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FROM THE

UNITED STATES GOVERNMENT

THROUGH

the Treasury Dept.

14 Sept. 1896.

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ANNUAL REPORT



OF THE

OPERATIONS

OF THE

United States Life-Saving Service

FOR THE

Fiscal Year Ending June 30, 1895.

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1896.

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The Treasury Dept.

TREASURY DEPARTMENT,
Document No. 1835.
Office of Life-Saving Service.

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ERRATA.

Page 51, next to the last line, for "*steamer*," read "*vessel.*"
Page 98, September 15, sloop yacht *Voodoo*, line 3, after word "*setting*," insert "*out.*"

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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.
J. K. UPTON, 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 JAMES B. MOORE, United States Revenue Cutter Service, No. 24 State street, New York City.
} Superintendents of Construction Life-Saving Stations, Atlantic and Lake Coasts.

Captain CHARLES A. ABBEY, United States Revenue Cutter Service, No. 24 State street, New York City.
Captain WASHINGTON C. COULSON, United States Revenue Cutter Service, Room 35, New Appraisers' Stores, San Francisco, California.
} 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 WALTER S. HOWLAND, United States Revenue Cutter Service, Toms River, New Jersey.

Fifth District.....Lieutenant JOHN F. WILD, 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 STALEY M. LANDREY, United States Revenue Cutter Service, Custom-House, Detroit, Michigan.

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

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

Captain JAMES B. 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, New Appraisers' Stores, 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 BYRON L. REED, United States Revenue Cutter Service, Washington, D. C., *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 16, 1895.

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, 1895, 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.

1895.

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REPORT

OF THE

United States Life-Saving Service, 1895.

OPERATIONS.

The Life-Saving Establishment at the close of the fiscal year comprised two hundred and fifty-one stations, one hundred and eighty-four being on the Atlantic and Gulf coasts, fifty-three on the coasts of the Great Lakes, thirteen on the Pacific Coast, and one at the Falls of the Ohio, Louisville, Kentucky.

The number located in each of the several 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)	42
Fifth District (coast from Cape Henlopen to Cape Charles)	17
Sixth District (coast from Cape Henry to Cape Fear River)	30
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)	16
Eleventh District (Lake Michigan)	26
Twelfth District (Pacific Coast)	13
Total	251

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 1894–95.

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 Aug. 21, 1894, to May 31, 1895; 6 surfmen from Aug. 21, 1894, to May 31, 1895, and 1 from Dec. 1, 1894, to Apr. 30, 1895.
2	Plum Island, Knobbs Beach, Davis Neck, Point Allerton, North Scituate, Fourth Cliff, Brant Rock, 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 Aug. 24, 1894, to May 31, 1895; 6 surfmen from Aug. 24, 1894, to May 31, 1895, and 1 from Dec. 1, 1894, to Apr. 30, 1895.

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Employment of surfmen, season of 1894–95—Continued.

District.	Stations.	Periods of employment (all dates inclusive).
2	Monomoy	7 surfmen from Aug. 24, 1894, to May 31, 1895, and 1 from Dec. 1, 1894, to Apr. 30, 1895.
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 Aug. 22, 1894, to May 31, 1895; 6 surfmen from Aug. 22, 1894, to May 31, 1895, and 1 from Dec. 1, 1894, to Apr. 30, 1895.
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 Aug. 22, 1894, to May 31, 1895; 6 surfmen from Aug. 22, 1894, to May. 31, 1895, and 1 from Dec. 1, 1894, to Apr. 30, 1895.
5	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, and Cobb Island.	Manned from Aug. 23, 1894, to May 31, 1895; 6 surfmen from Aug. 23, 1894, to May 31, 1895, and 1 from Dec. 1, 1894, to Apr. 30, 1895.
	Hog Island	8 surfmen from Aug. 23, 1894, to May 31, 1895.
	Lewes	6 surfmen from Aug. 23 to Oct. 16, 1894, and 8 from Oct. 17, 1894, to May 31, 1895.
	Smith Island	6 surfmen from Aug. 23 to Nov. 30, 1894; 7 from Dec. 1, 1894, to Jan. 10, 1895, and 8 from Jan. 11 to May 31, 1895.
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 Aug. 24, 1894, to May 31, 1895; 6 surfmen from Aug. 24, 1894, to May 31, 1895, and 1 from Dec. 1, 1894, to Apr. 30, 1895.
	Portsmouth	7 surfmen from Mar. 11 to May 31, 1895.
	New Inlet and Ocracoke	7 surfmen from Aug. 24, 1894, to May 31, 1895.
	Cape Lookout and Oak Island	7 surfmen from Aug. 24, 1894, to May 31, 1895, and 1 from Dec. 1, 1894, to Apr. 30, 1895.
	Cape Hatteras, Creeds Hill, and Cape Fear	8 surfmen from Aug. 24, 1894, to May 31, 1895.
7	Jupiter Inlet	Manned from Aug. 24, 1894, to May 31, 1895; 6 surfmen for that period.
	Morris Island	6 surfmen from Nov. 20, 1894, to May 31, 1895.
8	Santa Rosa, Sabine Pass, Galveston, Velasco, Saluria, Aransas, and Brazos.	Manned from Aug. 23, 1894, to May 31, 1895; 6 surfmen for that period.
	San Luis	7 surfmen from Aug. 23, 1894, to May 31, 1895.
9	Fort Niagara and Point Marblehead	Manned from July 1 to Dec. 15, 1894, and from Apr. 16 to June 30, 1895; 7 surfmen during each period.
	Big Sandy	7 surfmen from July 1 to Dec. 15, 1894, and from Apr. 18 to June 30, 1895.
	Oswego	8 surfmen from July 1 to Dec. 15, 1894, and from Apr. 18 to June 30, 1895.
	Cleveland	8 surfmen from July 1 to Dec. 15, 1894, and from Apr. 16 to June 30, 1895.
	Charlotte, Erie, and Fairport	7 surfmen from July 1 to Dec. 15, 1894, and 8 from Apr. 16 to June 30, 1895.
	Buffalo	7 surfmen from July 1 to Dec. 15, 1894, and 8 from Apr. 18 to June 30, 1895.
	Ashtabula	7 surfmen from Sept. 15 to Dec. 15, 1894, and from Apr. 16 to June 30, 1895.
	Louisville	Manned from July 1, 1894, to June 30, 1895; 6 surfmen during entire period.

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Employment of surfmen, season of 1894–95—Continued.

District.	Stations.	Periods of employment (all dates inclusive).
10	Sand Beach, Pointe aux Barques, Grindstone City, Ottawa Point, Sturgeon Point, Thunder Bay Island, Middle Island, Hammonds Bay, and Bois Blanc.	Manned from July 1 to Dec. 10, 1894, and from Apr. 16 to June 30, 1895; 8 surfmen during each period.
	Vermillion Point, Crisps, Two Heart River, and Muskallonge Lake.	Manned from July 1 to Dec. 4, 1894, and from Apr. 28 to June 30, 1895; 7 surfmen during each period.
	Marquette	Manned from July 1 to Dec. 3, 1894, and from Apr. 29 to June 30, 1895; 8 surfmen during each period.
	Ship Canal	Manned from July 1 to Nov. 30, 1894, and from Apr. 28 to June 30, 1895; 8 surfmen during each period.
	Duluth	Manned from June 1 to 30, 1895; 7 surfmen.
11	Pentwater, White River, Holland, South Haven, Evanston, Kenosha, and Kewaunee.	Manned from July 1 to Nov. 30, 1894, and from Apr. 1 to June 30, 1895; 7 surfmen during each period.
	Frankfort, Manistee, Grande Pointe au Sable, Muskegon, Saint Joseph, South Chicago, Racine, Sheboygan, Two Rivers, and Sturgeon Bay Canal.	Manned from July 1 to Dec. 5, 1894, and from Apr. 1 to June 30, 1895; 7 surfmen during each period.
	Ludington and Grand Haven	Manned from July 1 to Dec. 10, 1894, and from Apr. 1 to June 30, 1895; 7 surfmen during each period.
	North Manitou Island	7 surfmen from July 1 to Nov. 30, 1894, and from Apr. 12 to June 30, 1895.
	Point Betsy	7 surfmen from July 1 to Dec. 5, 1894, and from Apr. 5 to June 30, 1895.
	Michigan City	7 surfmen from July 1 to Oct. 14, 1894, and 8 from Oct. 15 to Dec. 5, 1894, and from Apr. 1 to June 30, 1895.
	Chicago	9 surfmen from July 1 to Sept. 4, 1894, and 8 from Sept. 5 to Dec. 5, 1894, and from Apr. 1 to June 30, 1895.
	Old Chicago	8 surfmen from Sept. 6 to Dec. 15, 1894, and from Apr. 1 to June 30, 1895.
	Milwaukee	7 surfmen from July 1 to Dec. 15, 1894, and 8 from Apr. 1 to June 30, 1895.
12	Ilwaco Beach, Coquille River, and Point Reyes.	Manned from July 1, 1894, to June 30, 1895; 7 surfmen during entire period.
	Shoalwater Bay, Cape Disappointment, Point Adams, Umpqua River, Cape Arago, Humboldt Bay, Fort Point, Golden Gate Park, and Southside.	Manned from July 1, 1894, to June 30, 1895; 8 surfmen during entire period.

Keepers are on duty at all stations during the entire year.

The foregoing tabular statement includes but two of the twelve stations in the Seventh District, the remaining ten being maintained only as houses of refuge for the succor of the shipwrecked, no crews being employed.

STATISTICS.

The number of disasters to documented vessels within the field of station operations during the year was four hundred and eighty-three. There were on board these vessels five thousand four hundred and two persons, of whom twenty perished.

The estimated value of the vessels involved in these disasters was $8,001,275, and that of their cargoes $2,645,960, making the total value of property involved $10,647,235. Of this amount $9,145,085 was saved to the owners and $1,502,150 lost. The number of vessels totally lost was seventy-three.

In addition to the foregoing there were during the year one hundred

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and ninety-two casualties to smaller craft, such as sailboats, rowboats, etc., on which there were four hundred and twenty-one persons, six of whom were lost. The property involved in these instances is estimated at $77,940, of which $75,180 was saved and $2,760 lost.

