,000	8,000	.....	8	8	.....	.....	.....
Jacksonville, Fla., to Fall River, Mass.	....	250	.....	250	250	.....	2	2	.....	.....	.....
New York City to Charleston, S. C.	Miscellaneous.	4,000	11,000	15,000	12,500	2,500	9	9	.....	9	40
....	.....	928,750	399,510	1,328,260	955,320	372,940	277	277	.....	138	539

‡ Three of these were persons who were interested in trying to save the vessel.
§ In distress. ‖ No assistance required of life-saving crew.

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United States Life-Saving Service.—Table

DISTRICT NO. 7.—EMBRACING COASTS OF SOUTH

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1893.					
Aug. 28	Twelve miles west of station.	Morris Island	Slp. Carlotta, Charleston, S. C.	Truesdale	6
Sept. 24	One and one-half miles north of station.	Jupiter Inlet	Sc. Valkaria, St. Augustine, Fla.	Nettles	19
Oct. 9	One and one-quarter miles north of station.	do	Small boat belonging to the sc. Harry Stites.		
Oct. 12	Two miles north of station.	do	Slp. Lulu, New Smyrna, Fla.		
Oct. 28	One and one-quarter miles north of station.	do	Sc. Siren, St. Augustine, Fla.	Lawson	10
Nov. 15	Twelve miles south by east of station.	do	Sc. Emily B.,* Key West, Fla.	Frow	40
Nov. 20	One and one-quarter miles north of station.	do	Catboat, Jupiter, Fla		
Dec. 12	do	do	Slp. Maggie, Orlando, Fla.		
Dec. 27	Five miles south of station.	Fort Lauderdale	Sc. Marion, Key West, Fla.	Nugent	18
1894.					
Jan. 8	Twenty miles north of station.	Biscayne Bay	Catboat Rainbow, Lake Worth, Fla.		
Jan. 17	One mile northeast of station.	Jupiter Inlet	Skiff		
Jan. 22	Two and one-half miles south of station.	Gilberts Bar	Slp. Mattie S., Lake Worth, Fla.		
Mar. 12	One and one-quarter miles north of station.	Jupiter Inlet	Naphtha launch Edith R., Dummit Grove, Fla.		
Mar. 25	do	do	Sc. Rowena, Jacksonville, Fla.	Weatherford.	16
Apr. 11	Five miles south of station.	Fort Lauderdale	Sc. Oriole, Hartford, Conn.	Hanson	23
Apr. 30	One mile south-southeast of station.	Bethel Creek	Str. Breaconshire, London, England.	Taylor	2,544
June 3	Five miles south of station.	Fort Lauderdale	Slp. Leda, Miami, Fla.		
June 25	Seven and one-quarter miles north of station.	Orange Grove	Slp. Osceola, Lake Worth, Fla.	Spanagle	
	Total				

DISTRICT NO. 8.—EMBRACING GULF

1893.					
July 15	One mile north one-half east of station.	Brazos	Slp. K.T., Point Isabel, Tex.		5
Sept. 2	Five miles west by north of station.	Santa Rosa	Bk. Oneota, Liverpool, England.	Devine	1,047
Sept. 6	Four miles east-south-east of station.	Sabine Pass	Slp. Star of the Sea, Galveston, Tex.		6
Sept. 6	Ten miles southwest of station.	Galveston	Str. Hiawatha, Galveston, Tex.	McFarland.	240
Sept. 23	Four and one-half miles east by south of station.	Santa Rosa	Sc. Silvia, Pensacola, Fla.	Riley	12
Sept. 30	Five miles west of station.	do	Sc. Alice N., Cedar Keys, Fla.	Gulliford	7
Oct. 29	Four miles west-south-west of station.	San Luis	Sc. Nettie, Galveston, Tex.	Specht	13
Nov. 9	One and one-half miles southeast by south of station.	Saluria	Sc. Ada Crossman, Brashear, La.	Roberts	29
Nov. 15	One and one-half miles east of station.	Santa Rosa	Slp. Fanny May, Pensacola, Fla.		

* In distress, requiring the assistance of the life-saving crew.

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of casualties, season of 1893–94—Continued.

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.
Edisto Island to Charleston, S. C.	Terrapin..	$800	$150	$950	$950	.....	3	3	.....	.....	.....
Lake Worth and Indian River, Fla.	Merchandise.	1,000	200	1,200	1,025	$175	4	4	.....	.....	.....
....	.....	5	.....	5	.....	5	1	.....	1	.....	.....
Pleasure trip	Miscellaneous.	350	150	500	500	.....	9	9	.....	3	
Titusville to Lake Worth, Fla.	Oil and lumber.	700	300	1,000	1,000	.....	2	2	.....	.....	.....
Eau Gallie to Lake Worth, Fla.	Lumber and merchandise.	2,500	1,500	4,000	4,000	.....	4	4	.....	...	.....
Fishing trip	.....	35	.....	35	35	.....	2	2	.....	.....	.....
Orlando to Biscayne Bay, Fla.	Miscellaneous.	135	450	585	185	400	4	4	.....	.....	.....
Key West to New River, Fla.	General ...	1,000	500	1,500	1,000	500	4	4	.....	.....	.....
Key Largo to Lake Worth, Fla.	.....	200	.....	200	200	.....	2	2	.....	2	2
Adrift	.....	15	.....	15	15	.....	.....	.....	.....	.....	.....
Lake Worth to Titusville, Fla.	....	150	.....	150	.....	150	2	2	.....	2	2
Dummit Grove to Biscayne Bay, Fla.	.....	2,000	....	2,000	2,000	.....	4	4	.....	.....	.....
Key West to Indian River, Fla.	.....	1,200	.....	1,200	1,200	.....	4	4	.....	.....	.....
St. Augustine to New River, Fla.	Provisions.	6,000	500	6,500	6,500	.....	11	11	.....	.....	.....
New York City to Tampa, Fla.	.....	75,000	.....	75,000	.....	75,000	24	24	.....	24	72
New River to Miami, Fla.	.....	50	.....	50	50	.....	1	1	.....	.....	.....
Lake Worth to Key West, Fla.	Fruit	200	40	240	240	.....	3	3	.....	.....	.....
....	.....	91,340	3,790	95,130	18,900	76,230	84	83	1	31	79

COAST OF THE UNITED STATES.

Cruising.....	.....	300	.....	300	300	.....	3	3	.....	.....	.....
Pensacola, Fla., to Cardiff, Wales.	Timber.....	75,000	7,000	82,000	81,800	200	15	15	.....	.....	.....
Capsized in harbor.....	.....	200	.....	200	125	75	.....	.....	.....	.....	.....
Velasco to Galveston, Tex.	Cotton and cotton seed.	15,000	6,500	21,500	21,300	200	28	28	.....	.....	.....
Pensacola to Santa Rosa Sound, Fla.	....	2,000	.....	2,000	2,000	.....	4	4	.....	.....	.....
Tarpon Springs to Pensacola, Fla.	.....	400	.....	400	300	100	3	3	.....	.....	.....
Galveston to Quintana, Tex.	General....	800	500	1,300	1,300	.....	5	5	.....	.....	.....
Lake Charles, La., to Olivia, Tex.	Lumber ...	800	500	1,300	100	1,200	3	3	.....	3	8
Adrift.....	.....	100	.....	100	85	15	.....	.....	.....	.....	.....

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United States Life-Saving Service.—Table

DISTRICT NO. 8.—EMBRACING GULF

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1893					
Nov. 15	One mile east of station...	Santa Rosa.....	Slp. Jack of Clubs, Pensacola, Fla.	.....	.....
Nov. 20	One-half mile southwest of station.	Galveston	Sc. John R. Penrose, Philadelphia, Pa.	Smith.....	456
Nov. 23	One-half mile east of station.	Aransas.....	Sc. James Andrews, Galveston, Tex.	Johnsie.....	26
Nov. 24	Five miles west-northwest of station.	Galveston.....	Sc. Nil Desperandum, Galveston, Tex.	.....	.....
Dec. 3	Three and one-quarter miles south of station.	Brazos.....	Sc. Frank Hitchcock, Brownsville, Tex.	.....	22
Dec. 16	One-half mile west-northwest of station.	Velasco.....	Small boat, Velasco, Tex.	.....	.....
Dec. 23	One and one-half miles west-southwest of station.	Galveston.....	Slp. Caroline, Double David, Tex.	....	.....
Dec. 29	Three-quarters of a mile east-northeast of station.	Aransas	Sc. Martha, Galveston, Tex.	Eidelbach..	73
1894.					
Feb. 8	One mile southwest of station.	Galveston.....	Sc. Randia, Galveston, Tex.	.....	.....
Feb. 10	One-half mile southwest of station.	.....do.....	Naphtha launch, Galveston, Tex.	.....	.....
Feb. 10	Three miles south of station.	Velasco.....	Sc. Carrie A. Norton, Bath, Me.	Wiley.....	559
Feb. 11	One-half mile southwest of station.	Galveston.....	Naphtha launch, Galveston, Tex.	.....	.....
Feb. 12	Four and one-half miles northwest of station.	Santa Rosa.....	Sloop, Fort Pickens, Fla.	.....	.....
Mar. 1	Three-quarters of a mile north-northwest of station.	.....do.....	Sailboat Mystery, Fair Point, Fla.	.....	.....
Mar. 17	Six miles west-northwest of station.	.....do.....	Sc. Alice N., Tampa, Fla.	Wilson	7
Mar. 22	One-quarter mile southwest of station.	Galveston	Catboat Mary Moore, Galveston, Tex.	.....	.....
Mar. 27	One-quarter mile northwest of station.	Sabine Pass.....	Sc. Daniel B. Fearing, Newport, R.I.	Kelley.....	1,240
Apr. 3	Five miles west-southwest of station.	Santa Rosa	Bk. Helene, Tonsberg, Norway.	Honson.....	970
Apr. 3	One-quarter mile east of station.	.....do	Yawl, Pensacola, Fla...	.....	.....
Apr. 30	One mile northeast of station.	San Luis...	Catboat, Brazos River, Tex.	.....	.....
May 20	Three-quarters of a mile northwest of station.	Sabine Pass.....	Catboat, Sabine Pass, Tex.	.....	.....
June 26	Three-quarters of a mile east of station.	Santa Rosa.....	Sc. Priscilla, Pensacola, Fla.	Johnson.....	40
	Total	.....	.....	.....	.....

DISTRICT NO. 9.—EMBRACING

1893.					
July 2	Falls of the Ohio.....	Louisville	Skiff, Louisville, Ky....	.....	.....
July 7	Middle Chute, Falls of the Ohio.	.....do	.....do.....	.....	.....
July 8	Falls of the Ohio.....	.....do	Sailboat, Louisville, Ky.	.....	.....
July 9	Horseshoe Reef.....	Buffalo.....	Str. Eldorado, Buffalo, N. Y.	Parish...	97
July 15	Three and one-half miles east of station.	Charlotte.....	Sailboat	.....	.....
July 25	One-half mile west of station.	Cleveland	Sloop, Cleveland, Ohio..	.....	.....
July 25	Falls of the Ohio.....	Louisville	Sailboat, Louisville, Ky.	.....	.....
July 27	Horseshoe Reef.....	Buffalo.....	Slp. Viking, Port Dover, Ontario.	.....	39

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of casualties, season of 1893–94.

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 stations.	Days' succor afforded.
Adrift		$150		$150	$140	$10					
Philadelphia, Pa., to Galveston, Tex.	Coal	16,000	$4,500	20,500	20,500		7	7			
Point Isabel to Rockport, Tex.	Fish	2,500	500	3,000	3,000		6	6			
Adrift		200		200	200						
Parted her moorings		1,000		1,000		1,000					
Christmas Bay to Velasco, Tex.	Oysters	20	10	30	30		1	1			
Bolivar Point to Galveston, Tex.	do	100	40	140	140		1	1			
Corpus Christi to Galveston, Tex.		5,000		5,000	5,000		4	4			
Bolivar Point to Galveston, Tex.		400		400	400		1	1			
Adrift		1,000		1,000	1,000						
Pensacola, Fla., to Velasco, Tex.	Coal	30,000	5,000	35,000	35,000		9	9			
Broke from moorings		1,000		1,000	990	10					
Adrift		50		50	45	5					
Cruising		75		75	75		4	4		4	4
Dragged anchor and stranded.		500		500		500					
Adrift	Bone	50	5	55	55		1	1			
Sabine Pass, Tex., to Philadelphia, Pa.	Lumber	60,000	10,000	70,000	70,000		11	11			
Milsburg, Holland, to Pensacola, Fla.		17,500		17,500	14,000	3,500	14	14			
Fishing trip	Fish	75	50	125	75	50	5	5		5	5
Brazos River to Galveston, Tex.		50		50	50		2	2		2	2
Capsized		75		75	70	5					
Fishing trip	Ice	6,000	85	6,085	6,085		7	7			
		236,345	34,690	271,035	264,165	6,870	134	134		14	19

LAKES ERIE AND ONTARIO.

Pleasure trip		5		5	5		1	1			
do		45		45	45		2	2			
do		75		75	75		2	2			
Grand Island to Buffalo, N. Y.		8,500		8,500	8,450	50	95	95			
Forest Lawn to Charlotte, N. Y.		150		150	150		5	5			
Pleasure trip		150		150	150		2	2			
do		20		20	20		1	1			
Port Dover, Ontario, to Buffalo, N. Y.	**Stave bolts**	2,500	140	2,640	2,640		3	3			

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United States Life-Saving Service.—Table

DISTRICT NO. 9.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1893.					
Aug. 3	One-sixth mile west of station.	Oswego	Skiff, Oswego, N. Y.		
Aug. 4	Three and one-half miles west of station.	do	Yacht, Oswego, N. Y.		
Aug. 11	Two-thirds of a mile northwest of station.	Cleveland	Rowboat, Cleveland, Ohio.		
Aug. 11	Falls of the Ohio	Louisville	Sailboat, Louisville, Ky.		
Aug. 13	Fifty yards west of station.	Charlotte	Ferryboat Yosemite, Rochester, N. Y.		95
Aug. 16	One hundred and fifty yards west-southwest of station.	Erie	Rowboat, Erie Pa.		
Aug. 17	Two miles northwest of station.	Charlotte	St. Launch,* Hamlin, N. Y.		
Aug. 19	One mile west of station	Erie	Str. Annie Laurie	Fratus	31
Aug. 28	Two miles west of station.	Fort Niagara	Slp. yt. Majel, Rochester, N. Y.	Mackie	6
Aug. 29	Eight and one-half miles east-southeast of station.	Charlotte	Barge William Wheeler, Ogdensburg, N. Y.	Gauthier	309
Aug. 30	Ten miles northwest of Oswego.	Oswego	Sc. Jennie Mathews, Ogdensburg, N. Y.	Lum	333
Sept. 8	Thirteen miles east of station.	do	Barge Rose Delima, Montreal, Canada.	Bertron	181
Sept. 8	do	do	Barge Alice, Montreal, Canada.	Layou	186
Sept. 8	do	do	Barge Ontario, Montreal, Canada.	Coarchine	220
Sept. 8	do	do	Barge A. Robillard, Montreal, Canada.	St. Denis	154
Sept. 10	One and one-half miles west of station.	Cleveland	Naphtha launch, Cleveland, Ohio.		
Sept. 12	One-quarter mile west of station.	Erie	Sailboat, Erie, Pa.		
Sept. 12	Two and one-half miles north of station.	Cleveland	Small boats (2), Cleveland, Ohio.		
Sept. 12	Six miles northwest of station.	Point Marblehead.	Str. V. Swain, Cleveland, Ohio.	Rice	955
Sept. 16	Three-quarters of a mile south of station.	Buffalo	Yawl		
Sept. 17	One mile west of station	Oswego	Slp. yt. Volante, Oswego, N. Y.		
Oct. 1	Three-quarters of a mile west of station.	Cleveland	Fish boat Katie, Cleveland, Ohio.		
Oct. 1	Falls of the Ohio	Louisville	Shantyboats (3), Louisville, Ky.		
Oct. 6	Two-thirds of a mile north-northeast of station.	Cleveland	Rowboat No. 38, ‡Cleveland, Ohio.		
Oct. 14	One mile north-northwest of station.	Buffalo	Sc. Amboy, Milwaukee, Wis.	Lisk	894
Oct. 14	Kelleys Island	Point Marblehead.	Sc. Levi Rawson, Port Huron, Mich.	Endress	361
Oct. 18	Indiana Chute, Falls of the Ohio.	Louisville	Skiff, Louisville, Ky.		
Oct. 28	One-quarter mile northwest of station.	Erie	Slp. yt. Wanda, New York City.	Thomson	5
Nov. 1	Above cross dam, Falls of the Ohio.	Louisville	Shantyboat, Rising Sun, Ind.		
Nov. 2	One-quarter mile east of station.	Point Marblehead.	Sc. H. P. Baldwin, Cleveland, Ohio.	Girard	495
Nov. 12	Middle chute, Falls of the Ohio.	Louisville	Skiff, Louisville, Ky.		
Nov. 15	One hundred yards north of station.	Oswego	Sc. Flora Emma, Picton, Ontario.	Fox	144
Nov. 15	do	do	Sc. Eliza J. Redford	Featherstonehaugh.	35

*In distress.
†No one on board. Vessel destroyed by fire.

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of casualties, season of 1893–94—Continued.

LAKES ERIE AND ONTARIO—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		$15		$15	$15		3	3			
do		125		125	125		4	4			
do		30		30	30		3	3		3	3
do		20		20	20		1	1			
Adrift		1,800		1,800	1,800						
Pleasure trip		40		40	40		1	1		1	1
do		1,000		1,000	1,000		10	10			
Lying at dock		6,000		6,000		$6,000	(†)				
Oswego, N. Y., to Niagara, Ontario.		1,000		1,000	950	50	4	4			
From Ogdensburg, N. Y.	Coal	5,000	$1,800	6,800		6,800	(‡)				
Charlotte, N. Y., to Brockville, Ontario.	Coal	6,000	3,000	9,000	8,000	1,000	8	8			
Montreal, Canada, to Charlotte, N. Y.		4,000		4,000	4,000		3	3			
do		5,000		5,000	5,000		5	5			
do		1,500		1,500	1,000	500	3	3			
do		3,000		3,000	3,000		5	5			
Pleasure trip		500		500	500		2	2			
do		40		40	40		3	3			
Adrift		40		40	40						
Sandusky, Ohio, to Gladstone, Mich.	Coal	42,000	2,500	44,500	44,500		13	13			
Adrift		25		25	25						
Dragged anchor and collided.		400		400	375	25					
Pleasure trip		200		200	200		2	2			
Lousville, Ky., to Wabash River.		300		300	300		2	2			
Fishing trip		30		30	30		2	2			
Milwaukee, Wis., to Buffalo, N. Y.	Grain	25,000	18,000	43,000	15,000	28,000	7	7			
Kelleys Island, Ohio, to Houghton, Mich.	Limestone.	7,000	300	7,300	4,300	3,000	7	7			
Pleasure trip		10		10	10		2	2			
do		800		800	775	25	4	4			
Rising Sun, Ind., to Green River, Ky.		25		25	25		2	2			
Marblehead to Cleveland, Ohio.	Stone	7,000	250	7,250	7,210	40	7	7			
Pleasure trip		10		10	10		2	2			
Port Hope, Ontario, to Oswego, N. Y.	Lumber	2,250	2,000	4,250	1,500	2,750	3	3		3	3
		7,500		7,500		7,500	4	3	1		

‡ Crew taken off by a tug which had been towing the barge.
† Those on board were rescued by a tug. The life-saving crew saved the boat.

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United States Life-Saving Service.—Table

DISTRICT NO. 9.—EMBRACING LAKES

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1893.					
Nov. 23	Off Point Abino	Buffalo	Str. John Pridgeon, jr.,* Detroit, Mich.	Sherwood	1,212
Dec. 7	Above cross dam, Falls of the Ohio.	Louisville	Shantyboat, Louisville, Ky.		
1894.					
Jan. 4	do	do	Skiff, Jeffersonville, Ind.		
Jan. 30	Indiana chute, Falls of the Ohio.	do	do		
Feb. 12	Fifty yards from station	Fairport	Rowboat, Fairport, Ohio.		
Feb. 17	Above cross dam, Falls of the Ohio.	Louisville	Skiff, Jeffersonville, Ky.		
Feb. 27	Middle chute, Falls of the Ohio.	do	Skiff, Louisville, Ky		
Mar. 11	Above cross dam, Falls of the Ohio.	do	do		
Mar. 17	do	do	do		
Mar. 31	do	do	Skiff, Jeffersonville, Ind.		
Apr. 17	do	do	Skiff, Louisville, Ky		
Apr. 17	do	do	Sailboat, Pittsburg, Pa		
Apr. 18	do	do	Skiff, Jeffersonville, Ind.		
Apr. 20	One-half mile northeast of station.	Charlotte	Sc. W. J. Suffel, Port Hope, Ontario.	Lyons	190
Apr. 22	One hundred yards west of station.	do	Small boat, Charlotte, N. Y.		
Apr. 26	Two-sevenths of a mile west of station.	Fort Niagara	Rowboat, Youngstown, N. Y.		
Apr. 29	One mile north of station	Erie	Str. Thomas Wilson, Buffalo, N. Y.	Chambers	1,713
Apr. 29	do	do	Barge 105, Buffalo, N. Y.	Butts	1,295
Apr. 29	One-half mile southwest of station.	Cleveland	Skiff No. 5, Cleveland, Ohio.		
May 5	Two miles west of station	do	Fish boat Sultana, Erie, Pa.		
May 6	Below cross dam, Falls of the Ohio.	Louisville	Skiff, Louisville, Ky		
May 8	One-quarter mile south of station.	Erie	Sailboat, Erie, Pa		
May 8	Kentucky chute, Falls of the Ohio.	Louisville	Rowboat, Louisville, Ky.		
May 9	One-half mile northeast of station.	Cleveland	Str. J. L. Weatherly, Cleveland, Ohio.		
May 20	One mile southeast of station.	Erie	Slp. Judge,† Erie, Pa		18
May 22	One and one-quarter miles southeast of station.	Point Marblehead.	Naphtha launch Hattie H.,* Green Island, Ohio.		
May 27	One and one-half miles east of station.	Oswego	Scow, Oswego, N. Y		
May 27	Above cross dam, Falls of the Ohio.	Louisville	Skiff, Louisville, Ky		
May 28	Falls of the Ohio	do	Barge No. 19, New Cumberland, W. Va.		
May 29	Above cross dam, Falls of the Ohio.	do	Skiff, Louisville, Ky		
May 30	Eight miles southwest of station.	Cleveland	Slp. yt. Avocet, Cleveland, Ohio.		30
June 4	One and one-quarter miles north of station.	Charlotte	Sailboat, Charlotte, N. Y.		
June 11	Ten miles east-northeast of station.	Cleveland	Barge Swan, Sandusky, Ohio.	Henderson	39
June 13	Below cross dam, Falls of the Ohio.	Louisville	Skiff, Louisville, Ky		
June 15	Above cross dam, Falls of the Ohio.	do	do		

*Disabled; requiring the assistance of the life-saving crew.

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of casualties, season of 1893–94—Continued.

ERIE AND ONTARIO—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.
Toledo, Ohio, to Buffalo, N. Y.	Miscellaneous.	$50,000	$50,000	$100,000	$79,300	$20,700	18	18	.....	.....	.....
Westport to Green River, Ky.	.....	50	.....	50	50	.....	3	3	.....	.....	.....
Jeffersonville, Ind., to Louisville, Ky.	.....	5	.....	5	5	.....	4	4	.....	.....	.....
.....do.....	.....	10	.....	10	10	.....	2	2	.....	.....	.....
Caught in the ice.....	.....	10	.....	10	10	.....	1	1	.....	.....	.....
Jeffersonville, Ind., to Louisville, Ky.	.....	10	.....	10	10	.....	2	2	.....	.....	.....
Pleasure trip.....	.....	10	.....	10	10	.....	2	2	.....	.....	.....
.....do.....	.....	10	.....	10	10	.....	3	3	.....	.....	.....
.....do.....	.....	20	.....	20	20	.....	3	3	.....	.....	.....
Jeffersonville, Ind., to Louisville, Ky.	.....	5	.....	5	5	.....	1	1	.....	.....	.....
Pleasure trip.....	.....	10	.....	10	10	.....	3	3	.....	.....	.....
.....do.....	.....	10	.....	10	10	.....	2	2	.....	.....	.....
.....do.....	.....	10	.....	10	10	.....	4	4	.....	.....	.....
Hamilton, Ontario, to Charlotte, N. Y.	.....	4,000	.....	4,000	4,000	.....	7	7	.....	.....	.....
Capsized.....	.....	50	.....	50	50	.....	2	2	.....	.....	.....
.....do.....	.....	30	.....	30	30	.....	3	3	.....	.....	.....
Buffalo, N. Y., to Conneaut, Ohio.	.....	140,000	.....	140,000	140,000	.....	19	19	.....	.....	.....
Buffalo, N. Y., to Conneaut, Ohio.	.....	60,000	.....	60,000	60,000	.....	7	7	.....	.....	.....
Fishing trip.....	.....	20	.....	20	20	.....	2	2	.....	1	1
Adrift.....	.....	175	.....	175	170	5	.....	.....	.....	.....	.....
Fishing trip.....	.....	10	.....	10	10	.....	6	6	.....	.....	.....
Pleasure trip.....	.....	200	.....	200	200	.....	2	2	.....	.....	.....
.....do.....	.....	65	.....	65	65	.....	2	2	.....	.....	.....
.....	.....	25,000	.....	25,000	.....	25,000	8	8	.....	.....	.....
.....	.....	750	.....	750	725	25	3	3	.....	.....	.....
Sandusky to Green Island, Ohio.	.....	600	.....	600	560	40	3	3	.....	.....	.....
Adrift.....	.....	5	.....	5	5	.....	.....	.....	.....	.....	.....
Pleasure trip.....	.....	15	.....	15	15	.....	2	2	.....	.....	.....
Adrift.....	Fire brick and tiles.	1,800	3,500	5,300	5,300	.....	.....	.....	.....	.....	.....
Pleasure trip	.....	10	.....	10	10	.....	3	3	.....	.....	.....
Dragged anchor and stranded.	.....	3,000	.....	3,000	2,500	500	6	6	.....	1	1
Capsized.....	.....	200	.....	200	200	.....	2	2	.....	.....	.....
Drifted ashore.....	.....	500	.....	500	500	.....	3	3	.....	.....	.....
Pleasure trip	.....	10	.....	10	10	.....	3	3	.....	.....	.....
.....do.....	.....	20	.....	20	20	.....	8	8	.....	.....	.....

† In distress; requiring the assistance of the life-saving crew.

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United States Life-Saving Service.—Table

DISTRICT NO. 9.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1893.					
June 17	Twenty feet northeast of station.	Cleveland	Skiff, Cleveland, Ohio		
June 22	Indiana chute, Falls of the Ohio.	Louisville	Sailboat, Louisville, Ky.		
June 24	One mile north of station.	Oswego	Sharpie, Oswego, N. Y.		
June 30	Indiana chute, Falls of the Ohio.	Louisville	Skiff, Louisville, Ky.		
	Total				

DISTRICT NO. 10.—EMBRACING

1893.					
July 2	One-sixth mile northwest of station.	Muskallonge Lake.	Str. M. T. Greene, Chicago, Ill.	Flagstadt	524
July 3	Off Whitefish Point	Thunder Bay Island.	Skiff, Alpena, Mich.		
July 5	Four and one-half miles southwest of Crisps Station.	Crisps and Two Heart	Str. James Pickands, Cleveland, Ohio.	Beach	1,546
Aug. 11	Gull Island Reef	Thunder Bay Island.	St. yt. Marguerite, Albany, N. Y.	James	46
Aug. 17	Six miles south of station.	Bois Blanc	Str. Colonial, Cleveland, Ohio.	Stover	1,502
Aug. 17	Eight miles east of station.	Vermilion Point	Str. Marina, Ashtabula, Ohio.	Cottrell	2,432
Aug. 23	One and one-half miles west of station.	do	Sc. Charles P. Minch, Chicago, Ill.	Kaufman	408
Aug. 28	One-sixth mile north by east of station.	Marquette	Sloop, Marquette, Mich.		
Aug. 29	One-sixth mile south of station.	Sturgeon Point	Fish boat, Alcona, Mich.		
Aug. 31	Ten miles west-southwest of station.	Grindstone City	Sc. Blue Rock, Port Huron, Mich.		9
Sept. 2	Two hundred and twenty yards east of station.	Sand Beach	Str. Grayling,* Port Huron, Mich.	Hurkett	17
Sept. 11	Six miles west-northwest of station.	Hammonds Bay.	Sc. Elvia Hunter, Port Huron, Mich.	Horner	25
Sept. 14	Ten and one-half miles northeast of station.	Ship Canal	Sc. James Mowatt, Chicago, Ill.	Becker	523
Sept. 16	Sugar Island	Thunder Bay Island.	Raft of logs, Alpena, Mich.		
Sept. 16	Four miles east-northeast of station.	Marquette	Yawl		
Sept. 18	Two miles northeast of Ship Canal.	Ship Canal	Str. Bob. Anderson, Duluth, Minn.	Cox	118
Sept. 30	Sugar Island	Thunder Bay Island.	Yt. Surprise, Alpena, Mich.		
Oct. 3	One-and three-quarter miles northeast of station.	Pointe aux Barques.	Sc. Lyman Casey, Detroit, Mich.	Rose	292
Oct. 5	One mile southeast of station.	Ship Canal	Str. Peerless, Chicago, Ill.	Page	1,200
Oct. 6	One and one-half miles north-northwest of station.	Ottawa Point	Sc. Home,† East Tawas, Mich.	Cleary	125
Oct. 11	One mile north by east of station.	Marquette	Raft, Marquette, Mich.		
Oct. 14	Twelve miles west-southwest of station.	Grindstone City	Sc. Volunteer, Detroit, Mich.	Frame	52
Oct. 17	One and one-half miles east by south of station.	do	Sc. Kate Kelly, Chicago, Ill.	Hatch	257
Oct. 24	Near Pictured Rocks	Marquette	Sc. George, Buffalo, N. Y.	Roberts	790
Oct. 26	Forty miles east of station.	Sand Beach	Sc. Mary Everitt, Belleville, Ontario.	Glass	198

* Life-saving crew assisted to save the vessel from destruction by fire.

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of casualties, season of 1893–94—Continued.

LAKES ERIE AND ONTARIO—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.
Fishing trip		$30		$30	$30		2	2			
Pleasure trip		20		20	20		1	1			
do		50		50	50		2	2			
do		10		10	10		1	1			
		425,835	$81,490	507,325	405,315	$102,010	368	367	1	9	9

LAKES HURON AND SUPERIOR.

Deer Park, Mich., to Chicago, Ill.	Lumber	60,000	6,000	66,000	66,000		20	20			
Pleasure trip		10		10	10		3	3			
Two Harbors, Wis., to Chicago, Ill.	Iron ore	120,000	128,000	248,000	247,400	600	20	20			
Albany, N. Y., to Chicago, Ill.		15,000		15,000	15,000		15	15			
Cleveland, Ohio, to Gladstone, Mich.	Coal	50,000	8,000	58,000	58,000		14	14			
Two Harbors, Minn., to Cleveland, Ohio.	Iron ore	205,000	5,000	210,000	210,000		21	21			
Kelleys Island, Ohio, to Houghton, Mich.	Limestone	15,000	2,000	17,000	15,000	2,000	7	7			
Dragging anchor		150		150	150						
		30		30	30						
Tawas to Port Crescent, Mich.	Salt	300	25	325	305	20	1	1			
Lying at wharf		2,000		2,000	1,700	300					
Hammonds Bay to Cheboygan, Mich.		800		800	800		3	3			
Washburn to Benton Harbor, Mich.	Lumber	26,000	9,000	35,000	12,125	22,875	8	8			
Presque Isle to Alpena, Mich.		2,500		2,500	2,500						
Adrift		50		50	45	5					
Hills Creek to Hancock, Mich.		2,000		2,000	2,000		9	9			
Sugar Island to Alpena, Mich.		100		100	100		2	2			
Cheboygan, Mich., to Buffalo, N. Y.	Lumber	5,000	5,000	10,000	9,815	185	6	6			
Hancock, Mich., to Ashland, Wis.	Merchandise.	65,000	6,000	71,000	71,000		53	53			
Port Huron to East Tawas, Mich.		3,000		3,000	3,000		5	5			
Fishing trip		5		5		5	2	2			
Oscoda to Detroit, Mich.	Lumber	1,000	700	1,700	400	1,300	5	5			
Port Huron, Mich., to Chicago, Ill.	Stone	4,000	2,400	6,400	6,390	10	6	6			
Cleveland, Ohio, to Marquette, Mich.	Coal	25,000	3,250	28,250		28,250	9	9		9	9
Stokes Bay, Ontario, to Welland Canal.	Lumber	3,000	2,000	5,000	4,900	100	7	7			

†No assistance required of life-saving crew.

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United States Life-Saving Service.—Table

DISTRICT NO. 10.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1893.					
Oct. 31	One and one-half miles southwest of station.	Ottawa Point.....	Sc. Montpelier, Port Huron, Mich.	Ebert.....	290
Nov. 3	Seven miles northwest by north of station.	Middle Island.....	Str. William Edwards, Sandusky, Ohio.	Collins.....	1,272
Nov. 4	One mile west-northwest of station.	Ottawa Point.....	St. yt. Wapiti, Port Huron, Mich.	Berringer..	51
Nov. 16	One-quarter mile northwest of station.	Ship Canal.....	Sc. W. S. Crosthwaite, Sandusky, Ohio.	Lewis.....	673
Nov. 20	One-quarter mile southwest of station.	Ottawa Point.....	Fish boat, East Tawas, Mich.	.....	.....
Nov. 21	One mile southwest of station.	Bois Blanc.....	Fish boat I. C. U., Cheboygan, Mich.	.....	.....
Nov. 22	.....do.....	.....do.....	Fish boat Sea Gull, Cheboygan, Mich.	.....	.....
Nov. 27	Three miles northwest of station.	Middle Island.....	Sc. Ogarita, Buffalo, N. Y.	Conley.....	605
Dec. 1	Three miles east-northeast of station.	.....do.....	Sc. George Mortimer Neelon, St. Catharine, Ontario.	Gillet.....	.....
Dec. 3	Five miles northwest of station.	Sand Beach.....	Sc. Hunter Savidge, Alpena, Mich.	McCaffrey..	152
1894.					
Apr. 4	Kenosha Reef.....	Thunder Bay Island.	Str. State of Michigan, Detroit, Mich.	Dale.....	736
Apr. 29	One and one-half miles northwest of station.	Ottawa Point.....	Sailboat.....	.....	.....
May 5	One-quarter mile south by east of station.	Marquette.....	Yacht, Marquette, Mich.	.....	.....
May 6	Thompsons Harbor, 22 miles northwest by west of station.	Middle Island.....	Sc. American Union, Chicago, Ill.	Godman....	543
May 7	One-half mile northwest of station.	Thunder Bay Island.	Yt. Dora, Michigan City, Ind.	.....	14
May 7	One and one-half miles east of station.	Vermillion Point..	Steam pile-driver, Whitefish Point, Mich.	.....	.....
May 11	Three miles southeast of station.	Thunder Bay Island.	Sc. White Foam, Port Huron, Mich.	Duane.....	18
May 17	Nine miles northwest of station.	Middle Island.....	Sc. Ishpeming,* Oswego, N. Y.	Ripson.....	418
May 17	One mile northwest of station.	Ship Canal.....	Sc. Hattie, Port Huron, Mich.	Lennox.....	401
May 18	One-eighth mile south-southwest of station.	Hammonds Bay...	Sc. Gliding Star, Detroit, Mich.	Boulton.....	18
May 18	Fifty yards south-south-west of station.	.....do.....	Sc. White Foam, Port Huron, Mich.	Dewaine....	18
May 18	Two miles south by east of station.	Sand Beach.....	Sc. St. Catherine,† Detroit, Mich.	Goodwin...	33
May 19	Six miles north of Port Huron.	Sand Beach.....	Sc. William Shupe, Port Huron, Mich.	Little.....	241
May 24	Burnt Cabin Point Reef....	Grindstone City...	Sc. Escanaba, Port Huron, Mich.	Chamberlain.	1,161
May 27	Three miles north of station.	.....do.....	Schooner (no name)†, Sand Beach, Mich.	.....	.....
June 4	Grindstone Island Reef...	.....do.....	Sc. C. A. King, Detroit, Mich.	Clifford.....	316
June 4	Reef 4 miles south by west of station.	Middle Island.....	Str. J. D. Marshall, Chicago, Ill.	Perue.....	540
June 8	.....do.....	.....do.....	Sc. Granger, Chicago, Ill.	Powers.....	367
June 11	Three miles southeast of station.	.....do.....	Sc. Muskoka, Toronto, Ontario.	Gallagher..	454
	Total.....	.....	.....	.....	.....

* Disabled.

† No assistance by life-saving crew.

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of casualties, season of 1893–94—Continued.

LAKES 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.
Port Huron to East Tawas, Mich.	.....	$4,000	.....	$4,000	$3,600	$400	7	7	.....	.....	.....
Buffalo, N.Y., to Sandusky, Ohio.	Coal.....	70,000	$9,000	79,000	79,000	.....	16	16	.....	.....	.....
Pleasure trip.....	.....	30,000	.....	30,000	30,000	.....	10	10	.....	.....	.....
Ashland, Wis., to Cleveland, Ohio.	Lumber....	18,000	7,000	25,000	25,000	.....	5	5	.....	.....	.....
Capsized.....	.....	150	.....	150	125	25	2	2	.....	.....	.....
Broke from moorings..	.....	60	.....	60	50	10	.....	.....	.....	.....	.....
.....do.....	.....	100	.....	100	100	.....	.....	.....	.....	.....	.....
Georgian Bay, Canada, to Oswego, N. Y.	Lumber...	18,000	12,500	30,500	30,000	500	10	10	.....	.....	.....
Marquette to Port Huron, Mich.	.....	3,000	.....	3,000	3,000	.....	5	5	.....	.....	.....
Alpena to Sand Beach, Mich.	.....	4,000	.....	4,000	3,500	500	7	7	.....	.....	.....
Cheboyan, Mich., to Cleveland, Ohio.	Shingles and barrels.	43,000	500	43,500	43,500	.....	45	45	.....	.....	.....
Capsized.....	.....	50	.....	50	50	.....	.....	.....	.....	.....	.....
Adrift.....	.....	400	.....	400	400	.....	.....	.....	.....	.....	.....
Chicago, Ill., to Thompsons Harbor, Mich.	.....	15,000	.....	15,000	.....	15,000	9	9	.....	.....	.....
Muskegon to Detroit, Mich.	.....	1,000	.....	1,000	1,000	.....	2	2	.....	.....	.....
Adrift.....	.....	500	.....	500	500	.....	.....	.....	.....	.....	.....
Alpena to Thompsons Harbor, Mich.	Lumber...	250	75	325	265	60	3	3	.....	4	4
Elk Rapids, Mich., to Buffalo, N. Y.	Pig iron...	8,000	10,875	18,875	18,875	.....	8	8	.....	.....	.....
Buffalo, N. Y., to Ontonagon, Mich.	.....	8,000	.....	8,000	8,000	.....	6	6	.....	.....	.....
Alpena to Rogers City, Mich.	Shingle bolts.	500	100	600	600	.....	3	3	.....	.....	.....
Rogers City to Hammonds Bay, Mich.	.....	250	.....	250	190	60	4	4	.....	1	1
Detroit to Sand Beach, Mich.	.....	300	.....	300	250	50	3	3	.....	.....	.....
Alpena to Port Huron, Mich.	Lumber...	3,000	2,500	5,500	835	4,665	6	6	.....	.....	.....
Chicago, Ill., to Kingston, Canada.	Corn.....	45,000	21,000	66,000	54,400	11,600	15	15	.....	.....	.....
Adrift.....	.....	40	.....	40	40	.....	3	3	.....	.....	.....
Detroit to Alpena, Mich.	.....	2,000	.....	2,000	1,990	10	5	5	.....	.....	.....
Near Middle Island, Mich., to Chicago, Ill.	Railroad ties.	40,000	5,000	45,000	45,000	.....	12	12	.....	.....	.....
.....do.....	.....do	5,000	3,500	8,500	8,500	.....	7	7	.....	.....	.....
Ashland, Wis., to Collins Bay, Ontario.	Timber....	10,000	20,000	30,000	28,500	1,500	9	9	.....	.....	.....
.....	.....	934,545	269,425	1,203,970	1,113,940	90,030	418	418	.....	14	14

‡ Drifting out into the lake; crew unable to manage her; was in danger of capsizing.

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United States Life-Saving Service.—Table

DISTRICT NO. 11.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1893.					
July 4	Two miles north of station.	Manistee	Slp. Evening Star, Manistee, Mich.		
July 5	One-third mile southwest of station.	Two Rivers	Rowboat, Two Rivers, Wis.		
July 5	One mile north of station.	Chicago	Skiff, Chicago, Ill.		
July 7	One-half mile southeast of station.	Holland	Slp. yt. Surprise, Ottawa Beach, Mich.		
July 7	North Point Reef	Milwaukee	Str. Ida E., Grand Haven, Mich.	Richardson.	182
July 9	Three miles north of station.	Evanston	Yt. Flora, Chicago, Ill.		
July 9	One-quarter mile northeast of station.	Chicago	Sloop yacht, Chicago, Ill.		
July 10	Two hundred yards westnorthwest of station.	Manistee	Rowboat, Manistee, Mich.		
July 13	One mile east of station.	Racine	Scow, Racine, Wis.		
July 23	One hundred yards north of station.	Frankfort	Sailboat Lawn, Frankfort, Mich.		
July 31	Thirty yards southwest of station.	Grand Haven	Schooner, Grand Haven, Mich.		
July 31	Five miles west of station.	Michigan City	Slp. Trusty,* Michigan City, Ind.		
Aug. 5	One-quarter mile west of station.	White River	Sc. Lottie Mason, Grand Haven, Mich.	Spooner	69
Aug. 5	One mile northeast of station.	Sheboygan	Scows (2), Sturgeon Bay, Wis.		
Aug. 6	One-quarter mile west of station.	Holland	Rowboat, Grand Rapids, Mich.		
Aug. 9	One-quarter mile east of station.	Ludington	Str. F. and P. M. No. 1,† Port Huron, Mich.	McCray	770
Aug. 9	Four miles southwest of station.	Frankfort	Sc. Louisa A. Glade, Grand Haven, Mich.	Dues	43
Aug. 13	One-quarter mile southsouthwest of station.	St. Joseph	Sloop, St. Joseph, Mich.		
Aug. 16	Eight miles north of station.	White River	St. yt. Bianca, Montague, Mich.		
Aug. 16	One-quarter mile southeast of station.	Two Rivers	Scow, Racine, Wis.		
Aug. 20	One-sixth mile westnorthwest of station.	South Haven	Rowboat, South Haven, Mich.		
Aug. 22	Two hundred and fifty yards west-northwest of station.	Manistee	Scow, Manistee, Mich.		
Aug. 25	One hundred yards southeast of station.	White River	Skiff		
Aug. 28	One hundred yards south of station.	Muskegon	Sloop, Muskegon, Mich.		
Aug. 28	Two miles southwest of station.	do	do		
Aug. 28	Five miles south of station.	Kenosha	Slp. yt. Mamie, Kenosha, Wis.		15
Aug. 28	Three miles southeast one-half east of station.	Racine	Slp. yt. Dennis, Racine, Wis.		
Aug. 31	One-quarter mile north of station.	Michigan City	Rowboat, Michigan City, Ind.		
Sept. 1	Two miles northeast of station.	Sheboygan	Slp. Flirt, Sheboygan, Wis.		
Sept. 4	One mile northeast of station.	Chicago	Launch Dailmer,‡ Chicago, Ill.		
Sept. 11	One-sixth mile southsouthwest of station.	St. Joseph	Slp. No. 27, St. Joseph, Mich.		
Sept. 12	Two hundred yards west of station.	do	Rowboat, St. Joseph, Mich.		
Sept. 12	One mile northeast of station.	Sheboygan	Sc. George Nester, Marquette, Mich.	Johnston	791
Sept. 14	One-quarter mile from station.	Sturgeon Bay Canal.	Str. Peewaukee, Milwaukee, Wis.		310
Sept. 15	Eighteen miles from station.	Point Betsey	Sc. Three Bells, Grand Haven, Mich.	Webb	60

* No assistance by life-saving crew.
† Life-saving crew assisted to save the vessel from destruction by fire.

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of casualties, season of 1893–94—Continued.

LAKE MICHIGAN.

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		$50		$50	$50						
do		25		25	25						
Capsized		25		25	25		1	1			
Pleasure trip		100		100	100		1	1			
Manistee, Mich., to Milwaukee, Wis.		9,000	$5,000	14,000	14,000		11	11			
Pleasure trip		200		200	195	$5	4	4			
do		75		75	65	10	2	2			
do		20		20	20		1	1		1	1
Adrift		5		5	5		2	2			
Pleasure trip		50		50	45	5	2	2			
Grand Haven to Holland, Mich.		50		50	50		2	2			
Dragged anchor and stranded.		300		300	200	100					
Ludington, Mich, to Milwaukee, Wis.	Bark	1,000	600	1,600	1,200	400	5	5		2	4
Sturgeon Bay to Sheboygan, Wis.	Stone	2,500	800	3,300	3,240	60					
Capsized		50		50	50		1	1		1	1
Milwaukee, Wis., to Ludington, Mich.	Merchandise.	50,000	3,000	53,000	49,500	3,500	27	27			
Pierport, Mich., to Milwaukee, Wis.	Wood	800	215	1,015	990	25	3	3			
Pleasure trip		50		50	50		3	3		3	3
Pentwater, to White Lake, Mich.		200		200	200		3	3			
Sturgeon Bay to Racine, Wis.	Stone	2,000	400	2,400		2,400					
Fishing trip		30		30	30		2	2			
Sunk in harbor	Gravel	65	10	75	70	5	3	3			
Pleasure trip		25		25	25		2	2			
do		20		20	20		2	2			
do		50		50		50	2	2		1	1
Chicago, Ill., to Kenosha, Wis.		1,000		1,000	1,000		4	4			
Racine to Kenosha, Wis.		60		60	60		3	3			
Capsized		30		30	30		3	3		1	1
Pleasure trip		250		250	250		2	2			
do		500		500	450	50	12	12			
do		75		75	75		1	1			
do		50		50	50		2	2			
Chicago, Ill., to Port Huron, Mich.	Corn	18,000	25,000	43,000	42,500	500	7	7			
Milwaukee to Sturgeon Bay, Wis.		20,000		20,000	20,000		14	14			
Milwaukee, Wis., to Torch Lake, Mich.		1,000		1,000	500	500	5	5			

‡Disabled.

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United States Life-Saving Service.—Table

DISTRICT NO. 11.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1893.					
Sept. 15	One-quarter mile northwest of station.	Michigan City	Fishboat, Michigan City, Ind.		
Sept. 16	One hundred and fifty yards west-northwest of station.	South Haven	Slp. Modock, South Haven, Mich.		
Sept. 16	One-sixth mile west of station.	Michigan City	Sc. Hattie Earle, Clay Bank, Mich	Ludwig	101
Sept. 18	Nine miles southwest of station.	North Manitou Island.	Sc. C. L. Fick, Chicago, Ill.	Harris	90
Sept. 21	Two and one-half miles north-northeast of station.	Pentwater	Fish boat, Stony Creek, Mich.		
Sept. 21	One-half mile southeast of station.	White River	Sc. Exchange, Milwaukee, Wis	O'Hara	28
Sept. 22	Two and one-half miles east-northeast of station.	Chicago	Slp. yt. Rambler, Chicago, Ill.		
Sept. 24	Fourteen miles north of station.	Point Betsey	Slp. Two Brothers, Sturgeon Bay, Wis.		
Sept. 25	One-half mile southwest of station.	White River	Sc. Cora, Benton Harbor, Mich.	Suffern	44
Sept. 29	One-quarter mile south of station.	Chicago	Slp. May C., Chicago, Ill.		
Sept. 29	One-third mile southwest of station.	do	Scow, Chicago, Ill		
Sept. 29	One-half mile north of station.	Sheboygan	Sc. Stafford, Chicago, Ill.	Olson	200
Sept. 30	One mile south-southwest of station.	Chicago	Scow, Chicago, Ill.		
Sept. 30	Three and one-half miles southeast of station.	Milwaukee	Sc. John T. Johnson, Chicago, Ill.	Merrow	448
Oct. 1	Thirty-six miles north of station.	Sturgeon Bay Canal.	Bg. Windsor, Chicago, Ill.	Williams	238
Oct. 2	Two hundred yards east of station.	Holland	Str. City of Holland, Grand Haven, Mich.	Grant	439
Oct. 2	One-half mile north of station.	Racine	Str. Chicago, Milwaukee, Wis.	Wittie	747
Oct. 6	One hundred yards west of station.	St. Joseph	Str. Ida E., Grand Haven, Mich.	Richardson.	183
Oct. 6	One-half mile east of station.	Milwaukee	Yt. Viola, Milwaukee, Wis.		8
Oct. 8	Two miles north of station.	Sturgeon Bay Canal.	Sc. Sassacus, Chicago, Ill.	McDonald	109
Oct. 10	One mile northeast of station.	Muskegon	Sc. Oh My! Muskegon, Mich.		
Oct. 13	Three and one-half miles south-southeast of station.	Beaver Island	Str. A. McVittie, Ogdensburg, N. Y.	Rollo	2,047
Oct. 13	Racine Reef	Racine	Sc. Evra Fuller, Chicago, Ill.	Smith	229
Oct. 14	One-eighth mile east-southeast of station.	Manistee	Sc. Caledonia, Milwaukee, Wis.	Jansen	52
Oct. 14	One-half mile east of station.	Milwaukee	Sc. S. Thal, Milwaukee, Wis.	Johnson	55
Oct. 15	One-third mile east by south of station.	Racine	Sc. Joseph G. Masten, Sandusky, Ohio.	Parker	621
Oct. 24	Four miles south of station.	Frankfort	Sc. South Side, Milwaukee, Wis.	Morbeck	140
Oct. 25	Three miles north of station.	Chicago	Fish boat Black Hawk, Chicago, Ill.		
Oct. 26	Two hundred yards west-southwest of station.	Muskegon	Rowboat, Muskegon, Mich.		
Oct. 28	Whiting, 5 miles southeast of station.	South Chicago	Str. Florida, Buffalo, N. Y.	McAdams	2,103
Oct. 31	One-quarter mile northwest of station.	Frankfort	Sc. Magnolia, Milwaukee, Wis.	Olsen	118
Oct. 31	One mile north of station.	do	Sc. Len Higby, Grand Haven, Mich.	Krones	53

* One was washed overboard before the vessel came ashore.

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of casualties, season of 1893–94—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.
Fishing trip		$30		$30	$30		1	1			
Pleasure trip		40		40	20	$20	4	4			
Clay Bank, Mich., to Michigan City, Ind.	Wood	800	$400	1,200	300	900	3	3		3	5
Chicago, Ill., to Charlevoix, Mich.		4,000		4,000	4,000		4	4			
Ludington to Stony Creek, Mich.	Fishing outfit.	40	25	65	65		2	2		2	2
Sheboygan, Wis., to Grand Haven, Mich.	Lime	600	200	800	550	250	2	2		2	4
Pleasure trip		200		200	165	35	8	8			
Sturgeon Bay Canal to Frankfort, Mich.		300		300	250	50	2	2			
St. Joseph to Manistee, Mich.		1,500		1,500	1,250	250	3	3		3	3
Parted cables		100		100		100					
Sunk at moorings		600		600	425	175					
Frankfort, Mich., to Chicago, Ill.	Lumber	10,000	2,850	12,850	7,250	5,600	8	8		8	8
Dragging anchor		250		250	225	25	4	4			
Manistee, Mich., to Chicago, Ill.	Lumber	12,000	5,600	17,600	11,800	5,800	7	7			
Snow Island to Chicago, Ill.	Telegraph poles and cedar posts	5,000	1,800	6,800		6,800	5	5	(*)		
Holland, Mich., to Chicago, Ill.	Fruit	40,000	1,200	41,200	41,200		49	49			
Milwaukee, to Racine, Wis.	Merchandise.	40,000	40,000	80,000	80,000		67	67			
St. Joseph to Manistee, Mich.		20,000		20,000	19,700	300	14	14			
Collided with pier		1,500		1,500	1,500		1	1			
Jacksonport to Milwaukee, Wis.	Wood	3,000	300	3,300	60	3,240	3	3			
Pleasure trip		200		200	200		2	2			
Ogdensburg, N. Y., to Chicago, Ill.	Merchandise.	140,000	100,000	240,000	240,000		21	21			
Menominee, Mich., to Chicago, Ill.	Lumber	4,000	2,200	6,200		6,200	6	6		5	10
Manistee, Mich., to to Racine, Wis.	do	1,800	600	2,400	2,300	100	4	4			
Menominee, Mich., to Milwaukee, Wis.	Corn	700	400	1,100	1,100		3	3			
Cleveland, Ohio, to Racine, Wis.	Coal	17,000	2,500	19,500	15,100	4,400	7	7			
Milwaukee, Wis., to Heron Lake, Mich.	Wood	1,000	100	1,100	1,050	50	5	5			
Fishing trip		100		100		100	2	2			
Swamped		15		15	15		1	1			
Buffalo, N. Y., to South Chicago, Ill.	Coal	111,110	8,795	119,905	108,100	11,805	25	25		1	1
Milwaukee, Wis., to to Frankfort, Mich.		2,000		2,000	1,400	600	5	5			
do		800		800	600	200	4	4		4	4

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United States Life-Saving Service.—Table

DISTRICT NO. 11.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1893.					
Nov. 2	One hundred yards south-southwest of station.	St. Joseph	Naphtha yt. Dart, Grand Rapids, Mich.		
Nov. 11	Fox Point	Milwaukee	Str. J. M. Allmendinger, Milwaukee, Wis.	Moody	183
Nov. 16	One-half mile northwest of station.	Muskegon	Scow Mackinac, Grand Haven, Mich.		238
Nov. 17	Thirty-eight miles north of station.	Sturgeon Bay Canal.	Sc. J. A. Travis, Milwaukee, Wis.	Icke	101
Nov. 19	Two and one-half miles south of station.	North Manitou Island.	Sc. Iris,† Milwaukee, Wis.	Peterson	62
Nov. 20	Sixty feet east of station.	Muskegon	Rowboat, Muskegon, Mich.		
Nov. 20	One-fifth mile east of station.	Racine	Sc. Bay State, Milwaukee, Wis.		249
Nov. 28	Three miles east of station.	Kenosha	Str. John Plankinton,† Milwaukee, Wis.	Powell	1,822
Nov. 29	Two miles northeast of station.	Milwaukee	Sc. Three Bells,† Milwaukee, Wis.	Webb	60
Dec. 1	One mile east of station	Sheboygan	Sc. Charles P. Minch,† Chicago, Ill.	Kaufman	408
Dec. 3	Three miles east of station.	Michigan City	Str. F. W. Wheeler, Detroit, Mich.	Trotter	1,688
Dec. 11	Seven miles north of station.	Milwaukee	Str. F. and P. M. No. 3, Port Huron, Mich.	Stewart	925
Dec. 26	Sixty yards east-southeast of station.	Manistee	Skiff, Manistee, Mich		
1894.					
Jan. 6	One hundred and fifty yards from station.	Muskegon	Rowboat		
Apr. 2	One-sixth mile north of station.	Frankfort	Str. Kitty O'Neil, Chicago, Ill.	Downer	7
Apr. 3	Two hundred and fifty yards west of station.	Pentwater	Sc. G. Ellen, Milwaukee, Wis.	Kittelson	86
Apr. 8	Black Lake, 2 miles east of station.	Holland	Sc. Alice Royce, Grand Haven, Mich.	Waring	14
Apr. 8	Two hundred yards east of station.	Racine	Sc. Silver Lake, Milwaukee, Wis.	Christiansen.	111
Apr. 9	One and one-half miles east of station.	Sheboygan	Sc. Lottie Cooper, Milwaukee, Wis.	Lawrence	252
Apr. 18	Two miles south-southeast of station.	Chicago	Rowboat, Chicago, Ill.		
Apr. 19	Two hundred yards northeast of station.	do	Sloop yacht,† Chicago, Ill.		
Apr. 19	Forty miles north of station.	Frankfort	Str. A. B. Taylor, Grand Haven, Mich.	Rhode	78
Apr. 25	One and one-half miles south of station.	Chicago	Schooner, Chicago, Ill.		
May 1	Two and one-half miles northeast of station.	Racine	Small boat, Racine, Wis.		
May 1	Three-quarters of a mile east-northeast of station.	Grand Haven	Scow, Grand Haven, Mich.		
May 2	One hundred yards east of station.	Chicago	Rowboat, Chicago, Ill.		
May 6	Two miles east of station.	Milwaukee	Yawl, Milwaukee, Wis.		
May 6	One and one-half miles northeast of station.	Sheboygan	Sloop, Sheboygan, Wis.		
May 7	One hundred and seventy yards south of station.	Kenosha	Sloop, Kenosha, Wis.		
May 9	Two and one-half miles from station.	Sturgeon Bay Canal.	Sc. Presto, Chicago, Ill.	Kneip	184
May 13	One-quarter mile southeast of station.	Racine	Canoe, Racine, Wis.		
May 14	Three-quarters of a mile south of station.	Evanston	Sloop, Rogers Park, Ill.		