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

Total number of disasters	675
Total value of property involved	$10,725,175
Total value of property saved*	$9,220,265
Total value of property lost	$1,504,910
Total number of persons involved	5,823
Total number of persons lost	26
Total number of shipwrecked persons succored at stations†	803
Total number of days' succor afforded †	2,232
Number of vessels totally lost	73

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.‡	Pacific Coast.	Total.
Total number of disasters	418	232	25	675
Total value of vessels...dollars...	4,365,490	3,407,975	301,610	8,075,075
Total value of cargoes...do...	1,833,240	734,455	82,405	2,650,100
Total amount of property involved...do...	6,198,730	4,142,430	384,015	10,725,175
Total amount of property saved ...do...	5,285,325	3,616,520	318,420	9,220,265
Total amount of property lost...do...	913,405	525,910	65,595	1,504,910
Total number of persons on board	3,179	2,489	155	5,823
Total number of persons lost	12	10	4	26
Number of shipwrecked persons succored at stations	613	172	18	⁋803
Total number of days' succor afforded	1,909	297	26	⁋2,232
Number of disasters involving total loss of vessels	58	11	4	73

The apportionment to the several districts is as follows:

First District.

Number of disasters	68
Value of vessels	$235,825
Value of cargoes	$69,820
Total value of property	$305,645

*It should not be understood that the entire amount represented by these figures was saved by the Service. A considerable portion was saved by salvage companies, wrecking tugs, and other instrumentalities, often working in conjunction with the surfmen. It is manifestly impossible to apportion the relative results accomplished. It is equally impossible to give even an approximate estimate of the number of lives saved by the station crews. It would be preposterous to assume that all those on board vessels suffering disaster who escape would have been lost but for the aid of the life-savers; yet the number of persons taken ashore by the lifeboats and other appliances by no means indicates the sum total saved by the Service. In many instances where vessels are released from stranding or other perilous predicaments by the life-saving crews, both the vessels and those on board are saved, although the people are not actually taken ashore, and frequently the vessels and crews, escaping disaster entirely, are undoubtedly saved by the warning signals of the patrolmen, while in numerous cases, either where vessels suffer actual disaster or where they are only warned from danger, no loss of life would have ensued if no aid had been rendered. The number of disasters, the property involved, the amounts saved and lost, the number of persons on board, and the number lost are known, and these facts are all that can be expressed statistically with reasonable accuracy. The narratives which follow under the caption "Loss of life" and the brief statements under the captions "Services of crews" and "Vessels warned from danger" convey as adequate an idea of what the life-saving crews actually do in each instance as space will allow.

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

‡Including the river station at Louisville, Kentucky.

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

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Number of persons on board vessels	382
Number of persons lost	None.
Number of shipwrecked persons succored at stations	22
Number of days' succor afforded	53
Value of property saved	$265,255
Value of property lost	$40,390
Number of disasters involving total loss of vessels	7

Second District.

Number of disasters	68
Value of vessels	$436,325
Value of cargoes	$113,835
Total value of property	$550,160
Number of persons on board vessels	469
Number of persons lost	None.
Number of shipwrecked persons succored at stations	59
Number of days' succor afforded	253
Value of property saved	$456,020
Value of property lost	$94,140
Number of disasters involving total loss of vessels	6

Third District.

Number of disasters	60
Value of vessels	$509,340
Value of cargoes	$245,785
Total value of property	$755,125
Number of persons on board vessels	470
Number of persons lost	8
Number of shipwrecked persons succored at stations	105
Number of days' succor afforded	214
Value of property saved	$613,460
Value of property lost	$141,665
Number of disasters involving total loss of vessels	10

Fourth District.

Number of disasters	49
Value of vessels	$1,680,965
Value of cargoes	$536,685
Total value of property	$2,217,650
Number of persons on board vessels	962
Number of persons lost	1
Number of shipwrecked persons succored at stations	32
Number of days' succor afforded	68
Value of property saved	$2,134,115
Value of property lost	$83,535
Number of disasters involving total loss of vessels	8

Fifth District.

Number of disasters	37
Value of vessels	$212,055
Value of cargoes	$33,095
Total value of property	$245,150
Number of persons on board vessels	200
Number of persons lost	None.

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Number of shipwrecked persons succored at stations	45
Number of days' succor afforded	208
Value of property saved	$161,325
Value of property lost	$83,825
Number of disasters involving total loss of vessels	9

Sixth District.

Number of disasters	71
Value of vessels	$588,045
Value of cargoes	$477,375
Total value of property	$1,065,420
Number of persons on board vessels	332
Number of persons lost	3
Number of shipwrecked persons succored at stations	167
Number of days' succor afforded	700
Value of property saved	$701,415
Value of property lost	$364,005
Number of disasters involving total loss of vessels	11

Seventh District.

Number of disasters	18
Value of vessels	$100,445
Value of cargoes	$152,100
Total value of property	$252,545
Number of persons on board vessels	77
Number of persons lost	None.
Number of shipwrecked persons succored at stations	24
Number of days' succor afforded	24
Value of property saved	$246,320
Value of property lost	$6,225
Number of disasters involving total loss of vessels	2

Eighth District.

Number of disasters	47
Value of vessels	$602,490
Value of cargoes	$204,545
Total value of property	$807,035
Number of persons on board vessels	287
Number of persons lost	None.
Number of shipwrecked persons succored at stations	42
Number of days' succor afforded	101
Value of property saved	$707,415
Value of property lost	$99,620
Number of disasters involving total loss of vessels	5

Ninth District.

Number of disasters	75
Value of vessels	$566,635
Value of cargoes	$60,690
Total value of property	$627,325
Number of persons on board vessels	582
Number of persons lost	3
Number of shipwrecked persons succored at stations	34
Number of days' succor afforded	99
Value of property saved	$522,605

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Value of property lost	$104,720
Number of disasters involving total loss of vessels	3

Tenth District.

Number of disasters	50
Value of vessels	$908,900
Value of cargoes	$455,385
Total value of property	$1,364,285
Number of persons on board vessels	744
Number of persons lost	None.
Number of shipwrecked persons succored at stations	76
Number of days' succor afforded	127
Value of property saved	$1,112,920
Value of property lost	$251,365
Number of disasters involving total loss of vessels	3

Eleventh District.

Number of disasters	107
Value of vessels	$1,932,440
Value of cargoes	$218,380
Total value of property	$2,150,820
Number of persons on board vessels	1,163
Number of persons lost	7
Number of shipwrecked persons succored at stations	56
Number of days' succor afforded	65
Value of property saved	$1,980,995
Value of property lost	$169,825
Number of disasters involving total loss of vessels	5

Twelfth District.

Number of disasters	25
Value of vessels	$301,610
Value of cargoes	$82,405
Total value of property	$384,015
Number of persons on board vessels	155
Number of persons lost	4
Number of shipwrecked persons succored at stations	5
Number of days' succor afforded	10
Value of property saved	$318,420
Value of property lost	$65,595
Number of disasters involving total loss of vessels	4

In addition to those saved from vessels, one hundred and fourteen persons not on board vessels were rescued by the surfmen under circumstances of such peril that in most of the instances life would undoubtedly have been lost but for the opportune assistance rendered. Twenty-four of these had fallen from wharves, piers, etc.; fourteen were bathers whose strength had been exhausted in battling with adverse currents or heavy waves; three were intoxicated men in danger of perishing from exposure on the beach at night; an aggregate of forty-eight were imperiled in four instances on waterworks cribs and distant breakwaters where there was a heavy sea; nine were adrift on ice floes in Lake Michigan; eleven were cut off from the shore by the rising tide while fishing from

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outlying rocks; three were precipitated into the water from a dismembered raft of timber; one had driven a horse and wagon into Lake Michigan, where the wagon broke down and the man's life became endangered; and one was an aeronaut who fell with his balloon into Lake Ontario and was in imminent danger of drowning.

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

The surfboat was used six hundred and seventy-seven times, making nine hundred and thirty-nine trips. The self-righting and self-bailing lifeboat was used one hundred and three times, making one hundred and thirty-one trips. Smaller boats were used three hundred and seventy-three times, making four hundred and seventy-five trips. The river life skiffs at the Louisville Station, (Ninth District,) were used twenty-seven times, making thirty trips. The breeches buoy was used eleven times, making one hundred and ten passages. The wreck gun was employed seventeen times, firing fifty-three shots. The heaving stick was used thirty-seven times. The life-saving dress was used once.

There were landed by the surfboat eight hundred and nineteen persons; by the lifeboat, one hundred and thirty-one; by the river life skiff, forty-four; by other station boats, one hundred and eighty-nine; by the breeches buoy, one hundred and nine. From nine vessels which stranded at different places in close proximity to the shore, twenty-nine persons were landed by means of lines extended from the vessel to the beach, the surfmen standing in the water and assisting in the transit; in five cases, where boats had capsized or stranded, the lives of the occupants, numbering twenty persons, were saved by the prompt action of the crews in drawing them from the water; three men benumbed by cold on a vessel stranded on a reef, bare at low water, were carried to the station on the backs of the surfmen; while two men, drifting out to sea in a yawl involved in an ice floe, were reached with a heaving line and their boat drawn to the wharf.

The record of the year shows that the number of disasters within the scope of the Service exceeded that of any previous year by seventy-nine. This large excess is in some measure due to the extension of the Service by the establishment of new stations, but chiefly to the conditions of weather which prevailed during the year. The proportion of loss, in both life and property, however, is smaller than in any previous year since the general extension of the Service, upon the sea and lake coasts, except, as regards life, the year 1888, and as regards property, the year 1884. The average annual loss of life from 1877 to 1895, inclusive,*

*The loss of life in the year 1878 was exceptionally large on account of the great mortality at the disaster to the steamer *Metropolis*, and as that year, therefore, does not afford fair data for comparison, it is not included in this statement, although it would make the showing for the past year still more favorable.

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which embraces the period since the general extension of the Service, has been one out of every one hundred and seven persons on board the vessels involved in disaster, and the average loss of property 22 per cent of the amount involved.

In 1888 the loss of life was one out of every two hundred and thirty-two persons on board, while last year it was one out of every two hundred and twenty-four; the loss of property in the former year, however, was 18.33 per cent of the amount involved, while last year it was but 14 per cent. In 1884 the loss of property was 13.62 per cent, and last year, as just stated, 14 per cent, while the loss of life in the former year was one out of every two hundred and twenty-two persons on board, as against one in every two hundred and twenty-four last year.

The following table 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 1895:

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, 1895.**

Total number of disasters	8,302
Total value of vessels	$92,956,220
Total value of cargoes	$40,685,754
Total value of property involved	$133,641,974
Total value of property saved	$102,342,047
Total value of property lost	$31,299,927
Total number of persons involved	† 67,329
Total number of lives lost	‡ 750
Total number of persons succored	⁋ 12,013
Total number of days' succor afforded	31,353

LOSS OF LIFE.

During the year there were eleven disasters involving loss of life, all of which were investigated, as required by law, with a view of ascertaining the causes and whether any officers or employees of the Service were guilty of neglect or misconduct.