* No one on board. † In distress, requiring the assistance of the life-saving crew.

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of casualties, season of 1893–94—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 Holland, Mich.	.....	$2,500	.....	$2,500	$2,475	$25	3	3	.....	.....	.....
Manistee, Mich., to Milwaukee, Wis.	Lumber ...	12,000	$2,500	14,500	14,500	.....	9	9	.....	.....	.....
Manistee to Muskegon, Mich.	.....do	4,000	3,000	7,000	2,000	5,000	(*)	.....	.....	.....	.....
Elison Bay to Milwaukee, Wis.	Wood.....	3,500	500	4,000	.....	4,000	5	5	.....	.....	.....
Adrift.....	Merchandise.	4,000	8,000	12,000	12,000	.....	5	5	.....	.....	.....
Capsized.....	.....	15	....	15	15	.....	2	2	.....	1	1
Sturgeon Bay to Racine, Wis.	Stone..	1,000	300	1,300	1,300	.....	2	2	.....	.....	.....
Chicago, Ill., to Erie, Pa.	Corn.....	140,000	40,000	180,000	179,500	500	17	17	.....	.....	.....
Frankfort, Mich., to Milwaukee, Wis.	Slabs.....	500	300	800	600	200	2	2	.....	.....	.....
Buffalo, N. Y., to Racine, Wis.	Coal	40,000	35,000	75,000	75,000	.....	8	8	.....	.....	.....
Buffalo, N. Y., to Chicago, Ill.	.....do.....	100,000	15,000	115,000	.....	115,000	16	16	.....	.....	.....
Ludington, Mich., to Milwaukee, Wis.	Merchandise.	80,000	25,000	105,000	103,800	1,200	44	44	.....	.....	.....
Adrift.....	.....	15	.....	15	15	.....	1	1	.....	.....	.....
Pleasure trip	.....	10	.....	10	10	.....	1	1	.....	.....	.....
Sunk in harbor.....	.....	500	.....	500	400	100	(*)	.....	.....	.....	.....
Racine, Wis., to Pentwater, Mich.	.....	1,500	....	1,500	1,470	30	3	3	.....	.. ...	.....
Holland to Saugatuck, Mich.	Lumber ...	1,000	75	1,075	1,075	.....	1	1	.....	.....	.....
Baileys Harbor, to Racine, Wis.	Wood	2,000	500	2,500	2,475	25	1	1	.....	.....	.....
Pine Lake, Mich., to Sheboygan, Wis.	Lumber ...	7,000	3,500	10,500	2,150	8,350	6	5	1	5	5
Fishing trip.....	.....	20	.....	20	20	.....	1	1	.....	.....	.....
Pleasure trip.....	.....	125	.....	125	110	15	3	3	.....	.....	.....
Frankfort to Good Harbor, Mich.	Merchandise.	11,000	500	11,500	11,000	500	6	6	.....	.....	.....
Adrift	.....	70	.....	70	70	.....	.....	.....	.....	.....	.....
Fishing trip	.....	15	.....	15	15	.....	2	1	1	1	1
Adrift.....	.....	500	.....	500	500	.....	.....	.....	.....	.....	.....
.....do.....	.....	40	.....	40	40	.....	.....	.....	.....	.....	.....
.....do.....	.....	50	.....	50	50	.....	3	3	.....	.....	.....
.....do.....	.....	25	.....	25	25	.....	3	3	.....	.....	.....
Capsized and sunk in harbor.	.....	50	.....	50	50	.....	3	3	.....	.....	.....
Thompsons Pier, Mich., to Chicago, Ill.	Lumber ...	1,000	600	1,600	1,400	200	7	7	.....	.....	.....
Pleasure trip	.....	10	.....	10	10	.....	2	2	.....	2	2
Capsized.....	.....	50	.....	50	50	.....	2	2	.....	2	2

‡ Disabled. ⁋ In distress, requiring assistance.

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United States Life-Saving Service.—Table

DISTRICT NO. 11.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1894.					
May 15	Two miles north of station.	Kenosha	Sc. Coral, Milwaukee, Wis.	Gardiner	116
May 18	Eight miles north of station.	Evanston	Sc. Lincoln Dall, Grand Haven, Mich.	Johanson	207
May 18	One-eighth mile west of station.	Michigan City	Sc. Morses Gage, Chicago, Ill.	Hart	225
May 18	One and one-half miles southeast of station.	South Chicago	Sc. C. G. Mixer, Chicago, Ill.	Ashberk	294
May 18	Four and three-quarter miles north of station.	Chicago	Sc. Jack Thompson, Chicago, Ill.	Williamson.	210
May 18	Three and one-half miles south of station.	do	Sc. Myrtle, Chicago, Ill.	Wilson	207
May 18	One and one-quarter miles south of station.	do	Sc. Rainbow, Milwaukee, Wis.	Pugh	257
May 18	Four miles north of station.	do	Sc. Evening Star, Milwaukee, Wis.	Kelton	214
May 18	Three-quarters of a mile southeast of Milwaukee station.	Milwaukee and Racine.	Sc. M. J. Cummings, Oswego, N. Y.		330
May 18	One mile northeast of station.	Chicago	Scow, Chicago, Ill		
May 18	do	do	do		
May 18	Four and one-quarter miles north of station.	do	Sc. J. Loomis McLaren, Chicago, Ill.	Johnson	287
May 18	do	do	Sc. Mercury, Grand Haven, Mich.	Schuman	230
May 18	One and one-seventh miles southeast of station.	White River	Slp. yt. Vega, White Hall, Mich.		
May 18	About one-third mile west of station.	Grand Haven	Sc. Pearl, Grand Haven, Mich.	Olson	21
May 18	About 1 mile south of station.	Milwaukee	Sc. C. C. Barnes, Toledo, Ohio.	Nixon	529
May 21	Ten miles northeast of station.	Michigan City	Sc. Emma C. Hutchinson,† Cleveland, Ohio.	Vosburgh	737
May 22	Racine Reef	Racine	Str. J. P. Clark, Port Huron, Mich.	Fish	81
May 22	Racine Point	do	Str. Joseph C. Suit, Grand Haven, Mich.	Crall	152
May 23	One hundred and seventy-five yards east of station.	Chicago	Str. Robert Tarrant, Chicago, Ill.	McCrea	41
May 27	About one-quarter mile northeast of station.	do	Sloop yacht, Chicago, Ill.		
May 27	Two and one-half miles north of station.	do	Rowboat, Chicago, Ill		
May 28	Two hundred yards east of station.	do	do		
June 3	Three-quarters of a mile north of station.	do	Sailboat, Chicago, Ill		
June 10	Thirteen miles south of station.	Manistee	Str. J. M. Allmendinger,‡ Milwaukee, Wis.	Many	183
June 15	Four miles east of station.	North Manitou Island.	Sc. Restless, Milwaukee, Wis.	Busion	51
June 17	Two miles north-northeast of station.	Manistee	Scow, Manistee, Mich		
June 18	One-quarter mile south of station.	Two Rivers	Small boat, Two Rivers, Wis.		
June 20	Three-quarters of a mile east of station.	Chicago	Slp. Daisy M., Chicago, Ill.		
June 23	Two miles north of station.	Manistee	Skiff, Manistee, Mich		
June 24	Two hundred yards southeast of station.	South Haven	Sloop, South Haven, Mich.		
June 24	One mile north of station.	Chicago	Slp. O. K., Chicago, Ill		
	Total				

* One lost overboard before the vessel came ashore.

† The mate was killed by the breaking of the tow post, which struck him on the head, before the vessel came ashore.

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of casualties, season of 1893–94—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.
Green Bay to Kenosha, Wis.	Wood	$800	$500	$1,300	$1,300	.....	7	7	.....	.....	.....
Manistee, Mich., to Chicago, Ill.	Lumber ...	2,500	2,000	4,500	.....	$4,500	4	4	(*)	3	12
Little Bay, Mich., to Michigan City, Ind.	.....do.....	3,000	2,500	5,500	1,500	4,000	6	6	.....	.....	.....
St. Jose Island, Canada, to Chicago, Ill.	Hemlock ties.	4,000	3,500	7,500	3,500	4,000	7	7	.....	.....	.....
Dragged anchors and stranded.	Lumber ...	2,500	3,000	5,500	.....	5,500	7	6	1	.....	.....
Pine Lake, Mich., to Chicago, Ill.	.....do.....	2,000	250	2,250	.....	2,250	7	.....	7	.....	.....
Menominee, Mich., to Chicago, Ill.	.....do.....	4,500	3,000	7,500	.....	7,500	7	7	.....	4	4
Chicago, Ill., to Pine Lake, Mich.	.....	3,000	.....	3,000	.....	3,000	6	6	.....	.....	.....
.....	.....	5,000	2,500	7,500	.....	7,500	7	1	6	.....	.....
In Chicago harbor.....	Miscellaneous.	120	30	150	140	10	1	1	.....	.....	.....
.....do.....	.....do.....	200	50	250	235	15	7	7	.....	7	7
Menominee, Mich., to Chicago, Ill.	Lumber ...	10,000	4,000	14,000	.....	14,000	†6	6	.....	.....	.....
Ludington, Mich., to Chicago, Ill.	.....do.....	4,000	4,100	8,100	.....	8,100	7	7	.....	.....	.....
Pleasure trip	.....	200	.....	200	200	.....	2	2	.....	1	1
Manistee to Holland, Mich.	Shingles...	700	200	900	900	.....	2	2	.....	.....	.....
Milwaukee to Fort Rives, Wis.	.....	18,000	.....	18,000	13,500	4,500	7	7	.....	.....	.....
Chicago, Ill., to Buffalo, N. Y.	Corn.....	18,000	20,000	38,000	38,000	.....	9	9	.....	.....	.....
Chicago, Ill., to Port Huron, Mich.	.....	10,000	.....	10,000	10,000	.....	11	11	.....	.....	.....
St. Joseph, Mich., to Milwaukee, Wis.	Iron pipe..	18,000	3,000	21,000	21,000	.....	11	11	.....	.....	.....
Towing in Chicago harbor.	.....	10,000	.....	10,000	9,000	1,000	4	4	.....	.....	.....
Pleasure trip	.....	300	.....	300	265	35	.....	.....	.....	.....	.....
Adrift.....	.....	30	.....	30	20	10	2	2	.....	.....	.....
Pleasure trip	.....	30	.....	30	30	.....	3	3	.....	.....	.....
Capsized.....	.....	25	.....	25	25	.....	2	2	.....	.....	.....
Manistee, Mich., to Milwaukee, Wis.	Lumber ...	10,000	1,500	11,500	11,425	75	10	10	.....	.....	.....
East Jordan, Mich., to Manitowoc, Wis.	Wood.....	800	400	1,200	1,200	.....	3	3	.....	.....	.....
.....	Gravel.....	60	10	70	70	.....	2	2	.....	.....	.....
Fishing trip	.....	15	.....	15	15	.....	1	1	.....	.....	.....
Pleasure trip	.....	225	.....	225	215	10	3	3	.....	.....	.....
Fishing trip	.....	15	.....	15	15	.....	3	3	.....	.....	.....
Pleasure trip	.....	40	.....	40	40	.....	2	2	.....	.....	.....
.....do	.....	200	.....	200	200	.....	5	5	.....	.....	.....
.....	.....	1,067,095	387,310	1,454,405	1,198,645	255,760	723	707	16	63	83

‡ Disabled.

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United States Life-Saving Service.—Table

DISTRICT NO. 12.—EMBRAC

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1893.					
July 12	One-half mile northeast of station.	Coquille River.....	Sailboat, Bandon, Oreg.	.....	.....
July 17	Republic Spit.....	Cape Disappointment.	Fish boat, Astoria, Oreg.	.....	.....
July 17	Coos Bay Bar.....	Cape Arago.....	Str. Emily, San Francisco, Cal.	Lucas.....	286
Aug. 10	One and one-quarter miles east of station.	Point Adams.....	Sloop, Astoria, Oreg.....	.....	.....
Aug. 15	Three-quarters of a mile south, one-half west, of station.	Golden Gate Park	Skiff, San Francisco, Cal.	.....	.....
Aug. 21	Three-quarters of a mile west of station.	Coquille River.....	Fish boat, Bandon, Oreg.	.....	.....
Aug. 24	Point Toko, 3 miles east of station.	Shoalwater Bay....	Slp. Blue Jacket, Bruceport, Wash.	.....	.....
Oct. 26	Three miles west of Fort Point Station.	Fort Point and Golden Gate Park.	Str. City of New York, New York City.	Johnson.....	3,010
Nov. 17	Abreast of station.	Fort Point.....	Sc. Industry, San Francisco, Cal.	Hansen.....	21
Nov. 18	Two and one-half miles south of station.	Cape Arago.....	Raft of piles, Coos Bay, Oreg.	.....	.....
Nov. 24	Desdemona Spit, 1¼ miles northeast of station.	Point Adams.....	Shp. Parthenope, Liverpool, England.	Thal.....	1,563
Nov. 24	One-half mile south of station.	Humboldt Bay.....	Pile driver	.....	.....
Dec. 21	One mile north of station..	Cape Arago.....	Rowboat, Coos Bay, Oreg.	.....	.....
1894.					
Jan. 13	Two miles northeast of station.	Coquille River.....	Str. Dispatch, Coos Bay, Oreg.	Fredericks	158
Jan. 17	Three miles northeast of station.	Fort Point.....	Fish boat, San Francisco, Cal.	.....	.....
Jan. 17	One mile north of station..	.....do.....	.....do	.....	.....
Feb. 15	One and one-half miles northwest of station.	.....do.....	Skiff, San Francisco, Cal.	.....	.....
May 2	One-quarter mile north of station.	Golden Gate Park	Fish boat Jane, San Francisco, Cal.	.....	.....
May 8	Fishermans Rock, Point Lobos.	..... do.....	Fish boat, San Francisco, Cal.	.....	.....
May 18	Peacock Spit.....	Cape Disappointment.	Fish boat, Astoria, Oreg.	.....	.....
May 21	Republic Spit.....	.....do.....	.....do	.....	.....
May 28	Clatsop Spit	Point Adams.....	.....do	.....	.....
	Total.....				.....

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of casualties, season of 1893–94—Continued.

ING PACIFIC COAST.

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		$85		$85	$85		2	2			
Fishing trip	Fish and fishing gear.	300	$200	500	465	$35	2		2		
San Francisco, Cal., to Coos Bay, Oreg.	General	35,000	15,000	50,000		50,000	56	55	1		
Pleasure trip		300		300	300		3	3		1	1
Fishing trip		20		20	20		1		1		
do	Fishing outfit.	50	10	60	30	30	2	2			
Point Toko to South Bend, Wash.		800		800	800		2	2		1	1
San Francisco, Cal., to China and Japan.	General	300,000	245,000	545,000	91,000	454,000	237	237			
Dragged anchors and stranded.		1,500		1,500	1,350	150	2	2			
Coos Bay, Oreg., to San Francisco, Cal.		35,000		35,000	31,000	4,000					
Portland, Oreg., to Plymouth, England	Wheat	75,000	50,000	125,000	125,000		28	28			
Adrift		1,750		1,750	1,500	250					
do		25		25	25						
Bandon to Coquille City, Oreg.		8,000		8,000	8,000		8	8			
Adrift	Fishing gear.	700	300	1,000	1,000						
Capsized	do	300	50	350	350		1	*1			
Adrift		10		10		10	1	1		1	1
Fishing trip	Fish	200	5	205	200	5	1	1		1	2
do		200		200	200		1	1			
do	Fishing gear.	100	250	350	300	50	2	2		2	2
do	do	200	250	450	450		2	2			
do	Fish net	150	200	350	350		2	2		2	2
		459,690	311,265	770,955	262,425	508,530	353	349	4	8	9

* Rescued by a boat near by.

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United States Life-Saving Service.—Table

RECAPITU

Districts.	Total number of disasters.	Total value of vessels.	Total value of cargoes.
District No. 1	63	$204,135	$68,570
District No. 2	47	426,515	163,935
District No. 3	44	1,385,760	548,620
District No. 4	51	347,870	198,825
District No. 5	28	467,845	512,215
District No. 6	27	928,750	399,510
District No. 7	18	91,340	3,790
District No. 8	31	236,345	34,690
District No. 9	80	425,835	81,490
District No. 10	54	934,545	269,425
District No. 11	131	1,067,095	387,310
District No. 12	22	459,690	311,265
Aggregate	596	6,975,725	2,979,645

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of casualties, seasons of 1893–94—Continued.

LATION.

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.
$272,705	$196,145	$76,560	390	390	.....	34	72	7
590,450	274,885	315,565	338	306	32	115	182	15
1,934,380	1,735,110	199,270	891	890	1	69	258	10
546,695	446,955	99,740	320	309	11	22	49	6
980,060	857,670	122,390	195	193	2	52	78	8
1,328,260	955,320	372,940	277	277	.....	155	556	13
95,130	18,900	76,230	84	83	1	35	83	1
271,035	264,165	6,870	134	134	.....	16	21	3
507,325	405,315	102,010	368	367	1	20	25	4
1,203,970	1,113,940	90,030	418	418	.....	51	51	4
1,454,405	1,198,645	255,760	723	707	16	69	89	18
770,955	262,425	508,530	353	349	4	9	10	2
9,955,370	7,729,475	2,225,895	4,491	4,423	68	*647	*1,474	91

*These figures include 96 persons to whom succor was given who were not on the vessels embraced in the tables, and 103 days of such succor, as follows:

District No. 2,	8 persons 10 days.	District No. 8,	2 persons 2 days.
District No. 3,	4 persons 4 days.	District No. 9,	11 persons 16 days.
District No. 4,	5 persons 5 days.	District No. 10,	37 persons 37 days.
District No. 5,	1 person 1 day.	District No. 11,	6 persons 6 days.
District No. 6,	17 persons 17 days.	District No. 12,	1 person 1 day.
District No. 7,	4 persons 4 days.		
		Total	96 103

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APPROPRIATIONS AND EXPENDITURES.

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STATEMENT

SHOWING THE

APPROPRIATIONS AND EXPENDITURES FOR THE MAINTENANCE OF THE LIFE-SAVING SERVICE FOR THE FISCAL YEAR ENDING JUNE 30, 1894.

Appropriation—Life-Saving Service, 1894.

For salaries of superintendents of the life-saving and lifeboat 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	1,200.00	
		$21,300.00
For salaries of 254 keepers of life-saving and lifeboat stations and of houses of refuge		221,400.00
For pay of crews of surfmen employed at the life-saving and lifeboat stations during the period of actual employment; compensation of volunteers at life-saving and lifeboat 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 coast of the United States		1,088,047.50
Total		1,330,747.50

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Expenditures.

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

District No. 1, July 1, 1893, to June 30, 1894	$1,500.00	
District No. 2, July 1, 1893, to June 30, 1894	1,500.00	
District No. 3, July 1, 1893, to June 30, 1894	1,800.00	
District No. 4, July 1 to December 31, 1893, and April 1 to June 30, 1894	1,350.00	
District No. 5, July 1, 1893, to June 30, 1894	1,500.00	
District No. 6, July 1, 1893, to June 30, 1894	1,800.00	
District No. 7, July 1, 1893, to June 30, 1894	1,500.00	
District No. 8, July 1, 1893, to June 30, 1894	1,500.00	
District No. 9, July 1, 1893, to June 30, 1894	1,800.00	
District No. 10, July 1, 1893, to June 30, 1894	1,800.00	
District No. 11, July 1, 1893, to June 30, 1894	1,800.00	
District No. 12, July 1, 1893, to June 30, 1894	1,800.00	
Salary of assistant superintendent, District No. 3, from July 1, 1893, to June 30, 1894	1,200.00	
		$20,850.00
Salaries of 237 keepers, Districts Nos. 1 to 12, inclusive, quarter ending September 30, 1893	52,339.39	
Salaries of 239 keepers, Districts Nos. 1 to 12, inclusive, quarter ending December 31, 1893	52,697.20	
Salaries of 241 keepers, Districts Nos. 1 to 12, inclusive, quarter ending March 31, 1894	53,110.00	
Salaries of 241 keepers, Districts Nos. 1 to 12, inclusive, quarter ending June 30, 1894	53,550.00	
		211,696.59
Pay of surfmen in District No. 1, from September 1, 1893, to April 30, 1894	41,340.00	
Pay of surfmen in District No. 2, from September 1, 1893, to April 30, 1894	82,810.00	
Pay of surfmen in District No. 3, from September 1, 1893, to April 30, 1894	127,467.17	
Pay of surfmen in District No. 4, from September 1, 1893, to April 30, 1894	137,797.90	
Pay of surfmen in District No. 5, from September 1, 1893, to April 30, 1894	59,280.00	
Pay of surfmen in District No. 6, from September 1, 1893, to April 30, 1894	102,982.90	
Pay of surfmen in District No. 7, from September 1, 1893, to April 30, 1894	5,759.87	
Pay of surfmen in District No. 8, from September 1, 1893, to April 30, 1894	25,456.62	
Pay of surfmen in District No. 9, from July 1, 1893, to June 30, 1894	38,509.25	
Pay of surfmen in District No. 10, from July 1 to December 12, 1893, and from April 1 to June 30, 1894	60,510.57	
Pay of surfmen in District No. 11, from July 1 to December 10, 1893, and from April 2 to June 30, 1894	87,273.86	
Pay of surfmen in District No. 12, from July 1, 1893, to June 30, 1894	68,672.88	
To reimburse keepers for expenses incurred for services of temporary surfmen during disability of keepers under the provisions of section 7 of the act approved May 4, 1882	701.73	
Pay of surfmen as acting keepers:		
Chatham Station, District No. 2, August 22 to September 13, 1893	49.14	
Velasco Station, District No. 8, July 1 to 24, 1893	50.32	
Pay of volunteer surfmen for assistance to the keepers and crews of certain stations at wrecks which occurred during the active season:		
District No. 2	15.00	
District No. 3	12.00	

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Pay of volunteer surfmen, etc.—*Continued.*		
District No. 6	$3.00	
District No. 10	6.29	
District No. 11	36.00	
Pay of surfmen for services at wrecks which occurred at periods when crews were not required to reside at the stations:		
District No. 1	197.00	
District No. 2	15.00	
District No. 3	171.00	
District No. 4	198.00	
District No. 5	51.00	
District No. 6	174.50	
District No. 7	57.00	
District No. 9	24.00	
District No. 11	66.00	
		$839,688.00
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882	5,148.89	
Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882	2,069.28	
Pay of widows and others under the provisions of section 8 of the act approved May 4, 1882	3,976.61	
		11,194.78
Apparatus	30,900.18	
Books, charts, stationery, advertising, etc	1,339.83	
Care of stations pending appointment of keepers	224.78	
Compensation for special services, labor, etc	20,058.57	
Draft animals	6,798.96	
Equipments	7,978.07	
Freight, packing, storage, telegraphing, etc	3,673.19	
Fuel and water for stations	18,069.94	
Furniture	4,356.28	
Medals	1,035.20	
Medicines	102.95	
Protection of stations from enchroachment of the sea	520.92	
Rebuilding, repair, and improvement of stations	25,507.12	
Recording conveyances	7.05	
Rent of offices of inspector and superintendents	3,381.67	
Repairs to apparatus, equipments, and furniture	2,403.67	
Sites for stations	826.00	
Subsistence of persons rescued from wrecked vessels	292.00	
Supplies	12,151.20	
Transporting apparatus to and from wrecks, from stations where horses are not kept	624.38	
Traveling expenses of officers	9,373.65	
		149,625.61
Total expenditures from appropriation "Life-Saving Service, 1894"		1,233,054.98
Balance of available funds July 1, 1894		97,692.52
		1,330,747.50

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, 1893	$54,254.14
To which repayments have been made amounting to	13,282.21
Total available funds	$67,536.35

The expenditures from this sum during the last year made in pay-

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ment of indebtedness standing over from the preceding year were as follows:

"Life-Saving Service, 1893," available as above		$67,536.35
Salary of superintendent of the Sixth Life-Saving District from January 1 to February 15, 1893		229.72
Pay of keeper, Turtle Gut Station, District No. 4, from January 1 to February 10, 1893	$102.50	
Pay of keeper, Cape Disappointment Station, District No. 12, from April 18 to May 19, 1893	79.12	
		181.62
To reimburse keeper of the Morris Island Station, District No. 7, for expenses incurred for services of temporary surfman, during disability of keeper, under the provisions of section 7 of the act approved May 4, 1882, from January 1 to 22, 1893	46.13	
Pay of surfman as acting keeper of Velasco Station, District No. 8, between May 27 and June 30, 1893	73.31	
Pay of surfmen, as follows:		
Watch Hill Station, District No. 3, April 1 to 22, 1893	47.67	
Oregon Inlet Station, District No. 6—		
January 10, to 27, 1893 $37.74		
April 1 to 17, 1893 25.99		
	63.73	
Caffey's Inlet Station, District No. 6, April 1 to 20, 1893	43.33	
Cleveland Station, District No. 9—		
October 1 to November 26, 1892 $92.94		
April 15 to May 17, 1893 30.61		
April 15 to June 30, 1893 116.17		
	239.72	
Point Reyes Station, District No. 12, January 1 to March 1, 1893	132.10	
Ilwaco Beach Station, District No. 12, April 1 to 5, 1893	10.83	
Pay of surfmen for services at wrecks which occurred at periods when crews were not required to reside at the stations:		
District No. 1	18.00	
District No. 2	45.00	
District No. 3	30.00	
District No. 4	96.00	
District No. 5	18.00	
District No. 6	7.00	
Pay of volunteer surfmen for assistance to the keepers and crews of certain stations at wrecks which occurred during the active season:		
District No. 11	15.00	
		885.82
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882	3,531.14	
Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882	49.04	
Pay of widows and others under the provisions of section 8 of the act approved May 4, 1882	2,256.40	
		5,836.58
Apparatus	8,130.16	
Books, charts, stationery, advertising, etc	540.78	
Care of stations pending appointment of keepers	65.81	
Compensation for special services, labor, etc	918.13	
Draft animals	500.50	
Equipments	2,509.75	
Freight, packing, storage, telegraphing, etc	1,148.91	
Fuel and water for stations	319.77	
Furniture	690.75	
Medals	3.75	
Medicines	60.00	
Rebuilding, repair, and improvements of stations	11,601.97	
Rent of offices of inspector and superintendents	1,051.33	
Repairs to apparatus, equipments, and furniture	268.28	

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Sites for stations	$20.00	
Subsistence of persons rescued from wrecked vessels	4.00	
Supplies	2,556.89	
Transporting apparatus to and from wrecks, from stations where horses are not kept	88.00	
Traveling expenses of officers	835.80	
		$31,314.58
Total expenditures from appropriation "Life-Saving Service, 1893"		38,448.32
Balance of available funds July 1, 1894		29,088.03
		67,536.35

There also remained unexpended at the beginning of the fiscal year from appropriation of 1892, the following:

"Life-Saving Service, 1892"	$18,973.91

The expenditures from this balance during the last year, made in payment of indebtedness standing over from the fiscal year ending June 30, 1892, were as follows:

"Life-Saving Service, 1892," available as above		$18,973.91
Pay of surfman at Ship Canal Station, District No. 10, from April 23 to May 9, 1892	$27.85	
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882	195.11	
Pay of widows and others under the provisions of section 8 of the act approved May 4, 1882	5.00	
Freight, packing, storage, telegraphing, etc	27.59	
Rebuilding, repair and improvement of stations	4.50	
Sites for stations	20.00	
Supplies	.50	
Total expenditures from appropriation "Life-Saving Service, 1892"		280.55
Balance unexpended June 30, 1894		18,693.36

This unexpended balance of $18,693.36 was carried to the surplus fund June 30, 1893.

Other appropriations for the maintenance of the Life-Saving Service were as follows:

"Site, Long Branch Life-Saving Station"— Balance available July 1, 1893	$13,946.24
"Telephone line, Cape Charles to Assateague Island, Virginia"— Balance available July 1, 1893	1,699.01

As there were no expenditures during the year from these appropriations, the balances on hand June 30, 1894, remained the same, the latter amount being carried to the surplus fund.

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, 1893	$5,159.96
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	280.40
Total available funds	5,440.36

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

The total net expenditures for the maintenance of the Life-Saving

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Service during the fiscal year ending June 30, 1894, were therefore as follows:

"Life-Saving Service, 1894"		$1,233,054.98
"Life-Saving Service, 1893"		38,448.32
"Life-Saving Service, 1892"		280.55
		1,271,783.85
Less the following:		
Repayment to appropriation, "Life-Saving Service, 1893"	$13,282.21	
Excess of deposits, appropriation "Rebuilding and Improving Life-Saving Stations (proceeds of sales)"	280.40	
		13,562.61
Total net expenditures of the Service		1,258,221.24

There remained standing to the credit of the respective appropriations at the close of the fiscal year ending June 30, 1894, available as heretofore stated, the following balances:

"Life-Saving Service, 1894"	$97,692.52
"Life-Saving Service, 1893"	29,088.03
"Life-Saving Service, 1892"	18,693.36
"Site, Long Branch Life-Saving Station"	13,946.24
"Telephone line, Cape Charles to Assateague Island, Virginia"	1,699.01
"Rebuilding and Improving Life-Saving Stations (proceeds of sales)"	5,440.36

The foregoing statement of the net expenditures for the maintenance of the Life-Saving Service for the fiscal year ending June 30, 1894, differs from the expenditures by warrants in the following particulars:

Net expenditures by warrants		$1,258,374.97
To which should be added amounts in the hands of the disbursing clerk June 30, 1893, as shown on page 251 of the report for 1893:		
"Life-Saving Service, 1892"	$302.77	
"Life-Saving Service, 1893"	3,867.50	
"Site, Long Branch Life-Saving Station"	860.80	
Also amounts expended by disbursing clerk for which he had not been reimbursed at the close of the fiscal year:		
"Life-Saving Service, 1893"	.80	
"Life-Saving Service, 1894"	795.65	
		5,827.52
		1,264,202.49
Less the following amounts:		
In the hands of the disbursing clerk June 30, 1894—		
"Site, Long Branch Life-Saving Station"	860.80	
Repayment to appropriation "Life-Saving Service, 1893," not entered on books of warrant room until after June 30, 1894	5,120.45	
		5,981.25
Net expeditures from appropriations for the year		1,258,221.24

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, 1894"	$37,780.00

EXPENDITURES.

Compensation of officers and employees, office of Life-Saving Service	$37,226.19	
Amount unexpended	553.81	
		37,780.00

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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 Lieutenant C. H. McLELLAN, U. S. R. C. S., *Assistant Inspector Life-Saving Stations, under the Direction of the General Superintendent.*

GENERAL INFORMATION.

Life-saving 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 as far as determined.

The 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.

All life-saving stations on the Atlantic and Gulf coasts are manned annually by crews of experienced surfmen from the 1st of August to the 1st of June following.

Upon the lake coasts the stations are manned from the opening until the close of navigation, and upon the Pacific coast they are opened and manned the year round.

All life-saving 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.

The life-saving stations are provided with the International Code of Signals, and vessels can, by opening communication, be reported; obtain the latitude and longitude of the station, where determined; information as to the weather probabilities in most cases; or, if crippled or disabled, a steam tug or revenue cutter will, if requested, be telegraphed for to the nearest port, where facilities for telegraphing exist.

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All services are performed by the life-saving crews without other compensation than their wages from the Government, and *they are strictly forbidden to solicit or receive 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 the 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 offshore, 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 not be taken into the boat under any circumstances until all persons are landed. If any be passed in against the keeper's remonstrance he is fully authorized to throw it overboard.

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RESCUE WITH THE BREECHES BUOY OR LIFE CAR.

Should it be inexpedient to use either the lifeboat or surf boat, 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 of the current 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.

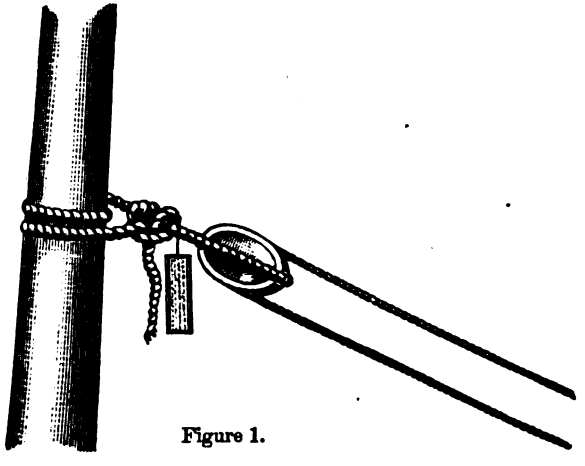


Figure 1.

As soon as your signal is seen a three-inch hawser will be bent on to 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."

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

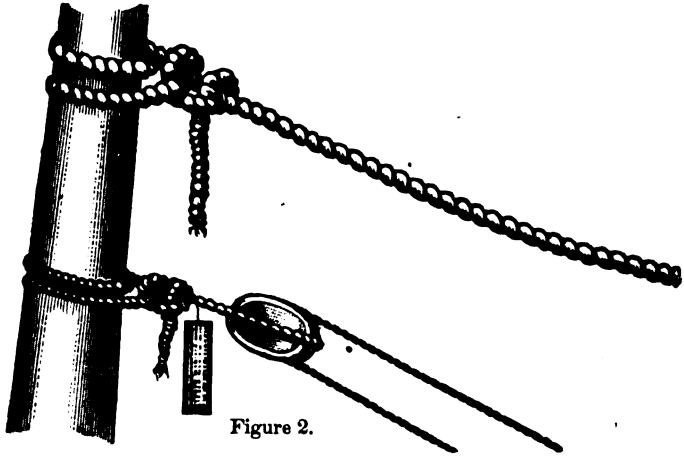


Figure 2.

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.

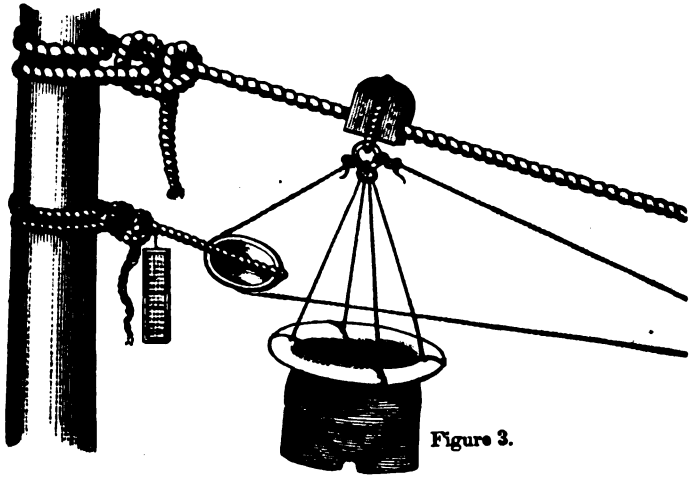


Figure 3.

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

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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 elder 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 or set of the longshore current, 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 the place 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.

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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	44 48 40	66 58 50
Cross Island	Me.	Off Machias Port	44 36 45	67 16 30
Crumple Island	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
Burnt Island	Me.	Off mouth St. Georges River	43 52 20	69 17 40
Hunniwells Beach	Me.	On west side mouth Kennebec River	43 45 00	69 46 55
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
Jerrys Point	N. H.	Southeast point Great Island, Portsmouth Harbor.	43 03 30	70 42 45
Wallis Sands	N. H.	1¾ miles south of Odiornes Point	43 01 15	70 44 00
Rye Beach	N. H.	North end of Rye Beach	42 59 30	70 45 20

SECOND DISTRICT.

COAST OF MASSACHUSETTS.

Plum Island	Mass.	North end of Plum Island, mouth of Merrimac River.	42 48 30	70 49 00
Knobbs Beach	Mass.	On Plum Island, 2¼ 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
Brant Rock	Mass.	On Green Harbor Point	42 05 30	70 38 40
Gurnet	Mass.	4½ miles northeast of Plymouth	42 00 10	70 36 10
Manome t Point	Mass.	6½ miles southeast of Plymouth	41 55 30	70 32 40
Race Point	Mass.	1⅝ miles northeast of Race Point light	42 04 45	70 13 15
Peaked Hill Bars	Mass.	2½ miles northeast of Provincetown	42 04 40	70 09 50
High Head	Mass.	3½ miles northwest of Cape Cod light	42 03 55	70 06 50
Highland	Mass.	⅞ mile northwest of Cape Cod light	42 02 55	70 04 20
Pamet River	Mass.	3½ miles south of Cape Cod light	42 00 00	70 01 15
Cahoons Hollow	Mass.	2½ miles east of Wellfleet	41 56 45	69 59 05
Nauset	Mass.	1¼ miles south of Nauset lights	41 50 40	69 56 45
Orleans	Mass.	Abreast of Ponchet Island	41 45 35	69 55 55
Chatham	Mass.	1¼ miles south-southwest of Chatham lights	41 39 10	69 57 10
Monomoy	Mass.	2¼ miles north of Monomoy light	41 35 25	69 59 10
Coskata	Mass.	2¼ miles south of Nantucket (Great Point) light.	41 22 00	70 01 15
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 05	70 12 30
Muskeget †	Mass.	Near west end of Muskeget Island	41 20 20	70 18 50
Cuttyhunk	Mass.	Near east end of Cuttyhunk Island	41 25 25	70 54 45

*Obtained from latest Coast Survey charts.
†Destroyed by fire. Temporary station on Tuckernuck Island.

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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 25 45	71 27 20
Point Judith	R. I.	Near light	41 21 40	71 29 00
Quonochontaug	R. I.	7½ miles east of Watch Hill light	41 19 50	71 43 10
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 06 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 40
Shinnecock	N. Y.	2 miles east-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
Potunk	N. Y.	1½ miles southwest of Potunk village	40 47 30	72 39 00
Moriches	N. Y.	2½ miles southwest of Speonk village	40 46 30	72 43 10
Forge River	N. Y.	3½ 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 west end Long Beach	40 35 10	73 40 45
Far Rockaway†	N. Y.			
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 55 30
Eatons Neck	N. Y.	East side entrance to Huntington Bay, Long Island Sound.	40 57 10	73 24 00

*Obtained from latest Coast Survey charts.
†Station destroyed by sudden gale while being moved across the water to new site.

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FOURTH DISTRICT.

COAST OF NEW JERSEY.

Name of station.	State.	Locality.	Approximate position.*	
			Latitude, north.	Longitude, west.
			° ′ ″	° ′ ″
Sandy Hook	N. J.	On Bay side, ⅛ mile south of point of Hook	40 27 51	74 00 27
Spermaceti Cove	N. J.	2½ 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 00
Monmouth Beach	N. J.	About a mile south of Seabright	40 20 30	73 58 30
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.	1¼ miles south of Seaside Park	39 53 40	74 05 00
Cedar Creek	N. J.	5⅜ 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.	1⅝ miles north of Beach Haven	39 35 00	74 13 20
Bonds	N. J.	2¼ 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 30
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.	3⅛ 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.	2¾ miles south of Absecon light	39 20 50	74 27 40
Great Egg	N. J.	6¾ miles south of Absecon light	39 19 00	74 31 10
Ocean City	N. J.	South side of Egg Harbor Inlet	39 17 00	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.	3¼ miles north of Townsends Inlet	39 09 40	74 41 05
Townsends Inlet	N. J.	Near the Inlet, north side	39 07 30	74 42 45
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.	½ mile east of Cape May City	38 56 00	74 54 30
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

* Obtained from latest Coast Survey charts.

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FIFTH DISTRICT.

COASTS OF DELAWARE, MARYLAND, AND VIRGINIA.

(CAPE HENLOPEN TO CAPE CHARLES.)

Name of station.	State.	Locality.	Approximate position.* Latitude, north.	Longitude, west.
			° ′ ″	° ′ ″
Lewes	Del	2 miles west from Cape Henlopen light	38 46 50	75 07 10
Cape Henlopen	Del	⅞ 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
Fenwick Island	Del	1½ miles north of light	38 28 20	75 03 00
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	13⅓ miles northeast of Assateague light	38 04 30	75 12 50
Popes 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 20	75 42 45
Cobbs Island	Va	South end of Cobbs Island	37 17 30	75 47 00
Smith Island	Va	At Cape Charles light	37 07 00	75 53 40

SIXTH DISTRICT.

COASTS OF VIRGINIA AND NORTH CAROLINA.

(CAPE HENRY TO OAK ISLAND.)

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	5¾ miles north of Currituck Beach light	36 27 30	75 50 40
Whales Head	N. C	⅞ 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	10¾ 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
Bodie Island	N. C	⅞ mile northeast of Bodie Island light	35 49 40	75 33 20
Oregon Inlet	N. C	⅓ 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	⅓ mile south of New Inlet	35 40 40	75 29 00
Chicamicomico	N. C	5 miles south of New Inlet	35 36 40	75 27 50
Gull Shoal	N. C	11¾ 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

*Obtained from latest Coast Survey charts.

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SIXTH DISTRICT—Continued.

COASTS OF VIRGINIA AND NORTH CAROLINA—Continued.

(CAPE HENRY TO OAK ISLAND.)

Name of station.	State.	Locality.	Approximate position.* Latitude, north.	Longitude, west.
			° ′ ″	° ′ ″
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 Cape 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 10
Ocracoke	N. C.	1½ miles west of Hatteras Inlet	35 11 00	75 46 10
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

SEVENTH DISTRICT.

COASTS OF SOUTH CAROLINA, GEORGIA, AND EASTERN FLORIDA.

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 ‡				
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.	St. Lucie Rocks, north side St. Lucie Inlet	27 12 00	80 09 50
Jupiter Inlet	Fla.	South side of inlet	26 55 40	80 04 00
Orange Grove †	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.	West side of pass	29 43 55	93 52 15
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.	2¼ miles northeast of mouth of Brazos River	28 57 45	95 16 30
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

* Obtained from latest Coast Survey charts.
† House of refuge. No crew employed.
‡ Discontinued March 30, 1891.

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NINTH DISTRICT.

LAKES ERIE AND ONTARIO.

Name of station.	State.	Locality.	Approximate position.*	
			Latitude, north.	Longitude, west.
			° ′ ″	° ′ ″
Big Sandy	N. Y	North side mouth of Big Sandy Creek, Lake Ontario.		
Salmon Creek †				
Oswego	N. Y	East side entrance of Oswego Harbor, Lake Ontario.		
Charlotte	N. Y	East side entrance of Charlotte Harbor, Lake Ontario.		
Fort Niagara	N. Y	East side entrance of Niagara River, Lake Ontario.		
Buffalo	N. Y	South side entrance of Buffalo Harbor, Lake Erie.		
Erie	Pa	North side entrance of Erie Harbor, Lake Erie.		
Ashtabula	Ohio	West side of Ashtabula 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		

TENTH DISTRICT.

LAKES HURON AND SUPERIOR.

Sand Beach	Mich	Inside Sand Beach Harbor, Lake Huron		
Pointe aux Barques	Mich	Near light, Lake Huron		
Grindstone City	Mich	2 miles northwest of city, Lake Huron		
Ottawa Point	Mich	Near light, Lake Huron		
Sturgeon Point	Mich	Near light, Lake Huron		
Thunder Bay Island	Mich	West side of Island, Lake Huron		
Middle Island	Mich	North end of Middle Island, Lake Huron		
Hammonds Bay	Mich	Hammonds Bay, Lake Huron		
Bois Blanc	Mich	About midway east side of Island, Lake Huron.		
Vermillion Point	Mich	10 miles west of Whitefish Point, Lake Superior.		
Crisps	Mich	18 miles west of Whitefish 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, ¾ mile from north end, on east bank.		

* Obtained from latest Coast Survey chart. † Destroyed by fire.

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ELEVENTH DISTRICT.

LAKE MICHIGAN.

Name of station.	State.	Locality.	Approximate position.* Latitude, north.	Approximate position.* Longitude, west.
			° ′ ″	° ′ ″
Beaver Island	Mich	Near light		
North Manitou Island	Mich	Near Pickards Wharf		
Point Betsey	Mich	Near light		
Frankfort	Mich	South side entrance of harbor		
Manistee	Mich	North side entrance of harbor		
Grande Pointe au Sable.	Mich	1 mile south of light		
Ludington	Mich	North side entrance of harbor		
Pentwater	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		
St. 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	About 7 miles south by east of Chicago River light. Annex near 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	Entrance of harbor, north side		
Two Rivers	Wis.	North side entrance of harbor		
Kewaunee	Wis	North side entrance of harbor		
Sturgeon Bay Canal	Wis.	Eastern entrance of canal, north side		

TWELFTH DISTRICT.

PACIFIC COAST.

Neah Bay†				
Shoalwater Bay	Wash	Near light-house boat landing	46 43 00	124 03 00
Ilwaco Beach	Wash	13 miles north of Cape Disappointment	46 27 50	124 03 25
Cape Disappointment	Wash	Bakers Bay, ½ mile northeast of light	46 16 40	124 03 00
Point Adams	Oreg	¾ mile southeast of Fort Stevens	46 12 00	123 57 00
Umpqua River	Oreg	Near entrance of river, north side	43 42 00	124 10 30
Cape Arago	Oreg	Coos Bay, north side	43 22 50	124 18 00
Coquille River	Oreg	In town of Bandon	43 07 00	124 25 00
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			
Fort Point	Cal	¾ 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
Southside	Cal	3⅜ miles south of Golden Gate Park Life-Saving Station.	37 43 18	122 30 18

*Obtained from latest Coast Survey charts.
†Discontinued December 17, 1890.
‡Destroyed by fire.

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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.

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

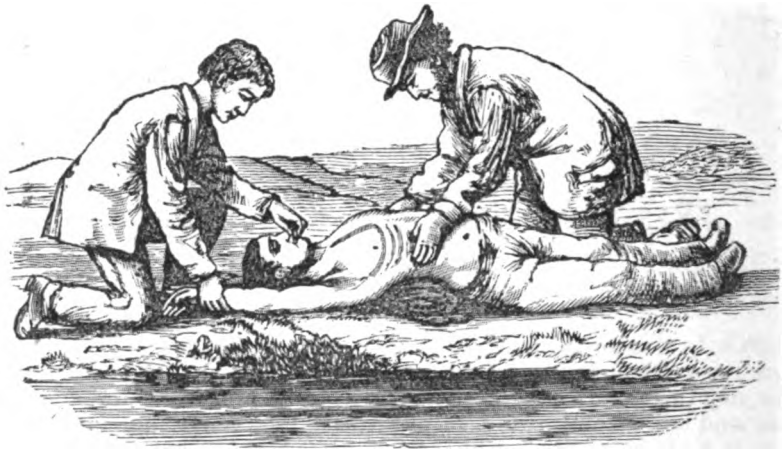


FIG. II.—*Showing the position and action of the operator, in alternately producing artificial expiration and inspiration of air.*

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 prac-

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ticed from the beginning by the assistants, taking care not to interfere with the means employed to produce breathing. Thus the limbs of the patient should be rubbed always in an upward direction toward 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 semicontraction 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 semicontraction 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.

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

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WRECKS AND OTHER CASUALTIES.

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, 1894.

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

REMARKS EXPLANATORY OF THE WRECK STATISTICS FOR THE YEAR 1893–94.

The following is the twenty-first 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 the 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*s—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.

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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 vessels;
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 vessels' equipments;
Capsizing, when vessels did not sink;
Damage to machinery;
Fouling of anchors;
Striking of lightning;
Explosion of boilers;
Breakage of wheels;
Also waterlogged, missing, and abandoned vessels.

ADDITIONAL STATISTICS FOR THE FISCAL YEAR ENDING JUNE 30, 1893.

Since the publication of the annual statement for the fiscal year ending June 30, 1893, information has been received of the occurrence of disasters during the year to sixty American vessels involving the loss of four lives; also the loss of thirteen lives on eleven vessels suffering no other casualty. The table annexed shows the nature of these disasters and the divisions in which they occurred:

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
Founderings:						
Vessels	2	.....	1	1	1	5
Tonnage	87	.....	10	141	74	312
Passengers	.....	.....	.....	.....	.....	.....
Crews	6	.....	.....	6	.....	12
Lives lost	.....	.....	.....	.....	.....	.....
Strandings:						
Vessels	6	5	5	1	4	21
Tonnage	1,668	1,309	10,057	77	2,195	15,306
Passengers	200	4	.....	.....	.....	204
Crews	101	88	105	1	60	355
Lives lost	.....	.....	.....	.....	.....	.....
Collisions:						
Vessels	.....	4	.....	4	.....	8
Tonnage	.....	4,320	.....	2,725	.....	7,045
Passengers	.....	100	.....	40	.....	140
Crews	.....	96	.....	33	.....	129
Lives lost	.....	.....	.....	.....	.....	.....
Other causes:						
Vessels	5	1	3	8	9	26
Tonnage	1,815	319	1,579	3,516	3,513	10,742
Passengers	.....	.....	.....	107	.....	107
Crews	33	10	20	77	100	240
Lives lost	.....	.....	.....	.....	4	4
Totals:						
Vessels	13	10	9	14	14	60
Tonnage	3,570	5,948	11,646	6,459	5,782	33,405
Passengers	200	104	.....	147	.....	451
Crews	140	194	125	117	160	736
Lives lost	.....	.....	.....	.....	4	4

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Additional statistics for the fiscal year ending June 30, 1893—Continued.

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
Vessels totally lost:						
Vessels	7	1	.....	3	2	13
Tonnage	889	12	.....	114	107	1,122
Passengers	.....	.....	.....	.....	.....	.....
Crews	36	3	.....	.....	4	43
Lives lost	.....	.....	.....	.....	4	4
Vessels damaged:						
Vessels	6	9	9	11	12	47
Tonnage	2,681	5,936	11,646	6,345	5,675	32,283
Passengers	200	104	.....	147	.....	451
Crews	104	191	125	117	156	693
Lives lost	.....	.....	.....	.....	.....	.....
Vessels not damaged:						
Vessels	3	1	.....	1	6	11
Tonnage	279	319	.....	393	2,028	3,019
Passengers	.....	90	.....	12	.....	102
Crews	.....	7	.....	36	92	135
Lives lost	4	1	.....	1	7	13
Aggregate:						
Vessels	16	11	9	15	20	71
Tonnage	3,849	6,267	11,646	6,852	7,810	36,424
Passengers	200	194	.....	159	.....	553
Crews	140	201	125	153	252	871
Lives lost	4	1	.....	1	11	17

Of the lives lost, reported above, four were lost from the schooner *Charles*, of Beaufort, North Carolina, which sailed from her home port about June 1, 1893, for Philadelphia, Pennsylvania, since which time she has not been heard from; three were lost by vessels in collision, four were lost by the capsizing of small boats belonging to fishing vessels, five fell overboard, 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, 1893.

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
FOUNDERINGS.						
Number of vessels	37	3	16	12	14	82
Tonnage of vessels damaged	593	256	1,401	540	.....	2,790
Tonnage of vessels totally lost	6,122	42	7,883	931	4,781	19,759
Value of vessels ..... dollars	110,425	8,300	571,900	32,375	134,100	857,100
Value of cargoes ..... do	53,510	975	92,455	15,315	42,310	204,565
Loss to vessels ..... do	81,025	2,600	545,300	21,975	134,100	785,000
Loss to cargoes ..... do	34,050	125	85,095	5,115	37,310	161,695
Insurance on vessels ..... do	43,000	.....	408,690	6,800	57,600	516,090
Insurance on cargoes ..... do	35,000	.....	85,795	14,000	30,160	164,955
Laden	26	3	12	5	11	57
In ballast	11	.....	4	7	2	24
Unknown whether laden or not	.....	.....	.....	.....	1	1
Wrecks involving total loss	27	2	12	7	14	62
Casualties involving partial and unknown damage	10	1	4	5	.....	20
Number of passengers	4	.....	7	3	2	16
Number in crews	139	13	120	48	113	433
Total on board	143	13	127	51	115	449
Number of lives lost	15	.....	61	.....	6	82

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

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
STRANDINGS.						
Number of vessels	207	34	116	22	49	428
Tonnage of vessels damaged	38,468	7,225	84,382	4,290	13,684	148,049
Tonnage of vessels totally lost	32,594	6,603	7,685	1,566	15,560	64,008
Value of vessels.....dollars	3,024,440	1,120,950	5,698,630	232,850	1,177,150	11,254,020
Value of cargoes.....do	1,267,740	96,140	1,649,630	66,120	906,890	3,986,520
Loss to vessels.....do	1,278,985	434,700	644,465	47,845	582,235	2,988,230
Loss to cargoes.....do	395,920	35,385	327,780	21,560	268,885	1,049,530
Insurance on vessels.....do	1,072,565	431,700	3,597,570	116,265	832,665	6,050,765
Insurance on cargoes.....do	375,620	9,000	991,995	25,040	262,925	1,664,580
Laden	147	23	88	14	42	314
In ballast	60	11	28	8	7	114
Unknown whether laden or not						
Wrecks involving total loss	118	16	23	7	30	194
Casualties involving partial and unknown damage	89	18	93	15	19	234
Number of passengers	510	58	79	557	150	1,354
Number in crews	1,580	464	1,321	229	675	4,269
Total on board	2,090	522	1,400	786	825	5,623
Number of lives lost	22		3		6	31
COLLISIONS.						
Number of vessels	240	26	78	30	26	400
Tonnage of vessels damaged	150,320	20,103	68,675	15,080	38,076	292,254
Tonnage of vessels totally lost	4,531	34	1,668		2,401	8,634
Value of vessels.....dollars	11,532,700	1,424,000	4,366,000	682,000	347,000	18,351,700
Value of cargoes.....do	1,861,705	46,100	750,985	273,005	119,900	3,051,695
Loss to vessels.....do	734,365	72,675	190,485	45,115	103,160	1,145,800
Loss to cargoes.....do	127,935	560	18,255	2,855	43,000	192,605
Insurance on vessels.....do	5,425,000	720,800	2,799,130	319,000	95,000	9,358,930
Insurance on cargoes.....do	988,855	15,000	410,660	38,500	12,000	1,465,015
Laden	92	12	55	14	8	181
In ballast	101	12	11	10	9	143
Unknown whether laden or not	47	2	12	6	9	76
Wrecks involving total loss	13	1	4		3	21
Casualties involving partial and unknown damage	227	25	74	30	23	379
Number of passengers	5,368	338	47	226	35	6,014
Number in crews	2,868	528	800	295	212	4,703
Total on board	8,236	866	847	521	247	10,717
Number of lives lost	8	7	8	1	2	26
OTHER CAUSES.						
Number of vessels	163	12	115	112	169	571
Tonnage of vessels damaged	46,604	3,266	52,283	21,675	105,923	229,751
Tonnage of vessels totally lost	7,112	1,474	3,304	15,931	17,069	44,890
Value of vessels.....dollars	3,187,580	276,200	3,106,400	1,835,750	5,308,950	13,714,880
Value of cargoes.....do	741,625	21,090	825,080	327,515	5,457,790	7,373,100
Loss to vessels.....do	684,510	126,650	383,070	928,400	722,335	2,844,965
Loss to cargoes.....do	89,150	14,090	14,090	103,280	379,415	600,025
Insurance on vessels.....do	1,576,610	93,000	1,943,110	680,700	2,534,270	6,827,690
Insurance on cargoes.....do	255,540	8,100	556,760	94,600	1,728,535	2,643,535
Laden	87	6	65	37	153	348
In ballast	76	6	50	75	16	223
Unknown whether laden or not						
Wrecks involving total loss	30	6	12	49	41	138
Casualties involving partial and unknown damage	133	6	103	63	128	433
Number of passengers	1,767	41	243	848	962	3,861
Number in crews	1,253	86	1,111	1,729	2,417	6,596
Total on board	3,020	127	1,354	2,577	3,379	10,457
Number of lives lost	12	3	30	33	184	262
RECAPITULATION.						
Number of vessels	647	75	325	176	258	1,481
Laden	352	44	220	70	214	900
In ballast	248	29	93	100	34	504
Unknown whether laden or not	47	2	12	6	10	77
Wrecks involving total loss	188	25	51	63	88	415
Casualties involving partial and unknown damage	459	50	274	113	170	1,066
Number of passengers	7,649	437	376	1,634	1,149	11,245

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

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
RECAPITULATION—Cont'd.						
Number in crews	5,840	1,091	3,352	2,301	3,417	16,001
Total on board	13,489	1,528	3,728	3,935	4,566	27,246
Number of lives lost	57	10	102	34	198	*401
Total tonnage vessels damaged	235,985	30,850	206,741	41,585	157,683	672,844
Total tonnage vessels lost	50,359	8,153	20,540	18,428	39,811	137,291
Aggregate	286,344	39,003	227,281	60,013	197,494	810,135
Total value of vessels ....dollars	17,855,145	2,829,450	13,742,930	2,782,975	6,967,200	44,177,700
Total value of cargoes....do	3,924,580	164,305	3,318,150	681,955	6,526,890	14,615,880
Aggregate....do	21,779,725	2,993,755	17,061,080	3,464,930	13,494,090	58,793,580
Total losses to vessels....do	2,778,885	636,625	1,763,320	1,043,335	1,541,830	7,763,995
Total losses to cargoes....do	647,055	50,160	445,220	132,810	728,610	2,003,855
Aggregate....do	3,425,940	686,785	2,208,540	1,176,145	2,270,440	9,767,850
Total insurance on vessels....do	8,117,175	1,245,500	8,748,500	1,122,765	3,519,535	22,753,475
Total insurance on cargoes....do	1,655,015	32,100	2,045,210	172,140	2,033,620	5,938,085
Aggregate....do	9,772,190	1,277,600	10,793,710	1,294,905	5,553,155	28,691,560

*In addition to the number of lives lost, here reported, 346 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 747.