The facts in each case, as shown by the evidence, are herewith submitted:

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* 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; season 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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LOSS OF LIFE BY FIRE ON BOARD THE STEAM BARGE MYRTLE M. ROSS.

Four of the crew of the steam barge *Myrtle M. Ross* lost their lives at South Haven, Michigan, (Eleventh District,) in consequence of a fire which took place on the barge a little before daylight on the morning of July 10, 1894, one, Frank Smith, having been burned to death in the cabin, and three others, William Leroy, Charles Conald, and William Smith, having subsequently died of injuries received before their rescue could be effected.

The *Ross* was of one hundred and twenty-nine tons burden, hailing from Grand Haven, Michigan, loaded with lumber and bound from White Lake, Michigan, to Chicago, Illinois. She sailed from White Lake in the afternoon of July 9, under the command of Captain Joseph F. Smith, and after calling at Muskegon for the purpose of taking on wood, proceeded on her way to South Haven, where it was the master's intention to make a stop, and where she arrived just before 1 o'clock A. M., Tuesday, July 10. Besides the master, there was a crew of eight men, and after attending to various matters pertaining to the vessel, the captain, leaving the crew on board and placing two of them on watch, departed for his home in the village, where he purposed to spend the remainder of the night. It would appear, however, that two of the men subsequently left the barge to visit their own homes, and sometime afterward one of the two on watch also went ashore, while the other, to escape the heat of the engine room which adjoined the cabin, betook himself with some reading matter to the pilot house, on the forward part of the barge. Four went into the cabin to sleep.

While the watchman in the pilot house was, as he testifies, engaged in the perusal of a newspaper about 3.45 A. M. he heard an explosion on the after part of the vessel, and immediately discovered there a flame, like that of burning oil, which he thinks it was, notwithstanding the fact that, to the best of his recollection, he had extinguished the lamp in the engine room when he went forward. At this moment the four men in the little cabin were fast asleep. The sudden flame spread like wildfire, and it is not quite certain how soon they became aware of their horrible predicament. However, it was not soon enough to enable any of them to escape. The watchman testifies that the life-saving crew reached the barge in four minutes after the explosion, and this statement agrees with that of the surfmen, who discovered the fire the instant it burst forth, and hastily placing their force pump and hose, with three or four axes, in the surfboat, pulled straight to the barge, which lay only a few hundred feet from the station. At the moment of their arrival the cabin was all ablaze, the narrow companion way, leading out by way of the engine room, enveloped in raging fire, and the men inside were frantically shouting for aid.

There was no means of egress that the life-savers knew of except the door, which was wrapped in flame, and they therefore instantly fell to

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work with axes cutting a hole in the side of the cabin, and had just succeeded in making a trifling opening when somebody informed them that there was a small escape scuttle aft, in the top of the cabin, concealed under a huge pile of wood. Upon this information they quickly turned their attention to the work of pitching overboard a sufficient quantity of the wood to clear the scuttle, and, under the spur of the heart-rending cries from within, threw over the necessary two or three cords in about as many minutes, snatched off the scuttle cover and pulled out of the stifling heat and smoke William Smith, a fireman, who was so terribly scorched and frenzied that he would have jumped overboard had not the surfmen prevented him. As soon as he could speak he said, "There is one more in there," probably supposing and meaning that only one was alive. A stream of water from the station force pump was promptly turned on, and in a moment or two Surfman Curran descended for an instant a little way into the smouldering death trap and drew out from close to the scuttle Charles Conald, the first engineer, fearfully burned and for the time being a raving maniac. Four men were required to restrain him and get him to the life-saving station, where he was taken without delay. Physicians, who were summoned from the city, gave him all possible attention and did everything that their professional resources could suggest to relieve his excruciating agony. To save his life, however, was beyond the range of human skill, and he died on the following day without regaining consciousness except for a few odd moments. His remains were committed to the hands of friends, by whom they were transferred to Grand Haven for burial. William Smith, the first man rescued, was not taken to the station, but elsewhere, and the keeper subsequently received information that he died on the 20th of July. No other persons were near the scuttle, and the heat and smoke were still so intense as to preclude the possibility of searching the place until the fire could be much further subdued. Meantime the village fire department, for which the keeper had promptly rung an alarm, appeared upon the scene, and with their efficient cooperation the flames were speedily so far extinguished that a thorough search of the cabin was possible. Members of the fire department then went in, and soon brought to light the bodies of two men, one of whom was dead and the other with barely a spark of life remaining. The former was Frank Smith, mate of the barge, and son of the captain. His body was found alongside the engine, its location being such as to indicate that he perished while engaged in a desperate effort to escape through the blazing doorway of the cabin. The other was William Leroy, frightfully burned, wholly unconscious, and presenting such a pitiful spectacle of wretchedness that there was little if any room for hope of his recovery. He was quickly, and as tenderly as possible, removed to the life-saving station, whence, late in the afternoon, he was taken to his home where he died about thirty-six hours afterward.

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In the report of his inquiry into the circumstances of this calamity, the investigating officer attributes the loss of life to two circumstances: First, the desertion by the second engineer of his post on watch where he was placed by order of the captain, the strong probability being that if he had faithfully stood to his duty he would have detected the trouble with the lamp in season to have prevented an explosion. Second, the fact that the escape scuttle was closed and so encumbered with a huge pile of wood that the men could not force their way out.

Perhaps the meritorious conduct of the life-saving crew may be best summarized by quoting from the testimony of Captain Smith, who arrived at the barge at about the same time as the crew, and who was witness to all their movements. In response to the question whether he thought they did everything that was possible to save the imprisoned men, he replied: "Yes, sir, I do; they worked like heroes."

CAPSIZE OF A FISH BOAT.

On the 20th of August, 1894, two fishermen were drowned by the capsize of a twenty-three foot fore-and-aft fish boat near the Fort Niagara Station, (Ninth District,) located at the mouth of the Niagara River.

At about 7 o'clock in the afternoon, the boat, which belonged to Mr. John Wagner, of Youngstown, New York, started to beat out of the mouth of the river in charge of three men, George Phillips, B. Phillips, and E. Welch, whose object was to set in the lake some gill nets which they had on board the boat, and were accustomed to handle in their vocation as fishermen. A strong and growing northerly wind was blowing directly against the current of the river, which was running at a velocity of nearly or quite four miles an hour, and consequently, while the sea was only moderately heavy elsewhere in the neighborhood, it was high on the bar and especially dangerous for small boats there as well as for a considerable distance inside.

The boat had both main and foresail set, and her progress against the strong head wind was carefully observed not only by the owner who was in the vicinity to see her go out, but also by William Mendham, of the life-saving crew, who was standing "dog watch" on the bank near the fort, and by L. A. Clemons, another surfman who was keeping lookout on the dock, some fifty or sixty yards from the station. The testimony of Mr. Wagner is, that when the craft reached a point some three-fourths of a mile distant from the station (which was about 7.45 P. M.) she seemed to luff up sharp, the sails shaking in the wind, and then all at once to go out of sight. Surfman Clemons testifies that from his point of view the men apparently brought the boat head to the wind for the purpose of taking in the mainsail, and then partly filled away when she instantly rolled down and disappeared. Surfman Mendham says that he saw her go over on her beam ends, and knowing that she could never right herself in that sea, ran at once to the station to turn out his comrades of the life-saving crew. He thinks he was not over two minutes in reach-

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ing the station, but Clemons, who was nearer, had already given the alarm, and the crew were launching the surfboat when Mendham arrived. Wagner says that he jumped into a skiff with his brother the instant the capsize took place, and they pulled down the river to the station as fast as they could, reaching it within five minutes, but that the life-saving crew had already started for the wreck and were out of sight in the rapidly descending darkness.

The fish boat upset on the Canada side of the stream, and the dangerous sea that was running compelled the life-saving crew to work hard and exercise the utmost skill at their command to avoid a capsize in crossing the turbulent current. When they reached the scene of the disaster, as nearly as they could locate it, the darkness had increased to such an extent that the keeper thinks he could not have seen the capsized boat, which was painted red, if it had been more than fifty feet away. Finding no trace of it, they worked carefully along the current and eddy for more than a mile farther out, sharply scanning every foot of the way, and pulled in through the eddy on the American side, finally rowing back to the Canada shore, and again putting out into the lake on a more westerly course. This long and critical search was without results, and accordingly surfman Gallagher was landed on the Canadian side, with instructions to patrol the shore very carefully and as far as he might think necessary, while the rest of the crew in the surfboat should continue the search upon the water.

After proceeding up the beach for a quarter of a mile, Surfman Gallagher came across an oar, and a little farther on some wreckage. Up to this time, 9.30 P. M., the night had been very dark, but now the light of the moon was beginning to break through the heavy clouds, and Gallagher decided to retrace his steps. The wisdom of his action was confirmed a few moments later, when he perceived what he thought must be a man in the water struggling to reach the shore. He therefore promptly plunged in and swam to the object, which proved to be George Phillips, one of the missing fishermen. He was nearly exhausted and almost insensible, but Gallagher seized hold of him and took him to the beach. To the first few questions asked him he returned no answer, but Gallagher continually moved him about in order to arouse and restore his powers, and persistently plied him with questions until he finally and briefly replied that "they were washed off" and he clung on. Sending a bystander along the shore to signal the boat's crew to return, Gallagher, with the assistance of others, took the half-drowned man to a hotel near by, where they stripped him of his wet clothing, rubbed him thoroughly, wrapped him in warm blankets, and administered proper stimulants. As soon as Gallagher considered it judicious, he left and returned to the beach, where the people who had gathered told him that the capsized boat was in sight, with a man clinging to it. Upon this information, Gallagher again plunged into the water, and boldly swimming out sixty or seventy

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yards reached the boat, only to find that what was supposed to be a man was merely one of the floats belonging to the gill net. After thoroughly examining the boat and finding no person on or about it, the surfman returned to the land, and, wet and weary as he was, at once resumed his faithful patrol along the beach. Meantime the crew afloat in the surfboat had discovered the lantern signals for their return, and soon arrived on the shore.

It now being plain that further quest with the boat would be of no avail, she was hauled up on the sand and surfmen were sent off in patrols extending six or seven miles, which were maintained throughout the entire night. At about 8 o'clock in the morning the bodies of the two missing men were found by Surfman Rice, lying on the Canadian shore three miles west of the life-saving station, whence they were removed and transferred to the custody of the coroner.