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 1892–93 and 1893–94, with the percentage of increase or decrease of the latter compared with the former:

	1892–93.	1893–94.	Per cent of—
Number of vessels involved:			
Atlantic	634	697	Increase, 9.94
Pacific	65	50	Decrease, 23.08
Great Lakes	316	322	Increase, 1.90
Rivers	162	202	Increase, 24.69
At sea and in foreign waters	244	280	Increase, 14.75
Aggregate	1,421	1,551	Increase, 9.15
Value of vessels and cargoes:			
Atlantic	21,409,575	24,553,120	Increase, 14.68
Pacific	2,455,255	2,024,910	Decrease, 17.53
Great Lakes	16,000,065	17,325,475	Increase, 8.28
Rivers	3,312,230	3,738,300	Increase, 12.86
At sea and in foreign waters	13,272,240	10,887,500	Decrease, 17.97
Aggregate	56,449,365	58,529,305	Increase, 3.68
Losses to vessels and cargoes:			
Atlantic	3,300,205	3,190,445	Decrease, 3.33
Pacific	676,035	833,035	Increase, 23.22
Great Lakes	2,182,215	2,423,900	Increase, 11.08
Rivers	1,159,445	907,875	Decrease, 21.70
At sea and in foreign waters	2,232,810	3,034,730	Increase, 35.91
Aggregate	9,550,710	10,389,985	Increase, 8.79

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Comparative Statistics—Continued.

	1892-93.	1893-94.	Per cent of—
Tonnage of vessels involved:			
Atlantic	282,774	315,955	Increase, 11.73
Pacific	33,055	25,790	Decrease, 21.96
Great Lakes	215,635	249,528	Increase, 15.72
Rivers	53,554	65,521	Increase, 22.35
At sea and in foreign waters	191,712	174,830	Decrease, 8.81
Aggregate	776,730	831,624	Increase, 7.07
Tonnage of vessels totally lost:			
Atlantic	49,470	46,513	Decrease, 5.98
Pacific	8,141	8,040	Decrease, 1.24
Great Lakes	20,540	31,277	Increase, 52.27
Rivers	18,314	12,975	Decrease, 29.15
At sea and in foreign waters	39,704	38,032	Decrease, 4.21
Aggregate	136,169	136,837	Increase, .49

On the 30th of June, 1894, the total number of registered, enrolled, and licensed vessels, exclusive of canal boats, belonging to the United States was 22,841, with a total tonnage of 4,601,667. Of this number, 1,487 vessels, having a total tonnage of 755,103, met with casualties during the year, being 6.51 per cent of the total number.

The following exhibit shows the number of steam and sailing vessels and barges registered, enrolled, and licensed belonging to the United States on June 30, 1894, 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	6,526	574	As 1 to 11.37
Sailing vessels	14,945	862	As 1 to 17.34
Barges	1,370	51	As 1 to 26.86
Total	22,841	1,487	As 1 to 15.36

During the year 431 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.

Fifty-five foreign vessels, having an aggregate tonnage of 57,258, 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, nine others collided with American vessels at sea, involving a tonnage of 19,263.

In addition to the lives lost in the disasters to vessels which are embraced in the tables, 314 persons perished by drowning or by accident on board out of crews employed on 280 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

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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 nineteen 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
1891-92	1,496	23,924	*646	As 1 to 37.03	As 1 to 2.32
1892-93	1,421	26,059	*397	As 1 to 65.64	As 1 to 3.58
1893-94	1,551	31,687	*664	As 1 to 47.72	As 1 to 2.33

*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	*170	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	1,203	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
1891-92	1,231	19,676	*197	As 1 to 99.88	As 1 to 6.25
1892-93	1,177	21,653	*203	As 1 to 106.67	As 1 to 5.80
1893-94	1,271	27,152	*379	As 1 to 71.64	As 1 to 3.35

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

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STATISTICAL TABLES FOR THE FISCAL YEAR ENDING JUNE 30, 1894.

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, 1894, 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 whether laden or not.	Loss to vessels.		Number of vessels totally lost, amount unknown.	Number of vessels damaged, amount unknown.*	Loss to cargoes.		Number of cargoes totally lost, amount unknown.	Number of cargoes not damaged, or damage unknown.
	Number.	Amount.		Number.	Amount.			Number.	Amount.			Number.	Amount.		
July	38	$1,397,450	4	16	$431,855	2	5	34	$45,625	.....	8	9	$13,535	.....	14
August	116	2,519,005	5	47	473,645	2	4	110	545,415	.....	11	29	124,390	2	22
September	66	3,351,450	6	36	498,130	.....	3	60	145,470	.....	12	15	23,980	.....	24
October	102	2,028,730	2	42	124,720	1	1	99	369,705	.....	5	25	31,085	.....	19
November	54	975,600	9	32	210,915	1	9	52	162,650	.....	11	23	32,245	.....	19
December	56	2,740,350	5	33	680,225	1	3	52	353,945	.....	9	17	221,450	.....	20
January	45	925,825	4	23	214,725	.....	4	43	145,050	.....	6	11	44,310	.....	16
February	40	1,237,750	2	27	197,745	1	2	39	225,350	.....	3	12	36,525	.....	18
March	25	830,525	.....	9	13,235	.....	.....	20	44,895	.....	5	8	4,875	.....	1
April	44	1,697,000	1	28	224,725	2	1	42	239,315	.....	3	18	75,520	.....	13
May	28	625,550	3	18	52,600	1	2	24	45,405	.....	7	7	9,350	.....	14
June	41	2,970,000	1	20	131,365	1	3	38	233,450	.....	4	7	16,905	.....	17
Total	655	21,299,235	42	331	3,253,885	12	37	613	2,556,275	.....	84	181	634,170	2	197

* 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.

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TABLE 2.—*Abstract of returns of disasters to vessels on the* ATLANTIC *and* GULF *coasts during the year ending June 30, 1894, showing the number of* VESSELS TOTALLY LOST, *the number* DAMAGED; *their* TONNAGE, *the number of* PERSONS *on* BOARD, *and the 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	28	4	4	42	515	19,617	511	482	1
August	45	65	4	7	121	8,835	34,289	2,138	841	44
September	17	43	4	8	72	1,633	36,835	1,028	998	6
October	38	61	2	3	104	6,007	27,270	1,032	763	42
November	19	33	9	2	63	4,401	17,490	177	366	6
December	17	35	3	6	61	8,205	25,397	290	574	25
January	10	33	4	2	49	3,251	17,599	241	430	3
February	10	29	2	1	42	3,934	19,457	180	428	10
March	4	16	.....	5	25	487	11,004	1,660	145	.....
April	12	30	1	2	45	6,363	20,310	521	519	28
May	2	22	3	4	31	467	16,396	.....	187	.....
June	6	32	2	2	42	2,415	23,778	1,239	672	37
Total	186	427	38	46	697	46,513	269,442	9,017	6,405	202

TABLE 3.—*Abstract of returns of disasters to vessels on the* ATLANTIC *and* GULF *coasts during the year ending June 30, 1894, 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.	
	Number.	Amount.	Number.	Amount.						
July	20	$773,400	5	$128,120	$901,520	17	8	5	10	19
August	40	1,287,440	20	182,595	1,470,035	72	18	9	15	68
September	31	1,489,200	13	568,900	2,058,100	32	10	9	16	33
October	36	992,850	14	68,055	1,060,905	61	15	7	15	60
November	26	500,850	13	45,395	546,245	21	5	16	24	21
December	25	1,434,725	8	116,100	1,550,825	22	7	14	22	24
January	26	383,575	9	25,855	409,430	15	6	8	12	22
February	20	258,400	11	121,290	379,690	15	7	7	12	12
March	14	384,750	5	5,585	390,335	11	1	.....	3	16
April	21	1,005,450	10	187,065	1,192,515	15	7	9	14	14
May	12	82,600	8	40,050	122,650	16	6	3	7	10
June	24	1,590,500	10	296,330	1,886,830	12	5	6	9	18
Total	295	10,183,740	126	1,785,340	11,969,080	309	95	93	159	317

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TABLE 4.—*Abstract of returns of disasters to vessels on the* ATLANTIC *and* GULF *coasts during the year ending June 30, 1894, distinguishing the* NATURE *of each casualty.*

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered	1	10	7	6	9	3	.....	3	1	.....	1	5	46
Stranded	9	48	15	41	16	25	21	14	5	19	8	10	231
Collided	22	34	37	27	26	23	21	18	13	14	16	22	273
Capsized	.....	2	.....	8	.....	.....	.....	.....	.....	1	1	.....	12
Damage to hull, masts, rigging, etc	2	6	.....	11	4	5	2	3	1	4	.....	.....	38
Damage to machinery	6	3	3	2	1	.....	1	.....	.....	1	.....	1	18
Explosion of boiler and bursting of steam pipes	.....	.....	1	.....	.....	.....	1	.....	.....	.....	.....	1	3
Fire	2	5	6	6	4	3	1	2	3	3	1	2	38
Ice	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Lightning	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Sprung a leak	.....	.....	1	.....	2	1	.....	.....	.....	1	.....	1	6
Struck bridge, sunken wreck, wharf, etc	.....	12	.....	2	1	1	.....	2	2	1	2	.....	23
Miscellaneous	.....	1	1	.....	.....	.....	1	.....	.....	1	2	.....	6
Unknown	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Total	42	121	72	104	63	61	49	42	25	45	31	42	697

TABLE 5.—*Abstract of returns of disasters (excluding collisions) to vessels on the* ATLANTIC *and* GULF *coasts during the year ending June 30, 1894, distinguishing the* CAUSE *of each disaster.*

Class and cause of disaster.	Foundrings.	Strandings.	Other causes.	Missing vessels.	Total.
CLASS 1.—*Causes connected with the weather:*					
Calms, currents, and tides	.....	10	.....	.....	10
Darkness	.....	10	.....	.....	10
Fog	.....	24	.....	.....	24
Gales, hurricanes, etc	22	107	65	.....	194
Heavy sea	2	5	2	.....	9
Lightning	.....	.....	1	.....	1
Snowstorms	.....	12	.....	.....	12
Total of class 1	24	168	68	.....	260
CLASS 2.—*Causes connected with vessels, equipments, or stowage:*					
Error in compass	.....	1	.....	.....	1
Total of class 2	.....	1	.....	.....	1
CLASS 3.—*Causes connected with navigation and seamanship:*					
Errors of masters, officers, and crews	2	22	1	.....	25
Errors of pilots	.....	5	1	.....	6
Total of class 3	2	27	2	.....	31
CLASS 4.—*Causes connected with machinery or boilers:*					
Damage to machinery	.....	.....	18	.....	18
Explosion of boilers and bursting of steam pipes	.....	.....	3	.....	3
Total of class 4	.....	.....	21	.....	21
CLASS 5.—*Other causes:*					
Absence of lights or buoys	.....	5	.....	.....	5
Fire	.....	.....	38	.....	38
Ice	.....	.....	1	.....	1
Misstayed	.....	6	.....	.....	6
Sprung a leak	14	2	5	.....	21
Struck bridge, rock, sunken wreck, etc	.....	4	9	.....	13
Water-logged	.....	1	.....	.....	1
Miscellaneous	4	11	2	.....	17
Unknown	2	6	1	.....	9
Total of class 5	20	35	56	.....	111
Aggregate	46	231	147	.....	424

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TABLE 6.—*Abstract of returns of disasters to vessels on the* ATLANTIC *and* GULF *coasts during the year ending June 30, 1894, showing the number of vessels* COLLIDED *and distinguishing the* CAUSE *of each disater.*

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Accidental	.....	4	5	4	.....	2	1	.....	.....	1	2	.....	19
Bad management	.....	.....	2	2	.....	1	3	.....	.....	1	.....	.....	9
Carelessness	.....	.....	.....	.....	.....	.....	.....	4	1	.....	2	.....	7
Darkness	4	2	3	.....	1	6	.....	1	.....	.....	2	.....	19
Errors in judgment	.....	.....	1	.....	1	.....	.....	2	.....	.....	.....	.....	4
Errors of pilots	.....	.....	.....	.....	.....	.....	.....	.....	4	1	.....	.....	5
"Fault of other vessel"	7	8	10	15	2	5	5	5	2	8	2	5	74
Fault of tug towing	.....	.....	4	.....	4	.....	.....	.....	.....	.....	.....	.....	8
Fog	4	8	3	2	.....	2	2	2	4	.....	2	12	41
High and baffling winds	2	6	.....	2	3	4	1	.....	.....	.....	.....	.....	18
Misunderstanding signals	.....	2	.....	.....	2	.....	2	2	.....	.....	.....	.....	8
Tides, currents, etc	.....	.....	.....	.....	.....	.....	2	.....	2	.....	1	.....	5
Unavoidable	.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Miscellaneous	1	3	.....	.....	.....	.....	.....	.....	.....	1	4	.....	9
Unknown	4	.....	8	2	13	3	5	2	.....	2	1	5	45
Total	22	34	37	27	26	23	21	18	13	14	16	22	273

TABLE 7.—*Abstract of returns of disasters to vessels on the* ATLANTIC *and* GULF *coasts during the year ending June 30, 1894, showing the number of vessels and distinguishing their description.*

Description of vessel.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Barges	2	3	6	4	9	4	1	1	.....	4	3	2	39
Barks	.....	4	.....	1	1	1	1	2	.....	3	.....	1	14
Barkentines	.....	.....	.....	2	.....	.....	.....	.....	.....	1	.....	.....	3
Brigs	.....	2	.....	.....	.....	2	1	1	.....	.....	.....	.....	6
Ferryboats	1	7	3	3	2	1	2	1	9	2	.....	.....	31
Schooners	16	60	31	54	39	31	29	25	11	26	15	20	357
Scows	1	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	3
Ships	1	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	2
Sloops	1	10	6	11	1	.....	1	.....	2	.....	1	.....	33
Steamers	15	17	16	23	8	15	10	9	3	5	7	13	141
Steam barges	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Steam canal boats	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Steamships	2	8	5	3	2	5	3	3	.....	3	3	5	42
Steam yachts	3	2	4	2	.....	.....	.....	.....	.....	1	1	1	14
Yachts	.....	7	1	1	.....	.....	1	.....	.....	.....	.....	.....	10
Total	42	121	72	104	63	61	49	42	25	45	31	42	697

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TABLE 8.—*Abstract of returns of disasters to foreign vessels on the* ATLANTIC *and* GULF *coasts during the year ending June 30, 1894, showing* NATIONALITY *and* DESCRIPTION, *and distinguishing those* TOTALLY LOST *and those* PARTIALLY DAMAGED.

Nationality and rig.	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.	
British barks	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	1	2	3
British barkentines	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
British brigs	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1	1	2
British schooners	.....	.....	.....	.....	.....	.....	1	.....	2	3	2	2	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1	.....	7	5	12
British ships	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	2
British steamships	.....	.....	.....	1	.....	1	.....	.....	.....	1	2	.....	1	3	.....	1	.....	.....	1	.....	.....	.....	.....	1	4	8	12
Danish steamships	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1	1
German barks	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Norwegian barks	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	1	.....	1	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	4	1	5
Total	.....	1	3	1	.....	1	3	.....	2	4	7	2	2	3	.....	3	.....	.....	2	1	.....	1	1	2	20	19	39
Aggregate	1		4		1		3		6		9		5		3		.....	.....	3		1		3		39		

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TABLE 9.—*Abstract of returns of disasters to vessels on the* ATLANTIC *and* GULF *coasts during the year ending June 30, 1894, 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	3	4	23	19	4	6	20	22	3	3	1	5	4	4	1	2	2	2	2	2	1	6	1	3	65	78	143
Over 50 and not exceeding 100 tons	.....	6	4	12	9	11	5	6	5	9	1	7	1	8	2	4	1	2	.....	7	.....	5	1	8	29	85	114
Over 100 and not exceeding 200 tons	3	2	6	14	4	7	5	8	6	5	7	5	1	10	1	5	.....	3	1	5	.....	4	1	6	35	74	109
Over 200 and not exceeding 300 tons	.....	2	1	6	.....	3	.....	5	2	.....	3	3	.....	5	1	3	.....	2	2	2	...	1	.....	2	9	34	43
Over 300 and not exceeding 400 tons	.....	7	2	2	.....	4	...	2	1	6	2	3	.....	2	.....	3	1	...	1	4	.....	2	.....	2	7	37	44
Over 400 and not exceeding 500 tons	.....	.....	5	1	.....	2	2	5	.....	3	.....	5	1	.....	1	.....	.....	2	.....	2	1	1	.....	1	10	22	32
Over 500 and not exceeding 600 tons	.....	3	.....	5	.....	3	3	2	.....	3	.....	.....	1	1	1	3	.....	1	4	.....	.....	3	1	3	10	27	37
Over 600 and not exceeding 700 tons	.....	1	1	.....	.....	3	2	2	.....	1	.....	1	.....	.....	2	1	.....	1	1	2	.....	.....	1	1	7	13	20
Over 700 and not exceeding 800 tons	.....	.....	1	1	.....	2	.....	2	.....	2	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	1	1	2	10	12
Over 800 and not exceeding 900 tons	.....	2	1	3	.....	.....	1	4	1	2	2	2	1	.....	.....	3	.....	3	.....	1	.....	2	.....	1	6	23	29
Over 900 and not exceeding 1,000 tons	.....	1	.....	.....	.....	.....	.....	3	.....	1	.....	1	.....	.....	.....	3	.....	.....	.....	3	.....	1	.....	1	.....	14	14
Over 1,000 and not exceeding 1,100 tons	.....	1	.....	.....	.....	2	.....	3	.....	1	.....	2	.....	2	1	.....	.....	5	.....	.....	.....	.....	.....	.....	1	16	17
Over 1,100 and not exceeding 1,200 tons	.....	.....	.....	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6	6
Over 1,200 and not exceeding 1,300 tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1	2	3
Over 1,300 and not exceeding 1,400 tons	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Over 1,400 tons	.....	4	1	6	.....	9	.....	2	1	2	1	7	.....	4	.....	4	.....	.....	1	5	.....	2	.....	5	4	50	54
Unknown	.....	3	.....	.....	.....	3	.....	.....	.....	6	.....	3	.....	1	.....	.....	.....	.....	.....	.....	.....	1	.....	2	.....	19	19
Total	6	36	45	76	17	55	38	66	19	44	17	44	10	39	10	32	4	21	12	33	2	29	6	36	186	511	697
Aggregate	42		121		72		104		63		61		49		42		25		45		31		42		697		

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.

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TABLE 10.—*Abstract of returns of disasters to vessels on the* ATLANTIC *and* GULF *coasts during the year ending June 30, 1894, 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	6	12	11	13	10	7	4	3	2	3	7	6	84
Over 3 and not exceeding 7 years	5	16	7	17	5	12	6	9	3	3	2	8	93
Over 7 and not exceeding 10 years	2	10	4	18	2	8	1	3	4	5	2	.....	59
Over 10 and not exceeding 14 years	8	13	10	14	13	4	5	8	4	9	3	5	96
Over 14 and not exceeding 20 years	1	13	10	16	10	7	6	3	2	9	2	2	81
Over 20 and not exceeding 25 years	8	22	9	7	3	9	7	4	.....	6	6	8	89
Over 25 and not exceeding 30 years	3	20	9	10	7	7	10	6	3	4	3	3	85
Over 30 and not exceeding 35 years	.....	6	.....	4	3	1	5	3	2	4	3	4	35
Over 35 and not exceeding 40 years	2	3	3	1	1	.....	2	2	1	1	1	1	18
Over 40 and not exceeding 45 years	4	4	2	1	2	3	.....	.....	2	.....	.....	2	20
Over 45 and not exceeding 50 years	.....	.....	.....	1	.....	.....	.....	1	.....	.....	1	.....	3
Over 50 years	.....	2	3	1	1	.....	.....	.....	1	1	.....	.....	9
Unknown	3	.....	4	1	6	3	3	.....	1	.....	1	3	25
Total	42	121	72	104	63	61	49	42	25	45	31	42	697

TABLE 11.—*Abstract of returns of disasters to vessels on the* ATLANTIC *and* GULF *coasts during the year ending June 30, 1894, showing the number of vessels and distinguishing their* CARGOES.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast	19	68	33	60	21	24	22	12	16	14	10	18	317
Coal	3	11	5	13	10	8	5	5	2	10	10	6	88
Cotton, cotton seed, etc	1	1	.....	.....	2	1	.....	1	.....	.....	.....	.....	6
Explosives	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	2
Fertilizers	1	2	1	3	1	2	5	2	.....	1	.....	.....	18
Fish, oysters, etc	4	9	4	3	.....	1	.....	2	.....	2	1	1	27
Fruit, coffee, nuts, spices, etc	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	2
Grain	1	.....	.....	1	1	.....	.....	.....	.....	.....	.....	.....	3
Hides, furs, etc	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Ice	1	.....	.....	.....	2	.....	.....	2	.....	.....	.....	.....	5
Iron and iron ore	.....	1	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	2
Lime	.....	2	3	.....	.....	1	1	.....	1	1	.....	.....	9
Live stock	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Logwood	.....	.....	1	.....	.....	.....	.....	.....	.....	1	.....	.....	2
Lumber, timber, etc	2	8	1	10	9	7	2	5	3	4	5	1	57
Merchandise (general)	1	4	8	3	1	2	1	5	.....	2	.....	2	29
Petroleum	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Provisions	.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Salt	.....	1	.....	1	.....	.....	2	1	.....	.....	.....	.....	5
Sand, plaster, etc	2	.....	2	1	2	2	1	1	.....	.....	.....	.....	11
Stone, brick, etc	1	4	6	2	3	5	2	2	1	5	1	5	37
Sugar, molasses, etc	.....	.....	1	.....	.....	2	.....	1	.....	2	.....	.....	6
Whale oil, etc	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Wood	.....	1	2	1	1	.....	2	.....	.....	.....	.....	.....	7
Miscellaneous	1	3	1	1	1	2	2	1	1	2	.....	5	20
Unknown	5	4	3	1	9	3	4	2	.....	1	3	3	38
Total	42	121	72	104	63	61	49	42	25	45	31	42	697

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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.
Founderings	46	3,740	986	4,726	27	19	.....	30	16	35	192	227	87
Strandings	231	38,413	46,187	84,600	153	78	.....	126	105	818	1,901	2,719	75
Vessels collided	273	2,241	170,960	173,201	96	140	37	9	264	6,667	2,886	9,553	5
Other causes	147	2,119	51,309	53,428	67	80	.....	21	126	1,497	1,426	2,923	35
Total	697	46,513	269,442	315,955	343	317	37	186	511	9,017	6,405	15,422	202

*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.

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PACIFIC COAST.

TABLE 13.—*Abstract of returns of disasters to vessels on the* PACIFIC *coast during the year ending June 30, 1894, 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 whether laden or not.	Loss to vessels.		Number of vessels totally lost, amount unknown.	Number of vessels damaged, amount unknown.*	Loss to cargoes.		Number of cargoes totally lost, amount unknown.	Number of cargoes not damaged, or damage unknown.
	Number.	Amount.		Number.	Amount.			Number.	Amount.			Number.	Amount.		
July	2	$120,000	.....	1	$15,000	.....	.....	2	$39,500	.....	.....	1	$15,000	.....	.....
August	3	55,000	.....	.....	.....	.....	.....	3	25,500	.....	.....	.....	.....	.....	.....
September	6	76,400	.....	3	5,100	1	.....	6	12,900	.....	.....	1	20	.....	3
October	7	382,500	.....	6	498,380	.....	.....	7	378,000	.....	.....	5	99,305	.....	1
November	5	172,400	.....	1	400	.....	.....	5	5,600	.....	.....	1	75	.....	.....
December	5	132,500	.....	3	5,600	.....	.....	5	27,650	.....	.....	1	4,000	.....	2
January	5	45,000	.....	4	7,130	.....	.....	5	36,500	.....	.....	3	4,430	.....	1
February	6	75,250	.....	5	22,150	.....	.....	6	35,350	.....	.....	3	3,000	.....	2
March	4	68,500	.....	2	59,000	.....	.....	4	27,305	.....	.....	2	2,900	.....	.....
April	2	62,000	.....	2	7,600	.....	.....	2	53,000	.....	.....	1	5,000	.....	1
May	5	206,000	.....	1	9,000	.....	.....	5	58,000	.....	.....	.....	.....	.....	1
June	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	50	1,395,550	.....	28	629,360	1	.....	50	699,305	.....	.....	18	133,730	.....	11

* 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.

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TABLE 14.—*Abstract of returns of disasters to vessels on the* PACIFIC *coast during the year ending June 30, 1894, showing the number of* VESSELS TOTALLY LOST, *the number* DAMAGED, *their* TONNAGE, *the number of* PERSONS *on* BOARD, *and the 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	1	.....	.....	2	28	1,259	36	20	1
August	1	2	.....	.....	3	1,108	495	1	35	.....
September	2	4	.....	.....	6	86	2,636	39	71	.....
October	4	3	.....	.....	7	4,776	267	159	176	7
November	.....	5	.....	.....	5	.....	2,023	25	53	.....
December	3	2	.....	.....	5	447	3,906	4	66	.....
January	3	2	.....	.....	5	435	312	2	34	.....
February	1	5	.....	.....	6	13	1,731	3	47	.....
March	1	3	.....	.....	4	68	2,362	.....	60	.....
April	1	1	.....	.....	2	493	321	49	44	5
May	4	1	.....	.....	5	586	2,438	4	105	25
June	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	21	29	.....	.....	50	8,040	17,750	322	711	38

TABLE 15.—*Abstract of returns of disasters to vessels on the* PACIFIC *coast during the year ending June 30, 1894, 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.	
	Number.	Amount.	Number.	Amount.						
July	2	$53,000	.....	.....	$53,000	.....	.....	.....	1	1
August	2	46,000	.....	.....	46,000	1	.....	.....	.....	3
September	3	7,500	.....	.....	7,500	3	3	.....	1	2
October	2	6,500	.....	.....	6,500	4	4	1	2	1
November	1	1,200	.....	.....	1,200	3	1	1	.....	4
December	4	14,275	1	$3,000	17,275	1	1	.....	1	2
January	3	14,000	.....	.....	14,000	1	3	1	1	1
February	2	8,000	.....	.....	8,000	4	4	.....	1	1
March	3	5,750	1	55,000	60,750	1	1	.....	.....	2
April	1	5,000	.....	.....	5,000	1	1	.....	1	.....
May	4	25,500	1	9,000	34,500	1	.....	.....	.....	4
June	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	27	186,725	3	67,000	253,725	20	18	3	8	21

TABLE 16.—*Abstract of returns of disasters to vessels on the* PACIFIC *coast during the year ending June 30, 1894, 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
Stranded	1	2	1	6	2	.....	1	5	4	2	2	.....	26
Collided	.....	.....	2	.....	.....	2	2	.....	.....	.....	.....	.....	6
Damage to machinery	.....	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	2
Fire	1	1	1	.....	2	2	2	.....	.....	.....	2	.....	11
Struck bridge, rock, wreck, etc	.....	.....	1	.....	.....	1	.....	.....	.....	.....	1	.....	3
Waterlogged	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Total	2	3	6	7	5	5	5	6	4	2	5	.....	50

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TABLE 17.—*Abstract of returns of disasters (excluding collisions) to vessels on the* PACIFIC *coast during the year ending June 30, 1894, distinguishing the* CAUSE *of each disaster.*

Class and cause of disaster.	Foundrings.	Strandings.	Other causes.	Missing vessels.	Total.
CLASS 1.—*Causes connected with the weather:*					
Calms, currents, and tides	.....	2	.....	.....	2
Fog	.....	4	.....	.....	4
Gales, hurricanes, etc	1	5	.....	.....	6
Heavy sea	.....	4	1	.....	5
Total of class 1	1	15	1	.....	17
CLASS 3.—*Causes connected with navigation and seamanship:*					
Errors of masters, officers, or crews	.....	3	1	.....	4
Total of class 3	.....	3	1	.....	4
CLASS 4.—*Causes connected with machinery or boilers:*					
Damage to machinery	.....	.....	2	.....	2
Total of class 4	.....	.....	2	.....	2
CLASS 5.—*Other causes:*					
Capsized	.....	1	.....	.....	1
Fire	.....	.....	11	.....	11
Misstayed	.....	1	.....	.....	1
Struck bridge, rock, etc	.....	3	2	.....	5
Miscellaneous	.....	3	.....	.....	3
Total of class 5	.....	8	13	.....	21
Aggregate	1	26	17	.....	44

NOTE.—Class 2 includes disasters arising from causes connected with vessels, equipments, or stowage. No casualties are reported in this class.

TABLE 18.—*Abstract of returns of disasters to vessels on the* PACIFIC *coast during the year ending June 30, 1894, 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"	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	2
Fog	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Total	.....	.....	2	.....	.....	2	2	.....	.....	.....	.....	.....	6

TABLE 19.—*Abstract of returns of disasters to vessels on the* PACIFIC *coast during the year ending June 30, 1894, 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	1	1	.....	.....	.....	.....	.....	.....	1	.....	5
Schooners	.....	.....	1	4	1	2	2	3	2	1	1	.....	17
Sloops	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Ships	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Steamers	1	2	4	1	4	3	3	2	1	1	2	.....	24
Steamships	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1	.....	2
Total	2	3	6	7	5	5	5	6	4	2	5	.....	50

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TABLE 20.—*Abstract of returns of disasters to foreign vessels on the* PACIFIC *coast during the year ending June 30, 1894, showing* NATIONALITY *and* DESCRIPTION, *and distinguishing those* TOTALLY LOST *and those* PARTIALLY DAMAGED.

Nationality and rig.	August.		October.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
Chilian bark	1	.....	1	.....	2	.....	2
Total	1	.....	1	.....	2	.....	2
Aggregate	1		1		2		

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TABLE 21.—*Abstract of returns of disasters to vessels on the* PACIFIC *coast during the year ending June 30, 1894, 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	.....	.....	.....	.....	2	.....	1	.....	.....	3	.....	.....	1	1	1	.....	.....	.....	.....	.....	1	.....	.....	.....	6	4	10
Over 50 and not exceeding 100 tons	.....	.....	.....	.....	.....	.....	.....	3	.....	.....	2	.....	.....	.....	.....	.....	1	.....	.....	.....	1	.....	.....	.....	4	3	7
Over 100 and not exceeding 200 tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	2	.....	.....	2	.....	.....	.....	.....	1	.....	.....	.....	3	3	6
Over 200 and not exceeding 300 tons	1	.....	.....	2	.....	.....	.....	.....	.....	1	.....	.....	.....	1	.....	1	.....	1	.....	.....	.....	.....	.....	.....	1	6	7
Over 300 and not exceeding 400 tons	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1	1	.....	1	.....	.....	.....	2	4	6
Over 400 and not exceeding 500 tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1	.....	.....	.....	.....	.....	1	1	2
Over 500 and not exceeding 600 tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 600 and not exceeding 700 tons	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	2
Over 700 and not exceeding 800 tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 800 and not exceeding 900 tons	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Over 900 and not exceeding 1,000 tons	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Over 1,000 and not exceeding 1,100 tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 1,100 and not exceeding 1,200 tons	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Over 1,200 and not exceeding 1,300 tons	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Over 1,300 and not exceeding 1,400 tons	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Over 1,400 tons	.....	.....	.....	.....	.....	.....	1	.....	.....	1	.....	1	.....	.....	.....	.....	.....	1	.....	.....	.....	1	.....	.....	1	4	5
Unknown	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	1	1	1	2	2	4	4	3	.....	5	3	2	3	2	1	5	1	3	1	1	4	1	.....	.....	21	29	50
Aggregate	2		3		6		7		5		5		5		6		4		2		5		.....	.....	50		

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.

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TABLE 22.—*Abstract of returns of disasters to vessels on the* PACIFIC *coast during the year ending June 30, 1894, 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	1	.....	.....	2	1	2	3	1	.....	.....	1	.....	11
Over 3 and not exceeding 7 years	.....	2	.....	1	1	.....	.....	3	1	.....	2	.....	10
Over 7 and not exceeding 10 years	1	.....	3	.....	.....	1	.....	1	.....	.....	.....	.....	6
Over 10 and not exceeding 14 years	.....	.....	.....	.....	.....	.....	1	.....	1	1	.....	.....	3
Over 14 and not exceeding 20 years	.....	1	3	3	2	2	.....	1	.....	.....	2	.....	14
Over 20 and not exceeding 25 years	.....	.....	.....	.....	.....	.....	1	.....	2	.....	.....	.....	3
Over 25 and not exceeding 30 years	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 30 and not exceeding 35 years	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	.....	2
Over 35 and not exceeding 40 years	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 40 and not exceeding 45 years	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Over 45 and not exceeding 50 years	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 50 years	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Unknown	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	2	3	6	7	5	5	5	6	4	2	5	.....	50

TABLE 23.—*Abstract of returns of disasters to vessels on the* PACIFIC *coast, during the year ending June 30, 1894, showing the number of vessels and distinguishing their* CARGOES.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast	1	3	2	1	4	2	1	1	2	.....	4	.....	21
Coal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Grain	.....	.....	.....	.....	.....	.....	.....	1	1	.....	.....	.....	2
Iron and iron ore	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Lumber, timber, etc	.....	.....	2	3	.....	1	2	2	1	1	.....	.....	12
Merchandise (general)	1	.....	2	.....	.....	2	.....	.....	.....	.....	.....	.....	5
Petroleum	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Provisions	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Salt	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Miscellaneous	.....	.....	.....	2	1	.....	1	.....	.....	1	.....	.....	5
Total	2	3	6	7	5	5	5	6	4	2	5	.....	50

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.
Founderings	1	13	.....	13	1	.....	.....	1	.....	.....	1	1	.....
Strandings	26	6,897	5,008	11,905	16	10	.....	11	15	273	457	730	38
Vessels collided	6	193	5,876	6,069	5	1	.....	1	5	2	92	94	.....
Other causes	17	937	6,866	7,803	7	10	.....	8	9	47	161	208	.....
Total	50	8,040	17,750	25,790	29	21	.....	21	29	322	711	1,033	38

*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.

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GREAT LAKES.

TABLE 25.—*Abstract of returns of disasters to vessels on the* GREAT LAKES *during the year ending June 30, 1894, 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 whether laden or not.	Loss to vessels.		Number of vessels totally lost, amount unknown.	Number of vessels damaged, amount unknown.*	Loss to cargoes.		Number of cargoes totally lost, amount unknown.	Number of cargoes not damaged, or damage unknown.
	Number.	Amount.		Number.	Amount.			Number.	Amount.			Number.	Amount.		
July	19	$853,015	1	11	$89,465	.....	.....	19	$115,335	.....	1	6	$38,750	.....	5
August	25	642,100	1	13	74,450	.....	1	25	130,550	.....	1	8	12,000	.....	6
September	57	2,486,400	.....	41	580,735	1	.....	51	182,285	.....	6	21	42,405	.....	21
October	86	3,526,760	.....	64	690,780	4	1	78	549,275	.....	8	41	152,675	1	27
November	40	2,316,150	2	30	416,570	.....	2	36	413,755	.....	6	13	72,020	.....	19
December	12	534,500	.....	8	160,100	.....	.....	11	240,330	.....	1	7	54,265	.....	1
January	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
February	1	85,000	1	.....	.....	.....	1	1	600	.....	1	.....	.....	.....	1
March	2	21,000	.....	2	4,050	.....	.....	2	1,900	.....	.....	.....	.....	.....	2
April	15	626,700	.....	9	76,795	2	.....	14	113,795	.....	1	6	55,470	.....	5
May	43	1,398,200	4	31	308,735	.....	3	43	169,315	.....	4	22	53,075	.....	12
June	13	2,386,000	.....	8	47,970	.....	.....	10	25,600	.....	3	1	500	.....	7
Total	313	14,875,825	9	217	2,449,650	7	8	290	1,942,740	.....	32	125	481,160	1	106

*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.

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TABLE 26.—*Abstract of returns of disasters to vessels on the* GREAT LAKES *during the year ending June 30, 1894, showing the number of* VESSELS TOTALLY LOST, *the number* DAMAGED, *their* TONNAGE, *the number of* PERSONS *on* BOARD, *and the 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	4	15	1	.....	20	1,554	11,879	50	183	.....
August	9	16	1	.....	26	2,276	9,778	2	211	3
September	12	39	.....	6	57	3,421	40,520	22	517	5
October	15	63	1	7	86	8,428	63,026	180	927	51
November	12	24	2	4	42	5,568	29,394	20	497	31
December	4	7	.....	1	12	3,179	4,727	14	127	.....
January	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
February	.....	1	1	.....	2	.....	2,544	.....	1	.....
March	.....	2	.....	.....	2	.....	382	.....	19	.....
April	5	9	.....	1	15	2,869	6,704	.....	148	4
May	15	28	3	1	47	3,870	29,114	1	414	16
June	1	9	.....	3	13	112	20,183	403	400	.....
Total	77	213	9	23	322	31,277	218,251	692	3,444	110

TABLE 27.—*Abstract of returns of disasters to vessels on the* GREAT LAKES *during the year ending June 30, 1894, 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.	
	Number.	Amount.	Number.	Amount.						
July	13	$525,425	5	$49,900	$575,325	6	4	1	2	9
August	16	308,710	6	53,610	362,320	7	4	3	4	12
September	35	1,575,330	14	201,550	1,776,880	19	8	3	20	15
October	60	2,432,130	35	466,240	2,898,370	24	11	2	23	17
November	23	1,483,850	16	334,890	1,818,740	16	7	3	9	10
December	6	256,500	3	85,700	342,200	6	2	.....	3	4
January	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
February	1	75,000	.....	.....	75,000	.....	.....	1	1	1
March	.....	.....	.....	.....	.....	2	2	.....	.....	.....
April	7	151,815	3	64,000	215,815	6	5	2	3	4
May	14	741,015	15	223,030	964,045	29	7	4	12	13
June	7	1,484,850	4	20,345	1,505,195	4	4	2	.....	5
Total	182	9,034,625	101	1,499,265	10,533,890	119	54	21	77	90

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TABLE 28.—*Abstract of returns of disasters to vessels on the* GREAT LAKES *during the year ending June 30, 1894, distinguishing the* NATURE *of each casualty.*

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered	2	3	4	7	1	1	.....	.....	.....	.....	2	.....	20
Stranded	2	7	21	43	12	5	.....	.....	.....	3	18	2	113
Collided	4	4	14	4	14	.....	.....	2	.....	4	18	8	72
Abandoned	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	.....	2
Capsized	1	.....	.....	1	.....	.....	.....	.....	.....	1	1	.....	4
Damage to hull, masts, rigging, etc	.....	1	1	11	1	.....	.....	.....	.....	.....	2	.....	16
Damage to machinery	1	.....	2	3	3	.....	.....	.....	.....	.....	1	.....	10
Fire	7	8	7	5	6	3	.....	.....	1	3	1	.....	41
Ice	.....	.....	.....	.....	.....	2	.....	.....	.....	2	.....	.....	4
Sprung aleak	.....	1	1	2	.....	1	.....	.....	.....	.....	.....	.....	5
Struck bridge, sunken wreck, wharf, etc	3	2	3	1	3	.....	.....	.....	1	1	.....	2	16
Water-logged	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	1	3
Miscellaneous	.....	.....	2	8	2	.....	.....	.....	.....	.....	4	.....	16
Total	20	26	57	86	42	12	.....	2	2	15	47	13	322

TABLE 29.—*Abstract of returns of disasters (excluding collisions) to vessels on the* GREAT LAKES *during the year ending June 30, 1894, distinguishing the* CAUSE *of each disaster.*

Class and cause of disaster.	Founderings.	Strandings.	Other causes.	Missing vessels.	Total.
CLASS 1.—*Causes connected with the weather:*					
Calms, currents, etc	.....	2	.....	.....	2
Darkness	.....	5	.....	.....	5
Fog	.....	16	.....	.....	16
Gales, hurricanes, etc	10	44	28	.....	82
Heavy sea	4	4	10	.....	18
Snowstorms	.....	9	.....	.....	9
Total of Class 1	14	80	38	.....	132
CLASS 2.—*Causes connected with vessels, equipments, or stowage:*					
Errors in compass	.....	1	.....	.....	1
Total of Class 2	.....	1	.....	.....	1
CLASS 3.—*Causes connected with navigation and seamanship:*					
Errors of masters, officers, or crews	1	6	1	.....	8
Errors of pilots	.....	2	1	.....	3
Total of Class 3	1	8	2	.....	11
CLASS 4.—*Causes connected with machinery or boilers:*					
Damage to machinery	.....	.....	10	.....	10
Total of Class 4	.....	.....	10	.....	10
CLASS 5.—*Other causes:*					
Absence of lights or buoys	.....	1	.....	.....	1
Fire	.....	.....	41	.....	41
Ice	.....	.....	4	.....	4
Misstayed	.....	1	.....	.....	1
Sprung aleak	4	5	5	.....	14
Struck bridge, pier, rock, sunken wreck, etc	.....	6	13	.....	19
Water-logged	.....	.....	1	.....	1
Miscellaneous	.....	10	2	.....	12
Unknown	1	1	1	.....	3
Total of Class 5	5	24	67	.....	96
Aggregate	20	113	117	.....	250

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TABLE 30.—*Abstract of returns of disasters to vessels on the* GREAT LAKES *during the year ending June 30, 1894, 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	.....	.....	4	.....	2	.....	.....	.....	.....	.....	.....	.....	6
Bad management	.....	.....	2	.....	1	.....	.....	.....	.....	.....	.....	.....	3
"Fault of other vessel"	.....	.....	5	.....	2	.....	.....	.....	.....	.....	1	2	10
Fault of tug towing	1	.....	3	.....	.....	.....	.....	.....	.....	.....	2	2	8
Fog	.....	.....	.....	.....	4	.....	.....	2	.....	2	.....	.....	8
High and baffling winds	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	6	.....	8
Misunderstanding signals	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	2	.....	4
Tides, currents, etc.	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Unavoidable	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Miscellaneous	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5	2	7
Unknown	3	4	.....	2	4	.....	.....	.....	.....	.....	2	1	16
Total	4	4	14	4	14	.....	.....	2	.....	4	18	8	72

TABLE 31.—*Abstract of returns of disasters to vessels on the* GREAT LAKES *during the year ending June 30, 1894, 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	.....	3	2	1	1	.....	.....	.....	.....	.....	2	2	11
Ferryboats	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Schooners	5	6	26	50	12	3	.....	.....	.....	5	30	4	141
Scows	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	2
Steamers	13	17	25	35	24	9	.....	1	2	9	12	5	152
Steamships	1	.....	.....	.....	2	.....	.....	1	.....	1	3	2	10
Steam yachts	.....	.....	3	.....	1	.....	.....	.....	.....	.....	.....	.....	4
Yachts	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Total	20	26	57	86	42	12	.....	2	2	15	47	13	322

TABLE 32.—*Abstract of returns of disasters to foreign vessels on the* GREAT LAKES *during the year ending June 30, 1894, showing* NATIONALITY *and* DESCRIPTION *and distinguishing those* TOTALLY LOST *and those* PARTIALLY DAMAGED.

Nationality and rig.	August.		September.		November.		February.		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.	
British barges	.....	.....	.....	1	.....	.....	.....	.....	1	.....	1	1	2
British schooners	.....	2	.....	.....	1	.....	.....	.....	.....	1	1	3	4
British steamers	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
British steamships	.....	.....	.....	.....	.....	1	.....	1	.....	.....	.....	2	2
Total	.....	3	.....	1	1	1	.....	1	1	1	2	7	9
Aggregate	3		1		2		1		2		9		

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TABLE 33.—*Abstract of returns of disasters to vessels on the* GREAT LAKES *during the year ending June 30, 1894, 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	2	3	3	2	4	7	1	.....	2	3	.....	1	.....	.....	.....	.....	.....	.....	.....	2	1	2	.....	.....	13	20	33
Over 50 and not exceeding 100 tons	.....	1	1	2	.....	1	1	2	1	1	1	.....	.....	.....	.....	.....	.....	.....	1	1	.....	.....	.....	.....	5	8	13
Over 100 and not exceeding 200 tons	.....	1	1	1	2	3	.....	5	2	2	1	3	.....	.....	.....	.....	.....	1	.....	2	.....	4	1	1	7	23	30
Over 200 and not exceeding 300 tons	.....	.....	1	2	2	7	3	13	3	4	.....	.....	.....	.....	.....	.....	.....	1	2	1	11	5	.....	.....	22	33	55
Over 300 and not exceeding 400 tons	.....	1	1	1	2	3	2	5	1	2	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	2	3	.....	1	8	17	25
Over 400 and not exceeding 500 tons	.....	2	.....	1	.....	2	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	.....	1	.....	10	10
Over 500 and not exceeding 600 tons	.....	1	1	.....	1	2	1	7	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	.....	.....	4	12	16
Over 600 and not exceeding 700 tons	.....	.....	.....	.....	.....	1	3	5	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	4	9	13
Over 700 and not exceeding 800 tons	2	.....	.....	1	.....	1	1	4	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	1	3	11	14
Over 800 and not exceeding 900 tons	.....	.....	1	2	.....	1	1	1	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	5	7
Over 900 and not exceeding 1,000 tons	.....	1	.....	2	.....	.....	.....	2	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6	6
Over 1,000 and not exceeding 1,100 tons	.....	1	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1	1	3	4
Over 1,100 and not exceeding 1,200 tons	.....	.....	.....	.....	.....	2	.....	2	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	3	.....	.....	.....	8	8
Over 1,200 and not exceeding 1,300 tons	.....	.....	.....	2	1	.....	.....	2	.....	2	1	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1	.....	1	3	8	11
Over 1,300 and not exceeding 1,400 tons	.....	.....	.....	.....	.....	1	1	2	.....	1	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	1	1	7	8
Over 1,400 tons	.....	4	.....	.....	.....	.....	1	18	2	10	1	1	.....	.....	.....	.....	.....	.....	.....	3	.....	6	.....	5	4	47	51
Unknown	.....	1	.....	1	.....	14	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	18	18
Total	4	16	9	17	12	45	15	71	12	30	4	8	.....	.....	.....	2	.....	2	5	10	15	32	1	12	77	245	322
Aggregate	20		26		57		86		42		12		.....	.....	2		2		15		47		13		322		

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.

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TABLE 34.—*Abstract of returns of disasters to vessels on the* GREAT LAKES *during the year ending June 30, 1894, 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	4	1	5	12	7	1	.....	.....	1	.....	7	7	45
Over 3 and not exceeding 7 years	3	1	11	10	6	1	.....	1	.....	4	5	1	43
Over 7 and not exceeding 10 years	1	4	7	5	2	3	.....	.....	.....	1	1	2	26
Over 10 and not exceeding 14 years	3	9	5	16	9	2	.....	.....	.....	.....	3	.....	47
Over 14 and not exceeding 20 years	3	5	9	17	10	2	.....	.....	.....	4	4	1	55
Over 20 and not exceeding 25 years	4	1	9	11	1	2	.....	.....	1	2	12	2	45
Over 25 and not exceeding 30 years	.....	3	4	14	4	1	.....	1	.....	2	6	.....	35
Over 30 and not exceeding 35 years	1	1	3	1	1	.....	.....	.....	.....	.....	4	.....	11
Over 35 and not exceeding 40 years	.....	.....	3	.....	1	.....	.....	.....	.....	1	4	.....	9
Over 40 and not exceeding 45 years	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Over 45 and not exceeding 50 years	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Over 50 years	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Unknown	1	1	.....	.....	1	.....	.....	.....	.....	.....	1	.....	4
Total	20	26	57	86	42	12	.....	2	2	15	47	13	322

TABLE 35.—*Abstract of returns of disasters to vessels on the* GREAT LAKES *during the year ending June 30, 1894, showing the number of vessels and distinguishing their* CARGOES.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast	9	12	15	17	10	4	.....	1	.....	4	13	5	90
Coal	2	5	11	15	9	2	.....	.....	.....	2	4	1	51
Fruit, coffee, nuts, spices, etc	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Grain	1	1	5	10	5	2	.....	.....	.....	5	4	.....	33
Iron and iron ore	3	3	6	12	1	.....	.....	.....	.....	.....	3	5	33
Lime	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Lumber	4	1	9	19	11	2	.....	.....	1	2	17	2	68
Merchandise (general)	.....	.....	1	4	1	1	.....	.....	.....	.....	.....	.....	7
Provisions	.....	.....	2	.....	1	1	.....	.....	.....	.....	.....	.....	4
Salt	.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Sand, plaster, etc	.....	.....	1	.....	.....	.....	.....	.....	1	.....	.....	.....	2
Stone, brick, etc	.....	1	1	5	.....	.....	.....	.....	.....	1	1	.....	9
Wood	.....	1	4	2	2	.....	.....	.....	.....	1	2	.....	12
Miscellaneous	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Unknown	.....	1	.....	1	2	.....	.....	1	.....	.....	3	.....	8
Total	20	26	57	86	42	12	.....	2	2	15	47	13	322

TABLE 36.—*Abstract of returns of disasters to vessels on the* GREAT LAKES *during the year ending June 30, 1894, 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	4	7	10	22	8	2	.....	.....	1	2	2	2	60
Lake Huron	3	1	11	10	6	1	.....	.....	.....	1	8	1	42
Lake Michigan	6	5	16	24	12	6	.....	.....	1	7	26	2	105
Lake Ontario	1	5	1	2	2	.....	.....	.....	.....	.....	.....	1	12
Lake Superior	1	5	10	13	2	.....	.....	.....	.....	.....	3	.....	34
Lake St. Clair	.....	.....	.....	1	3	1	.....	.....	.....	1	2	.....	8
Straits of Mackinac	.....	.....	1	9	2	1	.....	.....	.....	2	.....	.....	15
Detroit River	2	.....	2	1	5	1	.....	2	.....	1	1	2	17
St. Clair River	1	2	4	.....	.....	.....	.....	.....	.....	1	.....	.....	8
St. Marys River	2	1	2	4	2	.....	.....	.....	.....	.....	5	5	21
Total	20	26	57	86	42	12	.....	2	2	15	47	13	322

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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.
Founderings	20	8,023	321	8,344	15	5	.....	18	2	.....	150	150	51
Strandings	113	10,464	75,008	85,472	84	29	.....	31	82	20	1,146	1,166	18
Vessels collided	72	5,392	76,220	81,612	39	25	8	6	66	435	1,004	1,439	31
Other causes	117	7,398	66,702	74,100	86	31	.....	22	95	237	1,144	1,381	10
Total	322	31,277	218,251	249,528	224	90	8	77	245	692	3,444	4,136	110

*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.

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TABLE 38.—*Abstract of returns of disasters to vessels on the* RIVERS *of the United States during the year ending June 30, 1894, 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 whether laden or not.	Loss to vessels.		Number of vessels totally lost, amount unknown.	Number of vessels damaged, amount unknown.*	Loss to cargoes.		Number of cargoes totally lost, amount unknown.	Number of cargoes not damaged, or damage unknown.
	Number.	Amount.		Number.	Amount.			Number.	Amount.			Number.	Amount.		
July	19	$232,200	6	11	$51,410	.....	6	18	$49,950	.....	7	4	$4,605	.....	13
August	39	590,175	.....	13	83,095	.....	.....	37	111,210	.....	2	8	13,550	.....	5
September	18	385,225	.....	4	101,470	.....	.....	18	64,075	.....	.....	2	80	.....	2
October	24	193,700	.....	8	49,140	.....	.....	24	120,540	.....	.....	5	15,860	.....	3
November	9	81,300	.....	7	37,575	.....	.....	9	48,300	.....	.....	5	7,825	.....	2
December	9	276,000	2	4	28,000	.....	2	9	51,050	.....	2	1	2,000	.....	5
January	6	81,000	.....	3	54,000	.....	.....	6	31,500	.....	.....	1	30,000	.....	2
February	12	156,300	.....	6	127,420	1	.....	12	54,600	.....	.....	3	23,050	.....	4
March	11	202,500	1	8	57,670	.....	1	11	11,500	.....	1	4	2,520	.....	5
April	12	180,100	1	6	18,875	.....	1	12	56,700	.....	1	2	300	.....	5
May	17	440,400	4	8	27,245	2	3	17	143,200	1	3	5	10,755	1	7
June	11	240,900	1	6	42,600	.....	1	11	51,600	.....	1	3	3,105	.....	4
Total	187	3,059,800	15	84	678,500	3	14	184	794,225	1	17	43	113,650	1	57

* 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.

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TABLE 39.—*Abstract of returns of disasters to vessels on the* RIVERS *of the United States during the year ending June 30, 1894, showing the number of* VESSELS TOTALLY LOST, *the number* DAMAGED, *their* TONNAGE, *the number of* PERSONS *on* BOARD, *and the 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	4	14	6	1	25	426	10,916	265	222	.....
August	14	23	.....	2	39	1,307	6,843	147	366	9
September	8	10	.....	.....	18	705	3,525	258	218	.....
October	12	12	.....	.....	24	2,741	2,359	86	263	14
November	5	4	.....	.....	9	868	892	36	195	3
December	1	8	2	.....	11	437	7,856	312	225	.....
January	2	4	.....	.....	6	1,183	1,452	15	195	2
February	6	6	.....	.....	12	1,046	2,149	113	231	.....
March	1	10	1	.....	12	22	4,043	141	313	.....
April	4	8	1	.....	13	846	2,041	88	302	.....
May	9	9	3	.....	21	2,291	7,324	64	367	.....
June	3	8	1	.....	12	1,103	3,146	1,934	205	1
Total	69	116	14	3	202	12,975	52,546	3,459	3,102	29

TABLE 40.—*Abstract of returns of disasters to vessels on the* RIVERS *of the United States during the year ending June 30, 1894, 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.	
	Number.	Amount.	Number.	Amount.						
July	11	$82,750	2	$28,500	$111,250	6	4	8	11	8
August	14	293,500	5	76,750	370,250	22	1	3	7	26
September	12	161,500	.....	.....	161,500	5	2	1	2	14
October	13	85,000	5	35,000	120,000	11	2	.....	1	16
November	4	31,000	1	3,600	34,600	5	4	.....	2	2
December	6	92,500	.....	.....	92,500	3	3	2	3	5
January	6	42,000	2	34,000	76,000	.....	.....	.....	1	3
February	7	60,000	3	38,000	98,000	5	3	.....	1	5
March	9	82,900	4	37,200	120,100	2	3	1	2	3
April	6	46,500	.....	.....	46,500	6	4	1	3	6
May	8	73,700	1	11,000	84,700	7	3	6	9	8
June	8	124,000	2	40,000	164,000	2	3	2	2	5
Total	104	1,175,350	25	304,050	1,479,400	74	32	24	44	101

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TABLE 41.—*Abstract of returns of disasters to vessels on the* RIVERS *of the United States during the year ending June 30, 1894, distinguishing the* NATURE *of each casualty.*

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered	1	5	3	2	1	.....	.....	4	1	1	2	.....	20
Stranded	.....	8	2	9	1	.....	.....	.....	1	3	1	4	29
Collided	14	8	4	.....	.....	8	.....	2	2	2	8	2	50
Capsized	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Damage to hull, masts, rigging, etc.	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	.....	2
Damage to machinery	2	.....	2	1	.....	1	.....	.....	4	2	4	1	17
Explosion of boilers	.....	2	.....	2	.....	.....	2	.....	1	.....	.....	.....	7
Fire	2	7	6	6	1	1	2	1	.....	3	3	3	35
Ice	...	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Sprung aleak	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Struck bridge, snag, wharf, etc	3	9	1	3	5	1	1	5	2	1	2	2	35
Miscellaneous	2	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	3
Unknown	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Total	25	39	18	24	9	11	6	12	12	13	21	12	202

TABLE 42.—*Abstract of returns of disasters (excluding collisions) to vessels on the* RIVERS *of the United States during the year ending June 30, 1894, distinguishing the* CAUSE *of each disaster.*

Class and cause of disaster.	Foundrings.	Strandings.	Other causes.	Missing vessels.	Total.
CLASS 1.—*Causes connected with the weather:*					
Calms, currents, and tides	.....	2	.....	.....	2
Fog	.....	1	.....	.....	1
Gales, hurricanes, etc	8	14	6	.....	28
Snowstorms	.....	1	.....	.....	1
Total of Class 1	8	18	6	.....	32
CLASS 3.—*Causes connected with navigation and seamanship:*					
Errors of masters, officers, or crews	1	1	.....	.....	2
Errors of pilots	.....	1	1	.....	2
Total of Class 3	1	2	1	.....	4
CLASS 4.—*Causes connected with machinery or boilers:*					
Damage to machinery	.....	.....	17	.....	17
Explosion of boilers	.....	.....	7	.....	7
Total of Class 4	.....	.....	24	.....	24
CLASS 5.—*Other causes:*					
Capsized	1	.....	.....	.....	1
Fire	.....	.....	35	.....	35
Ice	.....	.....	1	.....	1
Sprung aleak	8	.....	1	.....	9
Struck bridge, rock, snag, wharf, etc	.....	4	32	.....	36
Miscellaneous	2	4	3	.....	9
Unknown	.....	1	.....	.....	1
Total of Class 5	11	9	72	.....	92
Aggregate	20	29	103	.....	152

NOTE.—Class 2 includes disasters arising from causes connected with vessel, equipments, or stowage. No casualities are reported in this class.