From what was learned, it seems that when the boat upset the survivor clutched hold of the centerboard, which was jammed and still down, while each of the others clung for awhile to either end of the boat, but soon lost their hold and disappeared. How long his companions held on before they finally succumbed he was unable to tell, but even if it was only a short time, the surfboat was so promptly on the scene that the keeper expressed himself as having no doubt whatever that he could have rescued all three had not the night been so intensely dark as to preclude the possibility of seeing more than a couple of boat lengths in any direction, or if the men had been able to make an outcry.

CAPSIZE AND WRECK OF THE SCHOONER ANTELOPE.

Three lives were lost on the 15th of November, 1894, by the capsize and total destruction of the small schooner *Antelope* near the entrance to the harbor of Grand Haven, Michigan, (Eleventh District.) The *Antelope* was an old vessel of thirty-two tons register, carrying a crew of only three men all told, two of whom were her owners. These were Christopher Johnson, who was also the master, and John Hanson. The third man on board was a sailor named John Larsen. The schooner was without cargo, except a few bushels of onions, and was bound from South Chicago, Illinois, to Whitehall, Michigan. During the night of the 14th and the early morning of the 15th of November a heavy gale was blowing from the south-southwest in the vicinity of Grand Haven, and for some unknown reason, but probably with a view to seeking a temporary refuge from the storm, the captain of the *Antelope* attempted to enter that harbor. To get safely inside the piers under conditions far less adverse than those prevailing at the time of the wreck would require superior seamanship, but on the night in question the undertaking was one of extreme danger in view of the fact that the gale was unusually severe, and the sea broke on the bar with extraordinary power—as high, in fact, according to the testimony of witnesses, as is ever seen there.

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The first intimation received at the life-saving station that a vessel was making for the harbor was a little before 2 o'clock in the morning, at which hour the lookout was changed. Surfman Van Weelden, who was on watch from 12 to 2 o'clock, testifies that shortly before being relieved he discovered the starboard light of a vessel with a small piece of the foresail and jib set, apparently about two miles distant to the southwest. When relieved at 2 A. M. by Surfman Clevering, he directed the latter's attention to the approaching vessel, and then descended from the lookout tower and called up the keeper and crew. Clevering continued to watch the craft intently, and in about ten minutes she appeared to be within some three-quarters of a mile of the station, between two and three hundred yards west of the end of the south pier. She was being swept rapidly onward, and would have missed the harbor entrance had not her crew suddenly hauled her up to pass in between the piers, but by doing this they brought her broadside to both the wind and sea, when she instantly rolled over and disappeared from view. Clevering promptly rang the alarm gong, and then ran down stairs to join the rest of the crew.

Keeper Lysaght had fixed his eyes upon the vessel as soon as her presence was announced to him, and carefully noted her approach until his line of vision was interrupted by a sand fence, which, as she progressed, came between her and his point of observation. Stepping quickly to the pier, which took him not more than half a minute, and expecting to see the vessel still coming in, he was amazed to find no sign whatever of her. He concluded without delay that she had capsized, and was at once confirmed in his conjecture by the outcries of several members of the life-saving crew who had witnessed the disaster. He forthwith ordered the surfboat upon the wagon dragged to the beach just north of the north pier, a distance of a little more than an eighth of a mile. Not more than fifteen minutes elapsed before the beach was reached. Just at that instant the crew discovered the masts of a schooner over the north pier, apparently about three hundred feet inside the end of it, and although they were confident a moment before that the craft they had been watching had capsized and disappeared, they now began to doubt the testimony of their own eyes.

The keeper directed the men to take heaving lines and run out on the pier, he going with them, but when they arrived they saw that the vessel was several hundred feet out in the lake under sail, evidently having been making an attempt to enter the harbor. Thereupon all hands ran back to the beach and, manning the surfboat, pulled to the vessel, which turned out to be the schooner *Alert*, stranded, with two men on board whom the life-saving crew took off and conveyed safely to the beach. There was no wreckage in the vicinity and the captain of the *Alert* stated that he knew nothing and had seen nothing of any other vessel. But nothwithstanding this, Keeper Lysaght still felt a sufficient degree of uncertainty to cause him to speedily dispatch a patrolman to the

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northward, with instructions to critically examine the shore for signs of a wreck. Going up the beach for a long distance the patrolman discovered no evidence of a disaster, but on his return found the beach strewn with wreckage for the space of nearly half a mile. The pieces were evidently remnants of a small vessel, being insignificant in size, and rotten. The largest of them could easily be taken up and carried away by one man. Among them was a fragment which bore the words "Antelope of Chicago." There could now be no possible doubt that a wreck had occurred, and there was hardly room for hope that any of the persons involved had escaped. Patrolmen were again sent along the north beach to search carefully for the bodies of the persons supposed to be lost, but none were discovered. Ten days later one was picked up nine miles to the north of Grand Haven by the crew of the Muskegon Station, which was placed in custody of the coroner and identified as that of John Hanson. No information has been received that the others have ever been found.

CAPSIZE OF THE FISHING BOAT FRISKEY.

Captain R. B. K. Murphy and his son, L. C. Murphy, were drowned November 24, 1894, by the capsize of a spritsail fishing boat on Oregon Inlet Bar, coast of North Carolina, (Sixth District,) under the following circumstances:

On the morning of the 24th the surf in the vicinity of the inlet was only moderately high, but the wind was fresh from the northeast and the weather was threatening. Under these rather unpropitious circumstances two fishing boats went out early in the day to pursue their customary occupation, but the sea soon began to make up fast under the effects of the increasing wind, and they therefore abandoned their work and returned inside the inlet.

Notwithstanding this fact, of which Captain Murphy could hardly have been unaware, since it was well known as far distant as the life-saving station two miles away, he put in order the boat of which he had charge and soon sailed out of the inlet, shaping his course to the northward. There was no person in the boat save Captain Murphy and his son, both of whom were expert in the management of fishing craft, the captain himself being a man of sixty years and of long experience in the business of offshore fishing. To these facts is ascribed the boldness, not to say folly, of their conduct in proceeding to sea after other competent men who had already tested the conditions deemed it prudent to return to harbor.

By noonday rain was falling, the wind strong, and the surf tumbling heavily on the beach, while the sea was breaking far out on the bars; but there was nothing to show that Captain Murphy had yet made up his mind that the situation had assumed a dangerous aspect. There were no signs of his return, and he was still presumably busy with his net to the northward, in which direction he was last seen.

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Along toward 3 o'clock, however, a spritsail boat was discovered making for the shore, and Keeper M. W. Etheridge of the Oregon Inlet Life-Saving Station, who knew the boat to be that in charge of Captain Murphy, and therefore bound for the inlet, took his marine glass and ascended the station lookout to keep himself informed of the progress of the boat, and to be ready for action if mishap should overtake her. When she was still nearly a mile offshore she was observed to be laying her course directly homeward, and as the sea was constantly growing heavier, and there was a strong flood tide, causing the surf to break with much force on the outer bar, the keeper's anxious hope that she might pass the perilous line in safety gave way to despair the instant he saw her enter the breakers. At almost the first contact with them the little craft fell off suddenly, and then, as a great wave struck her on the starboad quarter, fully broached to, rolled over, and remained upside down, with one man visible on the upturned bottom.

A boat belonging to one of the station crew was afloat just inside the inlet, and the keeper instantly sent his No. 1 man with four surfmen, running as fast as they could go, to man it, while he and Surfman Hayman, seizing a number of cork jackets, ran up the beach toward the scene of the accident at the top of their speed. On arriving abreast of the capsized boat they could see no person upon it or in its vicinity, and then made the discovery that it was held fast, right where the capsize had occurred, by the anchor which had fallen out and taken hold of the ground. The breakers were sweeping over it with such force and volume that it was almost constantly submerged, and the opinion of the life-saving men was unanimous that the ablest boatman could not have held on to it for five minutes. Evidently both men were drowned within that space of time. They were excellent swimmers, but no man could long contend with the waters surrounding them.

The loss of the lives of these two men was clearly not preventable in any way from the shore. The boat afloat near the mouth of the inlet which the life-savers proposed to use, was by all odds the readiest means of rescue at hand, but no crew could have pulled it to the scene before the two fishermen perished. Only one of them succeeded in getting hold of the capsized boat at all, the other never having been seen after she went over.

Why the boat, in the hands of an experienced surfman, should have capsized at the very first encounter with the breakers, would at first excite surprise, but strangely enough for a man of his experience, it appears that Captain Murphy attempted to steer at a perilous moment with a rudder instead of an oar. All the circumstances, as developed at the investigation, confirm the opinion of the witnesses that the misfortune was chiefly due to Captain Murphy's overconfidence in his surfmanship which led him in the first place to venture out and remain under adverse conditions, and then emboldened him to trust to a rudder instead of a steering oar to guide his boat through the breakers.

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The cable gave way not long after the accident occurred, and the boat and net still attached to it were recovered and subsequently turned over to their owner, Mr. W. M. Tillitt, but although diligent search was at once made and long continued, neither of the bodies of the lost men was found until five days later, when that of Captain Murphy was taken from the surf on the beach near the New Inlet Station, some eight miles to the southward, whence, after being properly cared for, it was forwarded to his friends on Roanoke Island. No report has been received that the body of the son was ever recovered.

WRECK OF THE SCHOONER RODMAN R. NICKERSON.

One life was lost from the *Rodman R. Nickerson*, a three-masted schooner, wrecked December 27, 1894, on the New Jersey coast, (Fourth District,) between the Tathams and Hereford Inlet life-saving stations, about fifteen miles north of the Cape May Light-House. The *Nickerson* was a comparatively new vessel, only five years old, of five hundred and nine tons burden, hailing from Newport, Rhode Island, commanded by Captain Calvin W. Sprague, and bound from Pigeon Cove, Massachusetts, to Philadelphia, Pennsylvania, laden with a full cargo of paving stones. She carried a complement of eight men all told, and the master states that she was in every way a seaworthy vessel.

It appears that she sailed from Pigeon Cove, about thirty-three miles north-northeast of Boston, on Sunday, the 23d of December, taking the inside course by way of Vineyard and Long Island sounds, passing Hell Gate and proceeding to sea through New York Bay on the morning of Wednesday, December 26. There would seem to have been at that time nothing discernible in the weather conditions to warn the captain of an approaching storm—although one of the worst of the winter season was close at hand—and he says that all went well until late in the afternoon when the schooner was off Barnegat Light, steering a south-southwesterly course with a brisk following breeze from east-northeast. At 6.30, however, signs of a change suddenly appeared. The wind quickly freshened, and thereafter continued to increase so rapidly that an hour later a stiff gale was bearing down from almost due east, while the air at short intervals was filled with heavy squalls of sleet and snow. Captain Sprague did not, however, deem it necessary to stand farther out to sea, and therefore continued his course, furling his lighter sails, and as the gale grew fiercer making further reductions of canvas until at 9 o'clock the schooner was ploughing heavily onward under double-reefed main and fore sails, fore staysail, and jib. At this time the captain reckoned that he was about ten miles south of the whistling buoy located on the Barnegat Shoal, a safe distance from the land, and therefore changed his course to due southwest with a view of running into Delaware Bay.

By 10 o'clock the storm had become extremely severe. The foam-crested waves rolled across the schooner amidships in such tumultuous

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volume, and one followed another so swiftly, that they seemed like an angry river constantly thundering on the deck and uninterruptedly sweeping onward, wholly preventing the men from passing either forward or aft, and making it a matter of great difficulty to keep the vessel under control. The shore lights were shut out by the fast-falling snow and the reeling craft was making exceedingly heavy weather, but the captain, now eagerly bent on reaching harbor and still believing his course correct, steadily held his way for more than two hours longer without suspicion that the lee shore was almost under the schooner's forefoot, when suddenly, at just a little past midnight, she struck bottom with a terrific blow that shook every timber in her frame. The master says he had taken soundings at proper intervals with no intimation that the vessel was making shallow water, and when she struck he thought she must be on McCries Shoal at the entrance to Delaware Bay, and would pound over without serious injury.

As a matter of fact, she was off Seven-Mile Beach, many miles north of McCries Shoal, and, as her stern swung around to the southward, headed directly toward the land. The great combing seas, driven shoreward by the tempest, made a clean breach over the hull, and all hands instantly fled for their lives to the rigging, six taking to the foremast, while the captain and the cook ascended the mizzen. The continuous pounding of the deeply freighted hull, which threatened every moment to carry away the masts, sent terror to the hearts of the shipwrecked men, but at the same time they derived some ray of hope from the fact that the irresistible force of the sea, aided by the young flood tide, was momentarily driving them nearer to the land, thereby increasing the possibility of their rescue if the masts would stand until the wreck should fetch up. About 1.30 o'clock in the morning of the 27th the *Nickerson* finally rested hard and fast on the bar nearly a mile south of the Tathams Station, and some six hundred yards from the shore.

Previous to this time Captain Sprague, supposing he was on a shoal some eight miles from land, had made no effort to signal the shore; but now the red lantern, taken from the port-light box, was carried aloft and hung at the foremast head where it was almost immediately discovered by Patrolman Hagan of the Tathams life saving crew, who quickly burned a Coston signal to assure the shipwrecked people that aid would be afforded them, and then hurried to the station to arouse his comrades. Acting Keeper R. S. Ludlam and his crew, with the exception of one man who was on the north patrol, promptly ran out the boat wagon loaded with the surf boat and started for the scene, but the surf rolled across the entire beach to the sand hills, where they were compelled to take their course, and the wide tires of the wagon wheels sunk so deeply into the wet and yielding mass that after nearly half an hour of persistent tugging and lifting hardly a quarter of a mile had been accomplished. There all progress came to an end and all hope of moving the heavy load farther without the aid of draft animals was

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abandoned. A pair of horses was obtained as speedily as possible from Stone Harbor, when the journey was resumed, and about 3 o'clock a point was reached abreast of the wreck, of which no sign could be discerned except now and then through the pelting sleet and snow the feeble glimmer of the red light at the foremast head. A careful examination of the conditions satisfied all who were present that an attempt to launch a boat would be foolhardy, and result only in useless jeopardy to the lives and further efficiency of the crew. Upon this point the captain of the schooner subsequently testified at the investigation that he had no expectation of a boat coming to his rescue "because the sea was so heavy that it was impossible for a boat to live." Leaving the boat upon the wagon the acting keeper and his crew at once proceeded with the horse to the station for the purpose of procuring the Lyle gun and other beach apparatus, but upon their return to the beach it was painfully evident that, come what might, nothing could be done until the surf should diminish or the tide recede sufficiently to bring the vessel within range. The surfmen, therefore, patiently patrolled the shore until daylight, when the wreck was plainly visible, but so far off that there seemed little likelihood of reaching it with the gun.

At about this time the wind hauled to the westward and increased in fury, but the change of direction was nevertheless favorable, and the receding tide gave promise that the use of the gun would soon be feasible. It was, however, nearly 10 o'clock before the situation seemed to warrant an effort, and at that hour the first shot was fired with a six-ounce charge and a No. 7 shot line, the projectile falling short a hundred yards as nearly as could be estimated. About this time Keeper Christopher Ludlam and his crew, of the Hereford Inlet Station, arrived upon the scene and at once joined in the labors of their comrades already on the beach. The men now quickly hauled back the unsuccessful shot and prepared to fire again. This shot also failed. The keeper then estimated the distance from the gun to the wreck to be very nearly six hundred yards, but while the firing had been going on the tide had fallen considerably, and the gun was now moved to the edge of the water and prepared for a third trial. The distance was still extraordinary, and the keepers made up their minds that their only hope of reaching the vessel lay in using the smallest possible line. The gun was, therefore, charged with seven ounces of powder and a No. 4 line, the lightest used in the Service, was bent to the projectile. The men anxiously watched the flight of this shot, and were delighted to see it pass over the wreck and land its line safely across the foretopmast rigging, where it was easily secured by the shiprecked sailors, who began with all the vigor at their command, to haul it on board. In order to reduce the strain to be put on the No. 4 line a No. 9 (instead of the whip) was bent to the shore end, and the latter had nearly reached the wreck when the tension became too great for the No. 4, which parted close to the vessel, and all that had been gained, after long hours

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of labor and eager suspense, was lost. When the powerful set of the longshore current is considered, in connection with the unfortunate circumstance that these shot lines were caught and heavily encumbered by the masses of wreckage floating in the water, no better proof of their remarkable strength could be afforded than the fact that the No. 4 held out as long as it did. Elmor Smith, the cook, and the only man lost, appears to have fallen overboard and drowned during the latter part of these operations, but his fall was not witnessed by anybody on the shore, the first knowledge of it having been obtained from the survivors after their rescue was completed.

It was now close to 11 o'clock, the tide had fallen off the beach about one hundred yards, and the gun was again moved as near as possible to the wreck and once more fired, a No. 7 line being attached to the projectile. This shot landed the line almost in the very hands of the sailors, who lost no time in laying hold of it and hauling it off as well as they could after almost twelve hours of exposure, their clothing drenched with the icy spray and frozen upon them, and their cramped limbs benumbed by the piercing December wind. The longshore current, running in a northerly direction and nearly parallel with the beach, was very swift, and the poor fellows soon realized that they would be fortunate indeed if they should succeed in getting the lines on board the schooner. The whip was swept so far to the northward by the current that its entire length was run out, and a short hawser had to be bent to it to give it sufficient length. This necessary expedient and various untoward incidents resulted in twisting the whip so seriously and the wind was so strong that some two hours elapsed before the long hawser, which was made fast at the foremast head, was set up and ready for operations. The great distance between the vessel and the shore made the strain so extraordinary that two sand anchors were deemed necessary to make the shore end of the hawser secure, but when once it was set up the breeches buoy was quickly placed upon it and the operation of getting the sailors to the beach began in good earnest. It was, however, a work of unusual difficulty, and one which demanded the utmost watchfulness and discretion lest some unfortunate accident should occur and bring to naught all that had so far been accomplished. The heavy wind, which was still blowing a whole gale, the swaying of the wreck, and the consequent enormous strain suddenly put upon the gear at short intervals, made it indispensable to have several experienced men in constant attendance at the crotch, or shears, (by which the hawser is raised from the ground,) lest it should be overthrown, and the hawser itself had to be frequently tautened up to keep the breeches buoy out of the water as much as practicable.

Only one man was placed in the buoy at a time, and each trip necessarily consumed several minutes. Mr. Berry, the mate, was the first person sent ashore. He was an elderly man, upon whom the terrible exposure of thirty-six hours had told more bitterly than upon any

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of the other survivors, and the captain, with commendable consideration, determined that if any were to be saved the faithful mate should be the first. He was so nearly lifeless when taken from the breeches buoy that there were grave doubts of his recovery, which was effected only by patient application of the prescribed methods of the Service. He was conveyed to the station, as was each of his shipmates when landed, in a wagon under the charge of Mr. George Cresse, who drove the horses at the top of their speed, and in this way, besides by his general efficiency, entitled himself to great praise. The last person rescued was Captain Sprague, who refused to quit the vessel until he had seen every living man of his crew landed on the beach. All the shipwrecked men were thoroughly drenched when landed, half frozen and almost helpless. On reaching the station they were quickly stripped of their water-soaked garments, clad in dry clothing, and furnished with food and warm drinks. The entire number remained at the station several days, where they were the recipients of the most considerate attention and cordial hospitality.

The circumstances of the drowning of the cook, as related by the master of the vessel, appear to have been as follows:

When the crew of the *Nickerson* took to the rigging Smith went with Captain Sprague into the mizzen shrouds, but, after a little while, the captain became apprehensive that the mast would fall, and therefore passed forward by means of the spring stay to the foremast. This was a difficult and dangerous feat to perform, requiring great physical strength, and Smith evidently had neither the power nor the courage to attempt it. He remained where he was throughout the night and until about 11 o'clock in the forenoon, when he could hold on no longer and fell into the sea. No aid could reach him either from the ship or the shore, and he drowned without a struggle. His physical condition appears not to have been so good as that of his shipmates, and his position on the mizzenmast, being more exposed than theirs on the foremast, he was not able to withstand the rigor of the awful tempest which they so narrowly survived. His body was recovered during the afternoon, and on the 31st was forwarded to his relatives, in Dennisport, Massachusetts, where he belonged.

Regarding the method of rescue adopted by the life-saving crews on this occasion the testimony shows that no other was feasible. All the witnesses—the shipwrecked captain and the people on shore—agree that there was no time from the discovery of the wreck to the moment the beach apparatus was got into operation when a boat could have been launched from the beach. In the opinion of some there was a possibility that one might have been got off between 2 and 3 o'clock, but nobody felt at all confident that it could have returned to the beach without disaster, and whether it could or not the shipwrecked men were at that time being safely taken to the land with the breeches buoy, so that there was no need of a boat.



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The Hereford Inlet crew are deserving of much commendation for their promptness and efficiency on this occasion. As soon as they became aware of the wreck they launched their surfboat on the inside of the inlet and pulled up the channel to a point abreast of the *Nickerson*, where they landed and crossed over, arriving on the ground between 9 and 10 o'clock, and thereafter fully doing their part until the last rescued man was safe and comfortable in the Tathams Station.