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TABLE 43.—*Abstract of returns of disasters to vessels on the* RIVERS *of the United States, during the year ending June 30, 1894, 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	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Bad management	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Carelessness	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
"Fault of other vessel"	2	3	.....	.....	.....	2	.....	.....	1	1	.....	1	10
Fault of tug towing	2	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	4
Fog	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	2
High and baffling winds	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	.....	8
Misunderstanding signals	2	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
Tides, currents, etc.	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	4
Miscellaneous	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Unknown	2	1	2	.....	.....	4	.....	.....	1	1	1	1	13
Total	14	8	4	.....	.....	8	.....	2	2	2	8	2	50

TABLE 44.—*Abstract of returns of disasters to vessels on the* RIVERS *of the United States during the year ending June 30, 1894, 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	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	3
Barks	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
Brigs	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	2
Ferryboats	1	1	3	1	.....	.....	.....	1	.....	.....	.....	.....	7
Schooners	3	9	1	5	3	3	1	.....	.....	3	3	3	34
Scows	2	.....	.....	.....	.....	.....	.....	.....	.....	1	1	.....	4
Ships	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	3
Sloops	.....	4	.....	2	.....	.....	.....	1	1	.....	.....	.....	8
Steamers	13	23	11	14	5	7	5	10	11	9	12	9	129
Steam canal boats	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Steamships	1	1	1	.....	.....	1	.....	.....	.....	.....	1	.....	5
Steam yachts	.....	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	2
Total	25	39	18	24	9	11	6	12	12	13	21	12	202

TABLE 45.—*Abstract of returns of disasters to foreign vessels on the* RIVERS *of the United States during the year ending June 30, 1894, showing* NATIONALITY *and* DESCRIPTION, *and distinguishing those* TOTALLY LOST *and those* PARTIALLY DAMAGED.

Nationality and rig.	July.		Decem-ber.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
British barks	.....	1	.....	.....	.....	.....	.....	.....	.....	1	1
British ships	.....	.....	.....	.....	.....	1	.....	.....	.....	1	1
British steamships	.....	1	.....	1	.....	.....	.....	.....	.....	2	2
German ships	.....	1	.....	.....	.....	.....	.....	.....	.....	1	1
Total	.....	3	.....	1	.....	1	.....	.....	.....	5	5
Aggregate	3		1		1		.....		5		

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TABLE 46.—*Abstract of returns of disasters to vessels on the* RIVERS *of the United States during the year ending June 30, 1894, 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	2	2	10	3	2	2	3	3	3	1	.....	.....	.....	.....	1	3	1	1	.....	.....	1	1	1	1	24	17	41
Over 50 and not exceeding 100 tons	1	3	.....	8	3	2	2	3	.....	1	.....	1	1	.....	3	.....	.....	.....	1	1	3	3	1	1	15	23	38
Over 100 and not exceeding 200 tons	.....	2	2	7	3	2	1	3	.....	.....	.....	.....	.....	1	1	.....	.....	1	1	3	.....	.....	.....	.....	8	19	27
Over 200 and not exceeding 300 tons	1	.....	.....	.....	.....	.....	3	1	1	1	.....	.....	.....	.....	.....	.....	.....	1	1	2	2	.....	.....	2	8	7	15
Over 300 and not exceeding 400 tons	.....	3	1	1	.....	1	.....	1	.....	.....	.....	1	.....	1	.....	1	.....	.....	1	1	.....	.....	.....	2	2	12	14
Over 400 and not exceeding 500 tons	.....	1	1	2	.....	1	2	.....	.....	1	1	2	.....	1	.....	.....	.....	4	.....	.....	1	.....	.....	.....	5	12	17
Over 500 and not exceeding 600 tons	.....	1	.....	2	.....	.....	.....	.....	1	.....	.....	1	.....	1	.....	1	.....	1	.....	1	.....	2	.....	1	1	10	11
Over 600 and not exceeding 700 tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2	.....	5	5
Over 700 and not exceeding 800 tons	.....	1	.....	.....	.....	1	1	.....	.....	.....	.....	1	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	3	5
Over 800 and not exceeding 900 tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	3	3
Over 900 and not exceeding 1,000 tons	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	.....	1	2	3
Over 1,000 and not exceeding 1,100 tons	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	2
Over 1,100 and not exceeding 1,200 tons	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1	.....	.....	.....	.....	1	.....	.....	.....	2	3	5
Over 1,200 and not exceeding 1,300 tons	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	3	3
Over 1,300 and not exceeding 1,400 tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 1,400 tons	.....	1	.....	1	.....	1	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	6	6
Unknown	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	2	.....	...	1	6	7
Total	4	21	14	25	8	10	12	12	5	4	1	10	2	4	6	6	1	11	4	9	9	12	3	9	69	133	202
Aggregate	25		39		18		24		9		11		6		12		12		13		21		12		202		

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.

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TABLE 47.—*Abstract of returns of disasters to vessels on the* RIVERS *of the United States during the year ending June 30, 1894, 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	.....	6	1	2	.....	3	2	1	2	1	1	1	20
Over 3 and not exceeding 7 years	7	8	2	5	2	2	1	2	7	2	5	2	45
Over 7 and not exceeding 10 years	3	2	1	3	2	3	1	1	.....	3	1	2	22
Over 10 and not exceeding 14 years	4	2	6	4	2	1	1	4	1	2	4	3	34
Over 14 and not exceeding 20 years	3	7	4	3	1	.....	1	1	2	1	3	2	28
Over 20 and not exceeding 25 years	3	4	.....	1	.....	1	.....	2	.....	1	1	.....	13
Over 25 and not exceeding 30 years	2	5	1	4	1	.....	.....	1	.....	2	1	2	19
Over 30 and not exceeding 35 years	.....	1	3	1	1	.....	.....	.....	.....	.....	1	.....	7
Over 35 and not exceeding 40 years	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 40 and not exceeding 45 years	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Over 45 and not exceeding 50 years	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
Over 50 years	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Unknown	3	1	.....	1	.....	1	.....	.....	.....	1	3	.....	10
Total	25	39	18	24	9	11	6	12	12	13	21	12	202

TABLE 48.—*Abstract of returns of disasters to vessels on the* RIVERS *of the United States during the year ending June 30, 1894, showing the number of vessels and distinguishing their* CARGOES.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast	8	26	14	16	2	5	3	5	3	6	8	5	101
Coal	3	1	.....	2	.....	.....	.....	.....	.....	.....	3	.....	9
Cotton, cotton seed, etc	.....	1	.....	2	2	.....	.....	1	2	.....	1	1	10
Fish, oysters, etc	.....	.....	.....	.....	1	.....	.....	1	.....	.....	.....	.....	2
Fruit, nuts, spices, etc	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Grain	2	.....	1	1	1	.....	.....	1	.....	2	.....	.....	8
Logwood	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Lumber	.....	1	.....	.....	.....	.....	2	1	.....	2	.....	1	7
Merchandise (general)	1	3	2	2	1	2	.....	3	3	.....	1	1	19
Provisions	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	2
Salt	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	3
Sand, plaster, etc	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	2
Stone, brick, etc	.....	3	.....	.....	.....	.....	.....	.....	1	.....	2	.....	6
Sugar, molasses, etc	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	2
Wood	1	1	.....	1	1	.....	.....	.....	1	.....	.....	.....	5
Miscellaneous	2	1	1	.....	.....	2	1	.....	1	1	.....	1	10
Unknown	6	.....	.....	.....	.....	2	.....	.....	1	1	3	1	14
Total	25	39	18	24	9	11	6	12	12	13	21	12	202

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TABLE 49.—*Abstract of returns of disasters to vessels on the* RIVERS *of the United States during the year ending June 30, 1894, distinguishing the* RIVERS *on which they occurred.*

Rivers.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Alabama	....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Alleghany	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Amelia, Florida	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Bayou D'Arbonne, Louisiana	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Bayou Têche, Louisiana	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Cape Fear, North Carolina	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Columbia	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Connecticut	.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Cooper, South Carolina	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Cowlitz, Washington	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Cumberland, Tennessee	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Delaware	9	13	6	2	.....	4	.....	1	.....	3	6	2	46
Elk, Maryland	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Great Kanawha	2	1	.....	2	.....	.....	.....	.....	.....	.....	.....	1	6
Hudson	.....	6	2	1	.....	.....	.....	.....	1	.....	.....	1	11
Illinois	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
James	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	2	3
Kaskaskia, Illinois	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Kentucky	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Mississippi	5	4	2	9	.....	2	2	3	2	2	5	2	38
Missouri	.....	1	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	3
Monongahela	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Neuse, North Carolina	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Ohio	2	2	3	4	1	3	1	2	2	4	4	1	29
Ouachita	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Pascagoula	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	2
Pawtucket, Rhode Island	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Potomac	2	3	.....	2	1	.....	.....	2	.....	1	1	1	13
Red, Louisiana	.....	.....	.....	1	.....	.....	.....	.....	3	.....	1	1	6
Sabine	.....	.....	1	.....	...	.....	.....	.....	.....	.....	.....	.....	1
Sacramento	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Salt, Kentucky	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
St. Croix	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
St. Francis, Arkansas	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
St. Lawrence	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
San Joaquin	.....	.....	.....	.....	1	2	.....	.....	2	.....	.....	.....	5
Schuylkill	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	.....	2
Snake, Washington	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Sunflower, Mississippi	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Tallahatchie, Mississippi	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Tennessee	.....	1	.....	.....	1	.....	1	1	.....	.....	.....	.....	4
Thames, Connecticut	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
White, Arkansas	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Yazoo	.....	1	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	2
Total	25	39	18	24	9	11	6	12	12	13	21	12	202

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.
Founderings	20	1,040	1,392	2,432	9	11	.....	15	5	35	160	195	6
Strandings	29	2,011	4,006	6,017	17	12	.....	14	15	148	414	562	6
Vessels collided	50	429	24,793	25,222	20	16	14	3	47	808	513	1,321	.....
Other causes	103	9,495	22,355	31,850	41	62	.....	37	66	2,468	2,015	4,483	17
Total	202	12,975	52,546	65,521	87	101	14	69	133	3,459	3,102	6,561	29

*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.

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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, 1894, 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 whether laden or not.	Loss to vessels.		Number of vessels totally lost, amount unknown.	Number of vessels damaged, amount unknown.*	Loss to cargoes.		Number of cargoes totally lost, amount unknown.	Number of cargoes not damaged, or damage unknown.
	Number.	Amount.		Number.	Amount.			Number.	Amount.			Number.	Amount.		
July	16	$419,500	3	14	$508,945	.....	3	16	$260,500	.....	3	6	$246,500	.....	11
August	85	1,462,300	2	72	1,187,065	5	3	83	378,600	.....	4	50	175,790	1	29
September	10	119,800	1	7	254,660	.....	1	10	25,745	.....	1	3	820	.....	5
October	26	383,300	.....	19	138,820	2	.....	26	132,550	.....	.....	12	63,475	.....	9
November	22	1,301,400	.....	19	503,340	2	.....	21	569,560	.....	1	15	91,125	.....	6
December	26	657,800	1	17	77,640	2	1	26	188,665	.....	1	8	14,900	.....	12
January	25	464,300	.....	21	197,925	.....	.....	25	200,305	.....	.....	15	40,030	.....	6
February	23	782,550	.....	17	362,575	.....	.....	23	296,010	.....	.....	9	11,765	.....	8
March	15	519,920	3	9	274,405	1	3	15	87,720	.....	3	5	8,515	.....	8
April	6	96,000	.....	5	126,620	.....	1	6	24,000	.....	.....	2	3,820	.....	4
May	8	584,500	.....	5	324,300	1	.....	7	51,700	.....	1	4	96,300	.....	2
June	7	132,000	1	4	7,835	.....	1	7	58,500	.....	1	4	7,835	.....	1
Total	269	6,923,370	11	209	3,964,130	13	13	265	2,273,855	.....	15	133	760,875	1	101

*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.

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TABLE 52.—*Abstract of returns of disasters to American vessels* AT SEA *and in* FOREIGN WATERS *during the year ending June 30, 1894, showing the number of* VESSELS TOTALLY LOST, *the number* DAMAGED, *their* TONNAGE, *the number of* PERSONS *on* BOARD, *and the 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	5	11	3	.....	19	3,984	16,145	21	218	.....
August	29	54	2	2	87	8,700	33,007	51	887	131
September	4	6	1	.....	11	306	5,180	5	108	5
October	8	18	.....	.....	26	3,055	8,907	2	234	26
November	9	12	.....	1	22	6,612	13,846	466	429	20
December	12	14	1	....	27	2,085	9,587	25	323	29
January	14	11	.....	.....	25	4,371	7,946	9	342	55
February	9	14	.....	.....	23	4,912	13,125	23	668	3
March	6	9	3	.....	18	1,219	16,296	128	260	15
April	3	3	.....	.....	6	424	2,938	.....	43	.....
May	3	4	.....	1	8	553	7,320	25	192	.....
June	6	1	1	.....	8	1,811	2,461	.....	76	1
Total	108	157	11	4	280	38,032	136,798	755	3,780	285

TABLE 53.—*Abstract of returns of disasters to American vessels* AT SEA *and in* FOREIGN WATERS *during the year ending June 30, 1894, 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.	
	Number.	Amount.	Number.	Amount.						
July	10	$251,750	5	$180,310	$432,060	5	2	4	10	2
August	55	559,880	36	426,180	986,060	20	11	12	33	7
September	7	31,665	3	13,500	45,165	.....	1	4	4	3
October	19	156,950	8	50,170	207,120	6	2	1	11	5
November	16	475,430	10	224,500	699,930	6	2	.....	9	1
December	21	411,805	8	56,040	467,845	3	2	3	10	7
January	21	251,350	8	125,100	376,450	2	9	2	4	4
February	14	114,600	7	186,500	301,100	7	3	2	7	6
March	12	325,700	6	206,990	532,690	2	1	4	6	5
April	2	20,500	3	14,820	35,320	2	....	2	3	.....
May	3	316,800	2	94,000	410,800	3	2	2	2	2
June	5	25,400	.....	.....	25,400	.....	1	3	4	3
Total	185	2,941,830	96	1,578,110	4,519,940	56	36	39	103	45

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TABLE 54.—*Abstract of returns of disasters to American vessels* AT SEA *and in* FOREIGN WATERS *during the year ending June 30, 1894, distinguishing the* NATURE *of each casualty.*

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered	1	5	1	.....	1	1	2	1	1	.....	.....	1	14
Stranded	3	7	1	2	5	7	5	5	4	3	2	3	47
Collided	8	6	2	.....	.....	2	.....	.....	8	.....	2	2	30
Abandoned	1	5	1	2	2	3	3	3	1	1	.....	.....	22
Capsized	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Damage to hull, masts, rigging, etc	3	35	2	12	6	6	8	9	1	2	1	1	86
Damage to machinery	.....	2	.....	1	.....	2	1	1	2	.....	.....	.....	9
Fire	1	1	.....	.....	3	1	1	.....	.....	.....	1	1	9
Ice	.....	.....	1	.....	1	.....	.....	.....	.....	.....	1	.....	3
Lightning	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Never heard from	.....	12	1	3	.....	2	4	.....	1	.....	.....	.....	23
Sprung aleak	1	2	2	2	4	.....	1	1	.....	.....	1	.....	14
Struck wharf, wreck, etc	.....	.....	.....	1	.....	1	.....	.....	.....	.....	.....	.....	2
Water-logged	.....	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
Miscellaneous	.....	7	.....	3	.....	1	.....	3	.....	.....	.....	.....	14
Unknown	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Total	19	87	11	26	22	27	25	23	18	6	8	8	280

TABLE 55.—*Abstract of returns of disasters (excluding collisions) to American vessels* AT SEA *and in* FOREIGN WATERS *during the year ending June 30, 1894, distinguishing the* CAUSE *of each disaster.*

Class and cause of disaster.	Foundrings.	Strandings.	Other causes.	Missing vessels.	Total.
CLASS 1.—*Causes connected with the weather:*					
Calms, currents, and tides	.....	6	.....	.....	6
Darkness	.....	4	.....	.....	4
Fog	.....	3	.....	.....	3
Gales, hurricanes, etc	10	12	115	.....	137
Heavy sea	.....	1	11	.....	12
Lightning	.....	.....	1	.....	1
Snowstorms	.....	5	.....	.....	5
Total of Class 1	10	31	127	.....	168
CLASS 2.—*Causes connected with vessels, equipments, or stowage:*					
Defective hull, masts, rigging, etc	.....	.....	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	.....	1	.....	.....	1
Total of Class 3	.....	6	.....	.....	6
CLASS 4.—*Causes connected with machinery or boilers:*					
Damage to machinery	.....	.....	9	.....	9
Total of Class 4	.....	.....	9	.....	9
CLASS 5.—*Other causes:*					
Absence of lights or buoys	.....	2	.....	.....	2
Capsized	1	.....	.....	.....	1
Fire	.....	.....	9	.....	9
Ice	.....	1	3	.....	4
Misstayed	.....	2	.....	.....	2
Sprung aleak	3	.....	4	.....	7
Struck wharf, wreck, etc	.....	.....	2	.....	2
Water-logged	.....	.....	8	.....	8
Miscellaneous	.....	.....	2	.....	2
Unknown	.....	5	1	23	29
Total of Class 5	4	10	29	23	66
Aggregate	14	47	166	23	250

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TABLE 56.—*Abstract of returns of disasters to American vessels* AT SEA *and in* FOREIGN WATERS *during the year ending June 30, 1894, 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.
Error in judgment	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
"Fault of other vessel"	2	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	3
Fog	4	4	.....	.....	.....	.....	.....	.....	2	.....	2	2	14
High and baffling winds	.....	2	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
Want of proper lights	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Unknown	2	.....	.....	.....	.....	1	.....	.....	4	.....	.....	.....	7
Total	8	6	2	.....	.....	2	.....	.....	8	.....	2	2	30

TABLE 57.—*Abstract of returns of disasters to American vessels* AT SEA *and in* FOREIGN WATERS *during the year ending June 30, 1894, 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	3	.....	3	2	3	1	2	1	.....	1	1	18
Barkentines	1	4	1	1	1	.....	1	3	.....	.....	.....	.....	12
Brigs	1	4	.....	.....	1	1	.....	1	.....	1	1	.....	10
Brigantines	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Schooners	12	68	6	20	13	17	19	12	11	5	4	5	192
Ships	1	1	2	1	1	.....	2	2	2	.....	1	1	14
Sloops	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Steamers	.....	1	.....	1	2	2	.....	1	2	.....	.....	.....	9
Steamships	3	6	1	.....	2	3	2	2	2	.....	1	1	23
Total	19	87	11	26	22	27	25	23	18	6	8	8	280

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TABLE 58.—*Abstract of returns of disasters to American vessels* AT SEA *and in* FOREIGN WATERS *during the year ending June 30, 1894, 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	.....	4	4	2	.....	.....	1	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	9	5	14
Over 50 and not exceeding 100 tons	.....	2	2	6	1	2	2	2	1	1	5	1	10	2	3	1	3	.....	1	.....	2	.....	1	.....	31	17	48
Over 100 and not exceeding 200 tons	.....	2	4	7	1	.....	.....	1	.....	1	2	2	.....	3	1	1	2	1	2	.....	.....	1	.....	.....	12	19	31
Over 200 and not exceeding 300 tons	1	2	5	4	.....	.....	1	2	.....	2	2	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	10	11	21
Over 300 and not exceeding 400 tons	1	2	5	8	.....	1	1	3	1	.....	.....	1	.....	.....	.....	1	.....	.....	.....	.....	1	1	1	.....	10	17	27
Over 400 and not exceeding 500 tons	.....	1	6	6	.....	1	.....	2	2	1	1	1	.....	1	2	.....	.....	.....	.....	.....	.....	.....	1	.....	12	13	25
Over 500 and not exceeding 600 tons	.....	.....	1	4	.....	.....	4	1	3	2	1	2	1	1	.....	3	.....	2	.....	.....	.....	.....	.....	.....	10	15	25
Over 600 and not exceeding 700 tons	.....	1	2	6	.....	.....	.....	4	1	2	.....	1	1	.....	1	2	.....	1	.....	1	.....	.....	1	.....	6	18	24
Over 700 and not exceeding 800 tons	1	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	1	.....	.....	.....	.....	.....	.....	.....	2	4	6
Over 800 and not exceeding 900 tons	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	5	5
Over 900 and not exceeding 1,000 tons	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	2	.....	.....	1	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	5	5
Over 1,000 and not exceeding 1,100 tons	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1	.....	.....	.....	3	3
Over 1,100 and not exceeding 1,200 tons	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	2	2	4
Over 1,200 and not exceeding 1,300 tons	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	.....	.....	1	.....	.....	.....	.....	.....	4	4
Over 1,300 and not exceeding 1,400 tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 1,400 tons	1	3	.....	6	.....	2	.....	1	1	3	.....	1	.....	3	2	3	.....	4	.....	.....	.....	2	.....	1	4	29	33
Unknown	.....	1	.....	1	.....	1	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	5	5
Total	5	14	29	58	4	7	8	18	9	13	12	15	14	11	9	14	6	12	3	3	3	5	6	2	108	172	280
Aggregate	19		87		11		26		22		27		25		23		18		6		8		8		280		

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.

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TABLE 59.—*Abstract of returns of disasters to American vessels* AT SEA *and in* FOREIGN WATERS *during the year ending June 30, 1894, 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	8	1	2	5	3	3	2	2	.....	.....	.....	28
Over 3 and not exceeding 7 years	2	3	.....	3	2	4	2	1	4	1	3	.....	25
Over 7 and not exceeding 10 years	3	12	3	6	.....	2	3	3	1	.....	.....	2	35
Over 10 and not exceeding 14 years	4	16	1	7	7	4	7	5	4	2	1	.....	58
Over 14 and not exceeding 20 years	3	27	4	5	4	8	5	7	5	2	.....	3	73
Over 20 and not exceeding 25 years	1	7	.....	1	3	3	2	2	2	.....	2	.....	23
Over 25 and not exceeding 30 years	1	8	1	1	1	2	2	1	.....	1	1	1	20
Over 30 and not exceeding 35 years	2	3	.....	1	.....	.....	.....	1	.....	.....	.....	.....	7
Over 35 and not exceeding 40 years	.....	1	.....	.....	.....	.....	1	1	.....	.....	.....	.....	3
Over 40 and not exceeding 45 years	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 45 and not exceeding 50 years	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1	1	3
Over 50 years	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Unknown	1	1	1	.....	.....	1	.....	.....	.....	.....	.....	1	5
Total	19	87	11	26	22	27	25	23	18	6	8	8	280

TABLE 60.—*Abstract of returns of disasters to American vessels* AT SEA *and in* FOREIGN WATERS *during the year ending June 30, 1894, 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	7	3	5	1	7	4	6	5	.....	2	3	45
Coal	2	9	.....	3	1	3	3	4	2	2	.....	.....	29
Cotton, cotton seed, etc	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Fertilizers	2	2	1	1	4	2	.....	2	.....	1	.....	.....	15
Fish, oysters, etc	3	8	1	.....	2	2	11	1	1	.....	.....	1	30
Fruit, coffee, spices, nuts, etc	2	1	.....	3	.....	.....	.....	.....	.....	1	2	.....	9
Grain	.....	.....	.....	.....	2	.....	2	.....	1	.....	.....	.....	5
Ice	.....	1	.....	.....	.....	.....	1	1	.....	.....	.....	.....	3
Lime	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Logwood	.....	3	1	2	1	1	.....	.....	.....	.....	.....	.....	8
Lumber	2	29	1	10	4	5	.....	4	.....	.....	2	2	59
Merchandise (general)	2	7	1	.....	1	4	2	1	1	.....	1	.....	20
Petroleum	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Provisions	.....	1	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	2
Railroad iron	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Salt	.....	2	1	.....	1	1	.....	.....	.....	.....	.....	.....	5
Sand, plaster, etc	.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Stone, brick, etc	.....	2	.....	1	.....	.....	.....	.....	2	.....	.....	1	6
Sugar, molasses, etc	1	3	.....	1	.....	.....	1	2	3	1	1	.....	13
Tar, pitch, turpentine, etc	.....	1	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	2
Whale oil, etc	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
Wood	.....	1	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	2
Miscellaneous	.....	2	.....	.....	2	1	.....	.....	.....	.....	.....	.....	5
Unknown	3	3	1	.....	.....	1	.....	.....	3	1	.....	1	13
Total	19	87	11	26	22	27	25	23	18	6	8	8	280

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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.
Founderings	14	3,635	.....	3,635	10	4	.....	14	.....	7	103	110	22
Strandings	47	11,148	7,072	18,220	35	10	2	34	13	28	717	745	34
Vessels collided	30	566	28,745	29,311	15	4	11	4	26	3	229	232	1
Other causes	189	22,683	100,981	123,664	162	27	.....	56	133	717	2,731	3,448	228
Total	280	38,032	136,798	174,830	222	45	13	108	172	755	3,780	4,535	285

*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 year ending June 30, 1894.*

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	39	11,456	30,316	41,772	18	10	11	18	21	4	395	399	24
Pacific coast	2	1,909	.....	1,909	.....	2	.....	2	.....	1	33	34	6
Great Lakes	9	256	4,785	5,041	2	4	3	2	7	.....	34	34	.....
Rivers	5	.....	8,536	8,536	.....	.....	5	.....	5	.....	.....	.....	.....
Total	55	13,621	43,637	57,258	20	16	19	22	33	5	462	467	30

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	Aggregate.
Total value vessels involved	$888,800	$35,000	$24,750	.....	$948,550
Total value cargoes involved	738,240	.....	22,000	.....	760,240
Aggregate	1,627,040	35,000	46,750	.....	1,708,790
Total losses to vessels	464,200	35,000	9,250	.....	508,450
Total losses to cargoes	241,515	.....	1,000	.....	242,515
Aggregate	705,715	35,000	10,250	.....	750,965
Total insurance on vessels*	40,640	20,000	.....	.....	60,640
Total insurance on cargoes*	16,000	.....	.....	.....	16,000
Aggregate	56,640	20,000	.....	.....	76,640
Total tonnage vessels totally lost	11,456	1,909	256	.....	13,621
Total tonnage vessels damaged	30,316	.....	4,785	$8,536	43,637

NOTE.—In addition to the number of vessels here reported, 9 foreign vessels collided with American vessels at sea, involving a tonnage of 19,263.

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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.*	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.†
Founderings:																		
Atlantic and Gulf coasts	46	3,740	986	$233,600	$39,610	$140,200	$33,300	$69,800	$22,895	27	19	.....	30	16	35	192	227	87
Pacific coast	1	13	.....	500	5	500	5	.....	.....	1	.....	.....	1	.....	.....	1	1	.....
Great Lakes	20	8,023	321	297,065	32,930	294,065	30,370	203,485	19,565	15	5	.....	18	2	.....	150	150	51
Rivers	20	1,040	1,392	93,925	70,975	57,425	710	39,500	.....	9	11	.....	15	5	35	160	195	6
At sea and in foreign waters	14	3,635	....	97,600	31,815	97,600	31,815	44,695	23,000	10	4	.....	14	.....	7	103	110	22
Total	101	16,451	2,699	722,690	175,335	589,790	96,200	357,480	65,460	62	39	.....	78	23	77	606	683	166
Strandings:																		
Atlantic and Gulf coasts	231	38,413	46,187	5,003,005	1,278,065	1,715,745	543,700	1,738,765	338,315	153	78	.....	126	105	818	1,901	2,719	75
Pacific coast	26	6,897	5,008	723,550	597,625	596,905	124,375	123,250	55,000	16	10	.....	11	15	273	457	730	38
Great Lakes	113	10,464	75,008	4,891,760	839,285	652,670	178,230	3,065,570	360,925	84	29	.....	31	82	20	1,146	1,166	18
Rivers	29	2,011	4,006	293,675	88,015	65,525	19,645	95,700	54,250	17	12	.....	14	15	148	414	562	6
At sea and in foreign waters	47	11,148	7,072	842,120	579,340	637,755	146,340	385,990	423,830	35	10	2	34	13	28	717	745	34
Total	446	68,933	137,281	11,754,110	3,382,330	3,668,600	1,012,290	5,409,275	1,232,320	305	139	2	216	230	1,287	4,635	5,922	171
Vessels collided:																		
Atlantic and Gulf coasts	273	2,241	170,960	11,326,025	1,264,190	310,250	20,625	5,760,875	957,770	96	140	37	9	264	6,667	2,886	9,553	5
Pacific coast	6	193	5,876	167,000	12,880	19,150	3,680	5,175	.....	5	1	.....	1	5	2	92	94	.....
Great Lakes	72	5,392	76,220	5,562,300	468,675	449,535	106,650	3,419,500	352,635	39	25	8	6	66	435	1,004	1,439	31
Rivers	50	429	24,793	1,077,100	119,970	48,500	12,790	312,500	75,000	20	16	14	3	47	808	513	1,321	.....
At sea and in foreign waters	30	566	28,745	328,000	194,690	42,975	4,100	98,215	86,590	15	4	11	4	26	3	229	232	1
Total	431	8,821	306,594	18,460,425	2,060,405	870,410	147,845	9,596,265	1,471,995	175	186	70	23	408	7,915	4,724	12,639	37
Other causes:																		
Atlantic and Gulf coasts	147	2,119	51,309	4,736,605	672,020	390,080	36,545	2,614,300	466,360	67	80	.....	21	126	1,497	1,426	2,923	35
Pacific coast	17	937	6,866	504,500	18,850	82,750	5,670	58,300	12,000	7	10	.....	8	9	47	161	208	.....
Great Lakes	117	7,398	66,702	4,124,700	1,108,760	546,470	165,910	2,346,070	766,140	86	31	.....	22	95	237	1,144	1,381	10
Rivers	103	9,495	22,355	1,595,100	399,540	622,775	80,505	727,650	174,800	41	62	.....	37	66	2,468	2,015	4,483	17
At sea and in foreign waters	189	22,683	100,981	5,655,650	3,158,285	1,495,525	578,620	2,412,930	1,044,690	162	27	.....	56	133	717	2,731	3,448	228
Total	573	42,632	248,213	16,616,555	5,357,455	3,137,600	867,250	8,159,250	2,463,990	363	210	.....	144	429	4,966	7,477	12,443	290
Grand total	1,551	136,837	694,787	47,553,780	10,975,525	8,266,400	2,123,585	23,522,270	5,233,765	905	574	72	461	1,090	14,245	17,442	31,687	664

***The amount of insurance is on 793 vessels and on 351 cargoes.**

†In addition to the number of lives lost here reported, 314 lives were lost in cases where no other casualty occurred to the vessel, making the total number of lives lost 978.

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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 loss.	Casualties involving partial and unknown damage.	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.*
Atlantic and Gulf coasts	697	46,513	269,442	315,955	343	317	37	186	511	9,017	6,405	15,422	202
Pacific coast	50	8,040	17,750	25,790	29	21	.....	21	29	322	711	1,033	38
Great Lakes	322	31,277	218,251	249,528	224	90	8	77	245	692	3,444	4,136	110
Rivers	202	12,975	52,546	65,521	87	101	14	69	133	3,459	3,102	6,561	29
At sea and in foreign waters	280	38,032	136,798	174,830	222	45	13	108	172	755	3,780	4,535	285
Total	1,551	136,837	694,787	831,624	905	574	72	461	1,090	14,245	17,442	31,687	664

	Atlantic and Gulf coast.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters	Aggregate.
Total value vessels involved	$21,299,235	$1,395,550	$14,875,825	$3,059,800	$6,923,370	$47,553,780
Total value cargoes involved	3,253,885	629,360	2,449,650	678,500	3,964,130	10,975,525
Aggregate	24,553,120	2,024,910	17,325,475	3,738,300	10,887,500	58,529,305
Total losses to vessels	2,556,275	699,305	1,942,740	794,225	2,273,855	8,266,400
Total losses to cargoes	634,170	133,730	481,160	113,650	760,875	2,123,585
Aggregate	3,190,445	833,035	2,423,900	907,875	3,034,730	10,389,985
Total insurance on vessels†	10,183,740	186,725	9,034,625	1,175,350	2,941,830	23,522,270
Total insurance on cargoes†	1,785,340	67,000	1,499,265	304,050	1,578,110	5,233,765
Aggregate	11,969,080	253,725	10,533,890	1,479,400	4,519,940	28,756,035
Total tonnage vessels totally lost	46,513	8,040	31,277	12,975	38,032	136,837
Total tonnage vessels damaged	269,442	17,750	218,251	52,546	136,798	694,787

*** In addition to the number of lives lost here reported, 314 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 978.**

† The amount of insurance is on 798 vessels and on 351 cargoes.

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TABLE 64.—*Wrecks and casualties on and near the coasts and on the rivers of the United States, and to American vessels at sea or in foreign waters, involving* LOSS OF LIFE, *during the year ending June 30, 1894, in four divisions, viz: (1) Founderings; (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* PASSENGERS, *the number in* CREWS, *and 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.	Passengers.	Crews.	Lives lost.	Place of disaster.
1893.											
July 23	Lizzie Raymond	American schooner	119	Greenport, N. Y.	Five Mile River, Conn.	Total	Shells		3	1	Off Long Sand Shoal, Long Island Sound, N. Y.
Aug. 21	Mary Lizzie	do	32	Portland, Me	Fishing	do	Ballast		7	6	At sea.
Aug. 24	Narragansett	do	252	Philadelphia, Pa	New Bedford, Mass.	do	Coal		6	5	Do.
Aug. 24	Panther	American steamship.	712	do	Newburyport, Mass.	do	do		16	13	Near Southampton, Long Island, N. Y.
Aug. 24	Empire State	American schooner	48	New York	Fishing trip	do	Fish		10	10	Near Squan Beach, N. J.
Aug. 24	Cora Louise	do	78	do	Boston, Mass	do	Brick and retorts.		4	4	Long Island Sound.
Aug. 21	Relief No. 37	United States light-ship.	242			do	Ballast		6	4	Near Five Fathom Bank, N. J.
Aug. 29	Hamilton J. Mills	American barge	509	Charlotte, N. Y.	Ogdensburg, N. Y.	do	Coal		7	3	Lake Ontario.
Aug. 29	Ella M. Johnson	American schooner	28	New York	Fishing trip	do	Ballast		10	10	At sea.
Oct. 1	Santa Maria	do	8	Biloxi, Miss		do	Oysters		3	2	Mississippi Sound.
Oct. 2	Vilasar	do	8	New Orleans, La.	Chandeleur Islands, La.	do	Ballast		6	6	Mississippi River.
Oct. 2	Eliza B	do	27	Ship Island, Miss.		do	Lumber		5	3	Near Ship Island, Miss.
Oct. 10	Dean Richmond	American steamer	1,432	Toledo, Ohio	Buffalo, N. Y.	do	Ballast		15	15	Off Dunkirk, N. Y., Lake Erie.
Oct 14	Wocoken	do	1,400	Erie, Pa	Milwaukee, Wis.	do	Coal		17	14	Lake Erie.
Oct. 14	Riverside	American schooner	278	Kelleys Island, Ohio.	Tonawanda, N. Y.	do	Limestone		7	5	Do.
Oct. 15	C. B. Benson	do	299	Erie, Pa	Detroit, Mich.	do	Coal		7	7	Do.
Nov. 21	Charles R. Stone	American steamer	55	Lying at dock		Partial	Ballast		7	2	New York Harbor.
Nov. 28	Sarah Louise	American schooner	100	Hyannis, Mass.	Cohasset, Mass.	Total	Coal		4	4	Boston Bay.
Dec. 26	Brilliant	American steamer	44	New York harbor		Partial	Ballast		5	1	New York Harbor.
1894.											
Feb. 13	Edwin I. Morrison	American schooner	534	Rockport, Mass	Philadelphia, Pa.	Total	Stone		8	8	Peaked Hill Bars, Cape Cod, Mass.
Feb. 16	Calumet Club	do	61	Baltimore, Md	Newbern, N. C.	do	Guano		5	1	At sea.
May —	Lem Ellsworth	do	340	Jacobsville, Mich	Chicago, Ill	do	Stone		7	7	Lake Michigan.
June 24	James D. Nicol	American steamer	51	New York	Off Seabright, N. J.	Partial	Ballast	35	5	35	Near Sandy Hook, N. J.

Totals: Vessels, 23; tonnage, 6,657; total losses, 20; partial losses, 3; number of passengers, 35; number in crews, 170; number of lives lost, 166.

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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 resulting in total or partial loss.	Nature of cargo.	Passengers.	Crews.	Lives lost.	Place of disaster.
1893.											
July 17	Emily	American steamer	286	San Francisco, Cal.	Coos Bay, Oreg.	Total	Merchandise.	36	20	1	Coos Bay Bar, Oreg.
Aug. 24	Mary F. Kelly	American schooner	60	New York	Fishing	Partial	Fish		11	4	Ashbury Park, N. J.
Aug. 24	Lykens Valley	do	841	Philadelphia, Pa.	New Bedford, Mass.	Total	Coal		4	4	Southampton, L. I., N. Y.
Aug. 24	Rapidan	do	55	New York	Providence, R. I.	do	Miscellaneous.		9	1	Boston Neck, Narragansett Bay, R. I.
Aug. 29	Martha P. Tucker	American bark	635	Port Tampa, Fla.	Cartaret, N. J.	do	Phosphate		12	1	Long Beach, L. I., N. Y.
Aug. 30	Enchantress	American schooner	371	Port Royal, S. C.	New York	do	Railroad ties.		8	1	Bacons Inlet, N. C.
Sept. 29	Louisa A. Glade	do	43	Frankfort, Mich.	Port Washington, Wis.	Partial	Lumber		4	1	Manitowoc, Wis., Lake Michigan.
Sept. 30	Windsor	do	238	Snow Island	Chicago, Ill.	Total	Cedar posts		6	1	Cana Island, Lake Michigan.
Oct. 1	Angelina	American sloop	7	Lying at anchor		Partial	Ballast		4	3	Dead Mans Bayou, Barataria Bay, La.
Oct. 1	Domenico Todesco	do	8	do		Total	do		6	3	Grand Lake, La.
Oct. 1	Rising Star	do	6	do		Partial	do	2	3	3	Bayou Cook, La., Mississippi River.
Oct. 2	Alice	American schooner	8	Mobile, Ala.	Dauphin Island, Ala.	do	do	1	2	3	Heron Bay, Ala.
Oct. 4	Leonor	Chilean bark	801	Iquique, Chile	Port Angeles, Wash.	do	do		15	6	Cape Johnson, Wash.
Oct. 11	Albion	American schooner	80	San Francisco, Cal.	Albion, Cal.	Partial	Lumber		5	1	Mouth of Albion River, Cal.
Oct. 13	Edward Ewing	do	111	Mattaponi River, Va.	Wilmington, Del.	Total	Wood		3	1	Mouth of Piankatank River, Va., Chesapeake Bay.
Oct. 14	Minnehaha	do	823	Chicago, Ill.	Point Edward, Canada.	do	Grain		7	6	Between Frankfort and Pierport, Mich., Lake Michigan.
Nov. 8	Molley B.	do	12	Hancocks Creek, N. C.	Newbern, N. C.	do	Wood	3	2	3	Neuse River, N. C.
Nov. 15	Eliza J. Redford	American steamer	35	Oswego, N. Y.		do	Fish		4	1	Oswego, N. Y., Lake Ontario.
Nov. 18	A. C. Bean	American bark	581	New Castle, N. B.	Bowling, Scotland	do	Wood		10	7	Malin Head, Ireland.
Dec. 5	Jason	British ship	1,512	Mauritius, Isle of France.	Boston, Mass.	Total	Jute and jute butts.		25	24	Peaked Hill Bars, Cape Cod, Mass.
Dec. 15	Spencer F. Baird	American schooner	78	Cape Canso, N. S.	Fishing	do	Fish		14	14	Boundary Ledge, near Whitehead, N. S.

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1894.												
Jan. 12	Robert J Edwards..	American schooner..	85	Placentia Bay, N. B..	Gloucester, Mass.....	Total.....	Fish	.....	7	7	Sable Island, N. S.
Jan. 27	Carrie E. Phillips...	.....do	116	Boston, Mass.....	Provincetown, Mass.	Partial ..	Ballast	.....	22	1	Nixs Mate, Boston Harbor, Mass.
Jan. 30	Gertie E. Foster.....	.....do	88	Gloucester, Mass.....	La Have Bank	Total.....	Fish	.....	14	5	Strawberry Point, near Liverpool, N. S.
Feb. 2	Kearsarge.....	United States steamship.	1,550	Port au Prince, Haiti.	Bluefields, Nicaragua.	.....do	Ballast	1	190	1	Roncador Reef, Central America.
Feb. 12	Fortuna.....	American schooner..	117	Gloucester, Mass.....	Fishing.....	.....do	Fish	.....	23	2	Race Point, Cape Cod, Mass.
Apr. 9	Belmont.....	American barkentine.	533	Trinidad, Cuba.....	Boston, Mass.....	.....do	Sugar	.....	9	6	Peaked Hill Bars, Cape Cod, Mass.
Apr. 10	Kate Markee.....	American schooner..	504	Cape Ann, Mass.....	Philadelphia, Pa.....	.....do	Stone.....	.....	7	7	Highlands, N. J.
Apr. 11	Albert W. Smith.....	.....do	602	Philadelphia, Pa.....	Providence, R. I	.....do	Coal	.....	8	8	Squan Beach, N. J.
Apr. 13	Jennie M. Carter.....	.....do	296	Sullivan, Me	Philadelphia, Pa.....	.....do	Stone.....	.....	6	6	Salisbury Beach, Mass.
Apr. 21	Los Angeles.....	American steamer....	493	San Simeon, Cal.....	Monterey, Cal.....	.....do	Miscellaneous.	49	36	5	Point Sur, Cal.
May 11	James Allen.....	American bark.....	348	San Francisco, Cal..	Arctic Ocean	.....do	Ballast	.....	49	25	Amlia Island, Alaska.
May 18	Jack Thompson.....	American schooner..	210	Garden Bay.....	Chicago, Ill	.....do	Lumber	.....	7	1	Chicago, Ill., Lake Michigan.
May 18	Lincoln Dall.....	.....do	207	Manistee, Mich.....	.....do	.....do	.....do	.....	5	1	Glencoe Island, Lake Michigan.
May 18	J. Loomis McLaren	.....do	272	Menominee, Mich...	.....do	.....do	.....do	.....	7	1	Chicago, Ill., Lake Michigan.
May 18	M. J. Cummings.....	.....do	330	Buffalo, N. Y.....	Racine, Wis.....	.....do	Coal	1	6	6	Milwaukee, Wis.

Totals: Vessels, 36; tonnage, 12,342; total losses, 29; partial losses, 7; number of passengers, 93; number in crews, 570; number of lives lost, 171.

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TABLE 64.—*Wrecks and Casualties on and near the Coasts and on the Rivers of the United States, etc.*—Continued.

(3) COLLISIONS.

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.	Passengers.	Crews.	Lives lost.	Place of disaster.
1893.											
July 3	No name *a*	Rowboat				Unkn'n			1	1	New York Harbor.
July 27	G. W. Wright	American steamer	33	Lying at dock		No damage.	Ballast		5	1	Brooklyn, N. Y.
Aug. 8	Stephen Pace *b*	American sloop		In Norfolk Harbor, Va.		Unkn'n	do		1	1	Norfolk Harbor, Va.
Aug. 11	No name *c*	Fish boat		Fishing trip		do			2	1	Sacramento River, Cal.
Aug. 13	Eva *d*	American steam launch.		Pleasure trip		do		7	1	4	Tennessee River.
Aug. 18	No name *e*	Rowboat				do		2	2	1	Greenport Harbor, N. Y.
Aug. 20	Ellida *f*	American yacht		Pleasure trip		No damage.	Ballast		2	1	Duluth Harbor, Lake Superior.
Sept. 2	No name *g*	American sloop				Unkn'n			8	1	Philadelphia, Pa., Delaware River.
Sept. 16	Talisman	American steamer	99	Towing in harbor		Total	Ballast		7	1	New York Bay.
Sept. 20	Captain John	American schooner	91	Rondout, N. Y.	Boston, Mass.	do	Cement		3	3	Off Chatham, Mass.
Oct. 1	Wanderer *h*	Catboat				Unkn'n			4	1	Narrows, New York Bay.
Nov. 7	Philadelphia	American steamer	1,464	Erie, Pa.	Duluth, Minn.	Total	Coal and merchandise.		22	16	Off Pointe aux Barques, Lake Huron.
Nov. 7	Albany	do	1,918	Milwaukee, Wis.	Buffalo, N. Y.	do	Grain		24	8	Do.
Dec. 14	Edna	do	33	Baltimore, Md.	Curtis Bay, Md.	No damage.	Ballast		5	1	Baltimore Harbor, Md.
1894.											
Apr. 4	Theo. Voges	American schooner	164	Cleveland, Ohio	Sand Beach, Mich.	Partial	Coal		5	1	St. Clair River.
Apr. 29	No name *i*	Rowboat				Unkn'n			3	1	Philadelphia, Pa., Delaware River.
May 18	Myrtle	American schooner	207	Frankfort, Mich.	Chicago, Ill.	Total	Wood		6	6	Chicago, Ill., Lake Michigan.
May 18	No name *j*	Skiff				Unkn'n			2	1	Lake St. Clair.
May 19	C. E. Benham	American steamer	86	Cruising for tow		No damage.	Ballast		9	1	Off Marquette Harbor, Mich., Lake Michigan.

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June 2	A. J. Hoole.....	American steamer..	16	Towing in harbor...	.....	Partial...	Ballast	.....	3	1	New York Harbor.
June 20	Montery.....	American schooner..	33	Lockport, N. S.....	Portland, Me.....	Total	Lobsters.....	.....	3	1	At sea.
June 24	Ellen M. *k*.....	American steam yacht.	.....	.....	.....	Unkn'n..	Ballast	4	1	3	Lake St. Clair.
June 30	No name *l*.....	Rowboat.....	.....	.....	.....	.....do	.....	.....	1	1	St. Clair River.

Totals: Vessels, 23; tonnage, 4,144; total losses, 6; partial losses, 2; no damage, 15; number of passengers, 13; number in crews, 120; number of lives lost, 57.

a Collision with steamer Robert H. Sayre.
b Collision with steamer Lucy.
c Collision with steamer Modoc.
d Collision with steamer R. C. Gunter.
e Collision with schooner yacht Emerald.
f Collision with steamer Lucile.
g Collision with steamer J. L. Pusey.
h Collision with steamer Sandy Hook.
i Collision with ferryboat City of Reading.
j Collision with barge 109.
k Collision with steamer John H. Pauley.
l Collision with steamer Arundel.

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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 resulting in total or partial loss.	Nature of cargo.	Passengers.	Crews.	Lives lost.	Place of disaster.	Nature of casualty.
1893.												
July 2	Wellington R. Burt.	Am. str....	253	Pleasure excursion..	.....	No damage.	Ballast.....	300	10	1	Toledo, Ohio.....	Fell overboard from main deck.
July 2	J. E. Trudeau.....	.....do.....	243	Washington, La.....	New Orleans, La....	.....do.....	Unknown..	12	35	1	Mississippi River ...	Fell overboard.
July 4	Beulah	Am. sc.....	357	Hakodate, Japan ...	Portland, Oreg.....	.....do.....	.....do.	.....	10	1	At sea	Fell from aloft to deck.
July 6	Caster	Am. scow..	124	Holland, Mich	Grand Haven, Mich.	.....do.....	Miscellaneous.	.....	7	1	5 miles from Grand Haven, Mich., Lake Michigan.	Tripped on line and fell overboard.
July 9	Del Norte	Am. str....	450	San Francisco, Cal..	Crescent Ciy, Cal....	.....do.....	Unknown...	16	17	1	At sea	Lost overboard.
July 10	Belle of Suwanee..	.....do.....	218	.....	.....	.....do.....	Barrels	.....	.....	1	Suwanee River, Fla.	Fell overboard.
July 11	Morning Light.....	Am. bg.....	271	New York.....	Martinique, W. I.....	.....do.....	Unknown...	.....	8	1	At sea.....	Fell from royal yard, struck rail, and went overboard.
July 11	W. W. Coit.....	Am. str.....	485	.....	Washington, D. C...	.....do.....	.....do	.....	.....	1	Off Belleview, Potomac River.	Jumped overboard.
July 14	Keystone	.....do.....	723	Lying in port.....	.....	.....do.....	Iron ore.....	.....	13	1	Buffalo, N. Y., Lake Erie.	Fell from mainmast and died from injuries received.
July 15	Joe Fowler.	.....do.....	356	.....do	.....	.....do.....	Unknown...	.....	.....	1	Evansville, Ind.....	Fell overboard.
July 15	City of Philadelphia.	Am. sc.....	387	Philadelphia, Pa.....	Jacksonville, Fla....	.....do.....	.....do	.....	7	1	3 miles below Reedy Island, Delaware River.	Do.
July 16	Roumania.....	Am. str....	1,837	Milwaukee, Wis.....	Escanaba, Mich.....	.....do.....	Iron ore.....	.....	17	1	Escanaba, Mich.....	Fell into hold.
July 17	Al-Ki.....	.....do..	1,259	San Francisco, Cal..	Newport, Cal.....	.....do.....	Unknown...	.....	27	1	Newport Landing, Cal.	Fell overboard from vessel's boat.
July 17	Syracuse	.....do.....	608	Albany, N. Y.....	New York.....	.....do.....	.....do	.....	16	1	Hudson River, N. Y.	Slipped overboard from guard.
July 19	Mary Ann Bell....	Am. sc.....	35	Rockyhock, N. C...	Norfolk, Va	.....do.....	Watermelons.	2	3	1	Albemarle Sound, N. C.	Fell overboard from rail while asleep.
July 20	Charles A. Swift...	.....do.....	26	Perdido River, Fla..	Blakeley, Ala.....	.....do.....	Unknown...	.....	3	1	Entrance to Mobile Bay, Ala.	Vessel capsized in a squall.
July 20	Annie and Maggie.	Am. str.....	69	Lying at wharf.....	.....	.....do.....	.....do	.....	5	1	Newark, N. J	Fell overboard from canal boat.
July 21	Oneonta.....	Am. sc.....	424	Sault Ste. Marie, Mich.	Tonawanda, N. Y....	.....do.....	.....do	.....	7	1	St. Marys River.....	Fell overboard.

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July 21	Frederick Fraley..	Am. str.....	14	.....	.....	No damage.	Ballast	.....	3	1	Baltimore, Md	Fell overboard (supposed).
July 22	Frederick Koehn..	.....do.....	40	Fishing trip.....	.....	.....do.....	Unknown...	.....	.....	1	Lake Michigan.....	Fell overboard while walking on rail.
July 22	Michigan.....	Am sc.....	1,057	Lying in harbor.....	.....	.....do.....	.....do	.....	2	1	Detroit River.....	Fell overboard from ladder.
July 23	Annie R. Hennes..	Am str.....	48	Houghton, Mich.....	Hancock, Mich.....	.....do.....	Ballast	10	3	1	Ship Canal, Mich., Lake Superior.	Fell overboard.
July 24	Lykens Valley.....	Am sc.....	841	Lying at wharf.....	....	.....do... ...	Unknown...	.....	4	1	Portland, Me	Fell into hold and died from injuries received.
July 24	Forest City.....	Am str.....	.....	.....do.....	....	.....do	.....do	.....	.....	1	.....do	Fell overboard.
July 24	Carrollton.....	.....do.....	600	Pomeroy, Ohio.....	Cincinnati, Ohio.....	.....do.....	Miscellaneous.	.....	45	1	Near Ironton, Ohio, Ohio River.	Do.
July 26	Edward E. Webster.	Am. sc... ..	99	Fishing trip.....	.....	.....do.....	Ballast	.....	24	3	At sea	Capsizing of boat.
July 27	Young America....	.....do.....	243	Kelleys Island, Ohio	Tonawanda, N. Y...	.....do.....	Stone	.....	6	1	Lake Erie.....	Lost overboard.
July 27	Dora L.....	Am. slp.....	7	Lying at anchor.....	.....	..... do.....	Ballast	....	2	1	Thunderbolt, Ga.....	Walked overboard.
July 28	Japan	Am. str.....	1,239	Mackinac, Mich. ...	Duluth, Minn.....	.....do.....	Unknown ...	75	55	1	St. Marys River.....	Jumped overboard.
July 28	Porah Lee.....	Am. slp....	6	Newport News, Va..	Back River, Va.....	.....do.....	Ballast	.....	3	1	Back River, Va., Chesapeake Bay.	Knocked overboard by boom.
July 30	Christopher Columbus.	Am. str.....	1,511	Pleasure excursion.	.....	.....do.....	.....do	2800	53	1	Lake Michigan.....	Fell overboard while asleep.
July 30	Waterman A. Tafft, jr.	Am. sc.....	449	Lying at dock.....	.....	.....do.....	.....do	.....	8	1	New York Harbor..	Lost overboard.
Aug. 5	Geo. H. Rea.....	Am. str.....	133	St. Louis, Mo.....	.....	Partial ..	.....do	.....	5	1	St. Louis, Mo., Mississippi River.	Explosion of boiler.
Aug. 6	City of Toledo....	.....do.....	1,004	Pleasure trip...	.....	No damage.	....do	75	22	1	Chicago, Ill., Lake Michigan.	Thrown overboard by lurching of vessel.
Aug. 9	Fishkill on Hudson.	Ferryboat	484	Fishkill, N. Y.....	Newburg, N. Y.....	.....do.....	.....do	30	6	1	Hudson River, N.Y.	Jumped overboard.
Aug. 9	Charmer.....	Am. str.....	17	Lying at dock.....	.....	.....do.....	.....do	.....	1	1	Chicago, Ill., Lake Michigan.	Fell overboard.
Aug. 12	Pearl.....	.....do.....	552	Buffalo, N.Y.....	Crystal Beach, Canada.	.....do.....	.....do	600	19	1	Lake Erie.....	Do.
Aug. 12	George.....	Am. sc.....	790	.....do	Duluth, Minn.....	.....do.....	Coal.....	.....	9	1	Duluth, Minn., Lake Superior.	Do.
Aug. 12	Mary	Am. sc.....	15	Lying at wharf.....	.....	No damage.	Coal	.....	2	1	Pennsville, N. J., Delaware River.	Fell overboard while intoxicated.
Aug. 14	Annie Faxon.....	Am. str.....	514	Lewiston, Idaho.....	Reparia, Wash.	Partial...	Fruit and wool.	6	20	8	Snake River, Wash.	Explosion of boiler.
Aug. 18	Badger State.....	.....do	1,116	Detroit, Mich.....	Duluth, Minn.....	No damage.	General merchandise.	43	34	1	St. Clair River.....	Jumped overboard.
Aug. 18	Ellen	.....do	91	Stockton, Cal.....	Union Island, Cal...	.....do	Unknown....	.....	9	1	San Joaquin River, Cal.	Fell overboard while intoxicated.
Aug. 19	Annie F. Conlon..	Am. sc.....	591	Baddeck, N. S.....	Chester, Pa.....	.....do	.....do	.....	8	1	Near Monhegan Island, Me.	Fell from aloft to deck.
Aug. 20	Thos. H. Kirby.....	.....do	28	Baltimore, Md.....	.....	.....do	.....do	14	4	1	Baltimore Harbor...	Fell overboard.
Aug. 21	Harry G. French..	.....do	100	Gloucester, Mass....	Fishing banks	.....do	.....do	.....	16	1	At sea.....	Washed overboard by heavy sea.
Aug. 21	John M. Moore.....	.....do	624	Gardiner, Me.....	Philadelphia, Pa.....	.... do	.....do	.....	8	1	.....do	Do.
Aug. 21	B. D. Wood.....	Am. str.....	152	New Orleans, La....	.....	.....do	.....do	....	.....	1	Mississippi River....	Fell overboard.