Much credit is also due to many of the citizens of the vicinity who gathered at the scene and afforded every aid in their power to the two life-saving crews.

Before leaving the station Captain Sprague placed the following letter in the hands of the keeper:

"STONE HARBOR, NEW JERSEY, *January 1, 1895.*

"*To whom it may concern:*

"No words can express my heartfelt gratitude toward the crews of the life-saving stations at Hereford and Tathams, who, by their untiring efforts and skill rescued from what seemed a sure and awful death, seven of the eight men comprising the crew of the schooner *Rodman R. Nickerson*, wrecked during the storm of December 27, 1894, and I wish to state that it was through no fault of theirs that one of our number perished.

"I would also extend my sincere thanks for the very kind treatment received from the keeper and crew of the Tathams Station.

"C. W. SPRAGUE, *Master*,

"*On behalf of crew of schooner Rodman R. Nickerson.*"

WRECK OF THE SCHOONER RICHARD S. SPOFFORD.

The storm that destroyed the *Nickerson* on the New Jersey coast, as shown in the preceding account, also involved the *Richard S. Spofford*, during the same night, on the coast of North Carolina, and left her, at almost the same hour, a total wreck, some thirteen miles southwest of the Ocracoke Life-Saving Station, (Sixth District.)

The *Spofford* carried eight men, all told, and, as in the case of the *Nickerson*, one was lost, under almost identical circumstances. She was a three-masted centerboard schooner of four hundred and eighty-eight tons measurement, built in 1890, at Newburyport, Massachusetts, and hailed from Boston, whence she sailed December 22, 1894, bound for Darien, Georgia, in ballast, sixty tons of stone having been taken on board for that purpose. The master was Captain Roger S. Hawes, of Dennisport, Massachusetts, who states that his voyage was pleasant and without noteworthy incident until about noon of Wednesday, the 26th, when a stiff wind came in squalls from the east-southeast and the weather was thick.

At 8 o'clock that night, when the schooner was on the western edge of the Gulf Stream, the wind canted to the south-southeast, blowing heavily and with rapidly growing strength. Captain Hawes at once reduced his canvas to a single-reefed mainsail and close-reefed foresail, and anticipating that when the wind should shift it would be to the

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westward, wore ship and stood on the westerly tack for the purpose of working toward the land in order to take advantage of the expected change of wind when he should resume his course down the coast. By midnight the gale was fierce, sweeping along at the rate of nearly fifty miles an hour, and the captain states that he would gladly have put his vessel on the offshore tack, but did not dare to make the attempt for fear of losing his mainsail. The centerboard was down full depth, making the vessel's draft about twenty feet, and under the short sail she carried her progress was estimated to be only four knots an hour. At 1 o'clock the gale hauled to a little east of south, mounting to a hurricane, and the atmosphere was thick with driving sleet and rain, cutting so keenly that the captain says it was impossible even to look to windward. In view of the probability of losing his sails if he should try to wear ship, and also of the danger of standing on much longer, he resolved to come to anchor as soon as he should reach shoal water. Notwithstanding the fact that he was in the midst of a terrible storm, headed toward the land, and without any exact knowledge of his whereabouts, he took no soundings, and appears to have entertained entire confidence that he would fetch up safely in the bay or bend in the coast to the southward of Cape Hatteras, about two-thirds of the distance to Cape Lookout. He says he supposed that he had an abundance of sea room, but as it turned out he had entirely underestimated or failed to take into consideration the powerful set of the northward current, and his other calculations were altogether out of the way.

Straight on to the westward the vessel stood from 8 o'clock P. M. until about half past 3 A. M. the next morning, when the captain, for the first time, concluded that it might be well to cast the lead, and with that purpose in view turned out of his bunk, where he had sought a little rest. But it was then too late, and even before he reached the deck the schooner struck with frightful force. Instead of being a few miles north of Cape Lookout, as he had supposed, he was only a few miles south of Cape Hatteras, on the extreme outer end of the north breaker, at the entrance of Ocracoke Inlet. As soon as the vessel struck she began to thump with terrific shocks at every rise and fall of the seas. In a few moments the deep centerboard became jammed in such a way that it held fast in the hard sand, acting like a great pivot upon which the ponderous hull hung and swayed, until at last the schooner turned completely around, wrenching the centerboard from its fastenings and sending it adrift. By the loss of the centerboard her draft was reduced to about eight feet, so that she gradually pounded her way over the shoal to the leeward, and floated in three fathoms of water. With the hope of fetching her up before she should be driven farther shoreward, the captain ordered the foresail to be lowered and the large starboard anchor to be cleared away, but the rolling and pitching of the schooner threw the inner fluke of the anchor back upon the shank-painter, and much priceless time was lost in getting it clear. Just as the mate gave the

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word that all was ready, the unmanageable vessel passed into the breakers under her lee, and again heavily took the bottom. For ten minutes or more she continued to pound along on this second shoal, until, finally clearing it, she again drifted into water three fathoms deep, somewhat smoother than that where she last floated. The hull was strong, and not being weighted with cargo, so well withstood the dreadful battering received on the shoals that when the pumps were sounded they showed less than a foot of water in the well, and the captain, still hoping to save his vessel, ordered the anchor to be dropped at once. Sixty fathoms were veered on the chain, when the schooner began to feel the effect and swing around head to the wind, but either the anchor broke ground or too much cable was run out, for the very next instant the stern struck with a mighty blow upon the inner bar, starting the sternpost and jamming the rudder astarboard so hard that the wheel could not be moved a particle.

She now worked slowly across the bar, dragging the anchor with her, until she reached a deep gully parallel with the beach, where, after a second anchor was dropped, she finally came to a standstill, from two hundred to three hundred yards offshore, headed toward the west, with four feet of water in the hold and the breakers combing high on both sides of her. Then the wind suddenly shifted to the westward, with the result that, under its influence and that of the rudder, still jammed hard to starboard, the head of the schooner canted a little offshore, bringing both the wind and current on the starboard bow, and making it utterly impossible for the crew to slip the chain and run her on the beach. In this situation the *Spofford* was discovered by the people of Ocracoke at daybreak, Thursday, the 27th. The American ensign was flying union down in the starboard mizzen rigging, and she was rolling violently in the trough of the powerful sea heaving in from the southeast, while the wind was blowing at a velocity ranging from forty to forty-nine miles an hour. The news of the wreck spread rapidly through the little village, and by 8 o'clock upward of twenty men and boys were congregated on the beach, but they were without the means necessary to reach the vessel.

There is a life-saving station at Portsmouth, seven miles southwest of the place of the disaster, and another, called the Ocracoke Station, thirteen miles to the northeast, but it was impossible that the wreck could be discovered from the latter under any circumstances, and possible—depending upon weather conditions—that she might not be seen from the former. Although the people on the beach were aware of this, as well as of their own inability to aid the shipwrecked men, they nevertheless utterly neglected to communicate with either station. Meanwhile the crew of the *Spofford*, momentarily in fear that their vessel would go to the bottom, were well-nigh wild with anxiety to get to land. Perceiving the continued inactivity of the crowd on the beach, and despairing of assistance, they were not long in making up their minds that if they were to

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be saved at all it must be by their own efforts alone. To them, as is generally the case on the outside of the surf, the water seemed not to be dangerously rough, and they decided that a boat could go ashore without much difficulty. Accordingly, they cleared away the yawl, hanging on the stern davits, led the painter round the starboard (inshore) quarter, and at a favorable moment cut the falls, letting the yawl drop into the water astern, whence it was quickly and safely hauled alongside under the lee. The mate and four sailors hastily clambered into it, and after making fast in the stern the end of a coil of line from the schooner, shoved off and pulled hard for the beach, dragging the line behind them. As is almost always the result under such circumstances, the venture proved to be exceedingly perilous. Hardly had the yawl, which was an excellent boat of its kind, emerged from the shelter of the schooner's broadside when a great billow caught it up, tossed it end over end, and tumbled all its occupants into the angry breakers. Then began a desperate, almost hopeless, struggle for their lives. The spectators on the shore who could properly estimate the height and power of the surf were satisfied when they first observed the preparations of the sailors to embark that the boat could not live, and they therefore held themselves on the alert to render all possible aid when the inevitable disaster should come. The five men battling with the waves were good swimmers and each one, seizing a loose thwart or an oar from the capsized yawl, struck out bravely toward the shore. Again and again were they overwhelmed and lost to sight, but they held on like heroes, and little by little worked their way inward until finally, after being swept by the current some four hundred yards up the beach, they drifted in so close that a dozen or more of the bystanders, by grasping hands and forming a line, were able to wade into the surf and drag them out one after another upon the beach. They were all so weak that none of them could have held out more than a few moments longer, and one seemed to be past recovery. However, after the water was expelled from his stomach and chest, he was revived and taken with his shipmates to the village near by, where all were kindly cared for.

Commenting upon the wonderful escape of these men, Captain Bragg, a local pilot of much experience, says, in his testimony: "I don't believe that one of them would be saved again under similar circumstances. It is the most peculiar thing I ever heard. They were the smartest men I ever saw." There were still three persons on the schooner, and apparently there was no help for them. In a few moments they were seen to hoist the fore staysail for the purpose of heaving the bows of the vessel toward the shore, but the wind was so broad on the starboard, or inshore, bow that the sail would not fill on the other side, and their efforts resulted in failure. A little later, however, while they were brooding over their disappointment and every instant expecting the schooner to sink, her head suddenly, without visible cause, sheered hard to starboard, and she shot swiftly into the inner breakers, where

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she fetched up solidly on a steeply shelving bank of hard sand, and heeled over to seaward so far that her port rail was wholly submerged. The billows now dashed heavily up the incline of the main deck, and the three men sought refuge on the starboard quarter-deck near the mizzen rigging, where they devoted themselves to an effort to haul back the yawl, which was still tumbling about in the shore current far from the beach and about one hundred and twenty fathoms from the schooner. While engaged in this work the steward, who afterwards perished, fell to the main deck, six or eight feet below, and was considerably injured. Their labors soon proving ineffectual, they gave up, and for some inexplicable reason severed the line, letting the boat go adrift and cutting themselves off from all possibility of using either the line or the boat should circumstances afterwards so happen as to make their use in any way feasible. Not long after the yawl was released it drifted to the beach about a half-mile above the wreck, and was dragged out of the water by the bystanders.