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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.	Passengers.	Crews.	Lives lost.	Place of disaster.	Nature of casualty.
1893.												
Aug. 22	John Q. Ferguson..	Am. str.....	129	Plymouth, N. C.....	Baltimore, Md.....	No damage.	Lumber	.....	5	1	Baltimore Harbor...	Thrown overboard by one of the crew.
Aug. 22	Bertha May.....	.....do	79	Boothbay, Me.....	Fishing banks	.....do	Ballast	.....	16	2	At sea.....	Capsizing of dory.
Aug. 23	Melinda Wood.....	.....do	26	New York.....	Fishing.....	Partial...	Fish	.....	8	5	.....do	Capsizing of vessel.
Aug. 23	Atlantic	U. S. str.....	60	.....do	Governors Island, N. Y.	No damage.	Ballast	.....	5	1	New York Harbor..	Fell overboard while sitting on rail.
Aug. 24	Jas. Baird.....	Am. sc.....	391	Sullivan, Me.....	Philadelphia, Pa....	Partial...	Stone.....	3	7	2	At sea.....	Fatally injured in gale.
Aug. 24	Peerless.....	Am. str.....	1,200	Chicago, Ill.....	Duluth, Minn.....	No damage.	General	50	47	1	Lake Superior	Fell overboard while intoxicated.
Aug. 24	Elbridge Souther..	Am. sc.....	693	New York.....	Demerara, South America.	Partial...	.....do	.....	8	1	At sea.....	Struck by block and killed.
Aug. 24	Julia Fowler.....	.....do	224	.....do	Gibara, Cuba.....	.....do	Lumber	.....	6	1	....do	Lost overboard in hurricane.
Aug. 25	Maggie and May..	.....do	122	Bonavista, Newfoundland.	Grand Banks.....	No damage.	Ballast	.....	18	1	.....do.....	Overloaded dory sunk.
Aug. 27	Three Sisters.....	.....do	303	Savannah, Ga.....	Philadelphia, Pa.....	Partial...	Lumber	.....	7	2	Near Frying Pan Shoals.	Lost overboard in a hurricane.
Aug. 27	Carrie L. Godfrey.	Am. sc.....	435	Charleston, S. C.....	Wilmington, Del.....	.....do	Fertilizer....	.....	7	2	At sea.....	Washed overboard.
Aug. 27	Knickerbocker....	Am. str.....	1,642	New Orleans, La.....	New York.....	.....do	General	12	36	2	.....do	Do.
Aug. 27	E. W. Stetson.....	Am. bk.....	1,164	New York	Havana, Cuba.....	.....do	Stone.....	.....	16	3	.....do	Do.
Aug. 28	Bay City	Ferryboat	1,283	Oakland, Cal.....	San Francisco, Cal...	No damage.	Ballast	.....	35	1	San Francisco Bay..	Jumped overboard.
Aug. 29	Annie E. Derrickson.	Am. sc.....	57	New York.....	Port Eaton, N. Y.....	.....do	.....do	.....	4	1	Point of Lloyds Neck Beach, Long Island Sound.	Fell overboard while reefing sail.
Aug. 29	Frank M. Howes..	.....do	179	Galveston, Tex.....	St. John, Puerto Rico.	Total.....	Flour.....	.....	6	2	At sea.....	Vessel abandoned in a hurricane, and two seamen were lost. The remainder of the crew were rescued by the British steamship Jason.
Aug. 29	Dora M. French....	.....do	216	Bangor, Me.....	Newburg, N. Y.....	No damage.	Lumber	.....	5	1	Near Boston Light-House.	Fell overboard from spanker boom.

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Aug. 29	Henry Villard	Am. shp	1,553	New York	San Francisco, Cal.	No damage.	Unknown		20	1	At sea	Knocked against side of ship by heavy sea and fatally injured.
Aug. 29	Edmund Blunt	Am. sc	56	do	Cruising	do	do		6	1	Near Sandy Hook, N. J.	Washed overboard by heavy sea.
Aug. 30	Edward Trevoy	do	93	Burgo, Newfoundland.	Straits of Belle Isle	do	do		15	1	Near Ferole Point, Newfoundland.	Capsizing of dory.
Aug. 30	Haarlem	Ferryboat	383	New York	Brooklyn, N. Y.	do	Ballast		5	1	New York Harbor	Crushed to death by engine.
Aug. —	Gertie M. Rickerson.	Am. sc	219	do	Caibarien, Cuba	Total	General		7	7	At sea	Never heard from.
Aug. —	Pioneer	do	66	Gloucester, Mass	Georges Bank	do	Fish		12	12	do	Do.
Aug. —	Lizzie Young	do	380	Philadelphia, Pa	Allyns Point, Conn	do	Coal		7	7	do	Do.
Aug. —	Oliver H. Booth	do	247	Brunswick, Ga	Washington, D. C.	do	Lumber		6	6	do	Do.
Aug. —	Louisa A. Grout	do	156	Savannah, Ga	Ponce, Puerto Rico	do	do		6	6	do	Do.
Aug. —	Skobeleff	Am. bkn	621	Portland, Me	Norfolk, Va.	do	Ballast		10	10	do	Do.
Aug. —	Lizzie May	Am. sc	201	New York	Fernandina, Fla	do	do		6	6	do	Do.
Aug. —	Mary J. Cook	do	436	Port Royal, S. C	Boston, Mass	do	Lumber	1	7	8	do	Do.
Aug. —	George W. Fenimore.	do	673	Brunswick, Ga	Philadelphia, Pa	do	do		8	8	do	Do.
Aug. —	Roger Moore	do	335	Wilmington, N. C.	Puerto Rico, Cuba	Partial	do		8	1	do	Lost overboard in a hurricane.
Aug. —	L. A. Burnham	do	389	Savannah, Ga	Portland, Me	Total	do		7	7	do	Never heard from.
Aug. —	John S. Case	do	198	Jonesport, Me	Porto Plata, Santo Domingo.	do	do		6	6	do	Do.
Aug. —	A. R. Weeks	do	445	Satilla Bluffs, Ga	Elizabethport, N. J.	do	do		8	8	do	Do.
Sept. 3	Black Bird	Am. str	339	New York	Fishing banks	No damage.	Ballast	147	14	1	do	Fell overboard while walking on outside guards.
Sept. 4	Thomas N. Stone	Am. sc	394	Mobile, Ala	New York	do	Unknown		7	1	do	Lost overboard in a squall.
Sept. 7	Parana	do	406	Washburn, Wis	Chicago, Ill.	do	Lumber		7	1	Lake Superior	Fell overboard.
Sept. 7	Eva S. Robinson	do	357	Menominee, Mich	do	do	do		6	1	Green Bay, Wis., Lake Michigan.	Fell overboard while securing a fender.
Sept. 7	T. S. Christie	Am. str	769	Marquette, Mich	Cleveland, Ohio	do	Iron ore		12	1	Cleveland, Ohio, Lake Erie.	Fell overboard and broke his neck while intoxicated.
Sept. 8	Albert Schultz	Am. bkn	498	New York	Barbadoes, W. I.	do	General	3	10	2	At sea	Fell from spanker boom during a gale at night.
Sept. 9	St. David	Am. shp	1,596	do	Yokohama, Japan	do	Oil		23	3	do	Lost overboard in a gale.
Sept. 12	Fannie McKane	Am. str	22	Ruffle Bar, N. Y.	Canarsie, N. Y.	do	Unknown	70	4	1	Near Rockaway Beach, N. Y.	Fell overboard.
Sept. 12	Colorado	Ferryboat	541	New York	Brooklyn, N. Y.	do	Ballast		6	1	New York Harbor	Jumped overboard.
Sept. 13	Allegra	Am. st. yt.	23	do	Baysville, N. Y.	Partial	do	2	4	2	Long Island Sound, N. Y.	Bursting of steam pipes.
Sept. 13	Fannie A. Wilcox	Am. slp	10	Norfolk, Va.	James River, Va.	No damage.	do		2	1	Elizabeth River, Va.	Fell overboard.
Sept. 16	Ellen	Am. str	94	Jersey City, N. J.	Brooklyn, N. Y.	do	Unknown		6	1	New York Harbor	Do.
Sept. 17	James Adams	do	41	Bay City, Mich.	Port Huron, Mich.	Partial	Ballast		3	3	Fort Gratiot, Mich., Lake Huron.	Burning of vessel.

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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.	Passengers.	Crews.	Lives lost.	Place of disaster.	Nature of casualty.
1893.												
Sept. 18	Fawn	Am. str	73	St. Louis, Mo.		No damage.	Ballast	8	4	1	Missouri River	Jumped overboard.
Sept. 21	Erie	Ferryboat	981	New York	Jersey City, N. J.	do	do	25	6	1	New York Harbor	Jumped overboard while insane.
Sept. 22	Hunter	Am. sc	21	Whitehall, Mich.	Michigan City, Ind.	do	Miscellaneous.		2	1	Michigan City, Ind., Lake Michigan.	Fell overboard while boarding vessel.
Sept. 22	Longfellow	Am. str	413	Lying in harbor		do	Ballast		14	1	Provincetown Harbor, Mass.	Lost overboard.
Sept. 23	Henry L. Clark	Ferryboat	287	St. Louis, Mo.		do	do		6	1	St. Louis, Mo., Mississippi River.	Jumped overboard.
Sept. 23	Shenandoah	Am. shp	3,407	New York	San Francisco, Cal.	do	Unknown	3	31	1	At sea	Fell overboard.
Sept. 24	J. C. Fullerton	Am. str	31	Grand Island, N. Y.	Buffalo, N. Y.	do	Ballast	10	3	1	Niagara River	Do.
Sept. 28	Fernwood	Am. sc	131	Port aux Basques, Newfoundland.	Bank Bradley, Gulf of St. Lawrence.	do	Unknown		18	2	At sea	Capsizing of dory while attending trawls.
Sept. 28	John S. Shriver	Am. str	293	Lying to		do	do		16	1	Mouth of Chester River, Chesapeake Bay.	Fell overboard while throwing a line to another vessel.
Sept. 28	John R. Wilder	Am. sc	34	Savannah, Ga.	Cruising	do	Ballast		5	1	At sea	Thrown overboard by main sheet.
Sept. 30	Ellen	Am. yt	14	Lying at dock		do	do		3	2	Long Island Sound	Swamping of yawl boat.
Sept. 30	J. W. Marr	Am. shp	1,296	Southampton, England.	Baltimore, Md.	do	Unknown	5	20	1	At sea	Fell from aloft.
Sept. —	Robert W. Logan	Am. sc	80	Yokohama, Japan	Caroline Islands	Total	Ballast		5	5	do	Never heard from.
Oct. 1	Happy Joe	Am. lgr	7	Lying at anchor		No damage.	do		4	3	Grand Lake, La	Washed overboard by tidal wave.
Oct. 1	Young Victoria	do	8	do		do	do		2	1	do	Do.
Oct. 1	Three Brothers	do	6	do		do	do		4	1	do	Capsizing of vessel by tidal wave.
Oct. 1	Carmella	do	9	do		Partial	do		5	1	do	Do.
Oct. 1	Grand Isle	do	6	Oyster grounds		do	do		2	2	do	Do.
Oct. 1	General Dix	do	8	Lying at anchor		do	do		3	3	do	Do.
Oct. 1	Indifferende	do	6	Fishing		Total	do		4	4	Louisiana Marsh, Mississippi River.	Vessel wrecked by tidal wave.

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Oct.	1	Burtle	Am. sc.	12	Lying at anchor		Partial	Ballast		4	2	Grand Pass, La.	Capsizing of vessel by tidal wave.
Oct.	1	Laura B	Am. slp.	6	New Orleans, La.	Chandeleur Islands, La.	Partial	Ballast		7	6	Grand Pass, La., Gulf of Mexico.	Capsizing of vessel by tidal wave.
Oct.	1	St. Bartolomeo Apostolo.	Am. sc.	8	Lying at anchor		do	do		4	3	Nine-Mile Bayou, La.	Do.
Oct.	2	Raffaele Romano	Am. lgr.	9	New Orleans, La.	Biloxi Bay, Miss.	do	do		5	3	Near Biloxi, Miss	Washed overboard in hurricane.
Oct.	2	F. W. Elmer	Am. sc.	8	do	Biloxi, Miss	Total	do		2	2	Mississippi Sound	Vessel crushed in hurricane.
Oct.	2	Premia	do	7	do	Chandeleur Islands, La.	Partial	Fish		6	5	Bayou Boisdore, Bay St. Louis, Miss.	Capsizing of vessel by tidal wave.
Oct.	2	Tortugas	do	82	St. Augustine, Fla.	Jacksonville, Fla.	No damage.	Grain		5	1	St. Johns River, Fla.	Fell overboard while asleep.
Oct.	2	John G. Christopher.	Am. str.	1,039	New York	do	do	General		20	1	At sea	Fell overboard.
Oct.	3	Big Kanawha	do	213	Louisville, Ky	Carrollton, Ky	do	Merchandise.	21	48	1	Boyers Landing, Ind., Ohio River.	Walked overboard.
Oct.	4	Lula	Am. sc.	61	Millbridge, Me.	Boston, Mass.	do	Unknown		3	1	At sea	While scraping foremast the rigging holding seaman's chair broke and he fell to the deck, striking the chains, and was killed.
Oct.	6	Norma	Am. str.	111	Sandusky, Ohio	Lorian, Ohio	Partial	Stone		9	2	Lake Erie	Vessel capsized.
Oct.	6	Louisiana	Am. shp.	1,436	New York	San Francisco, Cal.	No damage.	Unknown		20	1	At sea	Fell from aloft to deck.
Oct.	7	Columbia	Ferryboat	589	Alexandria, Va	Washington, D. C.	do	Ballast			1	Potomac River	Jumped overboard.
Oct.	7	Alva	Am. str.	2,000	Huron, Ohio	Duluth, Minn	do	Unknown		19	1	Lake Erie	Fell overboard.
Oct.	9	Rowena Lee	do	358	Memphis, Tenn	Friars Point, Ark.	do	do			1	Mississippi River	Jumped overboard.
Oct.	10	Christopher Columbus.	do	1,511	Pleasure excursion		do	do	3000	53	1	Lake Michigan	Fell overboard.
Oct.	11	William Turner	Am. sc.	20	Crisfield, Md.	Baltimore, Md.	do	do	1	3	1	Chesapeake Bay	Do.
Oct.	12	Bruce Hawkins	Am. bk.	614	Brunswick, Ga.	Boston, Mass.	Partial	Lumber		9	1	At sea	Washed overboard in hurricane.
Oct.	12	Excelsior	Am. sc.	348	Port Townsend, Wash.	Newport, Cal.	No damage.	Unknown		8	1	do	Fell overboard while reefing sail.
Oct.	13	Longfellow	do	10	Cambridge, Md.	Choptank River, Md.	do	do		5	1	Mouth of Choptank River, Md.	Caught in foresheet and drawn overboard.
Oct.	13	Martha E. Moore	do	39	Baltimore, Md.	Cambridge, Md.	do	do		11	1	do	Knocked overboard by jib.
Oct.	13	Anna I. Gale	do	39	do	Queenstown, Md.	do	do		3	2	Patapsco River, Md.	Capsizing of yawl.
Oct.	14	Annie Sherwood	do	622	Washburn, Wis	Chicago, Ill	Total	Lumber		7	2	Lake Superior	Vessel water-logged and abandoned; two men died of exhaustion, five were rescued by steamer Sitka.

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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.	Passengers.	Crews.	Lives lost.	Place of disaster.	Nature of casualty.
1893.												
Oct. 14	Idlewild	Am. str.	632	New York	Glenwood, N. Y	No damage.	Unknown	10	16	1	Hudson River	Fell overboard.
Oct. 15	Idelia A. Moore	Am. sc.	55	Baltimore, Md.	James Point, Md.	do	Ballast		11	1	James Point, Md., Chesapeake Bay.	Do.
Oct. 16	Ferd Herold	Am. str.	900	St. Louis, Mo.	Memphis, Tenn	do	Unknown	125	60	2	Tiptonville, Tenn., Mississippi River.	Landing stage broke, throwing the men into the water.
Oct. 18	Resaca	do	81	Rome, Ga	Harts Ferry, Ala	do	do	16	18	1	Coosa River, Ala	Fell overboard.
Oct. 20	Henry Marx	do	357	Australia, Miss.	New Orleans, La	do	do		50	1	Carriola Landing, Mississippi River.	Do.
Oct. 21	John H. Buttrick	Am. sc.	628	Lying at wharf		do	do		8	1	Fairford, Ala., Tombigbee River.	Fell overboard while working on stage.
Oct. 22	Bellevue	Am. str.	89	do		Partial	Coal		7	1	Cincinnati, Ohio, Ohio River.	Explosion of boiler.
Oct. 22	Florence	do	37	Trial trip		No damage.	Ballast			1	Red River, La	Vessel capsized.
Oct. 23	Gen. S. E. Merwin	Am. sc.	789	Providence, R. I.	Lamberts Point, Va	do	do		8	1	At sea	Fell overboard while furling sail.
Oct. 24	Thomas S. Negus	do	72	Cruising	New York	do	do		6	1	do	Washed overboard by heavy sea.
Oct. 24	Trent	Am. str.	94	Stonewall, N. C.	Bayboro, N. C.	do	Merchandise.	5	6	1	Bay River, N. C., Pamplico Sound.	Swamping of small boat.
Oct. 27	William Baylies	Am. bk.	325	San Francisco, Cal.	Whaling voyage	do	Unknown		35	1	At sea	Capsizing of small boat.
Oct. 28	Exchange	Am. sc.	22	Lying in harbor		do	do		5	1	Baltimore Harbor	Fell overboard while intoxicated.
Oct. 28	Victory	do	45	Boston, Mass.	Portland, Me.	do	do			1	Near Wood Island, Me.	Thrown overboard by foresail.
Oct. 28	Dauntless	Ferryboat	300	Gloucester, N. J.	Philadelphia, Pa.	do	Ballast	200	6	1	Philadelphia, Pa., Delaware River.	Jumped overboard.
Oct. 29	J. R. Teel	Am. sc.	871	Philadelphia, Pa.	Salem, Mass.	do	Coal		9	1	Near Cape Cod, Mass.	Washed overboard.
Oct. 29	Alice B. Phillips	do	622	Norfolk, Va	New Bedford, Mass	do	Unknown		7	1	At sea	Do.
Oct. 29	Victory	do	45	Boston, Mass.	Bristol, Me.	do	Merchandise.		2	1	Five miles southeast of Wood Island, Me.	Fell overboard.

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Oct. 29	Tred-Avon	Am. str.	677	Baltimore, Md.	Choptank River, Md.	No damage.	Unknown	4	23	1	Choptank River, Md.	Slipped and fell out the gangway.
Oct. 30	Lester A. Lewis	Am. sc.	250	Lying at wharf.		do	do			1	Brewer, Me., Penobscot River.	Fell overboard while painting vessel.
Oct. —	Ariadne	do	398	Portland, Me.	Barbados, W. I.	Total	Lumber		8	8	At sea	Never heard from.
Oct. —	Genevieve	do	573	Philadelphia, Pa.	Charleston, S. C.	do	Coal		8	8	do	Do.
Oct. —	Margaret A. Gregory.	do	207	Cape Haitien, Haiti.	New York	do	Logwood	2	7	9	do	Do.
Nov. 1	City of Alexandria.	Am. str.	2,915	Matanzas, Cuba		do	Miscellaneous.	36	63	11	do	Vessel destroyed by fire.
Nov. 1	Hattie Brown	do	58	Warsaw, Ky.	Madison, Ind.	No damage.	do	4	9	1	Ohio River	Fell overboard (supposed.)
Nov. 2	Eagle	Am. st. bge	171	In harbor.		do	Ballast		9	1	New York Harbor.	Struck and killed by broken engine rod.
Nov. 3	Passadena	Am. str.	1,761	Ashland, Wis.	Ashtabula, Ohio.	do	Iron ore		17	1	North of Stannards Rocks, Lake Superior.	Fell overboard (supposed.)
Nov. 4	Frank Hodges	Am. sc.	41	Baltimore, Md.	Patuxent River, Md.	do	Ballast		3	1	Chesapeake Bay.	Swept overboard while jibing sail.
Nov. 6	Carrollton	Am. str.	600	Pomeroy, Ohio.	Cincinnati, Ohio.	do	Unknown		43	1	Cincinnati, Ohio, Ohio River.	Fell overboard.
Nov. 6	Lida J. Lewis	Am. sc.	563	Charleston, S. C.	Baltimore, Md.	Partial	Phosphate		8	1	At sea	Fell overboard while reefing sail.
Nov. 7	Laura E. Messer	do	426	Rockland, Me.	Charleston, S. C.	No damage.	Lime		8	1	do	Washed overboard.
Nov. 8	Maid of Orleans	do	180	San Francisco, Cal.	Shoalwater Bay, Wash.	do	Unknown		8	1	do	Knocked overboard by mainsheet.
Nov. 8	Scranton	Am. str.	310	Hoboken, N. J.	Boston, Mass.	do	Ballast	1	14	1	Long Island Sound	Fell overboard (supposed).
Nov. 9	A. R. Bragg	do	216	Lying in port		do	do		23	1	Newport, Ark., White River.	Fell overboard while intoxicated.
Nov. 9	Adelia F. Cohn	Am. sc.	163	Baltimore, Md.	Norfolk, Va.	do	Unknown		5	1	Chesapeake Bay	Fell overboard.
Nov. 11	Colorado	Am. str.	2,765	New York	Galveston, Tex.	do	do	25	40	1	At sea	Jumped overboard (supposed).
Nov. 13	Lida J. Lewis	Am. sc.	563	Charleston, S. C.	Baltimore, Md.	Partial	Phosphate rock.		8	1	do	Lost overboard in a hurricane.
Nov. 15	Joe Fowler	Am. str.	356	Lying at wharf.		No damage.	Unknown			1	Evansville, Ind., Ohio River.	Fell overboard.
Nov. 17	A. C. Bean	Am. bk.	581	Newcastle, England	Bowling, Scotland	do	Lumber		10	1	At sea	Washed overboard.
Nov. 17	Benj. F. Bruce	Am. sc.	729	Ashland, Wis.	Buffalo, N. Y.	do	do		7	1	Off Windmill Point, Ont., Lake Erie.	Fell overboard.
Nov. 18	Maggie C. Lawrence.	do	10	Baltimore, Md.	Herring Bay, Md.	do	Coal		3	1	Baltimore Harbor, Md.	Fell overboard while drawing water.
Nov. 19	Silver Crescent	Am. str.	125	Burlington, Iowa	Rock Island, Ill.	do	Merchandise.	1	14	1	Mississippi River.	Fell overboard.
Nov. 22	Lena Sweasey	Am. sc.	257	Grays Harbor, Wash.	San Francisco, Cal.	do	Lumber	1	8	2	At sea	Washed overboard.
Nov. 23	Wm. H. Gallison	Am. str.	59	Lying at wharf.		do	Ballast		6	1	Boston Harbor, Mass.	Died from effects of inhaling steam from boiler.

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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.	Passengers.	Crews.	Lives lost.	Place of disaster.	Nature of casualty.
1893.												
Nov. 24	Columbia	Am. str.	198	Charleston, W. Va.	Gallipolis, Ohio	No damage.	Unknown	11	14	1	Gallipolis, Ohio, Ohio River.	Fell overboard.
Nov. 24	Josephine	Am. sc.	19	Baltimore, Md.	Poplar Island, Md.	do	do		10	1	Off Thomas Point, Md., Chesapeake Bay.	Do.
Nov. 25	104	Am. bge.	1,295	Conneaut, Ohio	Duluth, Minn.	do	Ballast		7	1	Duluth, Minn., Lake Superior.	Killed by falling through hatchway.
Nov. 25	T. N. Barnsdall	Am. str.	129	Marietta, Ohio	Matamoras, Ohio	do	Unknown	20	10	1	Grape Island, W. Va., Ohio River.	Jumped overboard (supposed to have been intoxicated).
Nov. 27	Jim Montgomery	do	32			do	do			1	Houstons Landing, Ky.	Fell or jumped overboard.
Dec. 1	Zema	Am. sc.	9	Lying at anchor		do	Ballast		6	2	Oxford Harbor, Md., Chesapeake Bay.	Lost overboard from yawl.
Dec. 3	Little Dorritt	do	11	do		do	Unknown		5	1	do	Capsizing of yawl.
Dec. 11	Keystone State	Am. str.	599	Cincinnati, Ohio	Pittsburg, Pa.	do	do	20	60	1	East Liverpool, Ohio, Ohio River.	Fell overboard.
Dec. 14	W. F. Nisbet	do	577	Evansville, Ind	Waterloo, Ala.	do	Merchandise.		72	1	Tennessee River	Do.
Dec. 14	Claribell	do	71	Lorraine, W. Va.	Buffalo, W. Va.	do	Ballast		11	1	Great Kanawha River.	Do.
Dec. 15	Lena S. Mills	Am. slp.	10	Oxford, Md	Cambridge, Md.	do	do		7	1	Mouth of Choptank River, Md.	Do.
Dec. 17	Gotoma	Am. sc.	199	San Francisco, Cal.	Coos Bay, Oreg.	do	do		7	1	At sea	Do.
Dec. 18	La Fourche	Am. str.	898	Bayou La Fourche, La.		No damage.	Unknown		50	1	Donaldsonville, La., Mississippi River.	Slipped overboard from stage.
Dec. 19	Moonachie	Ferryboat	811	Hoboken, N. J.	New York	do	Ballast			1	New York Harbor.	Standing on guard of vessel while underway, was jammed between rail and ferry rack and died from injuries received.

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Dec. 19	Concho	Am. str	3,724	New York	Havana, Cuba	No damage.	Unknown	65	70	1	At sea	Jumped overboard (supposed).
Dec. 20	Baltimore	Am. bk	723	Lying in port		do	do		12	1	Baltimore, Md	Jumped overboard while delirious.
Dec. 20	Bertha May	Am. sc	38	Baltimore, Md	Fishing Bay	do	do		4	1	Fishing Bay, Chesapeake Bay.	Knocked overboard by jibing foreboom.
Dec. 21	Thomas R. Powley.	do	16	do	Chesapeake Bay	do	do		6	1	North Point Creek, Md., Chesapeake Bay.	Fell overboard while intoxicated.
Dec. 21	William G. Irwin	Am. bgn	348	San Francisco, Cal	Honolulu, Hawaiian Islands	do	do	3	11	1	At sea	Fell from aloft to deck.
Dec. 25	Hygeia	Am. str	48	Lying at wharf		do	do			1	Galveston, Tex.	Fell overboard.
Dec. 26	Fortuna	Am. sc	613	Norfolk, Va	Boston, Mass	do	Coal		7	1	At sea	Do.
Dec. 27	Golden Eagle	Am. slp	18	Marblehead, Mass	Fishing	do	Unknown		6	1	Near Marblehead, Mass.	Lost from small boat while attending trawls.
Dec. 30	Herbert Black	Am. bk	573	Hamburg, Germany.	New York	do	do		11	1	At sea	Lost overboard.
Dec. 31	John H. Cross	Am. sc	405	Providence, R. I	Brunswick, Ga	do	Ballast		7	1	do	Fell overboard at night.
Dec. —	Mary Lymburner.	do	128	Bangor, Me	New York	Total	Lumber		4	4	do	Never heard from.
Dec. —	H. C. Millard	Am. str	54	Greytown, Nicaragua.	Bluefields, Nicaragua.	do	Ballast	3	8	11	do	Do.
1894.												
Jan. 1	Hallette	do	266	New Orleans, La	Coushatta, La	No damage.	Unknown		50	1	Red River, La	Fell overboard.
Jan. 1	Beaver	do	314	Pittsburg, Pa	New Orleans, La	Partial	Ballast		40	1	Mississippi River	Explosion of boiler.
Jan. 2	W. F. Nisbet	do	577	Evansville, Ind	Waterloo, Ala	do	Lumber	10	70	1	Tennessee River	Do.
Jan. 3	Elmer E. Randall	Am. sc	54	Gloucester, Mass	Fishing	No damage.	Fish		14	2	At sea	Lost overboard in gale.
Jan. 3	L. J. Cox	do	52	Hoopers Straits, Chesapeake Bay.	Baltimore, Md	do	Unknown		4	1	Chesapeake Bay	Fell overboard.
Jan. 4	Harold	Am. str	186	Lying at wharf		do	do			1	New York Harbor.	Do.
Jan. 4	J. A. Chelton	Am. sc	47	Baltimore, Md	Dredging grounds, Chesapeake Bay.	do	Ballast		11	1	Chesapeake Bay	Struck on the head by crank handle and died from injuries received.
Jan. 8	Willie Rosenfeld	Am. shp	2,455	San Francisco, Cal	Liverpool, England	Partial	Wheat		27	1	At sea	Killed during a gale.
Jan. 9	Frank A. Low	Am. str	53	Norfolk, Va	Hampton Roads, Va.	No damage.	Ballast		6	1	Hampton Roads, Va.	Fell overboard.
Jan. 9	Henry Marx	do	357	St. Joseph, La	New Orleans, La	do	Unknown		65	1	Mississippi River	Do.
Jan. 9	William H. Starbuck.	Am. shp	1,339	London, England	New York	do	do		18	1	At sea	Fell overboard from aloft.
Jan. 12	White Rose	Am. str	74	Lying in port		do	Ballast		5	1	New York Harbor	Scalded by explosion of throttle valve and died from injuries received.
Jan. 13	Earl P. Mason	Am. sc	535	Portland, Me	Guadaloupe, W. I	Partial	Ice		8	1	At sea	Washed overboard.
Jan. 13	Paul Tulane	Am. str	617	Bayou Sara, La	New Orleans, La	No damage.	Unknown	10	100	1	Mississippi River	Fell overboard.

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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.	Passengers.	Crews.	Lives lost.	Place of disaster.	Nature of casualty.
1893.												
Nov. 24	Columbia	Am. str.	198	Charleston, W. Va.	Gallipolis, Ohio	No damage.	Unknown	11	14	1	Gallipolis, Ohio, Ohio River.	Fell overboard.
Nov. 24	Josephine	Am. sc.	19	Baltimore, Md.	Poplar Island, Md.	do	do		10	1	Off Thomas Point, Md., Chesapeake Bay.	Do.
Nov. 25	104.	Am. bge.	1,295	Conneaut, Ohio	Duluth, Minn.	do	Ballast		7	1	Duluth, Minn., Lake Superior.	Killed by falling through hatchway.
Nov. 25	T. N. Barnsdall	Am. str.	129	Marietta, Ohio	Matamoras, Ohio	do	Unknown	20	10	1	Grape Island, W. Va., Ohio River.	Jumped overboard (supposed to have been intoxicated).
Nov. 27	Jim Montgomery	do	32			do	do			1	Houstons Landing, Ky.	Fell or jumped overboard.
Dec. 1	Zema	Am. sc.	9	Lying at anchor		do	Ballast		6	2	Oxford Harbor, Md., Chesapeake Bay.	Lost overboard from yawl.
Dec. 3	Little Dorritt	do	11	do		do	Unknown		5	1	do	Capsizing of yawl.
Dec. 11	Keystone State	Am. str.	599	Cincinnati, Ohio	Pittsburg, Pa.	do	do	20	60	1	East Liverpool, Ohio, Ohio River.	Fell overboard.
Dec. 14	W. F. Nisbet	do	577	Evansville, Ind	Waterloo, Ala.	do	Merchandise.		72	1	Tennessee River	Do.
Dec. 14	Claribell	do	71	Loraine, W. Va.	Buffalo, W. Va.	do	Ballast		11	1	Great Kanawha River.	Do.
Dec. 15	Lena S. Mills	Am. slp.	10	Oxford, Md	Cambridge, Md.	do	do		7	1	Mouth of Choptank River, Md.	Do.
Dec. 17	Gotoma	Am. sc.	199	San Francisco, Cal.	Coos Bay, Oreg.	do	do		7	1	At sea	Do.
Dec. 18	La Fourche	Am. str.	398	Bayou La Fourche, La.		No damage.	Unknown		50	1	Donaldsonville, La., Mississippi River.	Slipped overboard from stage.
Dec. 19	Moonachie	Ferryboat	811	Hoboken, N. J.	New York	do	Ballast			1	New York Harbor.	Standing on guard of vessel while underway, was jammed between rail and ferry rack and died from injuries received.

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Dec. 19	Concho	Am. str.	3,724	New York	Havana, Cuba	No damage.	Unknown	65	70	1	At sea	Jumped overboard (supposed).
Dec. 20	Baltimore	Am. bk.	723	Lying in port	do	do	do		12	1	Baltimore, Md.	Jumped overboard while delirious.
Dec. 20	Bertha May	Am. sc.	38	Baltimore, Md.	Fishing Bay	do	do		4	1	Fishing Bay, Chesapeake Bay.	Knocked overboard by jibing foreboom.
Dec. 21	Thomas R. Powley.	do.	16	do	Chesapeake Bay	do	do		6	1	North Point Creek, Md., Chesapeake Bay.	Fell overboard while intoxicated.
Dec. 21	William G. Irwin	Am. bgn.	348	San Francisco, Cal.	Honolulu, Hawaiian Islands	do	do	3	11	1	At sea	Fell from aloft to deck.
Dec. 25	Hygeia	Am. str.	48	Lying at wharf		do	do			1	Galveston, Tex.	Fell overboard.
Dec. 26	Fortuna	Am. sc.	613	Norfolk, Va.	Boston, Mass.	do	Coal		7	1	At sea	Do.
Dec. 27	Golden Eagle	Am. slp.	18	Marblehead, Mass.	Fishing	do	Unknown		6	1	Near Marblehead, Mass.	Lost from small boat while attending trawls.
Dec. 30	Herbert Black	Am. bk.	573	Hamburg, Germany.	New York	do	do		11	1	At sea	Lost overboard.
Dec. 31	John H. Cross	Am. sc.	405	Providence, R. I.	Brunswick, Ga.	do	Ballast		7	1	do	Fell overboard at night.
Dec. —	Mary Lymburner.	do.	128	Bangor, Me.	New York	Total	Lumber		4	4	do	Never heard from.
Dec. —	H. C. Millard	Am. str.	54	Greytown, Nicaragua.	Bluefields, Nicaragua.	do	Ballast	3	8	11	do	Do.
1894.												
Jan. 1	Hallette	do.	266	New Orleans, La.	Coushatta, La	No damage.	Unknown		50	1	Red River, La.	Fell overboard.
Jan. 1	Beaver	do.	314	Pittsburg, Pa.	New Orleans, La.	Partial.	Ballast		40	1	Mississippi River.	Explosion of boiler.
Jan. 2	W. F. Nisbet	do.	577	Evansville, Ind.	Waterloo, Ala.	do	Lumber	10	70	1	Tennessee River.	Do.
Jan. 3	Elmer E. Randall	Am. sc.	54	Gloucester, Mass.	Fishing	No damage.	Fish		14	2	At sea	Lost overboard in gale.
Jan. 3	L. J. Cox	do.	52	Hoopers Straits, Chesapeake Bay.	Baltimore, Md.	do	Unknown		4	1	Chesapeake Bay	Fell overboard.
Jan. 4	Harold	Am. str.	186	Lying at wharf		do	do			1	New York Harbor	Do.
Jan. 4	J. A. Chelton	Am. sc.	47	Baltimore, Md.	Dredging grounds, Chesapeake Bay.	do	Ballast		11	1	Chesapeake Bay	Struck on the head by crank handle and died from injuries received.
Jan. 8	Willie Rosenfeld	Am. shp.	2,455	San Francisco, Cal.	Liverpool, England	Partial	Wheat		27	1	At sea	Killed during a gale.
Jan. 9	Frank A. Low	Am. str.	53	Norfolk, Va.	Hampton Roads, Va.	No damage.	Ballast		6	1	Hampton Roads, Va.	Fell overboard.
Jan. 9	Henry Marx	do	357	St. Joseph, La.	New Orleans, La.	do	Unknown		65	1	Mississippi River.	Do.
Jan. 9	William H. Starbuck.	Am. shp.	1,339	London, England	New York	do	do		18	1	At sea	Fell overboard from aloft.
Jan. 12	White Rose	Am. str.	74	Lying in port		do	Ballast		5	1	New York Harbor	Scalded by explosion of throttle valve and died from injuries received.
Jan. 13	Earl P. Mason	Am. sc.	535	Portland, Me.	Guadaloupe, W. I.	Partial	Ice		8	1	At sea	Washed overboard.
Jan. 13	Paul Tulane	Am. str.	617	Bayou Sara, La.	New Orleans, La.	No damage.	Unknown	10	100	1	Mississippi River.	Fell overboard.

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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.	Passengers.	Crews.	Lives lost.	Place of disaster.	Nature of casualty.
1894.												
Jan. 15	Acorn	Am. str.	25	Lying at wharf		No damage.	Ballast		3	1	Middleport, Ohio, Ohio River.	Killed by manhole plug, which blew out while working on boiler.
Jan. 15	Kate and Anna	Am. sc.	25	Lying in port		do	Unknown		14	1	San Francisco Bay, Cal.	Jumped overboard while intoxicated.
Jan. 17	Valkyria	do	139	Placentia Bay, Newfoundland.	Gloucester, Mass.	do	do		9	1	Thatchers Island, Mass.	Slipped overboard.
Jan. 17	Paul Tulane	Am. str.	617	Lying at wharf		do	do		100	1	Baton Rouge, La., Mississippi River.	Slipped overboard from stage.
Jan. 23	City of Little Rock.	do	219	Little Rock, Ark.	Shoal Creek, Ark.	do	do	5	30	1	Stouts Landing, Ark., Arkansas River.	Fell overboard.
Jan. 25	Preston	Am. sc.	25	Baltimore, Md.	South River, Md.	do	Ballast	1	10	1	Chesapeake Bay	Do.
Jan. 25	Lily of the Valley	do	10	Oxford, Md.	Tilghmans, Md.	do	do		7	2	Tilghmans Island, Md.	Swamping of yawl.
Jan. 29	Mosquito	do	146	New York	Colon, South America.	Partial	Merchandise.		8	1	At sea	Lost overboard in heavy gale.
Jan. 30	Orpheus	do	112	St. Jacques, Newfoundland.	Gloucester, Mass.	No damage.	Unknown		8	3	do	Washed overboard.
Jan. 31	W. F. Jewett	do	476	Astoria, Oreg.	Redondo, Cal.	do	do		10	1	do	Do.
Jan. 31	Edith M. Prior	do	111	Yarmouth, Nova Scotia.	Fishing	do	Ballast		20	1	do	Do.
Jan. 31	Unique	do	79	Boston, Mass.	Georges Bank	Partial	do		16	1	do	Do.
Jan. 31	St. Helena	Am. str.	220	Johns Island, S. C.	Charleston, S. C.	do	do	10	8	2	Near Charleston, S. C.	Fatally scalded.
Jan. —	Flash	Am. sc.	73	Gloucester, Mass.	Newfoundland	Total	do		6	6	At sea	Never heard from.
Jan. —	Henrietta	do	79	Canso, Nova Scotia.	Fishing	do	Fish		14	14	do	Do.
Jan. —	E. O. Clark	Am. bkn.	690	Philadelphia, Pa.	Key West, Fla.	do	Coal		10	10	do	Do.
Jan. —	Sam'l H. Walker	Am. sc.	13	Hampton Roads, Va.	Weymouth, Mass.	do	do		9	9	do	Do.
Feb. 2	Pavonia	Ferryboat	865	Jersey City, N. J.	New York	No damage.	Ballast		7	1	New York Harbor	Jumped overboard to rescue his brother.
Feb. 3	Louisiana	Am. str.	2,840	New Orleans, La.	do	Partial	Miscellaneous.	20	50	1	At sea	Knocked overboard by jibing of boom.
Feb. 6	New York	do	10803	Liverpool, England	do	No damage.	Unknown		350	1	do	Washed overboard.

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Feb. 8	City of Sheffield	Am. str	330	Florence, Ala	Paducah, Ky	No damage.	Unknown	6	45	1	Tennessee River	Fell overboard.
Feb. 8	Jennie Middleton	Am. sc	283	New York	Philadelphia, Pa	do	Logwood		6	1	At sea	Do.
Feb. 10	John S. Emery	Am. bkn	920	Buenos Ayres, S. A.	Boston, Mass	do	Hides	1	12	1	do	Do.
Feb. 12	Twilight	Am. str	119	Pittsburg, Pa	Louisville, Ky	do	Ballast		20	1	Ohio River	Do.
Feb. 15	Vidalia	U. S. str	142	Greenville, Miss	Little Red River, Ark.	do	do		14	1	Mississippi River	Do.
Feb. 17	Nellie W. Howlett	Am. sc	568	Baltimore, Md	Port Royal, S. C	do	Unknown	1	8	1	At sea	Do.
Feb. 18	Seguranca	Am. str	4,033	Lying in harbor		do	Ballast			1	New York Harbor	Fell through hatchway.
Feb. 20	Resolute	Am. sc	95	Gloucester, Mass	Fishing	do	do		16	4	At sea	Capsizing of dory.
Feb. 20	Herbert Black	Am. bk	573	Hamburg, Germany	New York	do	Unknown		11	1	do	Fell from aloft to deck.
Feb. 22	Merchant	Am. str	405	Georgetown, S. C	Hunts Bluff, S. C	do	do			1	Pee Dee River	Fell overboard.
Feb. 24	James G. Blaine	Am. sc	103	Boston, Mass	Georges Bank	do	do		18	1	At sea	Do.
Feb. 25	Carrie W. Babson	do	90	Harbor Briton, Newfoundland.	Gloucester, Mass	do	do		8	2	do	Washed overboard.
Feb. 27	Nellie	Am. str	40	Lying in harbor		do	Ballast	1	5	1	Boston, Mass	Bursting of valve of boiler.
Feb. 27	Des Arc	do	41	Vicksburg, Miss	Sunflower River, Miss.	do	Unknown			1	Yazoo River, Miss	Fell overboard.
Mar. 1	Tell City	do	428	Evansville, Ind	Louisville, Ky	do	do			1	Evansville, Ind., Ohio River.	Do.
Mar. 1	Mary Winkelman.	Am. bkn	522	Kahului, Hawaiian Islands.	San Francisco, Cal.	do	do		11	1	At sea	Fell from aloft.
Mar. 4	Berwick	Am. sc	100	Rogue River, Oreg.	Klamath River, Cal.	do	do		6	1	do	Fell overboard.
Mar. 6	Helen Vaughan	Am. str	86	Monroe, La	Bayou D'Arbonne, La.	do	do		12	1	Bayou D'Arbonne, La.	Do.
Mar. 6	Mary F. Durrua	Am. slp	14	Sandy Hook, N. J	New York	do	Crabs		2	1	New York Bay	Struck by falling spar.
Mar. 7	Marcus Collins	Am. str	48	Ouachita River, La		do	Unknown		10	1	Trinity, La., Ouachita River.	While rolling a bale of cotton, fell overboard from stage plank.
Mar. 10	Ralph J. Long	Am. sc	90	San Francisco, Cal.	Coquille River, Oreg.	do	Merchandise.		7	1	Near mouth of Coquille River, Oreg.	Knocked overboard.
Mar. 10	R. K. Ham	Am. bk	569	Port Blakeley, Wash.	San Francisco, Cal.	do	Unknown		12	1	At sea	Do.
Mar. 11	Protection	Am. str	22	Dredging in Galveston Bay, Tex.		do	do	5	9	1	Galveston Bay, Texas.	Fell overboard.
Mar. 14	Mamie	do	50	Spanish River, Ala	Mobile, Ala	do	do		12	1	Mobile River	Do.
Mar. 19	Humming Bird	Am. slp	10	Cambridge, Md	Potters Landing, Md.	Unkn'n	do		3	2	Choptank River, Md.	Vessel capsized in a squall.
Mar. 21	Maggie Hurley	Am. sc	88	Rockland, Me	New York	No damage.	do		5	1	Off Thatchers Island, Mass.	Slipped overboard.
Mar. 24	Clarence S Bement	Am. shp	1,899	Liverpool, England.	do	Partial	Ballast		26	2	At sea	Lost overboard.
Mar. 24	Daylight	Am. bgtn	238	New York	Martinique, W. I	No damage.	Unknown		8	1	New York Harbor	Slipped overboard, striking his head against the anchor.
Mar. 25	Charles P. Minch	Am. sc	406	Lying in harbor		do	Corn		7	1	Chicago, Ill., Lake Michigan.	Vessel on fire; smothered by smoke.
Mar. 26	John F. Randall	do	1,644	Matanzas, Cuba	Philadelphia, Pa	do	Sugar	3	11	1	At sea	Washed overboard from bowsprit.

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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.	Passengers.	Crews.	Lives lost.	Place of disaster.	Nature of casualty.
1894.												
Mar. 29	Effie J. Bestworth	Am. sc.....	47	Baltimore, Md	Potomac River.....	No damage.	Unknown...	.....	11	1	Potomac River.....	Fell overboard.
Mar. —	Martha and Susan.	.....do.....	71	Gloucester, Mass.....	Georges Bank	Total	.... ..do	.....	13	13	At sea	Never heard from.
Apr. 3	Nannie C. Bohlin	.....do.....	131	.....do	Fishing Banks.....	No damage.	.....do	.....	18	2	.....do	Capsizing of dory while attending trawls.
Apr. 6	Centennial	.....do.....	113	Baltimore, Md	Norfolk, Va	.....do.....	Lime	.....	4	1	Chesapeake Bay.....	Fell overboard from crosstrees.
Apr. 7	Bertha D. Nickerson.	.....do.....	143	Charleston, S. C.....	Boothbay, Me.....	.....do.....	Unknown.....	.....	6	1	At sea.....	Caught by fore sheet, thrown against rail and killed.
Apr. 8	Island City	.....do	55	Ludington, Mich.....	Milwaukee, Wis.....	Total	Wood.....	.....	3	2	Lake Michigan.....	Washed overboard while trying to lower vessel's boat.
Apr. 9	Lottie Cooper.....	.....do.....	252	Advance, Mich.....	Sheboygan, Wis.....	.....do	Lumber	.....	6	1	.....do	Vessel capsized.
Apr. 9	R P. Chase.....	.....do.....	102	Vineyard Haven, Mass.	Bath, Me.....	Partial...	Ballast	.....	4	1	Wells Bay, Me.....	Lost overboard.
Apr. 10	Susan R. Stone.....	.....do..	124	Provincetown, Mass.	Fishing	No damage.	.....do	.....	22	1	At sea	Do.
Apr. 10	Richard C. Steele..	.....do.....	82	Gloucester, Mass.....	La Have Bank.....	.....do	Unknown.....	.....	18	1	.....do	Washed overboard.
Apr. 11	Fannie	.....do..... .	51	New York.....	Cruising	.....do	Ballast	.....	7	1	.....do	Fell overboard while boarding a vessel and died from effects.
Apr. 12	Dauntless	.....do.....	5	Klamath River, Oreg.	Crescent City, Cal...	Unkn'n..	Unknown.....	.....	4	4	Klamath River Bar, Oreg.	Vessel capsized.
Apr. 13	Oliver Schofield.....	.....do.....	394	Philadelphia, Pa.....	Salem, Mass.....	No damage.	.....do	.....	.....	1	At sea.....	Fell overboard.
Apr. 15	Lizzie M. Stanwood.	..... do.....	106	Gloucester, Mass.....	Grand Bank.....	.....do	Ballast	.....	18	1	.....do	Thrown overboard by sail.
Apr. 16	Rachel.....	.....do.....	84	Bodega, Cal.....	Bihlers Point, Cal...	.....do	Unknown.....	.....	5	1	Near Bodega, Cal...	Fell overboard.
Apr. 16	Cecil H. Lowe.....	.....do.....	79	Gloucester, Mass.....	Fishing banks.....	.....do	Ballast	.....	16	1	At sea.....	Washed overboard.
Apr. 21	Santa Rosa.....	Am. str.....	122	Pensacola, Fla.....	.....	.....do	.....do	.....	9	1	Pensacola, Fla.....	Fell overboard while attempting to clear a towline.
Apr. 23	Dreadnaught	Am. sc.....	420	Philadelphia, Pa.....	Newburyport, Mass.	.....do	Unknown.....	.....	.....	1	Delaware Bay.....	Lost overboard.

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Apr. 24	Bay City	Am. str.	87	Columbus, Ga.	Apalachicola, Fla.	No damage.	Merchandise.	20	26	1	Chattahoochee River.	Walked overboard.
Apr. 26	Regulator	do	434	The Dalles, Oreg.	Cascades, Oreg.	do	Unknown	97	10	1	Columbia River	Fell overboard.
Apr. 29	Bettie Owen	do	845	Paducah, Ky.		do	Ballast			1	Cumberland River	Jumped or fell overboard.
Apr. 30	Arthur Binney	Am. sc.	118	Shelburne, Nova Scotia.	La Have Bank	do	Fish		14	2	At sea	Capsizing of overloaded dory.
May 1	Maggie E. McKenzie.	do	161	Dyrafiord, Iceland.	Fishing	do	Unknown		22	1	North Cape, Iceland.	Knocked overboard by stern staysail.
May 3	Charles H. Merchant.	do	283	San Francisco, Cal.	Coos Bay, Oreg.	do	Miscellaneous.		8	1	At sea	Jumped or fell overboard.
May 3	Jane A. Falkenberg.	Am. bkt.	295	do	Fishing trip	do	Ballast		33	1	do	Capsizing of small boat.
May 4	Jas. Townsend	Am. sc.	168	do	Fort Bragg, Cal.	do	Unknown		7	1	do	Fell overboard.
May 5	Enoch Pratt	Am. str.	572	Baltimore, Md.	Salisbury, Md.	do	do	30	28	1	Patapsco River, Md.	Jumped overboard (supposed to have been intoxicated).
May 6	Farrand H. Williams.	Am. sc.	90	Juddville, Wis.	Sheboygan, Wis.	do	Wood		5	1	Sturgeon Bay, Lake Michigan.	Fell overboard from yawl.
May 7	Lillebonne	do	218	Lying in harbor		do	Ballast		8	1	Grays Harbor, Wash.	Fell overboard.
May 8	John C. Smith	do	9	Crisfield, Md.	Washington, D. C.	do	Fish			1	Potomac River	Do.
May 8	James McFadden	Am. str.	38	Wilmington, Del.	New Castle, Del.	do	Unknown			1	Delaware River	Do.
May 9	Henry Lowry	do	647	St. Louis, Mo.	New Orleans, La.	do	Ballast		34	1	Mississippi River	Fatally scalded by bursting of pipe.
May 10	Spartan	do	1,596	Boston, Mass.	Philadelphia, Pa.	do	Merchandise.	6	28	1	Block Island Sound.	Lost overboard.
May 11	New Idlewild	do	692	Lying at wharf		do	Ballast		25	1	St. Louis, Mo.	Fell overboard from gang plank while boarding vessel.
May 13	Natchez	do	585	Vicksburg, Miss.	New Orleans, La.	do	Unknown		46	1	Mississippi River	Jumped overboard while insane.
May 13	Assumption	do	238	New Orleans, La.	Bayou La Fourche, La.	do	do	10	50	1	Near Labadieville, Bayou La Fourche, La.	Fell overboard.
May 14	Ben-Hur	do	284	Pittsburg, Pa.	Parkersburg, W. Va.	do	Miscellaneous.	30	30	1	Wheeling, W. Va., Ohio River.	Do.
May 18	John T. Marshall	Am. sc.	5	Cambridge, Md.	South River, Md.	do	Ballast		2	2	Chesapeake Bay	Vessel capsized.
May 19	New York Central Ltg. Co., No. 11.	Am. str.	412	In harbor		do	do		10	1	New York Harbor	Fell overboard.
May 19	Altona	do	200	Independence, Oreg.	Salem, Oreg.	do	do	171	10	1	Willamette River	Fell overboard while intoxicated.
May 19	L. W. Perry	Am. sc.	254	Chicago, Ill.	Bravo, Mich.	do	Cedar ties		7	1	Beaver Harbor, Mich., Lake Michigan.	Fell from aloft to deck.
May 21	V. C. Conklin	do	17	Norfolk, Va.	Nansemond River, Va.	do	Unknown		3	1	Hampton Roads, Va.	Knocked overboard by main boom.
May 28	Manuel Llaguna	Am. shp.	1,733	Tacoma, Wash.	Hamburg, Germany.	do	do		27	1	At sea	Washed overboard.
May 29	Sweetheart	Am. sc.	539	Menominee, Mich.	Buffalo, N. Y.	do	Lumber		7	1	Lake Huron	Fell overboard.

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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.	Passengers.	Crews.	Lives lost.	Place of disaster.	Nature of casualty.
1894.												
May 31	Empire	Am. str.	732	Nanaimo, B. C.	San Francisco, Cal.	No damage.	Unknown		19	1	Near Cape Flattery	Killed by falling from steamer's house.
May —	R. D. Rice	Am. shp	2,247	San Francisco, Cal.	New York	do	do		26	1	At sea	Fell from aloft to deck.
June 6	Rambler	Am. str.	53	Lying at dock		Partial	Ballast		4	1	New Haven, Conn.	Explosion of boiler.
June 9	Emma P. Cook	Am. slp.	15	Baltimore, Md	Curtis Creek, Md.	No damage.	Unknown	20	3	1	Patapsco River, Md	Fell overboard.
June 11	Sonoma	Am. str.	306	San Francisco, Cal.	Mokelumne River, Cal.	do	do	18	20	1	Suisun Bay, Cal.	Fell overboard while oiling crank pin.
June 12	Connecticut	do	3,400	Providence, R. I.	New York	do	do	185	114	1	New York Harbor	Fatally injured by parting of line.
June 13	Geneva	Am. bk.	464	Kitta, Africa	Barbados, West Indies.	do	do		6	1	At sea	Lost overboard.
June 14	Kinston	Am. str.	103	Norfolk, Va.	Van Slycks, N. C.	do	Ballast		7	1	Norfolk, Va.	Fell overboard.
June 14	Josephine	Am. slp.	8	Cooper River, S. C.	Charleston, S. C.	do	Wood		3	1	Cooper River, S. C.	Thrown overboard by careening of vessel.
June 15	Louis Houck	Am. str.	913	St. Louis, Mo.	St. Francis River, Ark.	do	Ballast		27	1	Near Cairo, Ill., Mississippi River.	Fell overboard while stepping from one barge into another
June 17	Sammie	do	71	New York	Fishing banks	do	do	40	5	1	Near Long Branch, N. J.	Jumped overboard.
June 24	Tolchester	do	672	Iona Island, N. Y.	New York	Partial	do	1425	17	1	Hudson River	Struck by piece of cylinder and died from injuries received.
June 24	Indiana	Am. sc.	116	Gloucester, Mass.	La Have Bank	No damage.	do		23	1	At sea	Knocked overboard by foreboom tackle.
June 24	Neptune	Am. str.	74	New York	Fishing banks	do	do	125	7	1	Near Seabright, N. J.	Fell overboard and died from effects.
June 25	Spokane	do	2,357	Buffalo, N. Y.	Duluth, Minn.	do	Coal		18	1	Duluth, Minn., Lake Superior.	Knocked into hold by coal bucket.
June 26	C. W. Batchelor	do	393	Pittsburg, Pa.	Pleasure trip	do	Ballast	55	12	1	Pittsburg, Pa., Ohio River.	Slipped overboard.
June 27	E. L. Levy	do	142	Albany, N. Y.	New York	do	Unknown		9	1	Hudson River	Lost overboard.
June 28	Fortuna	Am. sc.	118	South West Harbor, Me.	La Have Bank	do	Ballast		22	1	La Have Bank	Capsizing of dory.

Totals: Vessels, 333; tonnage, 149,211; total losses, 30; partial losses, 38; no damage, 265; number of passengers, 10,201; number in crews, 4,836; number of lives lost, 584.

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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, 1894, involving loss of life.*

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
Founderings:						
Vessels	12	.....	6	1	4	23
Tonnage	2,018	.....	4,258	8	373	6,657
Passengers	35	.....	.....	.....	.....	35
Crews	76	.....	60	6	28	170
Lives lost *	87	.....	51	6	22	166
Strandings:						
Vessels	16	5	8	2	5	36
Tonnage	5,776	2,008	2,158	18	2,382	12,342
Passengers	1	85	1	5	1	93
Crews	159	125	46	5	235	570
Lives lost *	75	28	18	6	34	171
Collisions:						
Vessels	3	.....	4	.....	1	8
Tonnage	206	.....	3,753	.....	33	3,992
Passengers	.....	.....	.....	.....	.....	.....
Crews	13	.....	57	.....	3	73
Lives lost *	5	.....	31	.....	1	37
Other causes:						
Vessels	14	.....	5	7	42	68
Tonnage	774	.....	1,081	2,305	24,045	28,205
Passengers	12	.....	.....	1,441	77	1,530
Crews	65	.....	28	163	507	763
Lives lost *	35	.....	10	17	228	290
Totals:						
Vessels	45	5	23	10	52	135
Tonnage	8,774	2,008	11,250	2,331	26,833	51,196
Passengers	48	85	1	1,446	78	1,658
Crews	313	125	191	174	773	1,576
Lives lost *	202	28	110	29	285	664
Vessels totally lost:						
Vessels	24	4	19	3	35	85
Tonnage	7,651	1,928	10,891	26	12,229	32,725
Passengers	.....	85	1	3	43	132
Crews	191	120	170	12	517	1,010
Lives lost *	119	27	103	13	258	530
Vessels damaged:						
Vessels	21	1	4	7	17	50
Tonnage	1,123	80	359	2,305	14,604	18,471
Passengers	48	.....	.....	1,443	35	1,526
Crews	122	5	21	162	256	566
Lives lost *	83	1	7	16	27	134
Vessels not damaged:						
Vessels	90	10	36	72	72	280
Tonnage	22,612	4,002	24,761	20,628	49,155	121,158
Passengers	537	18	6,957	899	273	8,684
Crews	643	141	494	1,436	1,406	4,120
Lives lost	98	13	38	76	89	314
Aggregate:						
Vessels	135	15	59	82	124	415
Tonnage	31,386	6,010	36,011	22,959	75,988	172,354
Passengers	585	103	6,958	2,345	351	10,342
Crews	956	266	685	1,610	2,179	5,696
Lives lost	300	41	148	105	374	978

*Exclusive of lives lost on vessels not damaged.