This was the situation at midday, and during all the valuable hours that had slipped away since morning, under conditions that made even minutes of inestimable importance, not a word had been sent to either of the life-saving stations. But Keeper Terrell, of the Portsmouth Station, from which it was possible to see the wreck, was in his lookout tower at daybreak with his marine glass in hand, and his watchful eye discovered the *Spofford* very soon after her presence became known to the people of Ocracoke. She was seven miles distant, however, and at first seemed to be anchored for shelter close under the beach. When the growing daylight made it possible to see more clearly, the keeper thought he could discern a signal of distress in her rigging, and without further hesitation determined to proceed to her at once. It should be stated at this point that the Portsmouth Station was a new one, barely completed, not yet supplied with its equipments, and therefore not manned, the keeper alone being in charge, to care for the buildings and receive the boats and appliances as they should be delivered, preliminary to the enlistment of a crew. He proved himself, however, to possess the true spirit of a life-saver by setting out to procure a volunteer crew and go to the vessel the instant he became satisfied, or, rather, had reason to believe, that she stood in need of assistance.

Five good men were gathered from the vicinity, and started with the keeper across the inlet and up the sound in an old surfboat, which, although unfit for serious service, was the best to be had. It was leaking freely, and the crew were so frequently compelled to suspend rowing and to bail out the water that their progress was slow until they were overtaken by Postmaster Dixon, of Portsmouth, with his sailing skiff, when they were kindly taken in tow for the remainder of the trip. At about 11 o'clock they landed at the mouth of Cockle Creek on the west side of Ocracoke village, about a mile and a third across the island from the wreck. There they were

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met by Captain S. D. Bragg, an Ocracoke pilot, before mentioned, by whom Keeper Terrell was informed of the incidents that had already transpired, and assured that the life-saving crew could do nothing for the men still on the wreck, because the surf was too rough to launch a boat. Knowing that the boat he had was not fit for so perilous an undertaking, and almost dumbfounded upon receiving information that no message had been sent to Keeper Howard, of the Ocracoke Station, thirteen miles away, he instantly realized that there was no time for further parley. Leaving Jacob Swindell of his volunteer crew in charge of the boat, he and the four others promptly set sail in the skiff for Keeper Howard's station. As soon, however, as the skiff cleared the village so that an unobstructed view of the schooner could be obtained, Terrell saw that the spray was flying over her, and concluded that she had come on to the beach, where he might be of aid to the shipwrecked men. He therefore went ashore, and started across the island toward the wreck, which was three miles distant, taking with him Dennis Mason and sending the other three in the skiff on their way to Howard's station. Considerable time was necessarily consumed in walking over, and the two men reached the scene just as the villagers drew the *Spofford's* yawl out of the water.

Terrell now perceived that the wreck had not come to the beach as he had supposed, and he only too well knew that nightfall would probably be at hand before Keeper Howard could reach the place with his crew and beach apparatus. Keenly alive to the necessity of immediate action, he therefore at once resolved to make an attempt—dangerous and doubtful as it might be—to reach the schooner with the yawl then lying at his feet, if he could only induce the spectators to make up a crew. To this proposition objection was promptly raised because there were only two oars. No response was received to his request that somebody go over to his boat at Cockle Creek for additional oars, and he was finally compelled to send Mason, the only man of his volunteer crew who was on the ground. While Mason was away on this errand the yawl was carried down the beach opposite the wreck, and the keeper busied himself putting it in order for a launch, when somebody suggested that they should shove it off empty, with the line still attached to the stern, to see whether it would drift to the wreck. But Keeper Terrell was in no mood for childish experiments while precious moments were being lost, and replied, "O let us go off like men." About this time the oars were brought, and Terrell, quickly pulling off his rubber boots and handing his watch and the keys of his station to the Rev. W. E. West, jumped into the yawl and called for volunteers to help him man it. Daniel S. Tolson alone responded.

Tolson with the keeper and Mason (who was ready to go) would not have been enough to handle the boat, and the keeper continued to plead zealously with the rest to fill up the crew. After awhile some said they would go if the men on the beach would keep hold of the line so that

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the yawl could be drawn back in case of disaster, and even to this demand the keeper, though he had no sympathy with it, assented. Then came other excuses. By some it was said that they distrusted Terrell's skill, and by others that if they should succeed he alone would receive the credit. To these pretenses the keeper instantly replied that if they would only go they might take charge of the boat themselves. But they did not go. Now, almost in despair, and determined to leave no stone unturned, he begged for volunteers to cross over with him to Cockle Creek and assist to get his own boat that they might try that. Only two men offered themselves, and to his question whether horses could be obtained the answer was that all the horses were "off to the northward" grazing. There was no further expedient that ingenuity or humanity could suggest, and he was at last sorrowfully compelled to give up all hope of rescuing the suffering men before the Ocracoke crew should arrive. Being powerless to do any good where he was, he set off without delay to the northward to meet that crew and aid, if not hasten, their progress. After patiently plodding through three or four miles of water-soaked sand he met Keeper Howard on horseback, preceding his men, who were far in the rear with the apparatus cart.

It appears that the skiff sent up by Terrell with news of the wreck reached the Ocracoke Station at a quarter before 3 o'clock, and inside of fifteen minutes the crew were on their way southward, Keeper Howard pushing on ahead in order to reach the wreck before dark and examine the situation for himself. Even on horseback progress could not be swift, while for the heavily encumbered crew the journey was exceedingly tedious and beset with much difficulty. The beach is low and soft, and at that time was constantly swept by the breakers of the incoming tide, reducing it to such a condition that any headway at all with the apparatus cart was effected only by extremely laborious and persistent effort. When about five miles from the station one of the mules attached to the cart stubbornly refused to pull, and the other, although willing, was almost tired out. The surfmen then harnessed themselves to the drag ropes, and plodded on as best they could with the aid of one nearly exhausted animal.

When the two keepers met, they resolved to hasten to the wreck with all possible speed, in the hope that they might get a clear idea of affairs by daylight, but with the utmost diligence they were not able to complete the distance until just as darkness fell. Then only the protruding stern and bow of the schooner, with dim outlines of her spars, were faintly discernible. From the villagers it was learned that an attempt to send off the empty yawl as a test experiment had been made and failed, and that the rising tide had first driven the shipwrecked men to the topgallant forecastle, and finally to the bowsprit, where they had stowed themselves in the jib. This was the state of affairs at 8 o'clock P. M., when the Ocracoke crew arrived on the ground almost totally worn out by five hours of strenuous effort. There is no reason

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for wonder that they did not arrive sooner; on the other hand, it would appear that they accomplished the thirteen miles in reasonable time, when it is remembered that they dragged with them the necessarily heavy apparatus over a wet and trackless beach, where an unencumbered pedestrian could hardly have made the journey in less than four hours. If information of the wreck had been communicated to them as soon as it was discovered, the crew could have reached the place and probably have rescued the men before sundown.

But it was now very dark, the storm was still raging, and with a due sense of the great responsibility resting upon them, the keepers carefully debated the question of entering upon operations at once. According to the information received from the shore people the three shipwrecked men were under the jib on the end of the bowsprit, where they had neither standing room nor any facilities whatever for hauling out or setting up the gear if a line should be landed right where they were. Further, the keepers did not believe that in the darkness then existing a line could be made to hit so small a mark, and they felt almost certain that if one should happen to reach the vicinity of the men their distressing anxiety to get ashore would lead them to incur such great risks in attempting to find and use it as would result in the loss of some, if not all, of their lives. One of the witnesses says "the schooner was rolling bad and the surf breaking all over her solid" when darkness shut in, and another that "at times the waves broke over the men on the end of the bowsprit." The most that they could reasonably be expected to do was to hold on where they were until daylight. If operations should be begun at once and an accident happen by which the shipwrecked should perish, the keepers would surely be accused of reckless haste. If, on the other hand, life should be lost before operations were commenced, they would probably be charged with neglect and inefficiency. The best and only proper thing, as they state it, that they could do was to let their action conform solely to their own best judgment, taking counsel neither of haste nor of hesitation—making no ill-considered move either in the hope of praise or fear of censure. Therefore, after much deliberation upon all the conditions known to them—without any more power to look into the future with their minds than to penetrate the physical darkness with their eyes, in view of all the adverse possibilities, and of the entire probability that the schooner would hold together until morning—they decided to wait until that time before undertaking to send out a line.

The wind gradually moderated after sundown, veering to the northward, and the temperature, although low, was not quite down to the freezing point. A fire was built, and keepers Howard and Terrell remained with their men on the beach. All hands were awake, and careful examinations of the surf were made as often as every half-hour with a view of launching the yawl, if possible, Keeper Howard at one time wading up to his hips into the water in order to more thoroughly satisfy

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his judgment upon the matter. He found that the sea was combing over the entire hull and dashing about it with such power and dangerous confusion that, in his opinion, even if the boat could possibly have reached it, which he did not believe, it would certainly have swamped alongside.

When morning broke, the tide had so far receded that the men on the bowsprit were able to return to the topgallant forecastle, where they were discovered by the life-savers as soon as there was sufficient light. The falling tide and northwesterly wind had somewhat reduced the force of the breakers, but they were still surging heavily across the hull amidships. The Lyle gun was now placed a little below high-water mark (which made the distance to the wreck between two hundred and two hundred and fifty yards) and was fired at once, landing the shot line across the jib boom, whence, however, it blew off into the water before the men made any effort to get it. As soon as this result was discovered the line was hauled back to the shore, and the dry end which had remained in the faking box was bent to the projectile when the gun was again fired—aimed a little farther inboard. This shot was entirely successful, laying the line across the spring stay just abaft the foremast, the bight of it dropping down close to the forerigging. It was observed that only two men were moving about on board the schooner, and it was at once surmised that the other was either disabled or dead. One of the two who were active soon obtained possession of the shot-line, and both began to haul upon it. The whip line and tailblock were then bent to the shore end, and after much hard work the block was secured by the shipwrecked men who proceeded to make it fast to the foremast, but only a short distance up. Keeper Howard made repeated signals indicating that it should be carried higher, but the men were standing on the gaff of the lowered foresail and could reach no farther, so that when finally made fast the block was found to be only about ten feet above the top of the forward house. When this was accomplished, which consumed considerable time, the life-saving men bent one end of the hawser to the whip line and promptly hauled it off to the wreck, where it was properly fastened a little above the tailblock. The shore end was set up, the hawser drawn as taut as possible, sufficiently high to be well clear of the surf, and when all was ready the breeches buoy was attached to the whip line, slung to the hawser, and sent out to the wreck. Captain Hawes, the weaker of the two men, immediately got into the buoy and signal was made to haul ashore. This was promptly done, and it so happened, with the rolling of the vessel and unavoidable sag of the hawser, that the captain was, at the lowest point, let into the water nearly to his waist, of which fact he complains in his testimony. At the same time he says that it was impossible, as no doubt it was, for him and his companion to fasten the hawser higher up on the schooner, which circumstance sufficiently accounts for the misfortune of the men in being somewhat drenched while passing from danger on the wreck to

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safety on the shore. The captain was nearly helpless when taken from the buoy, and had to be supported by two men, who assisted him over to the village, where he was kindly cared for, but the sailor passed the unpleasant ordeal without difficulty and appeared to be little the worse for his trying experience. He states that the captain was almost exhausted by the labors of the previous day and the exposure of the night, so that he had not half his normal strength left when they entered upon the wearisome task of hauling out the life-saving lines, and was extremely weak when he entered the breeches buoy.