NOTE.—Of the 664 lives lost on vessels sustaining material damage, 162 were lost on steamers and 502 on sailing vessels, as follows: Atlantic and Gulf coasts, steamers 58, sailing vessels 144; Pacific coast, steamers 6, sailing vessels 32; lakes, steamers 59, sailing vessels 51; rivers, steamers 13, sailing vessels 16; at sea, steamers 26, sailing vessels 259.

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TABLE 66.—*List of places on the coast 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.
	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	
MAINE.											
Bald Head Cliff	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Blue Hill Bay:											
Blue Hill Falls	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Burnt Coat Island (ledge southwest of)	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Heron Island	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Placentia Island	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Tinkers Island	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
York Narrows	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Blue Hill Bay approaches:											
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
Little Duck Island	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Long Island	.....	.....	.....	.....	1	1	.....	.....	.....	1	3
Sisters, The, near Burnt Coat Island	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Spoon Island	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Boothbay:											
Boothbay and Townsend Harbor	.....	1	.....	.....	.....	.....	.....	1	.....	1	3
Damiscove Island	1	.....	.....	1	.....	.....	.....	.....	.....	.....	2
McKowns Point	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Southport Island	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Spruce Point	.....	.....	1	.....	.....	.....	.....	1	.....	1	3
Squirrel Island	1	.....	2	.....	.....	.....	.....	.....	.....	.....	3
Cape Elizabeth	2	1	.....	.....	.....	.....	.....	1	.....	1	5
High Head	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Maxwells Point	.....	.....	.....	.....	.....	.....	1	.....	.....	1	2
Portland Head	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Cape Neddick:											
Cape Neddick Roads	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Boon Island	.....	.....	.....	.....	.....	1	.....	.....	1	.....	2
Boon Island Ledge	1	.....	.....	.....	.....	.....	.....	2	.....	.....	3
Cape Porpoise	.....	1	1	.....	.....	.....	.....	1	.....	.....	3
Bumpkin Island	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Folly Island	.....	.....	1	1	.....	.....	.....	1	1	.....	4
Old Prince, The	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Timber Island	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Trotts Island	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Cape Small Point	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Bald Head Rocks	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Fullers or Glovers Rock	.....	.....	.....	.....	1	.....	.....	.....	.....	1	2
Carvers Harbor	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Casco Bay:											
Aldens Rock	1	.....	1	.....	.....	.....	.....	.....	.....	.....	2
Bangs Island	1	.....	.....	1	1	.....	.....	.....	.....	.....	3
Birch Point Ledge	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Chebeag Island	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Cow Island	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Cundiz Harbor	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Green Island Reef	.....	1	.....	.....	.....	.....	.....	.....	.....	1	2
Haddock Rock, Broad Sound	.....	.....	1	.....	.....	.....	.....	.....	1	.....	2
Half Way Rock	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Harpswell	.....	.....	1	.....	.....	.....	1	.....	.....	.....	2
Horse Island Harbor	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Junk of Pork	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	2
Long Island	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Peaks Island	.....	.....	1	.....	.....	.....	.....	1	.....	.....	2
Ragged Island	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Ram Island	2	.....	.....	.....	.....	.....	.....	.....	1	.....	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	.....	2	.....	1	.....	1	.....	1	1	.....	6
South Bunkers Ledge	1	.....	.....	.....	.....	.....	1	.....	.....	.....	2
Sperlins Point	1	2	.....	.....	.....	.....	.....	1	.....	2	6
West Bunkers Ledge	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Cranberry Island, Little	4	2	4	1	1	1	1	1	1	1	17
Bakers Island and Bar	.....	.....	1	.....	.....	.....	2	2	.....	4	9
Hadlocks Point	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Hardings Ledge	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Cutler and approaches	1	6	1	1	3	2	1	.....	1	.....	16

* 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.

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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.
	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	
MAINE—continued.											
Damariscotta River and approaches:											
Bristol Neck					1						1
Fishermans Island					1				1		2
Heron Island, outer							1				1
Heron Island Ledge, outer		1									1
Hypocrite Ledge			1	1							2
Thread of Life Ledge						1					1
Deer Island Thoroughfare:											
Andrews Island (ledge near)				1							1
Crotch Island Ledge				1							1
Dumpling or Eastern Mark Island Ledge		1						1			2
Grog Island									1		1
Moose Island							1				1
Two Bush Island										1	1
Webbs Cove				1							1
Deer Isle:											
Greens Landing			1					2			3
Eastport Harbor							1				1
Gleasons Cove				1							1
Halletts Point, near Buckmans Head		2									2
Paines Ledge	1										1
Eggemoggin Reach:											
Channel Rock										1	1
Harbor Island					1						1
Triangles, The			1							1	2
Englishmans Bay:											
Steel Coat or Steel Harbor Island	1										1
Fishermans Island Passage. (See Moosabec Reach.)											
Fletchers Neck	3	2			5		2			2	14
Dansbury Reef		1									1
Fox Island Thoroughfare:											
Iron Point			1								1
Mullens Cove					1						1
Frenchmans Bay:											
Grindstone Neck							1				1
Porcupine Island										1	1
Pulpit Ledge								1			1
Round Porcupine Island							1				1
Sullivan Harbor					1	1					2
Frenchmans Bay approaches:											
Schoodic Island						1					1
Harrington Bay and River		1									1
Pinneos Point				1							1
Strouts Island							1				1
Kennebec River (mouth of)				1	2		1	2			6
Dix Island							1				1
Hunniwells Beach	2		1				1	3	4	3	14
Hunniwells Point	1				3				1	1	6
Indian Point									1		1
Jacks Rock							1			1	2
Long Island			1				1				2
Marrs Island										1	1
Parkers Flats						1		1			2
Perkins Island and Ledges						1				1	2
Pond Island			1						1		2
Stage Island	1			1					1		3
Sugar Loaves, The	1	1		1	4	1			1		9
Whales Back						1					1
Wood Island Ledges		1							1		2
Kennebec River approaches:											
Heron Island		1									1
Seguin Ledges							1		1		2
Kennebunkport			1	1				1			3
Lubec Narrows								1		2	3
Machias Bay:											
Bare Island								2			2
Birch Point		1									1
Chances Island					1						1
Cross Island	1					3			1		5
Dogfish Ledges			1								1
Fosters Island						1					1
Howards Point									1		1
Libbey Islands	1			1		1	2		1		6

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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.
	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	
MAINE—continued.											
Machias Bay—Continued.											
Machias	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Ram Island	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Salt Island	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Starboard Island	.....	.....	.....	.....	.....	.....	1	1	.....	.....	2
Machias Bay, Little	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Double Headed or Double Shot Island	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Old Man Island	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Moosabec Reach:											
Bar Island	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Beals Island	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Browney Island and Ledges, Fishermans Island Passage	.....	.....	.....	.....	.....	.....	.....	1	2	1	4
Corn Ledge, Fishermans Island Passage	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Crumple Island, Fishermans Island Passage	.....	.....	1	.....	.....	1	.....	.....	.....	1	3
Duck Ledges	1	1	.....	.....	.....	.....	.....	.....	.....	.....	2
Egg Rock, Fishermans Island Passage	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Fishermans Island	1	.....	.....	.....	.....	.....	.....	.....	1	.....	2
Goose Island	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Great Wass Island	1	.....	.....	.....	.....	1	.....	.....	.....	.....	2
Green Island Ledge	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Hardwood Island	1	1	.....	.....	.....	.....	.....	.....	.....	.....	2
Head Harbor Island	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Hopkins Point	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Horse Ledge	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Jonesport	.....	.....	.....	3	.....	2	.....	.....	.....	.....	5
Kellys Point and ledges near	3	.....	.....	1	.....	.....	2	.....	1	.....	7
Man Island	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Novas Rock	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
Sawyers Cove	.....	.....	1	3	.....	.....	.....	.....	.....	1	5
Sea Duck Rock, Fishermans Island Passage	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Western Egg Rock, Fishermans Island Passage	.....	.....	.....	.....	1	.....	.....	1	.....	.....	2
Moose Cove:											
Shag Rocks	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Mount Desert Island:											
Bar Harbor	.....	1	.....	.....	.....	.....	1	.....	.....	.....	2
Bass Harbor Bar and Head	.....	.....	.....	.....	1	.....	.....	2	.....	.....	3
East Bunkers Ledge (south of island)	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Long Ledge	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Seal Cove (west side of island)	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Seal Harbor	.....	.....	1	.....	.....	.....	1	.....	.....	.....	2
Sea Wall	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Southwest Harbor	1	1	2	1	2	.....	2	.....	.....	.....	9
Suttons Island (ledges near)	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Mount Desert Rock	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Muscle Ridge Channel:											
Andrews Island	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Ash Island Ledge	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Burnt Island and Ledges	1	1	1	.....	.....	.....	.....	2	.....	.....	5
Channel Rock	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Dix Island	.....	.....	.....	.....	.....	.....	.....	1	.....	1	2
Ebens Island	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Emery Ledge	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Grindstone Ledge	.....	1	.....	.....	.....	1	.....	1	1	2	6
Hay Island Ledge	.....	.....	1	1	5	.....	.....	.....	.....	.....	7
Howies Rock	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Hurricane Ledge	.....	.....	1	.....	.....	.....	.....	1	1	.....	3
Lark Ledges	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Long Ledge, Seal Harbor	.....	3	2	3	.....	1	.....	1	.....	.....	10
Lower Gangway Ledge	.....	.....	1	.....	2	.....	.....	.....	.....	.....	3
Munroe Island	.....	1	1	.....	.....	.....	.....	.....	1	1	4
Northwest Ledge	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Nortons Island and Ledges	.....	.....	.....	.....	.....	1	1	1	.....	.....	3
Otter Island Ledge	.....	.....	1	.....	.....	.....	1	.....	1	2	5
Rackliffs Island, Seal Harbor	.....	.....	.....	.....	.....	.....	.....	.....	1	1	2
Seal Harbor	3	3	1	1	1	3	1	1	2	.....	16
Sheep Island Bar	.....	1	.....	.....	.....	.....	.....	.....	1	1	3
Spruce Head Island	.....	.....	.....	1	2	.....	.....	1	.....	.....	4
Sunken Ledge	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Upper Gangway Ledges	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Weskeag River (mouth of)	.....	1	1	.....	.....	.....	.....	.....	1	.....	3
White Head Island	.....	1	1	.....	.....	3	1	.....	2	1	9
Yellow Ledges	1	.....	.....	.....	.....	1	.....	.....	.....	.....	2

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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.
	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	
MAINE—continued.											
Muscongus Bay:											
Devils Back Ledge	1										1
Half-Tide Ledge				1							1
Kegs, The			1								1
Little Egg Rock									1		1
Pemaquid Point										1	1
Muscongus Bay approaches:											
Browns Head										1	1
Monhegan Island								2	1		3
Monhegan Island and Pemaquid Point (between)	1										1
New Harbor, Sunken Ledge		1									1
Narragaugus Bay and approaches:											
Bois Bubert Island					1					1	2
Millbridge (ledge near)				1				1			2
Pond Island								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			2
Seal Island						1					1
Vinal Haven Island										1	1
Vinal Haven Island, Carvers Harbor					1						1
Vinal Haven Island, Roberts Harbor								1		1	2
Penobscot Bay, East:											
Holbrooks Island			1								1
Kimballs Island and Ledges		1									1
Western Island							1				1
Penobscot Bay, West:											
Camden									2		2
Crabtree Point		1									1
Crow Cove, Long Island					1						1
Drunkards Ledge						1					1
Goose Rock (off Rockport)					1						1
Green Island, near Leadbetters Island							1				1
Green Island, Little (west of Metinic Island)					1						1
Haddock Ledge									1		1
Heron Neck (ledge near)							1				1
Matinicus Island	1								1	1	3
Metinic Island		2									2
Northern Triangles, The	1		1					1			3
Northport			1								1
Old Man Ledge	1	1	2								4
Outer Green Island Ledges				1							1
Owls Head					1						1
Roaring Bull Ledges						1					1
Rockland				2	2			2	2		8
Rockport						1		1			2
Sears or Brigadier Island	1										1
Searsport					1	1					2
Seven Hundred Acre Island							1				1
Sunken Pond Ledges										1	1
Ten Pound Island						1					1
Two Bush Reef										2	2
Pigeon Hill Bay:											
Egg Rock						1					1
Petit Menan Island									2		2
Pleasant Bay approaches:											
Green Island					1						1
Nashs Island			2			1					3
Pot Rock									1		1
Portland Harbor:											
Cushings Point					1						1
Spring Point Ledge				1		1					2
Portsmouth Harbor (Maine side):											
Clarks Island	1	1									2
Fishing Islands						1	1				2
Gerrish Island						1				1	2
Hicks Rocks							1				1
Jamaica Island (near Kittery)						1					1
Kittery Point	1			1							2
Kittery (ledge near)	1										1
Seaveys Island	1									1	2
West Sister, The								1			1
Wood Island	1					1				1	3
Prospect Harbor						1					1
Old Man, The					2						2

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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.
	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	
MAINE—continued.											
Quoddy Roads									1		1
Black Rock				2							2
Crowells Ledge	2	2		1							5
Middle Ground	2	3									5
One mile northwest of life-saving station				1							1
Sail Rock				1			1				2
West Quoddy Head	2	7						2	1		12
West Quoddy Head, Carrying Point Cove				1				1			2
Woodwards Point					1						1
Womells Ledge	1	2		5	1	1					10
Saco Bay:											
Eagle Island							1				1
Lobster Rocks						1					1
Negro Island	1		1	1	2	1	1	2		2	11
Old Orchard Beach				1							1
Prouts Neck (rock off)		1									1
Stage Island									3		3
Strattons Island and Rocks near			1				1				2
Wood Island	1	1	2	2	1			2			9
Saint Croix River:											
Red Beach					1						1
Saint Georges River and approaches:											
Bar Island										1	1
Burnt Island									1		1
Careys Rock									1		1
Davis Straits			1		3						4
Georges Islands	1								2		3
Harts Island Bar and Ledges						1		2	1		4
Herring Gut		1								1	2
Hoopers Island										2	2
McGees Island									1		1
Mosquito Island			1			1	1	2		1	6
Old Cilley Ledge			1				1				2
Port Clyde	1				1				1		3
Sheepscot Bay and River	1										1
Barters Island				1							1
Black Rock	1										1
Clows Ledges	1										1
Cuckholds, The					1						1
Hardings Ledge								1			1
Jewetts Cove								1			1
McMahons Island					1						1
Southport Island (Christmas Cove)		1									1
Toms Rock		1									1
Tennants Harbor		1	1		1			1			4
Harts Neck						1					1
Long Cove				1							1
Southern Island		1			1			1			3
Trescott Shag Rocks			1								1
West Quoddy Head. (See Quoddy Roads.)											
Wheelers Bay									1		1
Calf Island									1		1
Clarks Island				1							1
High Island Ledge				1							1
Norton Island Ledges			1			1					2
York River and approaches:											
Harris Point Ledge					1						1
Stones Rock						1					1
York Ledge							1	2			3
NEW HAMPSHIRE.											
Hampton:											
Hampton Ledges	1	1									2
Hampton Shoals			1								1
Little Boars Head	1										1
Isles of Shoals:											
Andersons Ledge	1										1
Square Rock						1					1
Portsmouth Harbor (New Hampshire side):											
Fort Point					2	1	2				5
Jerrys Point				2	1						3
Odiornes Point	1	1				1			1		4
Stielmans Rocks										1	1
Rye Beach			2	1							3
Foss Ledges		1	1								2
Wallis Sand								1			1

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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.
	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	
MASSACHUSETTS.											
Beverly Bay									1		1
Boston Bay and Harbor		1					1	1	1		4
Brewsters, The		1			1				1		3
Broad Sound										1	1
Calf Island		1									1
Castle Island							1			1	2
Cohasset Harbor					1						1
Cohasset Rocks	1										1
Deer Island		1			1	1					3
Devils Back			1		1		1		1		4
Fawn Bar								1			1
Gallups Island			1								1
Georges Island			1			2		3	1		7
Graves, The					1						1
Great Fawn Bar			2							1	3
Green Hill	1										1
Hardings Ledge					3		1		2		6
Hog Island					1		1				2
Hull Beach					1						1
Long Island		1									1
Lovells Island		1	1	1	1	2				1	7
Middle Ground						1					1
Nahant						1			1		2
Nantasket Beach		1			2					1	4
Nixs Mate										2	2
Peddocks Island			1								1
Pleasant Beach					1						1
Point Allerton					1	1				1	3
Presidents Roads		1									1
Quincy Beach					1						1
Rams Head	1						1			1	3
Shag Rocks	1										1
Toddy Rocks			1		1			1	1	1	5
Weir River, entrance to Hingham Harbor					1				1		2
Windmill Point						1	1	1		1	4
Buzzards Bay:											
Bents Ledge				1							1
Black Rock				1							1
Clarks Point (rock near)				1					1		2
Dumpling Rock								1			1
Egg Island				1							1
Great Ledge					1						1
Hen and Chickens			1		1		1				3
Mattapoisett Ledge	1										1
Mishaum Point			1								1
Moshers Point					1						1
New Bedford Harbor	1		1		1						3
Ram Island				1							1
Buzzards Bay approaches:											
Horse Neck Beach	1									1	2
Cape Ann:											
Annisquam							2			1	3
Averys Ledge (approaching Rockport)	2										2
Bemo Ledges		1		1							2
Braces Cove							1				1
Brier Neck					1						1
Eastern Point	3					1				2	6
Fresh Water Cove							1				1
Gloucester	1	1	1	2	2		1			1	9
Lanesville	1	1		1	2	1				1	7
Londoner, The (near Thatchers Island)						2	1				3
Milk Island			2		1	1					4
Normans Woe		1									1
Pigeon Cove					1			1			2
Rockport								1	1	1	3
Salvages, The (off Rockport)		1				1			1		3
Straitsmouth Island	1				1						2
Ten Pound Island		1			1						2
Thatchers Island	1	1									2
Cape Cod:											
Bearses Shoal	1		1	2	1		2			3	10
Cahoons Hollow		1			1						2
Chatham				1		1			2		4
Chatham Bar	2	6	1	2	4	4	2	2	1	1	25
Highland Light	1		1						1		3

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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.
	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	
MASSACHUSETTS—continued.											
Cape Cod—Continued.											
Monomoy Point	.....	.....	.....	1	.....	1	2	.....	.....	.....	4
Nauset Beach	2	2	2	1	.....	1	2	3	1	1	15
Orleans Beach	.....	.....	1	3	.....	1	1	.....	.....	.....	6
Pamet River	.....	1	1	...	.....	1	.....	.....	.....	.....	3
Peaked Hill Bar	3	6	2	2	2	.....	1	.....	1	2	19
Pollock Rip	1	1	2	2	1	.....	5	1	3	4	20
Race Point	2	2	.....	2	5	3	3	1	6	2	26
Shovelful Shoal	2	5	3	1	1	3	5	.....	.....	4	24
Stone Horse Shoal	.....	.....	1	1	1	1	.....	.....	.....	1	5
Cape Cod Bay:											
Barnstable	.....	.....	.....	.....	1	.....	... ...	.....	.....	.....	1
Billingsgate Island and Shoal	.....	1	.....	.....	.....	.....	.....	.....	1	.....	2
East Dennis	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Long Point	.....	1	.....	2	.....	.....	.....	1	.....	.....	4
Manomet Point	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
North Dennis	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Provincetown	.....	1	.....	.....	2	.....	.....	3	6	3	15
Sandwich	.....	.....	.....	1	1	.....	.....	.....	.....	.....	2
South Truro	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Wellfleet	.....	1	.....	.....	.....	2	1	.....	.....	.....	4
Wood End	.....	2	.....	.....	.....	.....	3	.....	.....	.....	5
Yarmouth Flats	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Duxbury Beach	....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Brant or Green Harbor Point	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	2
High Pine Ledge	1	.....	1	.....	.....	.....	.....	.....	.....	.....	2
Fall River	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Gurnet Point	2	.....	.....	.....	.....	.....	.....	1	.....	.....	3
Ipswich Bay:											
Essex Bar	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Ipswich Bar	1	1	.....	1	1	.....	1	2	1	1	9
Squam Beach	.....	.....	.....	.....	2	1	.....	.....	.....	.....	3
Lynn Harbor	.....	.....	.....	.....	.....	1	1	.....	.....	1	3
Manchester	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Marblehead	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
Marthas Vineyard:											
Cape Poge	1	.....	.....	1	.....	.....	1	2	.....	.....	5
Cedar Tree Neck	.....	.....	.....	.....	1	.....	.....	.....	.....	1	2
Chappaquiddick Point	1	1	.....	.....	1	.....	.....	.....	1	.....	4
Chilmark	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Cottage City	.....	1	.....	.....	.....	.....	.....	.....	1	.....	2
East Chop	.....	1	.....	.....	.....	.....	.....	.....	1	.....	2
Edgartown	.....	3	1	2	2	1	3	4	3	1	20
Gay Head	1	1	.....	.....	.....	.....	2	.....	.....	1	5
Gay Head, Devil's Bridge	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Menemsha Bight	.....	.....	.....	.....	1	2	.....	1	1	1	6
No Mans Land	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Toms Shoal	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Vineyard Haven	2	1	6	1	1	4	.....	3	3	3	24
West Chop	.....	....	1	1	.....	1	4	.....	1	1	9
Nahant Bay:											
Egg Rock	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Phillips Point	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Swampscott	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Nantucket:											
Bar and Bay	3	.....	1	2	.....	.....	.....	.....	.....	.....	6
Coskata	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
East side of	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Great Point and Great Rip	2	.....	3	1	3	3	.....	.....	.....	3	15
Squam Head	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Surfside	1	2	.....	.....	.....	.....	.....	.....	.....	.....	3
Nantucket Shoals	.....	2	1	2	.....	1	.....	2	.....	1	9
Nantucket Sound:											
Bishop and Clerks Shoal	.....	.....	.....	.....	.....	3	.....	.....	.....	.....	3
Chatham Roads	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Common Flats (near Chatham Roads)	1	.....	1	1	2	.....	.....	.....	.....	3	8
Dennisport and Beach	.....	.....	.....	1	.....	.....	5	.....	.....	.....	6
Dog Fish Bar	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Eldridges Shoal	.....	1	.....	.....	.....	.....	.....	1	.....	.....	2
Great Round Shoal	.....	.....	.....	.....	.....	1	.....	1	.....	.....	2
Handkerchief Shoal	.....	3	1	3	5	1	6	3	6	3	31
Harwichport	.....	.....	.....	.....	.....	.....	.....	2	1	.....	3
Hawes Shoal	.....	.....	.....	.....	.....	.....	.....	1	2	.....	3
Herring River Bar (off Harwich)	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Hyannis	.....	.....	1	1	1	.....	1	.....	1	1	6

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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.
	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	
MASSACHUSETTS—continued.											
Nantucket Sound—Continued.											
Hyannis Roads, Middle Ground	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Kill Pond Bar	.....	3	.....	.....	.....	1	.....	.....	.....	1	5
Long Shoal	.....	.....	.....	.....	1	.....	.....	.....	3	.....	4
Monomoy Island (shoals west side of)	.....	1	.....	.....	.....	.....	.....	2	.....	.....	3
Muskeget Island	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
Nortons Shoal	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Osterville	.....	1	.....	1	.....	.....	.....	.....	.....	.....	2
Rodgers Shoal	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Shovelful Shoal (near Tuckernuck Shoal)	.....	.....	.....	1	.....	.....	.....	4	1	.....	6
Tuckernuck Shoals	6	.....	.....	.....	1	.....	.....	.....	2	1	10
Wreck Shoals	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Newburyport approaches:											
Black Rocks	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Newburyport Bar	2	2	3	1	.....	1	4	.....	.....	1	14
Plum Island Point	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Salisbury Point	1	1	.....	.....	.....	.....	.....	.....	1	2	5
Plum Island	.....	3	2	.....	1	.....	1	1	3	1	12
Plymouth Bay:											
Browns Bank, or Browns Island	.....	1	2	1	1	.....	.....	.....	5	.....	10
Dicks Flat	1	.....	1	.....	.....	.....	.....	.....	.....	.....	2
Long Beach	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Plymouth	1	.....	.....	.....	2	.....	.....	1	1	1	6
Salem Harbor and approaches:											
Bakers Island and Shoals	.....	.....	3	.....	.....	.....	.....	.....	.....	1	4
Coney Island Ledges	.....	.....	.....	1	1	.....	.....	.....	.....	.....	2
Dry Breakers	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Kettlebottom, The	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Misery Island and Ledges	.....	.....	.....	.....	1	.....	1	.....	.....	.....	2
Salem Harbor	1	.....	.....	.....	1	.....	.....	1	.....	.....	3
South Gooseberry, The	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Scituate	1	4	3	.....	4	1	2	1	.....	.....	16
First Cliff	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Fourth Cliff	.....	.....	1	2	.....	.....	.....	.....	.....	1	4
North Scituate	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Vineyard Sound:											
Cuttyhunk Island	.....	1	.....	2	3	3	5	2	2	.....	18
Falmouth	.....	.....	.....	1	1	.....	.....	.....	.....	.....	2
Hedge Fence Shoal	1	1	.....	2	.....	.....	.....	.....	.....	.....	4
L'Homme à Dieu Shoal	.....	2	1	.....	2	1	4	1	.....	1	12
Middle Ground	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Nashawena Island	.....	.....	1	2	1	.....	.....	.....	.....	1	5
Naushon Island	.....	.....	4	.....	.....	1	.....	1	.....	3	9
Nobska Point	.....	.....	.....	1	.....	1	.....	.....	.....	.....	2
Nonamesset Island	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Pasque Island	.....	.....	1	.....	3	.....	2	5	.....	.....	11
Quicks Hole	.....	1	.....	.....	.....	1	.....	.....	.....	.....	2
Robinsons Hole	.....	.....	.....	.....	1	.....	.....	1	1	1	4
Sow and Pigs	1	2	.....	.....	1	.....	1	.....	1	1	7
Squash Meadow Shoals	.....	.....	1	.....	.....	.....	.....	.....	.....	1	2
Succonesset Shoal	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Tarpaulin Cove	.....	1	.....	.....	.....	.....	3	1	2	.....	7
Woods Hole	.....	1	.....	.....	.....	1	1	1	1	1	6
RHODE ISLAND.											
Block Island:											
Black Rock	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Block Island Breakwater	1	1	.....	1	1	.....	1	1	.....	.....	6
Clay Head Point	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
East side of	4	1	2	6	.....	2	.....	2	1	.....	18
Northwest shore of	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Sandy Point	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
South and southwest shore of	1	.....	2	.....	.....	1	.....	.....	.....	1	5
West side of	.....	.....	5	1	.....	1	.....	.....	1	.....	8
Charlestown Beach	.....	.....	1	.....	.....	.....	.....	2	.....	.....	3
Green Hill Point	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Narragansett Bay:											
Bishop Rock	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Black Point	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Bonnet Point	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Boston Neck	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Brentons Reef	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Butter Ball Rock	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Caseys Point	1	.....	.....	.....	.....	.....	.....	1	.....	.....	2

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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.
	1885.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1894.	
RHODE ISLAND—continued.											
Narragansett Bay—Continued.											
Castle Hill	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	2
Clump Rocks	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Coasters Harbor Island	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Coddington Point	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Conanicut Island	.....	1	.....	.....	.....	2	.....	.....	.....	.....	3
Despair Island	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Dutch Island	1	.....	.....	.....	1	.....	2	1	2	1	8
Dyers Island (rocks off)	1	.....	1	.....	.....	.....	.....	.....	.....	.....	2
Fort Adams	.....	.....	.....	.. ..	.....	.....	.....	.....	1	.....	1
Fullers Rock, Providence River	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Goat Island	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Gould Island, Sakonnet River	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Hog Island	.....	.....	.....	1	1	.....	.....	.....	.....	.....	2
Narragansett Pier	.....	.....	.....	2	.....	1	.....	.....	.....	.....	3
Nayat Point	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Newport	.....	.....	.....	1	.....	.....	4	.....	.....	.....	5
Newtons Rock	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Popasquash Point	.....	.....	1	.....	.....	.....	1	.....	.....	.....	2
Portsmouth	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Plum Beach Shoal	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Prudence Island	.....	1	.....	.....	.....	.....	2	.....	.....	.....	3
Rose Island	.....	.....	.....	.....	1	.....	.....	1	.....	1	3
Sakonnet Point	.....	1	2	.....	.....	.....	1	.....	.....	.....	4
Sisters, The	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	2
Warrens Point, Elishas Ledge	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Warwick Neck	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Wesqueague Beach	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Whale Rock	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Narragansett Bay, Little:											
Seal Rocks	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Point Judith	.....	2	2	2	3	1	.....	.....	1	1	12
Three miles west of	.....	.....	.....	1	.....	.....	.....	.....	1	.....	2
Squid Ledge	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Quonocontaug Beach	.....	1	1	.....	1	.....	.....	.....	.....	.....	3
Watch Hill	2	1	1	.....	3	.....	1	2	2	1	13
Catumb Reef	1	1	.....	.....	.....	.....	2	.....	.....	.....	4
Napatree Point	.....	2	1	1	2	4	2	1	.....	1	14
Sugar Reef	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
CONNECTICUT.											
Black Point (rock 3 miles west of)	.....	1	.....	.....	.. ..	.....	.....	... .	.....	.....	1
Black Rock Harbor	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Branford Reef	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Bridgeport	.....	.....	1	1	.....	.....	.....	.....	.....	1	3
Charles Island	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Connecticut River (mouth of):											
Blackhall Point	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Cornfield Point	.....	.....	.....	.....	.....	.....	1	.....	1	.....	2
Cornfield Point Shoal	.....	1	.....	.....	.....	.....	.....	.....	.....	1	2
Saybrook Bar	1	1	.....	.....	.....	.....	2	.....	.....	.....	4
Fishers Island Sound:											
Bartletts Reef	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Groton Long Point	.....	.....	.....	.....	1	.....	.....	.....	1	.....	2
Latimers Reef	1	.....	.....	.....	.....	1	.....	1	.....	1	4
Middle Ground	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Noank (near)	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Noyes Rocks	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Quiambog Cove	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Windmill Point	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Grants Neck	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Greenwich	.....	.....	.....	.....	.....	.....	1	.....	.....	2	3
Guilford	.....	.....	.....	.....	.....	1	.....	.....	1	1	3
Hammonassett Point	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Long Island Sound (near the coast of Connecticut):											
Bartletts Reef (near light-vessel)	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Captains Islands	.....	.....	.....	.....	1	.....	.....	1	.....	.....	2
Crane Reef	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Faulkners Island	1	.....	.....	.....	.....	.....	.....	1	.....	.....	2
Goose Island (near Faulkners Island)	.....	1	.....	.....	.....	.....	.....	.....	1	.....	2
Greens Ledge (west of the Norwalk Islands)	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Long Sand Shoal	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Norwalk Islands	.....	.....	.....	.....	.....	1	2	1	1	1	6
Penfields Reef	.....	.....	.....	.....	.....	1	.....	1	1	.....	3

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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.
	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	
CONNECTICUT—continued.											
Long Island Sound—Continued.											
Squaw Island				1							1
Thimbles, The						1				1	2
Wheatons Reef		2									2
Madison						1					1
Millstone Point (near Niantic Bay)								1			1
New Haven Harbor:											
Adams Fall Ledge	1			1							2
Luddington Rock		1									1
Marion Point				1							1
New Haven	2	2			1	2			1	2	10
New London Harbor and approaches:											
Black or South East Ledge										1	1
Black Rock					1	1					2
Eastern Point					1				1		2
Goshen Reef			1								1
New London			1	1							2
Pequot (near)				1						1	2
Southwest Ledge										1	1
Niantic Bay										2	2
Norwalk Harbor									1		1
Sachems Head				1							1
Saugatuck River (mouth of)									1		1
Shippan Point Shoals		1			1		1				3
Stamford		1									1
Stonington Harbor	1										1
Stratford Bar		1				1					2
Stratford Beach				1							1
NEW YORK.											
Block Island Sound:											
Gardiners Island						1		1			2
Goffes Point									1		1
Shagwong Reef		1				1			1	1	4
East River:											
Berrians Island									1		1
Blackwells Island		1			1		1	3		1	7
College Point	1		1	1					2		5
Factory Rock						1					1
Governors Island							2	1			3
Hell Gate	1	1		1	1	5	4			1	14
Hell Gate, Flood Rock			1	2		1					4
Hell Gate, Halletts Point				1							1
Hell Gate, Mill Rock								1	1	1	3
Hell Gate, Negro Head										2	2
Hell Gate, Rylanders Reef							1				1
Hell Gate, Scaly Rock	1										1
Hell Gate, The Hogs Back					1		1				2
Horns Hook									1		1
Lawrence Point								2			2
Man-of-War Rock								2			2
Middle Ground, near Lawrence Point		1			1	1					3
Newtown Creek (mouth of)	1									1	2
North Brother	2		1				1				4
Randalls Island					1						1
Reef off Tenth street, New York City							1				1
Rikers Island	1		1		1						3
Rock off East Fifty-sixth street, New York City								1			1
South Brother, The				1	1						2
Sunken Meadows, The		1		1	2				1		5
Wards Island								1			1
Gardiners Bay:											
Bens Point			1								1
Deep Hole		1									1
Gardiners Island (see Block Island Sound).											
Long Beach Bar				1						1	2
Long Island (outside):											
Amagansett										1	1
Coney Island	1				5	2			2	4	14
Ditch Plain					1						1
East Hampton Beach		1								1	2
Fire Island Beach	3		2		2	1	1	2	3	2	16
Fire Island Beach (Great South Bay)									3		3
Fire Island Inlet			1	7	6	2	1	2			19

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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.
	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	
NEW YORK—continued.											
Long Island (outside)—Continued.											
Hog Island Inlet	1	1	.....	1	.....	.....	.....	.....	1	.....	4
Jamaica Bay	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Jones Beach	.....	.....	.....	.....	1	3	.....	1	.....	.....	5
Long Beach	.....	.....	1	.....	.....	.....	1	.....	2	3	7
Mecox	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Montauk Point	.....	.....	.....	1	1	1	.....	.....	1	1	5
Moriches Beach	3	2	2	.....	.....	1	.....	.....	.....	.....	8
Napeague	.....	.....	2	3	1	.....	.....	1	1	1	9
New, or Jones Inlet	3	2	1	.....	1	2	3	3	1	2	18
Oak Island	1	1	.....	1	.....	.....	.....	.....	.....	.....	3
Petunk	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Rockaway and Far Rockaway Beach	.....	2	.....	.....	1	.....	1	1	.....	.....	5
Rockaway Inlet and Shoals	4	4	2	2	6	3	2	2	.....	1	26
Shinnecock Beach	2	1	.....	.....	.....	.....	.....	1	.....	1	5
Smith's Point	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Zach's Inlet (Goose Creek)	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Long Island Sound:											
Baiting Hallow Beach	.....	1	.....	.....	1	.....	.....	.....	.....	.....	2
Browns Hills	.....	.....	.....	.....	1	1	.....	.....	.....	.....	2
Center Island Reef	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
City Island	3	2	.....	.....	.....	.....	.....	.....	.....	.....	5
Cow or Manhasset Bay	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Crab Meadow	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Davenport or Davids Island	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Duck Pond Point	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
East Clump (rock near)	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Eatons Neck	.....	1	2	1	5	2	.....	1	1	.....	13
Execution Rocks	.....	.....	.....	.....	1	.....	.....	.....	.....	1	2
Fishers Island	1	1	1	2	2	.....	.....	1	1	1	10
Glen Cove	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Great Gull Island	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Hallocks Landing	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Hart Island	.....	2	2	.....	.....	1	1	.....	1	.....	7
Hewletts Point	.....	1	.....	.....	.....	.....	.....	1	.....	.....	2
Hortons Point	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Huntington	.....	.....	.....	1	.....	1	.....	.....	.....	.....	2
Kings Point	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Larchmont	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	2
Little Gull Island	.....	.....	.....	.....	.....	.....	1	1	.....	.....	2
Lloyds Neck	1	.....	2	.....	1	.....	.....	1	1	1	7
Mattituck Beach	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Mount Misery	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Mount Sinai	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
New Rochelle Harbor	.....	.....	.....	.....	.....	1	.....	.....	.....	1	2
Oak Neck Point	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Old Field Point Light	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Orient Beach	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Oyster Bay	1	.....	.....	.....	.....	.....	.....	2	1	.....	4
Peconic Bay, Little	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Pine Island	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Plum Island	.....	.....	2	1	.....	1	1	1	.....	.....	6
Prospect Point	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Race Point (near)	.....	.....	.....	.....	.....	1	.....	.....	.....	1	2
Race Rock	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Rocky Point Landing (near Herods Point)	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Rocky Point (west of Terrys Point)	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	2
Rye Point	.....	2	.....	.....	.....	.....	.....	1	1	.....	4
Sands Point	.....	.....	1	.....	.....	1	.....	1	.....	1	4
Seal Rocks (near Fishers Island)	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Throgs Point	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Valiant Rock	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Wading River	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
West Clump	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Wicopesset Island and Reefs	.....	1	.....	2	1	.....	.....	1	.....	.....	5
Woodhulls Landing (east of Port Jefferson)	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Woodville Landing (near Herods Point)	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
New York Bay and Harbor:											
Bath Beach	.....	.....	.....	.....	.....	.....	.....	1	.....	1	2
Bay Ridge	.....	.....	.....	3	.....	.....	.....	.....	.....	.....	3
Bedloes Island (rock 1 mile west of)	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Castle Point	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
East bank	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Ellis Island	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Fort Hamilton	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1

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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.
	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	
NEW YORK—continued.											
New York Bay and Harbor—Continued.											
Great Kills										1	1
Middle Ground	1										1
Oyster Island			1			2					3
Princess Bay						1		1			2
Romer Shoal	5	3	3	1	1	2	4	2	1	1	23
Staten Island	1	2		2				1		1	7
West Bank					1	1					2
NEW JERSEY.											
Absecon Beach		2				1	1				4
Absecon Inlet	1	2	8	6	7	1		4	1	5	35
Atlantic City	1	4	1			1			3	2	12
Barnegat Bay	1			1			1				3
Barnegat Inlet	2	4	1	10		4	1	2	5	1	30
Brigantine Beach and Shoals	2			1		2		3	2	2	12
Cape May	4	2	4	2	2		2	1			17
Cold Spring Inlet	3	3	1	2	3						12
Corsons Inlet Bar						1	2			3	6
Deal Beach							1	1	1	1	4
Delaware Bay (also see Delaware):											
Egg Island Flats		1									1
Fishing Creek Shoal				1						1	2
McCries Shoal										1	1
Maurice River (near)					1						1
Miah Maull Shoals		1									1
North Shoal									1	1	2
Overfalls, or South Shoals					1						1
Somers Shoal									1		1
Town Bank					1						1
Five Mile Beach		1									1
Forked River						1					1
Great Egg Harbor Inlet	2	1	1		2	5		2	2	3	18
Hereford Inlet	1	1	7	3	2	6	6	3		6	35
Highlands			1			1				1	3
Island Beach	2	3	4	3	2	3		1	1	1	20
Leaming Beach	1	2	1			1					5
Little Egg Harbor	4	3	3	1							11
Little Egg Harbor Inlet, or New Inlet			2	3	3	3	4	1	3	3	22
Long Beach	2	2	2	2	1				2	1	12
Long Branch					1	1	1		1		4
Monmouth Beach	1	2	1				1		1		6
Ocean Grove		1									1
Pecks Beach				1					1		2
Port Monmouth						1					1
Raritan Bay:											
Keyport			1		1	3				2	7
Point Comfort						1					1
Red Bank					1						1
Sandy Hook	12	5	10	4	6	4	9	2	5	6	63
False Hook					2				1		3
Flynns Knoll		2		2	2	1			1		8
Outer Middle Ground	2										2
Swash Channel (west side)				1							1
Seabright	1	2	1						2		6
Shark River		1									1
Spring Lake		2									2
Squan Beach			1	1				1	2	1	6
Toms River		1									1
Townsends Inlet	2		2	2		1					7
Tuckers or Short Beach		1	1								2
Turtle Gut Inlet	1		1				1				3
Wreck Pond Inlet				1							1
DELAWARE.											
Cape Henlopen	8	4	3	1	4	4		1	4	1	30
Hen and Chickens Shoal	1		2	2		1	1		1	1	9
Delaware Bay (also see New Jersey):											
Bombay Hook Point									1		1
Brandywine Shoal	1	1		1	1	2	1	1			8
Broadkill River (mouth of)			1	1			1				3
Fourteen Feet Bank						3					3

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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.
	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	
DELAWARE—continued.											
Delaware Bay—Continued.											
Joe Flogger Shoals	1	.....	.....	1	.....	.....	1	1	1	.....	5
Mispillion River	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Shears, The	.....	.....	.....	1	.....	.....	.....	.....	1	1	3
Slaughter Beach	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Delaware Breakwater	.....	1	1	1	2	1	.....	2	2	1	11
Indian River Inlet	2	1	2	2	.....	2	5	5	1	2	22
Six miles south of	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Lewes	1	3	3	19	4	21	2	.....	.....	3	56
Rehoboth Beach	.....	.....	2	2	1	1	.....	.....	.....	1	7
MARYLAND.											
Chesapeake Bay:											
Billys Island	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Cedar Point	.....	1	.....	.....	.....	.....	.....	1	.....	.....	2
Cedar Point and Point No Point (between)	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Chester River (mouth of)	.....	.....	.....	.....	.....	1	.....	1	.....	1	3
Choptank River (mouth of)	.....	.....	.....	.....	.....	1	1	.....	1	.....	3
Cornfield Harbor	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Cornfield Point (mouth of Potomac River)	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Cove Point	.....	.....	.....	1	.....	.....	.....	.....	1	.....	2
Cove Point (7 miles north of)	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Crisfield Harbor	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Dells Island	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Ditch Rock	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Governors Run and Cove Point (between)	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Hacketts Point	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Hawkins Point	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Herring Bay	.....	.....	.....	.....	1	.....	1	.....	.....	2	4
Hills Point	.....	.....	1	1	.....	.....	.....	.....	.....	.....	2
Holland Point (near Herring Bay)	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Hoopers Island	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
James Point	.....	.....	.....	.....	.....	.....	.....	1	1	.....	2
Kedges Strait	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Kent Island	1	1	.....	.....	.....	.....	.....	.....	.....	.....	2
Kent Point (near)	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Long Point Bar, Tangier Sound	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Magothy River (mouth of)	.....	1	.....	1	.....	.....	.....	.....	.....	.....	2
Millers Island	.....	.....	.....	1	.....	1	.....	.....	.....	.....	2
Patapsco River (mouth of)	1	2	2	2	.....	.....	1	1	1	.....	10
Patuxent River (mouth of)	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Plum Point Shoal	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Point Lookout	.....	1	.....	.....	.....	.....	1	.....	.....	.....	2
Point No Point	.....	1	.....	1	.....	.....	1	.....	.....	.....	3
Rock Hall (off)	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Rock Point	1	.....	1	1	.....	.....	.....	.....	.....	.....	3
St. Georges Island (mouth of Potomac River)	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Sandy Point	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Sharps Island Bar	.....	1	1	.....	.....	.....	.....	1	2	.....	5
Smiths Creek (mouth of Potomac River)	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Solomons Island (mouth of Patuxent River)	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Swan Point	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Tallys Point	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Thomas Point Shoal	.....	.....	1	1	.....	.....	.....	.....	.....	.....	2
Tilghmans Island (mouth of Choptank River)	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Tilghmans Point (Eastern Bay)	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	3
Tolchester Beach	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	2
Wades Point (Eastern Bay)	.....	1	.....	1	.....	.....	.....	.....	.....	.....	2
Fenwicks Island	.....	2	2	.....	.....	.....	2	.....	.....	1	7
Fenwicks Island Shoals	.....	1	.....	.....	.....	.....	.....	1	.....	.....	2
Green Run Inlet	.....	.....	.....	1	.....	1	.....	.....	.....	.....	2
North Beach	1	.....	2	.....	.....	.....	2	1	.....	2	8
Ocean City	.....	2	1	1	.....	1	.....	.....	.....	.....	5
VIRGINIA.											
Assateague Island	1	3	.....	.....	.....	.....	2	1	2	.....	9
Fishing Point	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Assawaman Inlet	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Cape Charles	1	.....	1	.....	1	.....	1	.....	.....	.....	4
Cape Henry	1	3	1	1	2	4	4	4	.....	3	23
Cedar Island	.....	.....	.....	.....	.....	.....	.....	1	.....	1	2
Cherrystone Inlet	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1

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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.
	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	
VIRGINIA—continued.											
Chesapeake Bay:											
Back River Shoals	.....	1	.....	.....	.....	1	1	.....	.....	1	4
Bluff Point	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Cape Charles City	.....	.....	1	1	.....	.....	.....	.....	.....	.....	2
East River (mouth of)	.....	1	.....	.....	1	.....	.....	.....	.....	.....	2
Gwinns Island	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Horse Shoe Shoal	.....	.....	.....	1	.....	.....	1	.....	.....	.....	2
Hungers Creek Bar	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Jeffers Creek	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Little Bay	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Middle Ground	1	.....	.....	.....	.....	.....	.....	.....	3	.....	4
Nadua Creek	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
New Point Comfort	.....	.....	1	.....	.....	1	.....	.....	.....	.....	2
North Point (near Rappahannock River)	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Ocean View	.....	.....	.....	.....	1	1	.....	.....	1	.....	3
Piankatank River (mouth of)	.....	.....	.....	.....	1	.....	1	1	.....	1	4
Plum Tree Bar	.....	.....	.....	.....	.....	.....	.....	.....	1	1	2
Rappahannock River (mouth of)	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Smiths Point	.....	.....	.....	.....	.....	.....	1	1	.....	.....	2
Tangier Island	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Willoughby Spit	1	3	1	3	.....	.....	.....	.....	1	.....	9
Wolf-Trap Shoal, Mobjack Bay	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
York River (mouth of)	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
York Spit	.....	.....	.....	.....	.....	1	1	.....	.....	.....	2
Chincoteague Inlet	4	2	4	2	1	2	2	2	3	2	24
Chincoteague Shoals (off Fishing Point)	.....	.....	.....	.....	.....	.....	.....	1	1	.....	2
Cobbs Island	1	.....	1	.....	1	2	1	1	1	1	9
Carters Shoals	.....	2	.....	2	2	.....	2	3	1	1	13
Dam Neck Mills	.....	.....	1	1	1	.....	.....	.....	.....	.....	3
Elizabeth River:											
Lamberts Point	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Pinner Point	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Western Branch (mouth of)	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
False Cape	1	2	2	1	1	.....	.....	.....	3	.....	10
Fishermans Island (near Cape Charles)	.....	.....	.....	.....	2	2	.....	1	.....	.....	5
Great Machipongo Inlet	1	.....	2	2	.....	.....	1	1	3	.....	10
Hampton Roads:											
Browns Shoals (mouth of James River)	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Bush Bluff Shoal	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Craney Island Flats	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Days Point (mouth of James River)	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Hampton Bar	1	1	.....	.....	.....	.....	.....	.....	1	.....	3
Hampton Flats	.....	.....	.....	1	.....	.....	1	.....	.....	.....	2
Masons Creek	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Nansemond River (mouth of)	.....	.....	.....	.....	5	.....	.....	.....	.....	.....	5
Newport News	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Old Point Comfort	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Pagan Creek (mouth of James River)	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Pig Point	.....	.....	.....	.....	.....	.....	.....	1	.....	1	2
Rip Raps	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Sewalls Point	.....	1	.....	.....	1	.....	.....	.....	.....	.....	2
White Shoal (mouth of James River)	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Hog Island	1	2	3	.....	4	2	.....	2	1	1	16
Little Island	.....	2	.....	3	.....	1	.....	.....	1	1	8
Little Machipongo Inlet	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Lynn Haven Bay	.....	1	1	1	1	2	.....	.....	.....	.....	6
Metomkin Beach	.....	.....	1	1	.....	.....	.....	.....	.....	.....	2
Metomkin Inlet	3	.....	.....	.....	.....	3	1	1	.....	1	9
Myrtle Island	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Paramores Beach	1	.....	1	.....	1	.....	1	1	.....	.....	5
Sand Shoal Inlet	1	.....	1	.....	1	2	7	.....	2	1	15
Ship Shoals	2	.....	.....	.....	1	.....	.....	.....	1	1	5
Smiths Island	.....	1	1	3	1	.....	1	.....	.....	.....	7
Isaacs Shoals	.....	.....	.....	1	2	3	1	1	.....	.....	8
Nautilus Shoal	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Smiths Island Inlet	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Virginia Beach	.....	.....	1	3	3	1	1	1	.....	1	11
Wachapreague Inlet	.....	1	1	1	.....	.....	.....	2	.....	.....	5
Dawson Shoals	.....	2	1	3	2	1	1	.....	2	.....	12
Wallops Beach	.....	1	1	.....	.....	.....	1	.....	.....	2	5
Winter Quarter Shoals	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1

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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.
	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	
NORTH CAROLINA.											
Albemarle Sound:											
Croatan	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Flatty Creek Bar	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Reeds Point	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Roanoke River (mouth of)	.....	.....	.....	.....	1	.....	.....	.....	1	.....	2
Bacons Inlet	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Barren Inlet	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Bear Inlet	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Beaufort	.....	.....	.....	.....	1	.....	.....	1	.....	.....	2
Big Kinnakeet (also see Pamlico Sound)	1	2	.....	1	2	.....	.....	.....	.....	.....	6
Bodies Island (also see Pamlico Sound)	.....	.....	.....	.....	.....	1	1	1	.....	1	4
Bogue Island and Inlet	.....	.....	1	1	.....	.....	.....	2	.....	2	6
Caffeys Inlet	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Cape Fear, Frying Pan Shoals	1	2	3	1	.....	1	1	.....	2	2	13
Cape Fear River (mouth of)	3	5	1	1	2	2	1	.....	4	.....	19
Cape Hatteras	1	.....	.....	.....	3	1	.....	.....	1	.....	6
Diamond Shoals (inner and outer)	.....	.....	2	.....	3	1	.....	.....	1	1	8
Hatteras Roads	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Cape Lookout	.....	1	.....	.....	.....	.....	1	.....	3	.....	5
Cape Lookout Shoals	1	.....	1	.....	.....	1	.....	1	.....	3	7
Chicamicomico	.....	.....	.....	.....	1	1	1	.....	.....	1	4
Core Beach	3	1	.....	1	1	1	.....	.....	.....	1	8
Currituck Beach	1	2	.....	1	2	2	2	.....	1	2	13
Durants (also see Pamlico Sound)	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Gull Shoal (also see Pamlico Sound)	.....	.....	.....	.....	.....	.....	1	1	.....	.....	2
Hatteras Inlet (also see Pamlico Sound)	2	2	3	2	4	.....	1	3	2	1	20
Kitty Hawk	1	.....	.....	.....	.....	.....	.....	.....	1	.....	2
Little Kinnakeet (also see Pamlico Sound)	.....	.....	.....	.....	.....	1	.....	1	1	.....	3
Little River Inlet	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Lockwoods Folly Beach	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	2
Nags Head	.....	.....	.....	.....	1	1	.....	.....	.....	.....	2
New Inlet	.....	.....	.....	.....	.....	1	1	.....	.....	1	3
New River Inlet	.....	.....	.....	.....	.....	1	.....	.....	.....	1	2
Ocracoke Inlet	.....	.....	.....	.....	.....	.....	1	.....	.....	1	2
Ocracoke Island	2	.....	.....	1	.....	2	3	.....	1	.....	9
Oregon Inlet	.....	1	.....	1	1	.....	.....	.....	1	.....	4
Pamlico Sound:											
Big Kinnakeet	.....	.....	.....	.....	3	2	1	1	.....	.....	7
Bodies Island	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Brant Island	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Cape Hatteras	.....	2	.....	.....	2	.....	1	.....	.....	.....	5
Drum Inlet Shoal	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Durants	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Great Island	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Gull Island	.....	2	.....	1	.....	.....	1	.....	.....	.....	4
Hatteras Inlet	.....	.....	.....	.....	.....	1	1	.....	2	.....	4
Howard Reef	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Little Kinnakeet	.....	2	.....	1	1	.....	1	2	.....	.....	7
Log Shoal	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Long Shoal	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Moores Inlet	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Neuse River	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
Olivers Reef	2	.....	.....	2	2	.....	1	.....	.....	3	10
Swan Island	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Portsmouth Island	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Rich Inlet	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Shallotte Inlet	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
SOUTH CAROLINA.											
Bay Point, St. Phillips Island	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Beaufort	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Black Island	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Bulls Bay	.....	1	.....	.....	.....	.....	.....	.....	1	.....	2
Calibogue Sound:											
Daufuskie Island	.....	.....	.....	.....	.....	.....	.....	1	.....	1	2
Cape Romain	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Capers Island	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Charleston	.....	6	.....	.....	1	.....	1	.....	1	4	13
Charleston Bar	2	2	.....	1	1	.....	1	4	1	3	15
Drunken Dick Shoal	.....	.....	.....	.....	.....	.....	1	1	.....	.....	2
Pumpkin Hill Shoal	.....	.....	1	.....	.....	.....	.....	.....	1	.....	2
Edisto Island	.....	2	.....	.....	1	.....	.....	.....	.....	.....	3
Gaskin Bank (off Hilton Head Island)	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Georgetown Breakers	.....	1	.....	.....	3	.....	1	.....	.....	1	6

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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.
	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	
SOUTH CAROLINA—continued.											
Kiawah Island	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Little River Inlet	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Long Island	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
MacClellanville	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Morris Island	1	1	.....	.....	.....	.....	1	.....	.....	.....	3
North Edisto River (mouth of)	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
North Island Beach	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	2
Page Island	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Pine Island Beach	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Port Royal Bar	.....	.....	.....	1	.....	.....	.....	.....	1	.....	2
St. Helena Sound and approaches	.....	1	.....	1	.....	.....	.....	.....	.....	1	3
South Island	.....	.....	.....	.....	.....	.....	1	.....	.....	1	2
Stono Inlet	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Youngs Island	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
GEORGIA.											
Altamaha Sound	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Cumberland Island and shoals	.....	.....	1	.....	.....	.....	.....	.....	1	.....	2
Pelican Shoal	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Doboy Sound and approaches	.....	.....	1	1	.....	.....	2	.....	2	.....	6
Ossabaw Island	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Pumpkin Hammock, North River	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
St. Catherines Island	.....	.....	.....	.....	.....	1	1	.....	.....	.....	2
Johnsons Creek	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
St. Simons Bar	.....	.....	1	1	.....	1	2	1	2	.....	8
Sapelo Sound and approaches	.....	.....	.....	1	1	.....	.....	.....	1	1	4
Savannah River (mouth of)	.....	.....	.....	.....	.....	1	.....	1	.....	3	5
Tybee Island	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Wolf Island Spit	.....	.....	.....	.....	.....	.....	1	.....	1	.....	2
FLORIDA.											
Apalachee Bay	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Marsh Island	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Apalachicola Bay:											
Apalachicola	.....	6	.....	.....	.....	.....	.....	.....	.....	.....	6
Carrabelle	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
East Pass Bar	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Sand Island Shoals	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
West Pass	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Barrancas	.....	.....	.....	.....	.....	.....	1	.....	1	.....	2
Bethel Creek	.....	.....	.....	.....	.....	.....	1	.....	.....	1	2
Biscayne Bay	.....	.....	.....	.....	.....	1	.....	.....	1	.....	2
Cape Canaveral	.....	.....	.....	.....	.....	1	.....	1	.....	.....	2
Fifteen miles north of	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Cape San Blas	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Cedar Keys	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Chester Shoals	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Choctawhatchie Bay	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Dog Island	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Flag Island Shoals	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Fernandina Bar	.....	.....	.....	.....	.....	1	1	.....	.....	.....	2
Florida Reefs:											
Bird Key (near Tortugas)	.....	2	.....	.....	.....	.....	.....	.....	1	.....	3
Carysfort Reef (11 miles from)	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Coffins Patches	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
Conch Reef	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Elbow Reef	.....	.....	.....	.....	.....	1	.....	.....	1	1	3
French Reef	1	.....	.....	.....	1	.....	.....	.....	.....	1	3
Marquesas Key	.....	.....	3	.....	.....	.....	.....	.....	.....	1	4
Pickle Reef	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Pulaski Shoals	.....	.....	.....	.....	.....	.....	.....	2	.....	1	3
Rebecca Shoals	.....	.....	.....	.....	1	.....	.....	.....	1	.....	2
Tennessee Reef	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Tortugas	1	3	1	3	1	1	1	1	1	1	14
Washerwoman Shoal	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Western Dry Docks	.....	.....	1	.....	.....	.....	.....	2	.....	.....	3
Fort Pickens Point	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Gilberts Bar	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Gull Point Bar	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Indian River, Eau Gallie	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	2
Indian River Inlet	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Twenty miles north of	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Jupiter Inlet	.....	.....	2	6	1	2	.....	2	3	3	19

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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.
	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	
FLORIDA—continued.											
Lake Worth (beach, south end of)	1										1
Lake Worth Inlet			1					3			4
Matanzas Inlet (south of)					2						2
Mosquito Inlet		2							1		3
Mosquito Lagoon									2		2
Nassau Sound					1						1
New River Inlet				1				1		2	4
New River Inlet (8 miles north of)				1		1					2
Orange Grove (8 miles south of)								1			1
Pensacola Bar			1				1		2	2	6
Pensacola Bay								1		4	5
Perdido River (mouth of)				1					1		2
St. Augustine Bar		2		1	1	2	1				7
St. Georges Island				1							1
St. Georges Sound (east end)		1									1
St. Johns Bar	3					1			1	1	6
St. Josephs Bay						1					1
St. Josephs Point							1				1
St. Lucie:											
St. Lucie Rocks	1										1
St. Vincent Sound (west end)		1									1
Santa Rosa Inlet:											
Twenty-five miles east of				1							1
Santa Rosa Island				2		1	1		1	1	6
Fifteen miles east of							1				1
Sarastota Pass, Little									1		1
Smiths Creek									1		1
Tampa Bay:											
Anna Maria Key							1				1
Passage Key							1				1
ALABAMA.											
Mobile Bay and approaches:											
Dauphin Island			1								1
D'Olives Bay										1	1
Dixie Island	1		2					1	1		5
Heron Bay (Mississippi Sound)										2	2
Mobile Bay		1				1				2	4
Mobile Point		1						1			2
Petit Bois Island				1				1	1		3
Point Clear										1	1
Sand Island		1	1								2
MISSISSIPPI.											
Mississippi Sound:											
Bayou Coden										1	1
Horn Island	1	1			1	1			1	1	6
Pascagoula										3	3
Point aux Chines										1	1
Ship Island		1				1		1			3
LOUISIANA.											
Calcasieu Bar				1					1		2
Chandeleur Island		1			1	3	1	1		1	8
Grand Island										1	1
Grand Lake										1	1
Mississippi River (mouth of):											
South Pass	1										1
Schofield Bay, West Bay										1	1
Ship Shoal Light (18 miles northeast of)					1						1
TEXAS.											
Aransas Pass	1	1	2	3					1	1	9
Boco Chica										1	1
Bolivar Beach					1				2		3
Brazos River (mouth of)			3		1				1	2	7
Brazos River and San Louis Pass (between)			1								1
Brazos Santiago	3	1	2	1		4	2	2	2		17
Espiritu Santo Bay			1								1
Galveston Bar		4	5		1	5	2	3	3	2	25
Galveston Bay									1		1
Pelican Island and Flats	1							2			3
Pelican Spit						1		1			2

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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.
	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	
TEXAS—continued.											
Galveston Island	1	1	.....	1	2	1	1	2	2	1	12
Matagorda Bay	.....	.....	2	.....	.....	.....	.....	1	.....	.....	3
Powder Horn Lake	.....	.....	3	.....	.....	.....	.....	.....	.....	.....	3
Matagorda Island	.....	.....	1	1	1	.....	.....	.....	.....	1	4
Matagorda Peninsula	.....	1	2	.....	.....	.....	.....	.....	.....	.....	3
Mustang Island	.....	.....	.....	.....	2	.....	1	1	.....	.....	4
Padre Island	.....	3	.....	.....	.....	1	1	.....	.....	.....	5
Pass Cavallo	1	.....	.....	2	3	1	.....	2	1	.....	10
Pelican Island	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Sabine Pass	1	2	2	1	1	2	1	.....	1	1	12
East of	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
West of	1	.....	1	.....	.....	.....	.....	.....	.....	.....	2
St. Joseph Island	.....	.....	1	.....	.....	1	1	.....	2	.....	5
San Bernard Bar	1	.....	1	.....	.....	.....	.....	2	1	1	6
San Louis Pass	1	1	.....	.....	.....	.....	1	.....	.....	.....	3
Four miles southwest of	.....	.....	1	.....	.....	.....	.....	.....	.....	1	2

PACIFIC COAST.*

ALASKA TERRITORY.											
Admiralty Island	.....	1	.....	.....	.....	1	.....	.....	.....	.....	2
Amlia Island	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Cape Fairweather	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Cape Smith (Bering Sea)	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Chignik Bay	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Coal Bay	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Cooks Inlet	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Douglas Island	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Harkanock	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Kalgin Island, Cooks Inlet	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Karluc, Kodiak Island	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Kayak Island	.....	.....	.....	.....	.....	.....	.....	.....	1	1	2
Latuya Bay	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Loring, Naha Bay, Revilla—Gigedo Islands	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Marosco Bay	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Middleton Island	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Morzovia Bay	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Neva Point	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Nounivak Island	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Ounga Island	.....	.....	.....	.....	1	1	.....	.....	.....	.....	2
Pirates Cove	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Point Barrow (reef near)	.....	.....	.....	.....	2	.....	.....	1	.....	.....	3
Point Gustavus (lat. 58° 24′ N., long. 135° 43′ W.)	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Point Hope	.....	.....	.....	.....	1	.....	1	.....	.....	.....	2
Point Houghton	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Pribilof Islands	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
St. Lawrence Island	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Saint Paul Harbor	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Sand Point	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Sankin Island	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Sannakh Islands:											
Hennings Rock	.....	.....	.....	.....	.....	1	.....	1	.....	.....	2
Shumagin Islands	.....	1	.....	.....	.....	.....	1	.....	.....	.....	2
Tugidak Island	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Wainwrights Inlet (west coast of)	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Yakutat	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
WASHINGTON.											
Cape Disappointment	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Ten miles north of	.....	1	.....	.....	.....	.....	1	1	.....	.....	3
Cape Flattery	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Cape Johnson	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Destruction Island	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Flattery Rocks	.....	.....	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.

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TABLE 66.—*List of places on the coast 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.
	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	
WASHINGTON—continued.											
Grays Harbor								2			2
Fifteen miles north of								1			1
Nine miles north of				1							1
South Spit		1									1
Two miles north of			1								1
Point Greenville			1								1
Puget Sound									2		2
Admiralty Head				1							1
Anderson Island						1					1
Gig Harbor						1					1
Marrowstone Point	1							1	1		3
Millers Point						1					1
Oak Harbor (rock in)		1									1
Ossete River (mouth of)								1			1
Point Hudson			1	1							2
Point Wilson					1		1		1		3
Port Ludlow	1										1
Port Townsend								1			1
Protection Island	1										1
Seattle										1	1
Skagit River (mouth of)										1	1
Snohomish River (mouth of)								1			1
Table Rock					1						1
Tacoma						1					1
Ten miles north of	1										1
West Point									1		1
Whidbey Island				2							2
Shoalwater Bay	2	2	2	1		2					9
Straits of Fuca:											
Crescent Bay						2					2
New Dungeness									1		1
Smiths Island										1	1
Washington Sound:											
Bellingham Bay					1		2				3
Bird Rocks		1									1
Center Island			1								1
Deception Pass						1		1			2
Fidalgo Island			1				1				2
Goose Island, San Juan Channel					1						1
Henry Island							1				1
Orcas Island								1			1
Rosario Strait									1		1
San Juan Island								1	1		2
MOUTH OF COLUMBIA RIVER.											
Chinook Sands							1	1			2
Chinook Spit								1			1
Columbia River Bar		1	1								2
Clatsop Spit	1			1							2
OREGON.											
Cape Arago	1						1	4	1		7
Coos Bay Bar	2				2	2	1	2	1	1	11
Coquille River (mouth of)			1			2		2	2	1	8
Nehalem River (mouth of)				1							1
Nestugga Bay			1								1
Point Adams		1								1	2
Port Blacklock	1		1								2
Port Orford				1							1
Rogue River Bar	1				1		1				3
Rogue River Reef						1					1
Siuslaw River (mouth of)			1					1			2
Tillamook Bar					1				2		3
Umpquah Bar						1		2	2		5
Yaquina Bar		1		1	1	1			1		5
CALIFORNIA.											
Albion River (mouth of)			4	1					1	3	9
Bodega Bar									1		1
Bolinas	1										1
Bowens Landing, Mendocino County				1					1		2
Cape Mendocino							1				1

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TABLE 66.—*List of places on the coast 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.
	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	
CALIFORNIA—continued.											
Caspar	.....	1	.....	.....	.....	.....	1	.....	.....	.....	2
Crescent City	.....	.....	1	.....	1	.....	1	.....	.....	.....	3
Cuffeys Cove	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	2
Drakes Bay	.....	.....	1	1	.....	.....	1	.....	.....	.....	3
Duxbury Point Reef	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Eel River Bar	.....	1	.....	.....	1	.....	.....	1	.....	.....	3
Farallon Islands	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Fish Rocks	.....	.....	.....	1	1	1	.....	1	1	.....	5
Fish Mills, Sonoma County	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
Fort Bragg, Mendocino County	.....	.....	.....	1	2	1	.....	.....	.....	.....	4
Fort Ross	.....	1	.....	1	1	.....	.....	.....	2	.....	5
Golden Gate	.....	.....	1	.....	1	.....	1	1	.....	1	5
Eight miles south of	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Fort Point	2	.....	1	1	1	1	.....	.....	2	1	9
Mile Rocks	.....	1	.....	1	1	.....	.....	.....	.....	.....	3
Point Cavallo	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Point Diablo	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Point Lobos	.....	.....	.....	.....	1	1	.....	1	.....	.....	3
Presidio Shoal	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Hueneme, Ventura County	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Humboldt Bar	1	3	.....	2	2	1	1	1	.....	.....	11
Humboldt Peninsula	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Klamath River (mouth of)	.....	.....	.....	.....	.....	.....	1	1	.....	.....	2
Laguna, Mendocino County	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Little River (mouth of)	1	.....	.....	.....	.....	.....	.....	1	.....	.....	2
Lompoc Landing	.....	.....	1	.....	.....	1	.....	.....	.....	.....	2
Los Angeles, Ballona Harbor	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Mendocino	.....	2	.....	.....	.....	.....	.....	.....	.....	1	3
Monterey Harbor	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Navarro River, (mouth of)	1	1	.....	2	.....	.....	.....	1	.....	.....	5
New Haven, Mendocino County	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	2
Newport	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Noyo, Mendocino County	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Point Arena	.....	1	2	.....	4	1	.....	1	.....	.....	9
Thirteen miles south of	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Point Bonita	.....	.....	.....	1	.....	.....	.....	.....	.....	1	2
Fourteen miles north of	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Point Conception	1	.....	.....	.....	.....	.....	.....	.....	.....	1	2
Point Fermin	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Point Gorda, (10 miles south of)	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Point Montara Reef (near)	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Point New Year	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Point Reyes	.....	1	1	.....	2	.....	.....	.....	.....	.....	4
Point Sur	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Point Vincent	.....	.....	.....	.....	.....	.....	1	.....	.....	1	2
Redondo Beach	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	2
Rockport	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Rocky Point	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Russian Landing, Sonoma County	.....	1	.....	.....	1	.....	.....	.....	1	.....	3
Salina River (mouth of)	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
San Buenaventura	.....	.....	.....	1	.....	1	.....	.....	.....	.....	2
San Diego Bay	1	1	1	2	.....	.....	.....	.....	.....	.....	5
San Francisco Bay and Harbor	2	.....	.....	.....	.....	1	1	.....	.....	.....	4
Angel Island	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Hen and Chickens Rocks	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
North Beach	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Oakland	1	.....	.....	.....	.....	.....	.....	.....	1	.....	2
Yerba Buena Island	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
San Pedro Bay	.....	.....	1	1	.....	.....	.....	.....	.....	.....	2
San Simeon	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Santa Barbara	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Santa Barbara Islands:											
San Clemente Island	.....	1	.....	.....	.....	.....	.....	.....	1	.....	2
San Miguel Island	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Santa Catalina Island	.....	.....	.....	.....	.....	.....	1	.....	.....	1	2
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	.....	3	.....	.....	.....	.....	.....	1	.....	5
Stewarts Point, Sonoma County	1	.....	.....	1	.....	1	.....	.....	.....	.....	3
Tennessee Cove (near), Marin County	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Timber Cove	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Tomales Point	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1

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TABLE 66.—*List of places on the coast 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.
	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	
CALIFORNIA—continued.											
Westport, Mendocino County	.....	2	.....	1	.....	.....	.....	.....	.....	.....	3
Whitesboro Landing, Mendocino County	1	2	2	1	.....	.....	.....	.....	.....	.....	6
Wilmington	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1

GREAT LAKES.*

LAKE ONTARIO.											
Bear Creek, N. Y	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Big Sandy Creek, N. Y	.....	.....	.....	2	3	1	1	1	2	.....	10
Five miles north of	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Big Stony Creek (mouth of)	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Braddocks Point	1	.....	2	.....	.....	.....	.....	.....	1	.....	4
Charity Shoal	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Charlotte	.....	1	1	.....	1	.....	1	1	.....	1	6
Fourteen miles east of	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
West of	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Eleven Foot Shoals (near Kingston), Canada	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Fair Haven	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
False Duck Island, Gull Reef, Canada	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Feather Bed Shoals, St. Lawrence River	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Ford Shoal	.....	.....	1	1	.....	.....	.....	.....	.....	.....	2
Forest Lawn, N. Y	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Galloo Island	.....	.....	.....	.....	1	1	.....	.....	.....	.....	2
Little Salmon River, N. Y	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	4
Niagara, Canada	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Oak Orchard Reef	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Ontario, N. Y	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Oswego	.....	2	1	.....	.....	.....	1	.....	4	2	10
Seven miles west of	.....	.....	.....	.....	1	.....	1	.....	.....	.....	2
Pigeon Island, Canada	1	.....	.....	.....	.....	.....	1	.....	.....	2	4
Point Peninsular	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	2
Port Dalhousie, Ontario	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	2
Port Ontario, N. Y	2	.....	1	.....	.....	.....	.....	.....	.....	1	4
Stony Island	.....	1	.....	.....	.....	.....	.....	.....	1	.....	2
Stony Point	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Wellington, Canada	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Whitby, Canada	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Wolf, or Long Island, Long Point, Canada	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
LAKE ERIE.											
Ashtabula, Ohio	1	1	1	.....	.....	1	1	2	2	.....	9
Avon Point, Ohio	.....	.....	.....	.....	1	.....	.....	2	.....	.....	3
Ballast Island Reef	.....	.....	.....	1	.....	.....	1	.....	.....	.....	2
Bar Point, Canada	.....	.....	.....	.....	1	.....	.....	2	.....	1	4
Buffalo, N. Y	2	1	1	1	1	1	2	4	.....	3	16
Cedar Point, Maumee Bay, Ohio	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Cedar Point, Sandusky Bay, Ohio	.....	1	1	1	.....	2	.....	.....	.....	.....	5
Chick-e-nolee Reef, Canada	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Cleveland, Ohio	.....	1	1	1	.....	2	2	.....	5	.....	12
Colchester Reef, Canada	.....	.....	.....	.....	.....	.....	.....	1	1	1	3
Conneaut, Ohio	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Dover Bay, Ohio	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Dunkirk	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Elk Creek, Pa	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Erie, Pa	.....	1	2	.....	2	.....	2	1	2	3	13
Fairport, Ohio	.....	1	.....	.....	2	2	1	.....	.....	.....	6
Hen and Chickens Island, Canada	1	.....	.....	.....	.....	.....	.....	1	.....	.....	2
Horse Shoe Reef	2	2	.....	1	2	2	.....	3	1	3	16
Huron, Ohio	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Kelleys Island, Ohio	.....	.....	2	.....	.....	1	1	.....	1	2	7
Kingsville, Canada	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Limekiln Shoals, Canada	.....	1	.....	.....	.....	4	.....	.....	.....	.....	5
Long Point, Canada	.....	.....	.....	1	.....	1	.....	.....	3	1	6
Madison, Ohio	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Marblehead, Ohio	3	.....	.....	1	.....	1	.....	.....	.....	1	6
Middle Bass Island, Ohio	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	2
Mohawk Island, Canada	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.

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TABLE 66.—*List of places on the coast 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.
	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	
LAKE ERIE—continued.											
Mouse Island Shoals, Ohio	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Niagara River	.....	.....	.....	.....	2	.....	1	1	2	.....	6
Noble Point (14 miles east of Cleveland), Ohio	.....	.....	.....	1	1	.....	.....	.....	.....	.....	2
Pigeon Bay, Canada	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Point Abino, Canada	.....	.....	.....	3	.....	.....	1	.....	.....	1	5
Pointe au Pelée, Canada	.....	1	.....	1	2	1	.....	2	.....	.....	7
Middle Ground	1	.....	.....	.....	1	.....	1	1	.....	.....	4
Pointe au Pelée Island, Canada	.....	.....	1	2	1	1	.....	1	.....	.....	6
Port Burwell (3 miles east of), Canada	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Port Clinton, Ohio	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Port Colborne, Canada	.....	1	1	.....	1	.....	.....	1	.....	1	5
Presque Isle, Pa	.....	.....	1	1	.....	.....	.....	.....	1	.....	3
Rondeau, Canada	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Roses Reef, Canada	.....	.....	1	1	.....	.....	1	.....	.....	.....	3
Sandusky Bay, Ohio	.....	1	1	1	.....	.....	1	.....	.....	1	5
Scott's Point, Ohio	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Selkirk, Ontario	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	2
Seneca Shoal, N. Y	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Starve Island Reef, Ohio	.....	2	.....	2	1	2	.....	2	.....	.....	9
Sturgeon Point, N. Y	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	2
Toledo, Ohio	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	2
Turtle Island, Ohio	.....	.....	.....	.....	.....	.....	1	1	3	.....	5
West Harbor Reef, Ohio	1	1	.....	.....	.....	.....	.....	.....	1	.....	3
Windmill Point, Canada	.....	.....	1	1	.....	1	.....	.....	2	.....	5
DETROIT RIVER.											
Amherstburg, Canada	.....	.....	.....	.....	1	.....	.....	.....	2	.....	3
Belle Isle, Mich	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Bois Blanc Island, Canada	.....	.....	.....	.....	4	1	.....	.....	1	1	7
Detroit River	.....	.....	.....	.....	.....	.....	.....	1	.....	1	2
Fighting Island	.....	1	.....	2	1	1	1	1	2	.....	9
Grassy Island and shoal	.....	1	2	.....	.....	.....	1	.....	1	1	6
Limekiln Crossing	.....	3	.....	1	.....	1	2	1	.....	2	10
McDougalls Rock	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Stony Island	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
LAKE AND RIVER ST. CLAIR.											
Grosse Point, Mich	.....	.....	.....	.....	5	2	.....	.....	1	.....	8
Hersons Island, Mich	.....	1	.....	.....	.....	1	.....	.....	.....	.....	2
Middle Ground (near Port Huron), Mich	.....	.....	.....	1	.....	.....	.....	1	1	.....	3
Peach Island, Canada	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Point Edward, Canada	.....	.....	2	1	1	2	.....	.....	1	1	8
St. Clair Flats	3	5	.....	2	5	1	4	.....	.....	2	22
St. Clair River	.....	.....	.....	.....	3	1	2	.....	1	1	8
Stag Island, Canada	3	1	1	4	1	1	.....	2	.....	.....	13
Thames River (mouth of)	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Windmill Point (rock near)	.....	.....	.....	1	.....	1	.....	.....	.....	.....	2
LAKE HURON.											
Alabaster, Mich	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Au Sable, Mich	.....	.....	.....	.....	.....	2	.....	.....	.....	1	3
Bayfield (near), Canada	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Beaver Tail Point, Mich	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Bedidore Bay, Ontario	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Black River, Mich	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	2
Black River Island and Reef, Mich	1	.....	.....	.....	1	2	.....	.....	.....	.....	4
Burnt Cabin Point Reef, Mich	.....	.....	.....	3	.....	.....	.....	.....	2	1	6
Cape Ipperwash, Ontario	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Caseville, Mich	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Charity Islands, Mich	.....	1	.....	1	.....	.....	.....	.....	.....	.....	2
Cheboygan (9 miles southeast of), Mich	.....	.....	.....	.....	.....	1	.....	1	3	.....	5
Cockburn Island, Canada	.....	.....	.....	1	.....	.....	1	.....	.....	.....	2
Collingwood, Canada	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Detour, Detour Passage, Mich	1	.....	1	1	.....	1	2	.....	.....	.....	6
Drummond Island, Mich	.....	.....	1	.....	.....	.....	.....	2	.....	3	6
Elm Creek, Mich	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	2
False Presque Isle, Mich	.....	.....	1	1	.....	.....	.....	.....	1	1	4
Fishermans Bay, Ontario	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Fish Point, Mich	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	2
Flat Rock Point Reef, Mich	.....	.....	1	1	.....	.....	.....	.....	.....	.....	2
Forest Bay, Mich	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1

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TABLE 66.—*List of places on the coast 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.
	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	
LAKE HURON—continued.											
Forester, Mich	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Forestville, Mich	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Fort Gratiot, Mich	.....	.....	.....	.....	.....	1	.....	.....	1	1	3
Georgian Bay, Canada	.....	1	1	.....	.....	.....	.....	.....	.....	.....	2
Cove Island	.....	1	.....	1	.....	.....	.....	.....	.....	.....	2
Fitz Williams Island	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Fox Island	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Hope Island	.....	.....	.....	1	.....	.....	.....	2	.....	.....	3
Lions Head	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Missinauga Point	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Rabbit Island	1	.....	.....	.....	.....	1	.....	.....	.....	.....	2
Snake Island	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Three Star Shoal	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Western Island	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Goderich (4 miles south of), Canada	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Grand Manitoulin, Canada	.....	.....	.....	1	.....	.....	.....	1	.....	.....	2
Gravelly Bay, Mich	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Gravelly Point, Mich	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Great Duck Island, Canada	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Grindstone City, Mich	1	.....	.....	1	3	.....	1	.....	.....	1	7
Gull Island, Mich	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Hammonds Bay, Mich	.....	.....	.....	2	.....	.....	2	.....	1	.....	5
Eight miles northwest of life-saving station	.....	.....	.....	.....	.....	1	.....	1	.....	1	3
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	1	3
Hardwood Point, near Sand Beach, Mich	.....	.....	.....	.....	1	.....	1	.....	.....	1	3
Johnsons Reef	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Kincardine, Ontario	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Lexington, Mich	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
McKays Bay, Mich	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Michael Bay (rock near), Canada	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Middle Island, Mich	3	.....	2	1	1	2	.....	1	1	.....	11
Four miles southwest of	.....	.....	.....	1	1	.....	2	.....	.....	2	6
Can Buoy Reef	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
North Point, Mich	.....	1	.....	4	3	.....	1	4	4	1	18
Oscoda, Mich	.....	2	1	2	1	.....	.....	.....	.....	.....	6
Ottawa Point, Mich	2	.....	5	1	.....	.....	3	1	1	3	16
Pointe aux Barques, Mich	1	.....	2	2	3	.....	3	1	5	1	18
Point Clark (25 miles north of Goderich), Canada	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Port Austin, Mich	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	2
Port Crescent, Mich	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Port Elgin, Ontario	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Port Hope, Mich	1	.....	.....	2	1	.....	1	2	1	.....	8
Port Sanilac, Canada	1	1	.....	.....	.....	.....	.....	.....	.....	.....	2
Prentis Bay, Mich	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Presque Isle, Mich	1	.....	1	3	.....	1	.....	2	.....	.....	8
Richmondville, Mich	.....	.....	.....	.....	.....	.....	1	.....	.....	1	2
Rogers City, Mich	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Saginaw Bay, Hat Point, Mich	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Saginaw Bay, White Stone Point, Mich	.....	1	.....	.....	1	1	.....	.....	.....	.....	3
Saginaw River (mouth of), Mich	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Sand Beach	3	3	1	.....	3	2	1	2	5	1	21
Nine miles north of	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Seven miles south of	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
Six miles north of	.....	.....	.....	3	.....	.....	.....	.....	.....	.....	3
Scarecrow Island, Mich	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Sturgeon Point, Mich	.....	.....	.....	.....	1	1	.....	1	.....	.....	3
Four miles north of	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Nine miles north of	.....	.....	.....	1	.....	.....	2	.....	.....	.....	3
Sugar Island, Mich	.....	.....	1	.....	1	.....	.....	.....	.....	.....	2
Swan Bay (near Adams Point), Mich	1	.....	.....	.....	.....	.....	1	.....	.....	.....	2
Tawas Harbor, Mich	1	.....	1	.....	.....	.....	.....	.....	1	.....	3
Thompsons Harbor, Mich	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Thunder Bay	.....	.....	1	1	.....	1	.....	.....	.....	1	4
Thunder Bay Island, Mich	.....	.....	1	.....	1	.....	.....	1	.....	1	4
Thunder Bay River (mouth of), Mich	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Tobins Reef, Mich	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
White Rock (south of Sand Beach), Mich	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
ST. MARYS RIVER.											
Middle Ground, entrance, Mich	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	2
Nebish Rapids	.....	1	.....	1	1	.....	3	1	1	1	9
Pipe Island	.....	.....	.....	.....	.....	.....	1	.....	1	.....	2

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TABLE 66.—*List of places on the coast of the United States where vessels have stranded during during the last ten years*—Continued.

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	
ST. MARYS RIVER—continued.											
Pointe aux Pins, Canada	.....	1	.....	.....	2	.....	.....	.....	.....	.....	3
Round Island	.....	2	.....	.....	1	.....	.....	1	.....	.....	4
Sailors Encampment Island	.....	.....	.....	.....	2	1	1	.....	.....	2	6
St. Josephs Island, Canada	.....	.....	.....	.....	.....	3	1	.....	.....	.....	4
St. Marys River	1	2	5	1	1	5	7	7	7	3	39
Sugar Island	.....	.....	.....	.....	.....	1	1	.....	.....	2	4
Topsail Island	.....	.....	.....	.....	2	1	1	2	.....	1	7
LAKE SUPERIOR.											
Big Bay Point, Mich	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Brule Point, Minn	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Burlington Bay, Minn	.....	.....	.....	3	.....	.....	.....	.....	.....	.....	3
Copper Harbor (reef at entrance), Mich	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Crisps, Mich	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Duluth, Minn	1	.....	.....	1	.....	.....	.....	.....	.....	.....	2
Eight miles northeast of	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Eagle Harbor, Mich	.....	.....	.....	.....	1	.....	1	.....	.....	.....	2
Eagle River, Mich	.....	.....	1	.....	.....	1	.....	.....	.....	.....	2
Fourteen Mile Point (east of Ontonagon), Mich	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Grand Island, Mich	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Grand Marais, Mich	1	.....	.....	.....	1	.....	.....	.....	.....	.....	2
Grand Marais, Minn	1	.....	1	.....	.....	.....	.....	.....	.....	.....	2
Six miles west of	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Grand Portage, Minn	.....	.....	1	.....	.....	.....	1	.....	.....	.....	2
Heron Bay, Minn	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Hills Creek, Mich	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Huron River Point, Mich	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Iroquois, Mich	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Isle Royal, Mich	.....	1	2	.....	1	.....	1	.....	1	.....	6
Keweenaw Bay, Mich.:											
Baraga	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Keweenaw Point, Mich	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Lamb Island Light (near), Canada	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Laughing Fish Point, Mich	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Manitou Island, Mich	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Marquette, Mich	1	.....	3	.....	.....	1	.....	.....	.....	.....	5
Michigan Island, Wis	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
Minnesota Point, Minn	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Outer Island, Wis	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Pancake Shoal, Canada	.....	.....	2	.....	.....	.....	.....	1	.....	1	4
Parisian Island, Canada	.....	1	1	1	.....	.....	.....	.....	.....	.....	3
Pictured Rocks, Mich	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Pointe au Sable, Mich	1	.....	.....	.....	.....	.....	.....	1	1	.....	3
Point Iroquois, Mich	1	.....	.....	.....	.....	.....	1	.....	.....	1	3
Point Isabelle, Mich	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Presque Isle, Mich	.....	.....	.....	1	.....	1	.....	.....	.....	.....	2
Raspberry Bay, Wis	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Salmon Trout River, Mich	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Sandy Island, Canada	.....	.....	.....	.....	2	.....	.....	.....	.....	1	3
Ship Canal, Mich	.....	.....	1	5	1	6	.....	1	2	4	20
Ten miles west of	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	2
Shot Point, Mich	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	2
Steamboat Island, Wis	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Sucker River (near), Mich	.....	.....	1	2	2	2	.....	.....	1	1	9
Thunder Bay, Canada:											
Fort William	.....	.....	1	.....	.....	.....	.....	1	.....	.....	2
Hare Island	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Two Harbors, Minn	.....	.....	1	.....	.....	.....	.....	1	1	.....	3
Rock 5 miles north of	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Seven miles north of	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
Twelve miles northeast of	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Two Heart River, Mich	1	1	.....	.....	.....	1	3	2	.....	.....	8
Vermillion Point, Mich	.....	.....	1	.....	1	.....	.....	.....	2	.....	4
Waiska Bay, Mich	1	.....	.....	.....	.....	1	.....	.....	1	2	5
West Superior, Wis	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
White Fish Bay, Mich	1	.....	.....	.....	.....	1	.....	.....	.....	.....	2
White Fish Point, Mich	.....	.....	.....	1	.....	1	1	.....	1	1	5
Williams Island, Mich	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
STRAITS OF MACKINAC.											
Bois Blanc Island	1	.....	.....	3	.....	.....	5	4	1	3	17
Carp River (mouth of)	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Cecil Bay, Mich	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1

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TABLE 66.—*List of places on the coast 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.
	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	
STRAITS OF MACKINAC—continued.											
Cheboygan, Mich								1	3	4	8
Goose Island, Mich					1			1			2
Grahams Shoals, Mich	1				1						2
Gros Cap, Mich										1	1
Hessel Bay, Mich									1		1
Isle Marquette, Mich					1				1		2
MacGulpins Point, Mich			1							1	2
Mackinac Island, Mich		1	3	3					1		8
McLeod Bay, Mich										1	1
Old Fort Mackinac, Mich		1	1					1	1		4
Poe Reef, Mich								3			3
Pointe La Barbe			1								1
Point St. Ignace			1								1
Round Island, Mich		1		1	1		1		1	1	6
St. Helena Island, Mich		1	1								2
St. Helena Shoal, Mich						1					1
St. Martins Bay, Mich									1		1
LAKE MICHIGAN.											
Ahnapee, Wis								2	1		3
Baileys Harbor, Wis	2		1	2	1	2		1		1	10
Beaver Island, Mich	4	3	2	4	2	5	5	2	1	1	29
Benton, Ill				1							1
Biddle Point, Mich					1						1
Calumet, Ill								1	1		2
South of							1				1
Cana Island, Wis										2	2
Cat Head Point, Mich									1		1
Cedar River, Mich	1							1			2
Charlevoix, Mich				1			1			2	4
Chicago Harbor, Ill	1		1	2		1	1	2	1	6	15
Hyde Park (off)			1								1
Clay Banks, Wis			1								1
Cross Village (3 miles north of), Mich	1								1		2
Six miles south of			1			1					2
Deaths Door, Wis					1	1		1			3
Detroit Island, Wis			1	1				2			4
Edgemore, Ind				1							1
Edgewater, Mich								1			1
Elk Rapids, Mich								1	1		2
Empire, Mich					1	1					2
Evanston, Ill	1		1	1	1		2				6
Fishermans Island, Mich	1										1
Fishermans Shoals, Wis	1	1	2	2	1			1			8
Fort Sheridan, Mich						1		1			2
Fox Point, Wis	2	3	2		2	1				2	12
Frankfort, Mich							2	1	2	2	7
Frankfort and Pierport (between), Mich			2						1	1	4
Garden Island, Mich						1					1
Garretts Bay (entrance to Green Bay), Wis		1			1						2
Gills Pier (8 miles north of Leland), Mich	1							1			2
Glen Arbor, Mich									1		1
Glencoe, Ill		1		2						1	4
Glen Haven, Mich						1					1
Good Harbor Bay and Reef, Mich	1		1	1					1	1	5
Grand Calumet Beach, Ind				1						1	2
Grand Haven, Mich		2				1	1	1	3		8
Ten miles south of	1										1
Grande Pointe au Sable, Mich	1	1	2	1		1	1	4			11
Grand Traverse Bay, Mich			2			1					3
Doughertys Harbor			1								1
Gravel Island, Wis									1		1
Gravelly Island (entrance to Green Bay), Mich					2						2
Grays Reef, Mich				1	2	6	1	1			11
Green Bay:											
Bark River (mouth of), Mich						1					1
Corona Shoal, Mich								1			1
Corsica Shoal								1			1
Eagle Bluff, Mich						1					1
Eleven Foot Shoals, Mich							1			1	2
Escanaba, Mich			1					3			4
Ford River, Mich	1					1					2
Garden Bluff, Mich							1				1

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TABLE 66.—*List of places on the coast 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.
	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	
LAKE MICHIGAN—continued.											
Green Bay—Continued.											
Little Harbor, Mich	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Menominee, Mich	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Misery Bay, Wis	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Peninsula Point, Mich	.....	.....	.....	1	.....	.....	1	1	1	.....	4
Peshtigo River (mouth of), Wis	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Sturgeon Bay (entrance to), Wis	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Sturgeon River (mouth of), Mich	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Whales Back Shoal	.....	.....	1	.....	.....	1	.....	.....	2	.....	4
Grosse Pointe, Ill	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Gull Island and Reef, Mich	.....	.....	.....	.....	.....	.....	.....	1	1	1	3
Hamlin, Mich	3	.....	2	1	.....	.....	.....	.....	.....	.....	6
Hedge Hog Harbor, Wis	.....	1	.....	.....	.....	.....	.....	.....	1	.....	2
High Island, Mich	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	2
Highland Park, Ill	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Hog Island and Reef, Mich	5	.....	1	1	.....	.....	.....	.....	.....	.....	7
Holland, Mich	.....	.....	2	4	4	2	1	.....	1	2	16
Jacksonport, Wis	2	1	.....	1	.....	.....	.....	2	.....	1	7
Juddville, Wis	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Kenosha, Wis	2	.....	.....	.....	3	.....	.....	.....	1	.....	6
Kewaunee, Wis	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	2
Lees Pier, Mich	.....	.....	.....	.....	.....	.....	.....	1	1	.....	2
Leland, Mich	.....	.....	1	.....	1	1	.....	.....	1	.....	4
Five miles north of	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	2
Little Harbor, Mich	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Little Pointe au Sable, Mich	.....	.....	.....	.....	.....	1	1	.....	.....	.....	2
Little Traverse Bay, Mich	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Ludington, Mich	1	.....	1	.....	4	1	2	3	1	.....	13
Manistee, Mich	.....	.....	3	3	1	4	4	1	1	.....	17
Manistique, Mich	.....	.....	.....	1	.....	.....	.....	1	1	.....	3
Manitowoc, Wis	.....	.....	.....	.....	.....	.....	.....	.....	1	1	2
Michigan City, Ind	.....	.....	1	1	.....	.....	1	.....	.....	3	6
Ten miles west of	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Milwaukee, Wis	.....	2	.....	2	1	1	.....	.....	3	3	12
Eight miles south of	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Five miles south of	.....	.....	.....	.....	.....	2	.....	.....	1	.....	3
Six miles north of	.....	.....	.....	1	1	.....	.....	.....	.....	.....	2
Mission Point, Mich	.....	1	1	.....	.....	.....	.....	.....	.....	.....	2
Muskegon, Mich	2	1	8	3	4	4	3	1	2	1	29
Naubinway, Mich	.....	.....	.....	.....	.....	.....	1	1	1	.....	3
New Buffalo, Mich	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
New Mission Point, Mich	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
North Bay, Wis	.....	.....	2	.....	.....	.....	.....	.....	1	1	4
North Fox Island, Mich	1	.....	.....	1	.....	.....	.....	.....	2	.....	4
North Manitou Island, Mich	.....	5	2	3	4	3	1	1	2	2	23
North Point, Wis	.....	.....	1	1	1	1	2	2	.....	1	9
Northport, Mich	.....	1	.....	1	.....	.....	.....	.....	.....	.....	2
Otter Creek (mouth of), Mich	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Pentwater, Mich	1	.....	.....	1	1	1	.....	2	2	.....	8
Pierport, Mich	.....	.....	.....	1	1	.....	.....	.....	1	.....	3
Pilot Island, Wis	1	.....	.....	1	2	2	.....	1	2	.....	9
Pine Station, Ind	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Plum Island, Wis	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Pointe aux Barques, Mich	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Point Betsy, Mich	.....	1	.....	1	1	.....	.....	.....	1	.....	4
Point Detour, Mich	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Portage Bay, Mich	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Port Sheldon, Mich	.....	1	.....	.....	.....	.....	.....	.....	.....	1	2
Port Washington, Wis	.....	.....	1	.....	1	.....	.....	.....	.....	.....	2
Five miles north of	.....	.....	.....	1	.....	.....	.....	1	.....	.....	2
Poverty Island (entrance to Green Bay), Mich	.....	.....	.....	.....	1	.....	.....	.....	1	1	3
Racine, Wis	.....	.....	1	.....	.....	4	2	1	1	4	13
Racine or Wind Point, Wis	1	.....	.....	.....	.....	.....	1	.....	2	1	5
Racine Reef, Wis	.....	.....	.....	2	1	1	3	2	3	2	14
Rock Island, Wis	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Rose Shoal, Mich	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Rowleys Bay, Wis	.....	3	.....	.....	.....	.....	1	.....	.....	.....	4
St. Joseph, Mich	1	.....	2	2	.....	.....	.....	1	2	1	9
Fourteen miles south of	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Seven miles north of	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Saugatuck, Mich	1	.....	.....	.....	1	.....	.....	.....	1	1	4
Scotts Point, Mich	1	1	.....	.....	.....	.....	.....	.....	.....	.....	2
Seul Choix Point, Mich	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Sheboygan, Wis	1	1	1	2	1	.....	.....	1	.....	4	11
Seven miles south of	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Six miles north of	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1

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TABLE 66.—*List of places on the coast 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.
	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	
LAKE MICHIGAN—continued.											
Simmons Reef, Mich.	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Skilligalee, Mich.	.....	.....	.....	2	.....	1	.....	.....	.....	1	4
Sleeping Bear Point, Mich.	1	.....	1	1	.....	3	1	1	1	1	10
South Fox Island, Mich.	.....	.....	1	.....	.....	.....	2	2	2	.....	7
South Haven, Mich.	1	.....	.....	2	5	2	2	2	1	.....	15
South Manitou Island, Mich.	1	.....	2	.....	1	2	1	.....	7	2	16
Spider Island, Wis.	.....	.....	.....	1	.....	.....	.....	.....	.....	1	2
Squaw Island, Mich.	.....	.....	.....	.....	.....	.....	1	1	.....	.....	2
Sturgeon Bay, Wis.	.....	1	.....	.....	.....	3	1	1	.....	2	8
Summer Island (entrance to Green Bay), Mich.	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Torch Lake, Mich.	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Twin Rivers, Wis.	2	.....	.....	.....	.....	.....	.....	.....	2	.....	4
Twin Rivers Point, Wis.	.....	1	2	.....	1	.....	.....	.....	.....	.....	4
Vienna Shoal, Mich.	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Washington Island, Wis.	.....	.....	1	.....	.....	1	1	1	.....	.....	4
Waugoshance Island, Mich.	1	1	1	1	.....	.....	1	1	.....	.....	6
Whiskey Island Reef, Wis.	1	.....	.....	.....	.....	1	.....	.....	.....	.....	2
White Fish Bay, Wis.	1	.....	1	1	2	.....	1	.....	.....	1	7
White River Harbor, Mich.	.....	.....	.....	2	.....	4	.....	.....	.....	1	7
White Shoals, Mich.	.....	.....	.....	.....	2	.....	.....	.....	.....	1	3
Whiting, Ind.	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Wilmette, Ill.	.....	.....	.....	.....	.....	4	.....	.....	.....	.....	4
Winnetka, Ill.	.....	.....	1	1	.....	1	.....	.....	.....	.....	3

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TABLE 67.—*List of places where American vessels have stranded during the last ten years.*

AT SEA AND IN FOREIGN WATERS.*

Name of place.	Fiscal year ending June 30—										Total.
	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	
Abrolhas Island, Brazil								1			1
Acajutla, San Salvador, Central America					1						1
Adjuah, west coast of Africa		1									1
Alacran Reef, Gulf of Mexico								1			1
Altata Harbor, Mexico							1				1
Alvarado Bar, Mexico							1				1
Antigua, British West Indies	1						1				2
Apia, Samoan Islands					4						4
Arthurstown (near), Ireland				1							1
Aspinwall, United States of Colombia		5				1					6
Australia (reef east of), Pacific Ocean					1						1
Aves Island, Venezuela, Caribbean Sea						1					1
Azores (Fayal Island)							1			1	2
Bahamas	1	1			2				1		5
Abaco Island		1	1		1			1			4
Barnetts Point Reef			1								1
Bimini Island						1	1	2		2	6
Caicos Islands and Reefs	1	1	1		2	1			1		7
Conception Island										1	1
Crooked island			1								1
Crossing Rocks Reef	1										1
Diamond Bank				1							1
Egg Island		1							1		2
Elbow Cay				1							1
Eleuthera Island	1		2				1			1	5
Fish Cay Bank		1							1		2
Fortune Cay, Fish Cay Reef	1		1	1	1		1			1	6
Great Bahama Bank								1			1
Gun Key (near)		1									1
Harbor Island	1					1					2
Hog Cays										1	1
Hogsties Reef			1							1	2
Inagua Islands and Reefs	1			1			1		1		4
Long Bank			2								2
Long Island						1					1
Man-of-War Cay						1					1
Mantanilla Reef					1						1
Memory Rock		1	1								2
Miradporvous Island		1									1
Moselle Reef			1		2						3
Mucaras Reef										1	1
Naujack Cay		1									1
Nassau, New Providence				1							1
Orange Key				1							1
Pequoit Rock	1										1
Ragged Island Harbor (entrance to)		1									1
Sandy Cay			1	1	1			1	1		5
Wattling Island			1							1	2
Bahia, Brazil								1			1
Balabac, East Indies	1										1
Barbuda Island, British West Indies				1					1		2
Barge Point, Labrador, Dominion of Canada	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								1
St. George Island					1						1
Billiton Island, Dutch East Indies, China Sea						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	2

*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.

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TABLE 67.—*List of places where American vessels have stranded during the last ten years*—Continued.

AT SEA AND IN FOREIGN WATERS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	
Butaritari Island, South Pacific Ocean	1										1
Cantiles Key, east of the Isle of Pines, West Indies					1						1
Cape Breton Island										1	1
Cheticamp			1								1
Cow Bay							1				1
Creightons Island, Black Ledge	1										1
Flint Island								1			1
Glace Bay										1	1
Hawkesbury									1		1
Louisburg				1	1		1	1			4
Madams Island									1		1
St. Esprit Island								1			1
Scatary				1						1	2
Sydney		1									1
Cape Bruat, Corea						1					1
Cape Colony (Strays Bay), Africa		1				1					2
Cape Gracias-à-Dios, Honduras, Central America			1				1				2
Cape Verde Islands:											
Brava			1								1
Mayo Island									1		1
Porto Praya	1										1
Santiago										1	1
Caroline Islands, Pacific Ocean:											
Pouinipete Island Reef	1										1
Providence Island						1					1
Susanna Reef					1						1
Cartagena, United States of Colombia										1	1
Carzonas, Mexico								1	1		2
Caymans:											
Grand Cayman Island		1		1	1	1		2			6
Little Cayman Island							1				1
Cedar Rapids, St. Lawrence River, Canada							1				1
Che Foo, China									1		1
Chiltepec Bar, Mexico	1										1
Chincorro Reef, off east coast of Yucatan, Mexico					2						2
Coatzacoalcos River Bar, Mexico						1		2			3
Colinas, Mexico					1						1
Concession Reef, north coast of Brazil								1			1
Cooks Island, Polynesia							1				1
Corn Island, Central America			1						1		2
Coronel (near), Chile									1		1
Cuba, West Indies:											
Anton Key									1		1
Avola										1	1
Baracoa Harbor		1		1							2
Cape San Antonio					1						1
Cardenas	3		2								5
Cape Verde		1									1
Cienfuegos		1			1						2
Colorado Reef				1	1		1	2	1		6
Doce Leguas Keys						1					1
Donkey Key						1					1
Guanato							1				1
Havana								1	1		2
Isle of Pines (south of)								1			1
Marie (entrance to)			1								1
Matanzas Harbor			1								1
Matanzas (17 miles east of)								1			1
Mona Key	1										1
Nuevitas Harbor (near)	1										1
Nuevitas (12 miles east of)		1									1
Sagua la Grande Harbor	1	1	2		2			1		1	8
Salt Key						1				1	2
Tunamo, Sagua Reef				1							1
Downs, England			1								1
Drobak (near), Norway					1						1
Dungeness Spit, Strait of Magellan			1								1
Falkland Islands, South Atlantic Ocean							1				1
Flores Straits, Malay Archipelago		1									1
Formosa Channel (Tan Rocks), China				1							1
Frazer River (mouth of), British Columbia						1					1
Frontera, Mexico						1		2			3
Gander Islands, Hecate Strait, British Columbia					1						1
Gasper 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

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TABLE 67.—*List of places where American vessels have stranded during the last ten years*—Continued.

AT SEA AND IN FOREIGN WATERS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	
Guadaloupe, Caribbee Isles							1				1
Gulf of Georgia:											
Bell Chain Reefs			2								2
Gabriola Reef			1						1		2
Gossip Island				1							1
Hawaii:											
Hawaii		1	1				1			1	4
Honolulu	1										1
Mahukona						1					1
Molokai					1						1
Oahu	1	1									2
Puna Island								1			1
Haiti:											
Aux Cayes								1			1
Isle la Vache (south of)	1							1			2
Jacmel									1		1
Jeremie Harbor				1		1					2
Port au Prince					1						1
Port à Paix		1									1
Port Gravois (near)			1								1
Rochelois Reefs	1										1
Herald Island (reef near), Arctic Ocean						1					1
Hull, England							1				1
Iceland (rock near Bordestrand)		1									1
Isle of France, or Mauritius								1			1
Isle of Wight, England		1									1
Jamaica, West Indies:											
Morant Cays			1								1
Negril Point										1	1
St. Anns Bay										1	1
Japan:											
Hakodadi							1				1
Kanagawa							1				1
Kii Channel									1		1
Kooril Islands		1	2							1	4
Kurasaki Cape, Yeddo Bay						1					1
Loo Choo Island								1			1
Nagasaki (near)						1					1
Sagami Point, Yeddo Bay	1										1
Shimoda, or Simoda Harbor		1									1
Slucho Ri Hama						1					1
Java:											
Banyuwanay, Bali Strait			1								1
Batavia, Sedaric Reef	1										1
Boompjes Island (off coast of)	1										1
Johnsons Island, 700 miles southwest of Honolulu						1					1
Kootena Lake, British Columbia										1	1
Laguna Bay, Mexico						1					1
Lance-au-Loup, Straits of Belle Isle, Labrador						1					1
Lee Todos Santos, Mexico									1		1
Liverpool Harbor, England				1	1						2
Lobos, Gulf of California, Mexico									1		1
Macassar Straits, East Indies	1										1
Brill Reef (south of)		1									1
Macayo (43 miles south of), Brazil	1										1
Twelve miles north of									1		1
Madagascar Island, Indian Ocean		1							1		2
Madeira Islands		1									1
Magdalen Islands, Gulf of St. Lawrence						1	2	1	1		5
Magdalena Point, Buenos Ayres, South America							2				2
Magdalena River (mouth of), United States of Colombia	2										2
Malin Head, Ireland										1	1
Manacles Rocks, English Channel	1										1
Manuel Lagoon, Lower California										1	1
Maranham Bay (Cora Grande Reef), Brazil			1								1
Marshall Islands (Ebon Island), Pacific Ocean					1		1				2
Martinique Islands, West Indies								3			3
Mazatlan, Mexico	1										1
Mindora Straits, East Indies	1										1
Moresby Island, Washington Sound, British Columbia							1				1
Nassau Bay, Cape Horn							1				1
Natal, Brazil						1			1		2
Natunas Island, China Sea									1		1

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TABLE 67.—*List of places where American vessels have stranded during the last ten years*—Continued.

AT SEA AND IN FOREIGN WATERS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	
New Brunswick:											
Campobello Island				2	2	1					5
Cape Lepreaux, Bay of Fundy	1							1			2
Deer Island			1								1
Grand Manan Island		1		1		1		1		1	5
Hopewell Cape			1								1
Mispec, Bay of Fundy				1							1
Moncton (near)			1								1
Murr Ledges, Grand Manan Island	1										1
Musquash, Bay of Fundy			1					1			2
Sackville						1					1
St. John	1	1	1	1			1				5
Newcastle (The Nobbys), New South Wales	1										1
Newfoundland:											
Baccalieu Island								1			1
Bears Cove						1					1
Bona Vista Bay								1			1
Broad Sound							1				1
Burin							2				2
Cape Race								1			1
Cape Ray									1		1
Flower Rock								1			1
Fortune Bay						1			1	1	3
Friar Island							1				1
Green Island									1		1
Miquelon		1			1	1					3
North Point, Conception Bay								1			1
Pass Island, Hermitage Bay				1							1
Placentia Bay						1			1		2
Point May		1									1
Port aux Basques									1	1	2
Port au Port							1				1
Portugal Cove				1							1
Ramea Island										1	1
St. Jacques Harbor	1										1
St. Johns Harbor (entrance to)	1										1
St. Marys Bay									1	1	2
St. Pierre Island (off south coast)		1		1		1		1			4
New Zealand (Cooks Strait)			1								1
Nicaragua (coast of)				1							1
Greytown							1				1
Mosquito Coast (Bluefields)						1					1
Mosquito Coast (Sandy River)						1					1
Normans Island, West Indies		1									1
Nova Scotia:											
Advocate Bay					1						1
Apple River (mouth of)					1						1
Argyle						1					1
Barrington									1		1
Beaver Island Light (7 miles west of Sober Island)	1										1
Blanche Island				1							1
Brier Island		1						1			2
Bull Ledge (near Shelbourne)				1							1
Cape Canso	1				1			3			5
Cape Island			1								1
Cape Negro						1		1			2
Cape Sable						1		2			3
Cape St. Mary							1				1
Catherines River		1									1
Centerville								1			1
Cheverie								1			1
Ellingwood Island								1			1
Fishermans Harbor, Guysboro County			1								1
Gannet Rock Ledges, near Yarmouth			1								1
Halifax						1					1
Isaacs Harbor						1					1
La Have River (mouth of)								1			1
Lewis Head							1				1
Little Harbor							1				1
Little Hope Harbor, near Liverpool				1							1
Liverpool Harbor							1	1		1	3
Locke Port								1		1	2
Lunenburg										1	1
Minas Basin		1	1								2
Murder Island						1					1
Petit Passage, Digby County				1							1
Port La Bear										1	1

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TABLE 67.—*List of places where American vessels have stranded during the last ten years*—Continued.

AT SEA AND IN FOREIGN WATERS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	
Nova Scotia—Continued.											
Pudding Pan Rocks, near Liverpool	1										1
Robinsons Creek								1			1
Sable Island	1									1	2
Seal Island	1		2	1			3				7
Shag Harbor										2	2
Shelburne		1				1			1	1	4
Two Rivers									1		1
Westport		1									1
Whitehead										1	1
Yarmouth			1	1	2			1			5
Old Providence Island, Caribbean Sea				1	1						2
Reef 43 miles northeast of	1										1
Palmerston Island, Pacific Ocean		1									1
Panuco River (mouth of), Mexico				1							1
Para River (near mouth of), Brazil					1						1
Parahiba (reefs off), Brazil		1									1
Paysander, Uruguay									1		1
Philippine Islands:											
Alegua						1					1
Iloilo					2						2
Luzon Island		1									1
Samara							1				1
Platte River (mouth of), South America	1							1			2
Point St. Eugenia (near), Lower California, Mexico						1					1
Port Elizabeth, South Africa	1										1
Port Ellen, Island of Islay, Scotland					1						1
Puerto Rico, West Indies:											
Arecibo		1				1					2
Prince Edward Island:											
Hardys Channel						1					1
North Cape										1	1
Richmond Bay							1				1
Souris Harbor			1								1
Tignish										1	1
Queen Charlottes Island, British Columbia							1				1
Queenstown Harbor, Ireland					1						1
Quinto Sueno Bank, Caribbean Sea		1									1
Raratonga, Cook Islands, Pacific Ocean					1	1					2
Raza Island, Gulf of Mexico, Mexico						1					1
Roncado Reef, Central America										1	1
Ruatan Island, Honduras									1		1
St. Andrews Island, Caribbean Sea	1										1
St. Martin Island, West Indies									1		1
San Andrews Harbor (reef near), United States of Colombia		1									1
San Domingo (near), Lower California					1						1
San Felipe, Lower California							1				1
San Fernando, Trinidad							1				1
San Pedro River (near mouth of), Gambia, Africa		1									1
Santa Ana, Mexico									1		1
Santa Cruz, West Indies						1			1		2
Santanilla or Swan Islands, Caribbean Sea	1										1
Santo Domingo, West Indies	1	1								1	3
Ozarno River (mouth of)					1						1
Palenque									1		1
Porto Plata					1						1
Saona Island					1						1
Sapadillo Keys, Guatemala								1			1
Semao or Simao Island, Malay Archipelago		1									1
Serrana Keys, Caribbean Sea, Central America	1				4						5
Shaw, The, Denmark						1					1
Smythes Channel, Southwest coast of South America								1			1
Somme, France										1	1
Sonderhoe, Germany									1		1
Sooloo Sea, or Sea of Mindora, East Indies	1										1
Suwarrow Reef, South Pacific Ocean		1									1
Tahiti, Society Islands							1				1
Tamatave (reefs near), Madagascar, Indian Ocean				2						1	3
Tamaulipas, Mexico			1								1
Tampico, Mexico						1					1
Tela Bay, Honduras							1				1
Timor Laut, Malay Archipelago				1							1
Tonala Bar, Mexico	1	1		1				1			4
Topolobampo, Mexico									1		1
Torres Strait, Australia		1					1				2
Triangle Reef, Campeche Bay, Mexico		1									1

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TABLE 67.—*List of places where American vessels have stranded during the last ten years*—Continued.

AT SEA AND IN FOREIGN WATERS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	
Truxillo, Honduras, Central America	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Tumbo Island (reef of), British Columbia	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Twin Island, Strait of Belle Isle	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Urbana Point, Brazil	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Valparaiso Bay, Chile	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Vancouver Island, British Columbia	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Barclay Sound	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Bonilla Point	.....	.....	1	.....	.....	.....	.....	.....	1	.....	2
Cape Beale	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Chemainus	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	2
Nitinat	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Rosedale Reef	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Venezuela (coast of), South America	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Victoria Harbor, British Columbia	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
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
Yucatan, Mexico	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Zanzibar (near), east coast of Africa	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1

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REPORT

OF THE

BOARD ON LIFE-SAVING APPLIANCES.

NEW YORK MEETING, JUNE, 1894.

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LETTER OF TRANSMITTAL.

OFFICE OF THE INSPECTOR OF
UNITED STATES LIFE-SAVING STATIONS,
No. 24 State Street, New York, June 11, 1894.

SIR: I have the honor to transmit herewith the report of the Board on Life-Saving Appliances, etc., constituted by the Honorable the Secretary of the Treasury in his letter of January 3, 1882, covering the transactions of the Board at its meeting just adjourned. The papers referred by you accompany the report.

Respectfully, yours,

C. H. PEABODY,
President of the Board.

SUMNER I. KIMBALL, Esq.,
General Superintendent United States Life-Saving Service,
Washington, D. C.

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REPORT.

OFFICE OF THE INSPECTOR OF
UNITED STATES LIFE-SAVING STATIONS,
No. 24 State Street, New York, June 11, 1894.

I.—PREAMBLE.

The Board on Life-Saving Appliances constituted by the Honorable the Secretary of the Treasury in his letter of January 3, 1882, met in the office of the Inspector of Life-Saving Stations, No. 24 State street, New York, at 11 o'clock A. M., on Monday, June 4, 1894, upon the call of the president of the Board, dated May 16, 1894, for the transaction of such business as should properly be brought before it.

Present: Prof. Cecil H. Peabody, president; Captain C. A. Abbey, U. S. R. C. S.; Lieutenant Thomas D. Walker, U. S. R. C. S., recorder; Superintendent B. C. Sparrow, Second District, Life-Saving Service; Superintendent J. G. Kiah, Tenth District, Life-Saving Service, and Assistant Superintendent H. M. Knowles, Third District, Life-Saving Service.

Absent: Captain D. A. Lyle, Ordnance Department, United States Army.

II.—DOCKET.

CLASS I.—*Wreck Ordnance.*

1. Method of faking shot lines. C. W. Gilbert.
2. Method of faking shot lines. C. F. Jenkins.
3. Line-carrying rocket. Geo. F. Cole.
4. Method of ascertaining elevation of Lyle gun. Jos. Hodgson.
5. Asbestos rope and cord (fireproof). Johns Manufacturing Company.

CLASS II.—*Boats and Miscellaneous Appliances.*

1. Telemeter. Lowry-Bowyer.
2. Improved boat-launching carriage. Keeper H. J. Woods.
3. Life-preserver of compressed cork. J. I. Smith.
4. Proposed use of cellulose to prevent lifeboats from sinking when stove. R. Stueler.
5. Shell for distributing oil on a rough sea. John C. Simmonds.
6. Aluminum boats. James C. McGuire.
7. Combined lifeboat and life car. Charles Ottinger.
8. Line-carrying kite. J. Woodbridge Davis.
9. Lifeboat. T. B. Gray.
10. Lifeboat. G. F. Klaffky.
11. Surf cable railway. H. L. Stillman.
12. Patrolman's signal case or pouch. Thos. J. Maddocks.
13. Steam or electric lifeboat. Lieutenant J. C. Moore.

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14. Insufflator for treating cases of suspended animation. Dr. Edwin De Baun.
15. Improvement in life car. Keeper D. M. Pugh.
16. Watchman's time detector. J. E. Burk.
17. African cork wook for life-preservers. J. Lawrence Hamilton.
18. Spool for preventing the hawser from fouling when being hauled to a stranded vessel. Frederick S. Allen.
19. Life car. Frederick S. Allen.
20. Hydraulic steam lifeboat. R. and H. Green.

III.—COMMITTEES.

1. *Committees Appointed.*

1. *On boats.*—(The full Board).
   (*a*) Aluminum boats. James C. McGuire.
   (*b*) Lifeboat. T. B. Gray.
   (*c*) Lifeboat. G. F. Klaffky.
   (*d*) Steam or electric lifeboat. Lieutenant J. C. Moore.
   (*e*) Hydraulic steam lifeboat. R. & H. Green.

(Subcommittee on the last named, Prof. Peabody, president of the Board; Captain C. A. Abbey, U. S. R. C. S., and Superintendent B. C. Sparrow, U. S. L. S. S.)

2. *On line-carrying rocket* (*G. F. Cole*).—Lieutenant Thomas D. Walker; Superintendent B. C. Sparrow.

3. *On shell for distributing oil on a rough sea* (*John C. Simmonds*).—Captain C. A. Abbey; Superintendent B. C. Sparrow; Assistant Superintendent H. M. Knowles.

4. *On new method of faking shot lines* (*C. Francis Jenkins*).—Captain C. A. Abbey; Assistant Superintendent H. M. Knowles.

5. *On asbestos rope and cord* (*The Johns Manufacturing Company*).—Captain C. A. Abbey; Superintendent B. C. Sparrow.

6. *On combined lifeboat and life car* (*Charles Ottinger*).—Lieutenant T. D. Walker; Assistant Superintendent H. M. Knowles.

7. *On line-carrying kite* (*J. Woodbridge Davis*).—Captain C. A. Abbey; Superintendent J. G. Kiah.

8. *On plan for ascertaining elevation of Lyle gun* (*Keeper J. Hodgson*).—Superintendent B. C. Sparrow; Superintendent J. G. Kiah.

9. *On surf cable railway* (*H. L. Stillman*).—Superintendent J. G. Kiah; Assistant Superintendent H. M. Knowles.

10. *On patrolman's signal case* (*Surfman Thos. J. Maddocks*).—Superintendent J. G. Kiah; Assistant Superintendent H. M. Knowles.

11. *On improvement in life cars* (*Keeper D. M. Pugh*).—Superintendent B. C. Sparrow; Assistant Superintendent H. M. Knowles.

12. *On watchman's time detector* (*J. E. Burk*).—Captain C. A. Abbey; Lieutenant T. D. Walker.

13. *On sample of African cork wood* (*J. Lawrence Hamilton*).—Captain C. A. Abbey; Superintendent J. G. Kiah.

14. *On spool for preventing the hawser from fouling with the whip line while being hauled from the shore to a stranded vessel* (*F. S. Allen*).—Superintendent B. C. Sparrow; Assistant Superintendent H. M. Knowles.

15. *On improved life car* (*F. S. Allen*).—Captain C. A. Abbey; Superintendent J. G. Kiah.

16. *On insufflator for treating cases of suspended animation* (*Dr. E. De Baun*).—Lieutenant T. D. Walker; Assistant Superintendent H. M. Knowles.

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2. Committees continued.

1. On line-carrying kite. Davis.
2. On insufflator for treating cases of suspended animation. De Baun.
3. On spool for preventing fouling of hawser. Allen.
4. On method of faking shot lines. Gilbert.
5. On oil shell. Simmonds.
6. On African cork wood. Hamilton.
7. On lifeboat (steam or electric). Moore.
8. On hydraulic steam lifeboat. Green.

3. Committees reported.

CLASS I.—*Wreck ordnance.*

1. On method of faking shot lines. Gilbert.
2. On method of faking shot lines. Jenkins.
3. On line-carrying rocket. Cole.
4. On plan to ascertain elevation of gun. Hodgson.
5. On asbestos rope and cord. Johns Manufacturing Co.

CLASS II.—*Boats and miscellaneous appliances.*

1. On telemeter (verbal report). Lowry-Bowyer.
2. On improved boat-launching carriage (verbal report). Woods.
3. On life-preserver, compressed cork. Smith.
4. On proposition to use cellulose (verbal report). Stueler.
5. On shell for distributing oil on rough sea. Simmonds.
6. On aluminum boats (verbal report). McGuire.
7. On life car or boat. Ottinger.
8. On line-carrying kite. Davis.
9. On lifeboat. Gray.
10. On lifeboat. Klaffky.
11. On surf cable railway. Stillman.
12. On patrolman's signal case. Maddocks.
13. On lifeboat (steam or electric). Moore.
14. On insufflator for treating cases of suspended animation. De Baun.
15. On improvement in life car. Pugh.
16. On watchman's time detector. Burk.
17. On African cork wood. Hamilton.
18. On spool for preventing fouling of hawser. Allen.
19. On life car. Allen.

IV.—PRESENCE OF EXHIBITORS.

Inventors and exhibitors were allowed to appear before the Board to explain the methods of construction and set forth the merits claimed for their devices.

V.—RESULTS, OPINIONS, RECOMMENDATIONS.

CLASS I.—*Wreck Ordnance.*

1. Method of faking shot lines (Gilbert).

RESULTS.—This subject has been before the Board at previous meetings, and came over as unfinished business. The tests of this method of faking shot lines at the North Scituate Life-Saving Station, Second

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District, by a committee of the Board, encourage the hope that satisfactory results will be obtained.

OPINION.—The Board is of the opinion that the Gilbert method of winding shot lines gives promise of being of benefit to the Life-Saving Service, since it is probable that lines so wound can be fired without the use of faking boxes. If this object can be attained, the faking boxes can be dispensed with, and the weight of the beach apparatus thus materially reduced.

RECOMMENDATION.—The Board recommends that further trials be made with a view of definitely settling the value of this method in comparison with the old method of faking the line on pins and the firing it from the box.

2. Method of faking shot lines (C. Francis Jenkins).

RESULTS.—Mr. Jenkins proposes to place the shot-line box a few yards in front of the gun instead of beside it, as is the present custom. His method does not change the manner of faking the line now practiced in the Service. It would, however, necessitate bringing the end of the line back to the gun in order to fasten it to the projectile, and this end, therefore, forms a single fake. When the shot is fired with the line so arranged the shot carries the line forward over the faking box, thus forming a loop which is carried forward until the lower part of it reaches the box, when, and after which, the line is drawn from the box as in the present method of use. Mr. Jenkins proposes by this to reduce the strain of the line upon the shot, and thus increase the range or distance of flight of the shot.

OPINION.—The Board is of the opinion that the gain in range by this method can in no case exceed the distance between the shot-line box and the gun (which Mr. Jenkins gives as not to exceed 12 feet), and it will probably be less than that; and, inasmuch as the guns of the Service are now and can always be placed as near the surf line as it is practicable to place them whenever a long range is required, there can be no room in advance of the gun for the placing of the faking box, and, therefore, Mr. Jenkins's method can not be used. When a short range only is required there will be no occasion to advance the shot-line box, and Mr. Jenkins's method is not then necessary. The Board therefore finds it inexpedient to recommend the adoption of the proposed method.

3. Line-carrying rocket (Geo. F. Cole).

RESULTS.—This is a device wherein it is proposed to combine the principles of the flying machine and the rocket. The principles of the former are for the purpose of obtaining power and steadiness of flight. The line to be carried is coiled in a can or case attached to the rocket and from which it is paid out during the flight of the projectile in a manner similar to the Hunt projectile, and the Cunningham rocket now in some of the stations of the Service. No model has been submitted by the inventor, nor does it appear that any rockets of this description have been manufactured by him. Mr. Cole claims a range of one-quarter of a mile, whereas there is a rocket at certain stations which has carried a line a distance of more than half a mile.

OPINION.—The Board is of the opinion that there is no occasion to further consider the device proposed by Mr. Cole, and that no recommendation should be made looking to experiments with it.

4. Plan to ascertain the elevation of the beach-apparatus gun (Keeper J. Hodgson).

RESULTS.—This device, as proposed by the inventor, is a semicircular brass plate one-half inch wide, marked in degrees of arc, to be screwed

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to the side of the gun carriage with the concave edge of the plate fitting to the outer edge of the trunnion plate. Across the horizontal diameter of the trunnion is cut an arrow pointing towards the breech of the gun. When the gun and its carriage are parallel the point of the arrow rests at the zero point on the arc. Depression of the breech of the gun moves the arrow point along the semicircle and indicates in degrees of arc the elevation of the muzzle of the gun. Unless the gun carriage is placed upon level ground, the elevation thus obtained is but approximate, and the true elevation is necessarily left to estimate. In practice, the firing ground is seldom level, and if a part of the elevation is to be left to estimate, it seems equally reasonable to estimate the whole.

OPINION.—The Board is of the opinion that the combination level now used in the Service gives the elevation with sufficient accuracy and it therefore does not see any good reason for recommending the adoption of the plan of Mr. Hodgson.

5. Asbestos rope and cord (fireproof), (H. W. Johns Manufacturing Company.)

RESULTS.—Samples of this cordage were submitted to the Board, the purpose being to use such cordage in short lengths spliced to the shot lines for attachment to the shot to prevent any burning or weakening of the line through its exposure to the explosion of the powder charge in the gun.

OPINION.—The Board is of the opinion that it is very doubtful whether the shot line is at all burned by the explosion of the powder charge. If there is any such burning it is imperceptible, and not sufficient to impair the strength of the line. On the other hand, the maximum strength of asbestos rope is but one-fourth as great as that of the present service shot line of equal size. As this would necessitate the use of a much larger size of the asbestos line to splice to the service line, and as the operation of splicing two ropes of such widely different sizes is a somewhat complicated one, the Board declines to recommend the use of the asbestos rope in the manner and for the purpose described.

CLASS II.—*Boats and Miscellaneous Appliances.*

1. Telemeter (Lowry-Bowyer).

RESULTS.—This has been before the Board at its two previous meetings. As no further information has been presented to the Board by the inventors that would sustain the claim for its adaptability to the needs of the Service in ascertaining the distance of a stranded vessel from the shore when it is necessary to establish communication by means of the line-throwing gun, the subject is dropped from the docket until such information is received.

2. Improved boat-launching carriage (Keeper H. J. Woods).

RESULTS.—This carriage was before the Board at its two previous meetings, and came over as unfinished business. As no further information has been received as to its merits, the Board is unable to make recommendation for its adoption, and the subject is dropped from the docket.

3. Life-preservers of compressed cork (John I. Smith).

RESULTS.—The inventor proposes to utilize cork chips and shavings, the refuse from the manufacture of bottle corks and other articles, by consolidating such refuse under pressure until it assumes a compact mass. Experiments show that cork thus manufactured possesses no advantages over the solid cork used in the present service belts. Mr. Smith has so far failed to respond to the committee's written request for further information desired on the subject.

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OPINION.—The Board is of the opinion that solid cork used in the manufacture of the belts now in service is preferable to the compressed cork proposed by Mr. Smith. The subject is dropped from the docket.

4. Proposition to use cellulose in the air-chambers of lifeboats to prevent them from filling with water when stove (R. Stueler).

RESULTS.—This subject came over as unfinished business from the last meeting. The Board has nothing before it in the way of information as to the merits of this proposition; in fact no information whatever except two newspaper clippings regarding the use of cellulose in vessels of war; and in the absence of anything definite, and of proof that the proposition of Mr. Stueler to pack the water-tight compartments of lifeboats with this vegetable fiber to prevent them from filling with water when stove presents any notable advantages over the present method of construction of such boats, the Board is unable to reach a conclusion that would warrant a recommendation for its adoption. The subject is therefore dropped from the docket.

5. Shell for distributing oil on a rough sea (J. C. Simmonds).

RESULTS.—A full size model of this shell was before the Board. The inventer claims that he has succeeded in a series of experiments in materially reducing the volume of shore breakers by means of the oil distributed with his shell. Experiments in this direction have already been conducted by a committee of the Board without favorable results so far as lessening the dangerous force of the surf upon the shore is concerned.

RECOMMENDATION.—The Board, however, recommends that if Mr. Simmonds will furnish the requisite number of shells properly charged with oil, he be given an opportunity to demontstrate the usefulness of his invention before a committee of the Board.

6. Life-carrying kite (J. Woodbridge Davis).

RESULTS.—This device, as claimed by the inventor, is a foldable, water-proof, steerable kite for carrying lines or messages from ship to shore and shore to ship. The frame is of wood, and over this is spread oiled cotton or linen cloth. It is controlled by means of two lines with bridle attachments. The inventor informed the Board that he had lately made further experiments which convinced him that certain modifications were necessary. These modifications, he thinks, will result in improvement. He therefore desires time to perfect the apparatus.

OPINION.—The Board is of the opinion that the experiments so far conducted by the inventor give promise of the usefulness of this kite under certain conditions in the Life Saving Service.

RECOMMENDATION.—The Board recommends that sufficient time be given Mr. Davis to perfect his device.

7. Surf cable railway (H. L. Stillman).

RESULTS.—A written description of this device, but no model, was before the Board. The inventor proposes the erection of two stout posts driven into the sand at some distance out, parallel with the beach and sufficiently wide apart to admit of the passage of the widest boat between them. The upper ends of these posts are to be connected by a stout crossbeam, thus forming a sort of gallows frame. From the center of this crossbeam there is to be suspended a stationary hook. An anchor is to be planted beyond the line of the breakers, to which is attached a wire cable, the other end of which is then carried over the stationary hook in the crossbeam and thence to the shore, where it is set up to an elevated bank or tower. To this cable the boat is to be suspended by trolley hooks and run seaward, and when beyond the line of breakers it can be lowered into the water.

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OPINION.—The Board is of the opinion that, as most rescues from wrecked vessels take place directly in the breakers, such a devise as this one proposed by Mr. Stillman would contribute nothing towards the accomplishment of the actual work of the Service, and its introduction into the Service is therefore unnecessary.

8. Patrolman's signal case (Surfman T. J. Maddocks).

RESULTS.—A model of this devise was before the Board. It is made of stout leather, and is 4½ inches long, 1½ inches wide, and 3½ inches deep. It is fitted with straps for suspension from the shoulder or the waist of the wearer. The interior is divided into compartments for holding two signals, and there is a place for the signal holder or firing appliance. A device of similar material for the same purpose, although much larger and heavier, was adopted some time ago, but gradually fell into disuse, because the leather, when wet, damaged the signals rather than protected them.

OPINION.—The Board is of the opinion that the tin cases now used give general satisfaction and that the introduction of the Maddocks case seems to be unnecessary.

9. Insufflator for treating cases of suspended animation (Dr. E. De Baun).

RESULTS.—Two models, different in design, were before the Board. The inventor proposes by its use on apparently drowned persons to extract the water from and inject air into the lungs. He informed the Board that thus far he has only used it for treating new-born infants—cases of suspended animation at birth, and that he has never applied it in cases of drowning.

OPINION.—The Board is of the opinion that the placing of a somewhat complicated instrument of this description, involving as it does the administration of hypodermic injections, in the hands of unskilled persons for the treatment of the apparently drowned, should not be undertaken without first obtaining the advice of high medical authority.

RECOMMENDATION.—The Board recommends that the general superintendent refer the subject to the Surgeon-General United States Marine-Hospital Service for such examination as its importance demands, and that that officer be requested to give in writing his opinion, together with his reasons therefor, and that this opinion be transmitted to the Board at its next meeting.

10. Watchman's time detector (J. E. Burk).

RESULTS.—One of these clocks, or time detectors, was exhibited to the Board by the inventor. He claims for it superiority over all other such clocks in point of size, weight, durability, and method of manipulation, and that although its cost is greater it would prove the most economical in the end. Comparison of this clock with the one now used in the Service shows that it is an ounce or two lighter, but in other respects Mr. Burk's claims do not seem to be borne out. On the other hand the present Service clock possesses points of excellence not found in the Burk clock.

OPINION.—The Board is of the opinion that this device does not possess sufficient excellence to warrant a recommendation for its substitution for the clock that for some years has been in use in the Service and found so far to meet all requirements.

11. African cork wood (J. Lawrence Hamilton).

RESULTS.—The specimen of this wood referred to the Board for its opinion was submitted to the General Superintendent as a substitute for ordinary cork by Mr. J. Lawrence Hamilton, of Brighton, England, who

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states its weight, bulk for bulk, to be about one-third that of the ordinary Spanish cork of commerce.

OPINION.—The Board believes this vegetable growth to have been hitherto unknown in this country, and finds it impracticable at this time to reach a definite conclusion as to its merits as a substitute for the ordinary cork, with especial reference to its adaptability to the needs of the Service, and therefore desires to experiment with it before the next meeting of the Board.

12. Spool for preventing the fouling of the hawser while being hauled off to a stranded vessel (Frederick S. Allen).

RESULTS.—This is a simple and inexpensive device, consisting of a brass spool shaped like but somewhat larger than the wooden spool upon which sewing cotton is wound. It is designed for use in preventing the whip line and hawser from twisting together while the latter is being hauled off to a stranded vessel in the operation of rigging the breeches-buoy gear.

RECOMMENDATION.—The Board recommends a trial of this device at the Cuttyhunk Station, in the Second District, near which the inventor resides, whenever an opportunity is presented for its use.

13. Life car or boat (Charles Ottinger).

RESULTS.—This car, the designer proposes, shall be 5 feet long, 3 feet wide, and 3½ feet deep, the frame to be of wood and steel and this covered with any waterproof material desired. Two rough pencil sketches are submitted. The specification furnished by Mr. Ottinger is quite incomplete. The method of use is believed to be similar to that of the present service car.

OPINION.—The Board, with the meagre information before it, finds no point of excellence in this proposition of Mr. Ottinger's that would warrant a recommendation for its adoption as superior to the car now furnished to the stations throughout the Service.

14. Life car (Frederick S. Allen).

RESULTS.—No model of this car has been received, nor has the inventor given sufficient data regarding its construction to enable the Board to intelligently consider it. Until such time therefore as the inventor furnishes full information on the subject, it is dropped from the docket of the Board.

15. Proposed improvement in life car (Keeper D. M. Pugh).

RESULTS.—The improvement or change suggested by Keeper Pugh has, in slightly different form, been for a number of years a feature of most of the cars built for the Service. The car that he suggests an improvement on is, as the Board understands it, one of the earliest type, fitted with wire rope slings with bull's-eyes. The cars of more recent construction, in fact the larger number of those now in service are fitted with two iron bails with large loops or eyes through which the hawser may be rove.

OPINION.—The Board is of the opinion that the fitting of traveler blocks to the life car, as suggested by Mr. Pugh, is unnecessary. At many of the stations when the life car is used, it is seldom placed upon the hawser, experience having shown that it can be more easily hauled to and from a stranded vessel as a boat by means of the whip line alone.

16. Lifeboat (Proposed by T. B. Gray).

RESULTS.—Neither model nor specification of this device was before the Board. Mr. Gray proposes to construct a cigar-shaped submergible boat, either perfectly round or with slightly flattened sides. The development of Mr. Gray's ideas would embody a boat of a size and weight far beyond the power of a single station crew to transport and launch.

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He proposes to donate his invention to the Life-Saving Service upon the conditions that his ideas be fully developed and patented by the Service in his name.

OPINION.—The Board is of the opinion that a boat of this design would be impracticable. The Board is further of the opinion that the conditions imposed by Mr. Gray for the development and introduction of his proposed boat into the Service would also be impracticable.

17. Lifeboat (patented) (G. F. Klaffky).

RESULTS.—Letters patent of this invention were before the Board, but no model. From the inventor's description it is practically a self-bailing boat of a model which has too great a draught for use in the Life-Saving Service.

OPINION.—The Board is of the opinion that this boat would possess no points of marked improvement over the boats constructed on the self-bailing plan now in service, and that therefore no recommendation should be made for its adoption.

18. Lifeboat (steam or electric) (Lieutenant J. C. Moore).

RESULTS.—Models of this boat were before the Board. The designer proposes the application of steam or electricity as the motive power, the propeller wheel being placed in a cavity or chamber in the middle of the boat, in order to keep it at all times submerged and avoid "racing" in a heavy sea, as well as to protect it from injury by contact with wreckage or other hard substances, such as rocks or the sandy bottom. Full specification is not furnished by the designer, he stating that he simply wished to show the form of the boat, construction of hull, and method of propulsion, his claims being for light draught and ample protection of the propeller wheel. The designer rather favors electricity as the motive power, as with steam two boilers would be required.

OPINION.—The Board is of the opinion that the introduction of steam or other kindred power for the direct propulsion of lifeboats is a change sufficiently radical to require the most careful consideration before its adoption. Steam power has in the past been applied indirectly to lifeboats and surfboats by the employment of revenue cutters and tugboats to tow them to the place of operations. When such powerful aids are available it may not perhaps be wise to apply steam or electrical power directly to the boats of the Service. The steamers employed in the past are certainly able to make better headway under the conditions of wind and weather that usually prevail in seasons of wreck than could be made by a lifeboat 34 feet in length, as proposed by Lieutenant Moore. On the other hand, the Board recognizes the fact that there are stations of the Service where the assistance of revenue cutters and tugs is not conveniently available, and in such localities the application of steam or other kindred motive power might be a great advantage; but nevertheless the plans presented by the inventor are not, in the judgment of the Board, sufficiently developed in points of mechanism and capacity for carrying crew and passengers to enable the Board to correctly estimate their merits The Board therefore reaches the conclusion that it is not advisable to make recommendation of this boat at the present time.

19. Aluminum boats (J. C. McGuire).

RESULTS.—Boats of this material were constructed for the use of one of the Arctic exploring expeditions now in the Arctic regions. Plans of the boats were submitted to the Board with samples of the aluminum. No data as to their performance in a rough sea is in the possession of the Board.

OPINION.—The Board is of the opinion that boats of aluminum seem to possess two excellent qualities much to be desired in boats of the Life-

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Saving Service, viz, lightness and strength. It is not, however, the opinion of the Board that a definite recommendation can be made for the adoption of boats constructed of this material until a thorough test can be had in comparison with the wooden boats now in general use.

RECOMMENDATION.—The Board recommends the construction of one or two boats of aluminum for trial in the Service at such point or points as may be deemed best by the General Superintendent.

20. Hydraulic steam lifeboat (R. and H. Green).

RESULTS.—A boat of this description has been constructed for the Royal National Lifeboat Institution of Great Britain by the designers, who claim that its performance at wrecks has been highly satisfactory. The builders submit a building specification, plans, photograph, and descriptive pamphlet of the boat. A model of it was exhibited at the International Exposition or World's Fair, at Chicago, in 1893.

OPINION.—The Board recognizes the fact that the principles embodied in this novel craft involve a complete revolution in the construction and propulsion of lifeboats, and hesitates to express an opinion until such time as a proper investigation can be made. The subject has, therefore, been referred to a committee of members of the Board, with the president of the Board as chairman, to investigate and report thereon at the next meeting.

VI.—UNFINISHED BUSINESS.

CLASS I.—*Wreck ordnance.*

Method of faking shot lines. Gilbert.

CLASS II.—*Boats and miscellaneous appliances.*

Line-carrying kite. J. W. Davis.
Spool for preventing fouling of hawser, etc. F. S. Allen.
Shell for distributing oil on a rough sea. J. C. Simmonds.
Insufflator for restoring suspended animation. E. De Baun.
African cork wood. J. L. Hamilton.
Steam or electric lifeboat. Lieutenant J. C. Moore.
Hydraulic steam lifeboat. R. and H. Green.

VII.—ADDENDA.

I.—Daily record of the proceedings of the Board.

II.—All papers of inventors or agents received from the General Superintendent on the following subjects:

1. On Cole's line-carrying rocket.
2. On Simmonds's oil shell.
3. On McGuire's aluminum boats.
4. On Jenkins's new method of faking shot lines.
5. On the Johns Manufacturing Company's asbestos cordage.
6. On Charles Ottinger's life car or boat.
7. On Davis's line-carrying kite.
8. On Gray's lifeboat.
9. On Klaffky's lifeboat.
10. On Hodgson's plan for ascertaining elevation of guns.
11. On Stillman's surf cable railway.
12. On Maddocks's patrolman's signal pouch.

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13. On Moore's lifeboat.
14. On De Baun's insufflator.
15. On Pugh's suggested improvement in life car.
16. On Burk's time detector.
17. On Gilbert's method of faking shot lines.
18. On Hamilton's specimen of African cork.
19. (*a.*) On Allen's spool for preventing fouling of hawser.
    (*b.*) On Allen's life car.
20. On Green's hydraulic steam lifeboat.

VIII.—Reports of Committees.

Class I.—*Wreck Ordnance.*

1. On method of faking shot lines (Gilbert).
2. On method of faking shot lines (Jenkins).
3. On line-carrying rocket (Cole).
4. On plan to ascertain elevation of gun (Hodgson).
5. On asbestos cordage (Johns Manufacturing Company).

Class II.—*Boats and Miscellaneous Appliances.*

1. On life-preserver, compressed cork (Smith).
2. On shell for distributing oil on a rough sea (Simmonds).
3. On life car (Ottinger).
4. On line-carrying kite (Davis).
5. On lifeboat (Gray).
6. On lifeboat (Klaffky).
7. On surf cable railway (Stillman).
8. On patrolman's signal case (Maddocks).
9. On lifeboat (Moore).
10. On insufflator (De Baun).
11. On improvement in life car (Pugh).
12. On watchman's time detector (Burk).
13. On African cork wood (Hamilton).
14. On spool for preventing fouling of hawser (Allen).
15. On life car (Allen).

C. H. Peabody,
President of the Board.
C. A. Abbey,
Captain, U. S. R. C. S., Inspector. L. S. S.
Thomas D. Walker,
First Lieutenant, U. S. R. C. S., Recorder.
B. C. Sparrow,
Superintendent, Second District, U. S. L. S. S.
Jerome G. Kiah,
Superintendent, Tenth District, U. S. L. S. S.
H. M. Knowles,
Assistant Superintendent, Third District, U. S. L. S. S.

There being no further business before it, the Board adjourned sine die.

C. H. Peabody,
President of the Board.
Thomas D. Walker,
First Lieutenant, U. S. R. C. S., Recorder.

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DAILY RECORD OF THE PROCEEDINGS OF THE BOARD.

[June Meeting, New York, 1894.]

MONDAY, *June 4, 1894.*

In compliance with the call of the president, upon the request of the General Superintendent of the Life-Saving Service, the Board on Life-Saving Appliances met in the office of the Inspector of Life-Saving Stations, No. 24 State street, New York City, on Monday, June 4, 1894, at 11 o'clock in the forenoon.

Present: Prof. Cecil H. Peabody, president; Captain C. A. Abbey, U. S. R. C. S.; Lieutenant Thomas D. Walker, U. S. R. C. S., recorder; Superintendent B. C. Sparrow, Second District, U. S. Life-Saving Service; Superintendent J. G. Kiah, Tenth District, U. S. Life-Saving Service; Assistant Superintendent H. M. Knowles, Third District, U. S. Life-Saving Service.

Absent: Captain D. A. Lyle, Ordnance Department, U. S. Army, absent from the United States on leave from the Honorable the Secretary of War.

When the meeting was called to order, a motion was adopted inviting Mr. Sumner I. Kimball, General Superintendent of the Life-Saving Service, now in the city, to be present at the meetings of the Board, and take part in its discussions.

Business was proceeded with, the first matter in order being the reading of the minutes of the last meeting in Boston, May, 1893.

The following subjects came over from that meeting as unfinished business:

CLASS I.

Method of faking shot lines. Gilbert's.

CLASS II.

Telemeter. Lowry-Bowyer.

Use of cellulose in construction of boats. Stueler.

Life-preservers of compressed cork. Smith's.

Boat-launching carriage. Woods.

The president laid before the Board two letters from the General Superintendent of the Life-Saving Service dated June 1 and 2 respectively, referring the following matters to the Board for consideration, viz:

A letter from Geo. F. Cole, of Chicago, Ill., relative to a line-carrying rocket.

A letter from John C. Simmonds, of No. 4 John street, New York, relative to his shell for distributing oil on a rough sea.

A letter from James C. McGuire, of No. 1421 G street NW., Washington, D. C., relative to aluminum boats, with drawings.

A letter from C. Francis Jenkins, of Washington, D. C., suggesting a new method of faking shot lines.

A letter from Inspector of Life-Saving Stations relative to asbestos rope and cord, and inclosing a price list with samples.

Letters from Charles Ottinger, of Pensauken, N. J., in relation to his combined lifeboat and life car, with rough drawings of same.

A letter from J. Woodbridge Davis, of No. 417 Madison avenue, New York City, regarding his line-carrying kite and a report of its trial from the Inspector of Life-Saving Stations.

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Letters from T. B. Gray, of Havensville, Kans., relative to his lifeboat, with a drawing and description of same.

Letters from G. F. Klaffky, of No. 696 East One hundred and seventieth street, New York City, calling attention to his lifeboat, and inclosing drawings and specifications of same.

A letter from Joseph Hodgson, keeper of the Fort Point Life-Saving Station, Twelfth District, forwarding a plan for ascertaining the elevation approximately of the beach-apparatus gun.

Letters from H. L. Stillman, of Kenyon, R. I., relative to his surf cable railway, and inclosing drawings of the same.

A letter from the Assistant Inspector of the First and Second Districts, United States Life-Saving Service, transmitting a signal case invented by Surfman Maddocks, of the North Scituate Life-Saving Station, with a description of same.

A letter from the Assistant Inspector of the Ninth and Tenth Districts, United States Life-Saving Service, relative to his steam lifeboat, and submitting model and drawings, together with a working model and storage batteries for the boat.

A communication from Dr. Edwin De Baun, of Passaic, N. J., transmitting an "insufflator" for treating cases of suspended animation, and inclosing a pamphlet on the subject.

A letter from D. M. Pugh, keeper of the Gull Shoal Life-Saving Station, Sixth District, suggesting an improvement in the working of the life car.

Letters from J. E. Burk, of No. 230 Washington street, Boston, Mass., relative to his time detector, and inclosing drawing and description of it.

A letter from the Inspector of Life-Saving Stations asking authority to withdraw lines from the stock on hand at storehouse to test C. W. Gilbert's winding device, with a report of the committee on the test and a letter from Mr. Gilbert on the subject.

Letters from J. Lawrence Hamilton, of Brighton, England, relative to a sample of cork word which he transmits.

Letters from Frederick S. Allen, of Cuttyhunk, Mass., in relation to his life car and a spool for preventing the hawser from fouling with the whip line while being hauled from the shore to a wrecked vessel. Rough sketches illustrating the use of the latter inclosed.

Letters from R. and H. Green, of London, England, relative to their hydraulic steam lifeboat, with drawings, plans, photograph, and pamphlet.

These subjects were all ordered placed on the docket.

REPORTS OF COMMITTEES—UNFINISHED BUSINESS.

Under this call the first business in order was the report of the subcommittee on the Woods boat-launching carriage.

There being no further report on this subject, it was laid aside for consideration by the committee of the full Board on boat wagons, etc.

Method of faking shot lines (Gilbert's).

Captain Abbey of the committee on this subject read the committee's report. From this report it appears that the tests made by the committee give promise of favorable results, and the committee recommends further investigation of the subject.

At 1 P. M. the Board took a recess until 2.30 P. M.

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The Board reassembled at 2.30, as per adjournment, when the regular order (committee reports) was suspended temporarily to permit Dr. Edwin De Baun, of Passaic, N. J., whose professional engagement required his early return home, to describe the method of using his "insufflator for treating cases of suspended animation" with the view to its introduction into the Service for the resuscitation of apparently drowned persons. Dr. De Baun exhibited the instrument and answered all questions relative to its use, etc., by members of the Board.

Upon Dr. De Baun's withdrawal the Board resumed the regular order, (committee report on Gilbert's method of faking shot lines.) The report was discussed. It was thereupon accepted, the committee discharged, and its recommendation adopted as the recommendation of the Board.

Telemeter (Lowry-Bowyer).

Captain Abbey, of the committee on this device, reported verbally that the committee had no further information on this subject, and recommended that until such time as the inventors furnish further proof of its adaptability to the uses of the Service, it be dropped from the docket. The committee's report was adopted as an expression of the opinion of the Board for incorporation in its report. The committee was discharged.

The committee on the use of cellulose in the construction of lifeboats reported its inability to submit a report at this stage, and the subject was passed over.

Superintendent Sparrow, of the committee on Smith's life-preserver of compressed or consolidated cork, submitted a written report. It appears that the inventor proposes to utilize cork chips, the refuse from the manufacture of bottle corks and other articles, by consolidating such refuse under pressure until it assumes a solid, compact mass. The committee finds, after experiment, that cork thus manufactured possesses no advantages over the solid cork used in the present service belts, and as Mr. Smith has so far failed to respond to the committee's request for additional information, it is recommended that the subject be dropped from the docket until such information is received. Upon motion the report was accepted, the committee discharged, and the report adopted as the views of the Board for incorporation in its report.

At 4:20 P. M. the Board adjourned until 10 o'clock to-morrow.

THOMAS D. WALKER,
Recorder.

TUESDAY, *June 5, 1894.*

The Board reassembled at 10 A. M., as per adjournment of yesterday, all the members being present excepting Captain D. A. Lyle.

The minutes of yesterday's session were read and approved.

The recorder reported no correspondence to be read.

There were no committee reports.

The Board then proceeded to the examination of new apparatus and took up for brief discussion the several subjects now on the docket with the view to their reference to committees for full examination and report.

At 12 o'clock, after several subjects had been thus briefly examined, Mr. Rudolph Stueler appeared before the Board in compliance with appointment, and explained his proposition for the use of cellulose as a packing for water-tight compartments in lifeboats. At 12.30 P. M. the Board took a recess until 3 P. M.

The Board reassembled at 3 P. M. and continued the examination of the new business before it.

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COMMITTEES APPOINTED.

1. On boats.—The full Board.

The following subjects were referred to this committee.

(*a*) *Aluminum boats* (*J. C. McGuire*).

(*b*) *Lifeboat* (*T. B. Gray*).

(*c*) *Lifeboat* (*G. F. Klaffky*).

(*d*) *Steam lifeboat* (*J. C. Moore*).

2. Line-carrying rocket (*Geo. F. Cole*).—Lieutenant T. D. Walker, Superintendent B. C. Sparrow.

3. Shell for distributing oil on a rough sea (*John C. Simmonds*).—Captain C. A. Abbey, Superintendent B. C. Sparrow, Assistant Superintendent H. M. Knowles.

4. New method of faking shot lines (*C. Francis Jenkins*).—Captain C. A. Abbey, Assistant Superintendent H. M. Knowles.

5. Asbestos ropes and cord (*H. W. Johns Manufacturing. Co.*).—Captain C. A. Abbey, Superintendent B. C. Sparrow.

6. Combined lifeboat and life car (*Charles Ottinger*).—Lieutenant T. D. Walker, Assistant Superintendent H. M. Knowles.

7. Line-carrying kite (*J. Woodbridge Davis*).—Captain C. A. Abbey, Superintendent J. G. Kiah.

8. Plan for ascertaining elevation approximately of Lyle gun (*J. Hodgson*).—Superintendent B. C. Sparrow, Superintendent J. G. Kiah.

9. Surf cable railway (*H. L. Stillman*).—Superintendent J. G. Kiah, Assistant Superintendent H. M. Knowles.

10. Patrolman's signal case (*Thomas J. Maddocks*).—Superintendent J. G. Kiah, Assistant Superintendent H. M. Knowles.

11. Improvement in life car (*D. M. Pugh*).—Superintendent B. C. Sparrow, Assistant Superintendent H. M. Knowles.

12. Watchman's time detector (*J. E. Burk*).—Captain C. A. Abbey, Lieutenant T. D. Walker.

13. Sample of African cork wood (*J. Lawrence Hamilton*).—Captain C. A. Abbey, Superintendent J. G. Kiah.

At 4.50 P. M. the Board adjourned until 10.30 A. M. to-morrow.

THOMAS D. WALKER,
Recorder.

WEDNESDAY, *June 6, 1894.*

The Board reassembled at 10.30 A. M., as per adjournment of yesterday, all the members being present but Captain D. A. Lyle.

The minutes of yesterday's session were read and approved.

There was no new correspondence to be read.

There were no committee reports.

The Board then proceeded to the examination of new apparatus.

Mr. J. E. Burk, of Boston, Mass., appeared before the Board and explained the principles and merits of his watchman's time detector, with the view to its use in the Life-Saving Service, Mr. Burk claiming superiority for it over all other detectors in the market.

Upon Mr. Burk's withdrawal the remaining subjects on the docket not examined yesterday were then taken up informally. After some time spent in the discussion of these subjects, they were laid aside temporarily to enable Mr. J. Woodbridge Davis, of New York, to explain the uses of his line-carrying kite, his proposition being to use this kite in sending a line to a stranded vessel when neither boat nor line-carrying gun can be used in establishing communication.

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Mr. Alfred E. Hunt, president of the Pittsburg Reduction Company, and Mr. James E. McGuire, consulting engineer of that company, then appeared before the Board with samples of plates, angle bars, and other articles of aluminum, and set forth the merits of this metal in the construction of boats in comparison, with regard to lightness and strength, with boats constructed of wood or other materials, their object being to introduce boats of aluminum into the Life-Saving Service. After a lengthy discussion of this subject, the Board at 1.35 P. M. took a recess until 3 P. M.

When the Board reassembled after recess, Mr. A. Peniston, of No. 5 Dey street, New York, appeared before the Board and explained the principles of construction and method of use of the shell for distributing oil on a rough sea, submitted by Mr. John C. Simmonds.

The Board then resumed the brief examination of such new subjects as had not already been referred to committees.

COMMITTEES APPOINTED.

14. Spool for preventing the hawser from fouling with the whip while being hauled from the shore to a stranded vessel (*Frederick S. Allen*).—Superintendent B. C. Sparrow, Assistant Superintendent H. M. Knowles.

15. Improved life car (*Frederick S. Allen*).—Captain C. A. Abbey, Superintendent J. G. Kiah.

16. Hydraulic steam lifeboat (*R. and H. Green*).—The committee on boats (full Board).

17. Insufflator for treating cases of suspended animation (*Dr. Edwin De Baun*).—Lieutenant T. D. Walker, Assistant Superintendent H. M. Knowles.

At 4.25 P. M. the Board adjourned until 10 A. M. to-morrow.

THOMAS D. WALKER,
Recorder.

THURSDAY, *June 7, 1894.*

The Board reassembled at 10 A. M., as per adjournment of yesterday, all the members being present excepting Captain D. A. Lyle.

There was no correspondence to be read.

There were no committee reports.

At 10.30 A. M. the Board took a recess until 2.30 P. M. to enable the various committees to examine the subjects referred to them and prepare reports.

The Board reassembled at 2.30 P. M., after recess, and upon motion went into committee of the whole and took up the discussion of the several types of boats now before it. The first considered was aluminum boats as proposed by Mr. McGuire. After a lengthy discussion of this subject a motion was adopted that in the opinion of the committee, based upon the evidence before it, it is desirable to build one or two boats of aluminum for trial in the Service.

At 4.55 P. M. the committee rose.

The Board, upon motion, adopted the action of the committee on the subject of aluminum boats, and agreed to incorporate it in the report as a recommendation to the General Superintendent of the Service.

At 5 P. M. the Board adjourned until 10 A. M. to-morrow.

THOMAS D. WALKER,
Recorder.

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FRIDAY, *June 8, 1894.*

The Board reassembled at 10 A. M., as per adjournment of yesterday, all the members being present excepting Captain D. A. Lyle.

The minutes of yesterday's session were read and approved.

The General Superintendent of the Life-Saving Service referred to the Board a letter from Mr. Alonzo Peniston, of No. 3 John street, New York City, dated the 7th instant, on the subject of the Simmond's oil shell, which was read. After some discussion the letter was referred to the committee having the examination of the matter in charge.

A letter to the president of the Board from Mr. J. Woodbridge Davis, of New York City, dated the 7th instant, on the subject of his line-carrying kite was read and referred to the committee in charge of the subject.

COMMITTEE REPORTS.

Under this call the report of the committee on Gilbert's method of faking shot lines was taken up. Superintendent Kiah moved to reconsider the vote taken on Monday last (4th instant), upon the acceptance of the report and discharge of the committee from the further consideration of the subject. This was adopted by unanimous vote. A motion then prevailed to lay the subject on the table for future action. The president added the name of Superintendent B. C. Sparrow as a member of this committee, which now consists of Captain C. A. Abbey, Superintendent B. C. Sparrow, and Assistant Superintendent H. M. Knowles.

The report of the committee on the line-carrying rocket submitted by Mr. Geo. F. Cole was then read.

This device combines the principles of a flying machine and a rocket. The committee expresses the opinion that it possesses no points of superiority over either the Hunt projectile or the Cunningham rocket now in use at some of the stations of the Service. Furthermore, its range of flight is less than that of the Service (Lyle) gun. The committee, in view of these facts, declines to recommend that experiments be conducted with it by the Service with the view to its introduction into the outfit of the stations.

The report of the committee was, upon motion, accepted and the committee discharged. A motion was also carried adopting the report as an expression of the opinion of the Board for incorporation in its report.

The report of the committee on device to be attached to Lyle gun for the purpose of determining elevation (Keeper J. Hodgson) was then read. This plan consists in placing a semicircular brass plate one-half inch in width graduated in degrees of arc on one side of the gun carriage with the concave edge of the plate fitting to the outer edge of the trunnion plate. Across the horizontal diameter of the trunnion is cut an arrow pointing to the rear of the gun. When the gun and its carriage are parallel the point of the arrow rests at the zero point of the semicircle. Depression of the breech of the gun moves the arrow point along the graduated arc and indicates the number of degress of elevation of the muzzle of the gun. Unless the gun carriage is first leveled, the elevation, as the inventor claims, is only approximate, and the true elevation is necessarily left to estimate. In practice, the firing ground is seldom level, and if a part of the elevation is to be left to estimate it seems equally reasonable to estimate the whole. The committee therefore expresses the opinion that in comparison with this plan the combi-

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nation level now in use is the superior, and it therefore declines to recommend the adoption of Mr. Hodgson's plan.

The report was accepted and adopted as an expression of the views of the Board and the committee discharged.

The report of the committee on the oil shell for distributing oil on a rough sea (J. C. Simmonds) was then read.

A full-sized model of this shell was before the Board. The inventor claims that he has succeeded, in a series of experiments, in materially reducing the volume of shore breakers by means of the oil distributed with his shell. Experiments in this direction have already been conducted by a committee of the Board without favorable results so far as lessening the dangerous force of the surf upon the shore is concerned. The committee, however, recommends, if Mr. Simmonds will furnish the requisite number of shells properly charged with oil, that he be given an opportunity to demonstrate the usefulness of his invention.

The report was accepted and the committee continued. The report was adopted as an expression of the views of the Board.

The report of the committee on asbestos rope and cord (H. W. Johns Manufacturing Company) was then read and discussed. The purpose in submitting this rope to the Board is to settle the question of attaching a short length of it to the shot line where made fast to the projectile, to prevent any weakening of the line through burning at the time of the explosion of the powder charge in the gun. The committee expresses the opinion that it is very doubtful whether shot lines are at all burned by the explosion of the charge, and if such is the case it is not sufficient to affect the strength of the line. On the other hand, the maximum strength of asbestos rope is but one-fourth as great as that of the present service shot lines of equal size. As this would necessitate the use of a much larger size of the asbestos rope to splice to the service line, and as the process of splicing two ropes of different sizes is a somewhat difficult one, the committee declines to recommend the use of the asbestos rope in the manner and for the purpose described. The committee also declines to recommend the use of the Martin process fire-proofing solution for the purpose of preventing injury to the shot lines through burning, as it will only serve the purpose while the line is perfectly dry, the solution being immediately neutralized upon the immersion of the line in water, and its effect is therefore but transient.

The report, upon motion, was accepted and adopted as an expression of the views of the Board. The committee was discharged.

The report of the committee on the line-carrying kite of J. Woodbridge Davis was next read and considered.

The committee reports that this device gives promise to be of use to the Service, but inasmuch as the inventor contemplates certain modifications, it recommends that the committee be continued.

The report was accepted and adopted as an expression of the opinion and recommendation of the Board.

The report of the committee on the surf cable railway, proposed by H. L. Stillman, was the next order.

The committee reports that Mr. Stillman proposes the erection of two stout piles driven into the sand at some distance out from and parallel with the beach, and sufficiently wide apart to admit of the passage of the widest boat between them. The upper ends of these piles are to be connected by a stout crossbeam, thus forming a sort of gallows frame, and from the center of this crossbeam there is to be suspended a stationary hook. An anchor is to be planted beyond the line of the breakers, to which is attached a wire cable, the other end of which is

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then carried over the stationary hook in the crossbeam and thence to the shore, where it is set up to an elevated bank or tower. To this cable the boat is to be suspended by trolley hooks and run seaward, and when beyond the line of breakers it can be lowered into the water.

The committee expresses the opinion that as the majority of the rescues from wrecked vessels take place directly in the breakers, such a device as this of Mr. Stillman's looking to operations beyond the line of broken water would contribute nothing towards the accomplishment of the actual work of the Service, and it therefore reaches the conclusion that its introduction into the Service is unnecessary.

The report was accepted and the committee discharged. The opinion of the committee was adopted as an expression of the views of the Board.

The report of the commitee on the patrolman's signal case (Surfman T. J. Maddocks) came next in order and was read.

The committee, after describing the service in full, states that similar devices to this have heretofore been adopted and fallen into disuse, because, being of leather, they absorbed moisture and caused damage to the signals. The committee therefore does not recommend the adoption of this case. The tin cases now used in the Service seem to give general satisfaction, and in the judgment of the committee are all that is necessary for the protection of the signals.

The report was accepted and adopted as an expression of the opinion of the Board. The committee was discharged.

The next report read was that of the committee on the insufflator for treating cases of suspended animation, submitted by Dr. Edwin De Baun.

The committee, recognizing the possible danger of placing such an instrument as this in the hands of unskilled persons, hesitates to make recommendation for its use until the views of competent medical authority can be obtained. Thus far the instrument has only been used on new-born infants in cases of suspended animation at birth—never for the recuscitation of an apparently drowned person. The committee therefore recommends that it be referred to the Surgeon-General United States Marine-Hospital Service for examination and advice before the Board passes upon it.

The report was accepted and adopted as an expression of the views of the Board. The committee was continued.

The report of the committee on the proposed improvement in life cars, by Keeper D. M. Pugh, was then read.

It appears from the report of the committee that the improvement suggested by Keeper Pugh has long since been placed on most of the life cars in the Service, the car at his station being probably one of the earliest type fitted with wire-rope pennants instead of the bail fitted on most subsequently-constructed cars. The committee makes no recommendation on the subject, remarking incidentally that at present the car is seldom used on the hawser, but is hauled to and from a stranded vessel as a boat by means of the whip line alone.

The report was accepted and adopted for incorporation in the Board's report as an expression of its views on this proposition. The committee was discharged.

Next followed, and was read, the report of the committee on the spool for preventing the fouling of the hawser while being hauled off to a stranded vessel, submitted by F. S. Allen.

From the report of the committee this is a simple and inexpensive device consisting of a brass spool shaped like, but somewhat larger than,

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the wooden spool upon which sewing thread is wound. It is designed for use in preventing the whip line and hawser from twisting together and becoming "cable laid" while the latter is being hauled off to a stranded vessel.

The committee recommends its trial at the Cuttyhunk Station, in the Second District, near which the inventor resides, whenever an opportunity is presented for its use.

The report and recommendation were adopted as an expression of the views of the Board. The committee was continued.

At 1.05 P. M. the Board took a recess until 3 P. M.

The Board reassembled at 3 P. M., after its recess, and upon motion went into committee of the whole on boats, for discussion of the merits of the several types of boats now before the Board.

The following boats were examined and considered.

Lifeboat, suggested by T. B. Gray.

Lifeboat, patented by G. F. Klaffky.

Steam or electric lifeboat, designed by Lieutenant J. C. Moore.

Hydraulic steam lifeboat, designed by R. and H. Green.

After discussing these several types at length, the committee rose at 5 P. M. and thereupon adjourned until 10 A. M. to-morrow.

THOMAS D. WALKER,
Recorder.

SATURDAY, *June 9, 1894.*

The Board reassembled at 10 A. M., as per adjournment of yesterday, all the members being present excepting Captain D. A. Lyle.

The minutes of yesterday's session were read and approved.

There was no correspondence to be read.

COMMITTEE REPORTS.

Under this call the report of the committee on the improved life car, proposed by Charles Ottinger, was taken up.

This devise is described in the report as 5 feet long, 3 feet wide and 1½ feet deep, its capacity being to hold six persons. The method of use is the same as the present Service car. The inventor makes no claim for superiority over the Service car. The committee finds no point of excellence that would warrant a recommendation for its adoption as superior to the car now in use.

The report was approved and accepted, and adopted as an expression of the views of the Board. The committee was discharged.

The report of the committee on the watchman's time detector, submitted by J. E. Burk, was then read.

From the committee's report it appears that Mr. Burk claims for his clock superiority to all others in point of size, weight, durability, and arrangement and method of manipulation, and that, although its cost is greater, it would prove the most economical in the end. By actual comparison with another clock of similar description it is found that Mr. Burk's claims are not borne out. His clock is an ounce or two lighter. On the other hand, the service clock now in use, examined in comparison with Mr. Burk's, possesses points of excellence not to be found in his. The report of the committee is a lengthy one, and, after giving in detail a comparison of the features of the two clocks, the committee expresses itself as unable to see that the adoption of Mr. Burk's clock would work any advantage to the Service, and it therefore declines to make recommendation.

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The Report was accepted and adopted as an expression of the views of the Board. The committee was discharged.

The report of the committee on the samples of African cork wood, submitted by J. Lawrence Hamilton, was then read.

The committee finds it impossible at this time to reach a definite conclusion as to the merits of this cork wood with reference to its adaptability to the uses of the Service, and desires time to experiment with the sample presented by Mr. Hamilton.

The report of the committee was accepted and the committee continued. The report was adopted for incorporation in the Board's report.

The Board then proceeded, as in committee of the whole, to the continuation of the discussion of the several types of boats referred to it.

The first of these taken up was the hydraulic steam lifeboat designed by R. and H. Green, of London, England.

After some discussion, which developed the general opinion that this is an exceedingly important topic, involving as it does a complete revolution in the construction and propulsion of lifeboats, the subject was ordered referred to a special committee, of which the president shall be chairman, to examine into the matter and report at the next meeting of the Board.

The lifeboat designed by Lieutenant J. C. Moore was then considered.

The inventor proposes the use of steam or electricity as the propulsive power for this boat, the propeller wheel being placed in a cavity or chamber in the middle of the boat, in order to keep it at all times submerged, and prevent what is termed "racing," as well as to protect it from injury by contact with wreckage, or other hard substances, such as rocks, or the sandy bottom.

The committee reached the conclusion that the proposition for the introduction of steam or other kindred power for the direct propulsion of lifeboats is a change sufficiently radical to require the most careful consideration before its adoption. Steam power has in the past been applied indirectly to lifeboats and surfboats by the employment of revenue cutters and tugboats to tow them to the place of operations. When such powerful aids are available, it may not, perhaps, be wise to apply steam power directly to the boats of the Service. The steamers employed in the past are certainly able to make better headway under the conditions of wind and weather that usually prevail in seasons of wreck than could be made by a boat 34 feet in length, as proposed by Lieutenant Moore. On the other hand, the committee recognizes the fact that there are stations in the Service where the assistance of revenue cutters and tugs is not conveniently available, and in such localities the application of steam might be a great advantage, but nevertheless the plans presented by the inventor are not, in the judgment of the committee, sufficiently developed in points of mechanism and capacity for carrying crew and passengers to enable the committee to correctly estimate their merits, and the committee, therefore, reached the conclusion that it is not advisable to make recommendation at the present time.

The next subject considered by the committee was the lifeboat proposed by Mr. T. B. Gray.

Mr. Gray's proposition is to construct a cigar-shaped boat either perfectly round or with slightly flattened sides, and to be submergible. The development of Mr. Gray's ideas would embody a boat of a size and weight far beyond the power of a single-station crew to transport and launch. The depth of water where wrecks occur on our coast is

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frequently insufficient to successfully operate even the ordinary surface boat, and a submergible boat at such points would, therefore, be of no use whatever. Furthermore, Mr. Gray proposes to donate his invention to the Life-Saving Service upon the conditions that it be fully developed and patented by the Service in his name. These conditions seem to the committee to be impracticable.

The committee, therefore, declined to recommend the further consideration of Mr. Gray's plan for the construction of a lifeboat.

The lifeboat patented by G. F. Klaffky was then discussed.

This is practically a self-bailing boat of a model which has too great a draught for use in the Life-Saving Service. It possesses, in the judgment of the committee, no points of marked improvement over the boats constructed on the self-bailing plan now in service, and the committee therefore declined to make favorable report upon it.

The committee then rose, resumed its session as in Board meeting, and reported its action upon the several subjects discussed in committee on boats.

A motion was thereupon adopted that the action of the committee of the full Board on boats upon the several types of boats just examined be approved and adopted for incorporation in the Board's report.

At 12.30 P. M. the Board adjourned until Monday, June 11, at 10 A. M.

THOMAS D. WALKER,
Recorder.

MONDAY, *June 11, 1894.*

The Board reassembled at 10 A. M. as per adjournment on Saturday.

Present: Prof. C. H. Peabody, president; Captain C. A. Abbey, U. S. R. C. S.; Lieutenant T. D. Walker, U. S. R. C. S., recorder; Superintendent J. G. Kiah, U. S. L. S. S.

Absent: Captain D. A. Lyle, Ordnance Department, United States Army; Superintendent B. C. Sparrow, U. S. L. S. S., and Assistant Superintendent H. M. Knowles, U. S. L. S. S.

The minutes of Saturday's session were read and approved.

There was no correspondence to be read.

The president appointed the following members as a subcommittee of the committee on boats, to examine and report upon the hydraulic steam lifeboat submitted by Messrs. R. and H. Green, of London, England, viz, Prof. C. H. Peabody, president of the Board (chairman); Captain C. A. Abbey, U. S. R. C. S., and Superintendent B. C. Sparrow, U. S. L. S. S.

COMMITTEE REPORTS.

The report of the committee on the method of faking shot lines, proposed by C. Francis Jenkins, was read.

The report states that Mr. Jenkins's method does not change the manner of faking the lines as at present in vogue in the Service. He proposes to place the shot-line box four yards in front of the gun instead of beside the gun, as is the present custom. The report states in detail the results claimed for the method by Mr. Jenkins when the gun is fired, and in conclusion expresses the opinion that "inasmuch as the guns of the Service are now and can always be placed as near to the surf line as it is possible to place them whenever a long range is required, there can be no room in advance of the gun for the placing of the shot-line box, and Mr. Jenkins's method can not be used. When a short range only is required there will be no occasion to advance the shot-line box, and Mr. Jenkins's method is not necessary."

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The committee therefore declines to recommend the adoption of the method proposed.

The report was accepted and the committee discharged. The report was adopted as an expression of the views of the Board for incorporation in the Board's report.

The report of the committee on the life car proposed by F. S. Allen was next read.

The report states that the inventor does not give sufficient data regarding the construction of this car to enable the committee to properly consider it. The recommendation is therefore made that the subject be dropped from the docket until such time as full information is furnished.

The committee's report was accepted and adopted as an expression of the views of the Board. The committee was discharged.

The Board then resolved itself into committee of the whole on boat wagons and devices for the transportation of the apparatus, and took up for consideration the report of the subcommittee on the boat-launching carriage designed by Keeper H. J. Woods.

The report was a verbal one that no further information has been received on this subject, and recommends that the subject be dropped from the docket. The report of the subcommittee was accepted and adopted by the full committee.

The committee then rose, resumed its session as in Board meeting, and reported its action upon the boat-launching carriage of Keeper H. J. Woods, and upon motion the action of the committee on boat wagons, etc., was accepted and adopted as an expression of the views of the Board for incorporation in its report to the General Superintendent.

Superintendent Kiah submitted the following written resolution:

Resolved, That whenever a committee to examine and report upon any device is continued from one session of the Board to another, with the view of further investigation and experiments, and in the opinion of the chairman of the committee it is desirable to prosecute, before the next meeting of the Board, trials or tests involving any expense to the Government, the chairman shall so inform the president and ask authority to incur such expense as he (the chairman of the committee) shall estimate to be necessary, and the president may, if he deems proper, refer the application to the General Superintendent of the Life-Saving Service with the recommendation that authority to incur the expense be granted.

This resolution after discussion was adopted without dissenting vote.

The preparation of the Board's report, which had been in progress during the several sessions of the Board, was resumed; and when it was completed and signed by all the members, the Board at 1 P. M. adjourned sine die.

THOMAS D. WALKER,
Recorder.

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