The third member of the crew, Sylvester H. Chase, the steward, was left on the vessel, dead. During the previous forenoon, while they were trying to haul the yawl back to the schooner, he fell, as before stated, from the quarter-deck to the main deck below, and suffered injury of such gravity that he was not able to do any more work, and spent the remainder of the day holding on to the forestay, evidently in great distress. When the breakers, swollen and accelerated by the flood tide, began to sweep over the topgallant forecastle, he was assisted by his shipmates to the fore staysail boom, and when later they were obliged to take refuge on the end of the bowsprit (the hull being wholly submerged) they persuaded him, though not without much argument, to accompany them. At nightfall all three were huddled together, making themselves as secure and comfortable as possible under the shelter of the jib, which they had managed to draw around them.

About midnight, or perhaps a half-hour earlier, the tide had again run down so far that they were able to return to the topgallant forecastle, which was a more desirable place, although the sea, says the captain, was breaking over them "the greater part of the time." In the course of an hour Chase gave up hope, lay down, and went to sleep. The captain says that they could not rouse him from the fatal lethargy, and by 2 o'clock he was dead. His body was lashed to the capstan, so that the waves should not dash it overboard, and was left there when the captain and surviving sailor were again driven to the bowsprit by the next flood tide. A boat containing Keepers Howard and Terrell was pulled out to the wreck about midday after the rescue for the purpose of recovering the body, but, although the storm was much abated, they found it absolutely impossible to board the schooner.

Whether the loss of this man's life is chargeable to the keepers is to be determined by the decision of three plain questions: First, could the shipwrecked men have been rescued by Keeper Terrell with the schooner's yawl or with his own boat during the afternoon? Plainly they could not, because no crew could be got to man a boat, even assuming that boat service was practicable. The testimony proves that Keeper Terrell exerted every influence at his command, persistently and by all possible means, to persuade the bystanders to join with him and Mason in making up a crew. Only one individual agreed to go, and the evidence, if evidence is needed, clearly establishes the fact that

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three men could not possibly handle the boat. Indeed, it was the general opinion on the beach that the real reason why the many competent persons standing by refused to go was because they did not believe that either boat, with any number of men, could make the trip. At all events, the keeper did everything in his power to secure the aid necessary for a trial. Second, could the shipwrecked men have been saved in the early evening if a line had been fired as soon as the life-saving crew arrived from the Ocracoke Station? Almost conclusively, no. The situation of the men as already discussed—lashed to the bowsprit, with no standing room or facilities whatever for manipulating a line—proves that their rescue at that time by means of the breeches buoy was not feasible. Third, could a rescue have been effected about midnight, as Captain Hawes claims, when they returned for a little while to the surf-swept topgallant forecastle? Upon this question there is a bare possibility of room for difference of opinion, but the judgment of the witnesses is almost unanimous in the negative, and in the light of all the facts, subsequently ascertained, it is virtually certain that an attempt to set up the beach apparatus at that time would have been utterly futile. As for poor Chase, he could lend no aid, for he was already disabled. The situation on the forecastle, as stated by Captain Hawes, was extremely perilous, and there does not appear to be any likelihood that he and one sailor could at that time have hauled out the gear if a line could happily have been placed in their vicinity. Nor, in view of the condition of the captain when he reached the shore, is it at all probable that Chase could have survived the trip even if he could have been placed in the buoy, which is exceedingly doubtful. In fact, he was practically lifeless before the gear could have been set up if all had been done as the captain then desired, and without delay or mishap.

The circumstances of this disaster and the conduct of the life-saving men with reference to it were investigated in the most exhaustive manner by Assistant Inspector F. H. Newcomb, one of the most competent officers of the Revenue Cutter Service, who expressed the opinion that the keepers in no wise failed of an intelligent and commendable performance of their whole duty. While the General Superintendent found no reason to differ with this opinion, he reached the conclusion that it would have been better if an attempt had been made to place a line on board the schooner at low tide during the night, and so informed Keeper Howard, not because it was believed that a rescue could have been effected, but because it had not been proved to be absolutely impossible, and in order that all shadow of doubt upon the point should have been dispelled.

The diligence and devotion of both the keepers and the men under their command throughout this entire occurrence are well attested. It was the first instance of a wreck in the vicinity since the appointment of Keeper Terrell, and his promptness and fertility of resources go far to prove the fitness of his selection. Keeper Howard has rendered

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long and satisfactory service, which is not sullied by his record at this disaster.

Upon the completion of their labors, the Ocracoke crew immediately set out to return to their far-distant station, although much in need of rest. Their homeward journey was made in the teeth of a northeast blizzard, which was hard to face, and some of them were incapacitated for duty when they reached their destination. Although Keeper Howard might well have expected that the residents of Ocracoke would, as soon as practicable, recover from the wreck the body of the dead steward, he nevertheless made a journey back, taking his surfboat with him, for that purpose, which he found to the credit of the shore people had already been accomplished.

LOSS OF THE WRECKING SCHOONER SAMSON.

On the 26th of October, 1893, the Pacific Mail steamship *City of New York* was wrecked at Point Bonita, California, (Twelfth District,) as she was leaving the harbor of San Francisco for Japan and China, having on board a crew of one hundred and four persons, and Chinese passengers to the number of one hundred and thirty-three, all of whom were rescued, as related in the last annual report, the steamer subsequently becoming a total loss. The wreck was sold to Mr. T. A. Whitelaw of San Francisco, who placed his wrecking schooner *Samson* near it and began operations for the recovery of material, which were continued, as the weather permitted, until January, 1895, when, on the 4th day of the month, the *Samson* was lost and three of her crew were drowned. She lay in the vicinity of the *New York* during the winter of 1893–4, and, quite unexpectedly to many good judges of the danger of such an experiment, safely rode out the stormy season. The master who had charge of her during that winter states that he experienced little difficulty, although he considered the place an unsafe one, especially on account of the rocky bottom, and the high, almost perpendicular cliffs abutting the shore in close proximity. The winter of 1894–5 found her still at her anchorage, with the evident purpose of remaining there. A great deal of anxiety regarding her had existed among the life-saving crews of the Fort Point and Golden Gate Park stations, and they were therefore watchful of her at all times, and especially so during the prevalence of threatening or stormy weather. She was of two hundred and seventeen tons burden, one hundred and nine feet in length, thirty-four-foot beam, of light draft, constructed for wrecking purposes only, and very strongly built. There was a small steam engine on board for lifting cargo and wreck stuff, but she depended almost entirely upon tugs in moving from one place to another. The persons on board numbered fourteen, including officers, and it does not appear that they were troubled with apprehensions for their safety.

On the morning of January 3, 1895, the wind, which had been light from the southeast for two or three days, increased very considerably,

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with every prospect of growing stronger. The *Samson*, which was heavily anchored and also strongly moored at the stern, soon felt the force of the gale to such an extent that it was deemed advisable to let her swing free at her anchor, and therefore early in the forenoon her stern moorings were cast off. Between 10 and 11 o'clock she was tugging fiercely at the single chain and rolling and pitching so violently that a second anchor was let go. How much chain was paid out, the mate, when questioned by the officer who investigated the circumstances of the wreck, declined to state. Up to this time the crew seem to have continued in confidence of their entire security, but about an hour later the schooner began to drag her anchors, and, as she was unprovided with effective motive power, all hands realized that they were in great peril and totally helpless. Thereupon what were intended to be signals of distress were set, an American ensign, old and well whipped out at the end and originally only two and one-half by five feet in size, being hoisted on the mainmast, while a gray blanket and a white sheet below it were shown on the whip or guy of the derrick, which stood forward of the foremast. The flag was not set union down, but in the usual way, and the wind, which was from the southeast, blew it and the other signals directly with the line of sight from the Fort Point Life-Saving Station, so that, even if the weather had been clear, they would hardly have been discernible. But, as a matter of fact, the storm was accompanied with heavy rain, thunder, and lightning, and frequent squalls, so completely shutting out the view that, although extraordinary vigilance was maintained by the station lookouts both at the Point Lobos and Fort Point towers, they discovered no sign of distress in any direction. Neither were the signals visible at any time to the marine observer on duty at Point Lobos. The only persons who appear to have seen them were the keeper and assistant keepers of the Point Bonita Light-House. Of these, one assistant says he saw "a blanket but no flag," and another that he saw "some kind of a signal," while Light-Keeper Brown says that the *Samson* "was flying a bedspread all the afternoon, but no one seemed to take any notice of her." That the schooner and her signals could easily be seen from the light-house is beyond question, because it was not far from her and in such a direction that the signals flew at an oblique angle to the line of vision. The mate, the only officer whose evidence could be obtained, testified that, failing to receive any response either from the land or from a steam tug that he says he could make out lying under the south shore, he began about 3 o'clock, and continued all the afternoon, to blow the whistle of the donkey engine. As far as the life-saving stations were concerned, a policeman's rattle would have done just as well, both the stations being several miles directly to the windward—so far, in fact, as will appear in a moment, that under the conditions then existing the powerful steam whistle (siren) of the Light-House Establishment was wholly inaudible.

Still perceiving no signs that their condition was noticed, a boat's

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crew was sent from the schooner to the light-house wharf to request that the keeper blow the fog whistle for a tug, or the life-saving crews. Light-Keeper Brown, however, says they made arrangement with him that in case they should need aid they would blow a long and a short blast on the schooner's whistle, whereupon he would blow the siren as a signal to the life-saving crews. He adds that about 4.20 o'clock the *Samson* blew the blasts agreed upon, and ten minutes afterwards he put the siren in operation and continued blowing at short intervals for half an hour. This whistle can be heard at a great distance in ordinary weather, but such were the unfortunate conditions on this occasion—a fierce adverse wind, heavy rainfall, and the boisterous roar of the surf breaking on the rocky shore—that the sound was little more than barely perceptible on board the *Samson*, which lay less than half a mile away. That it could not reach the life-saving stations, upward of three miles distant, in the same direction, is obvious as a matter of theory, and as a matter of fact is proved by the testimony of the life-saving men who made oath that no sound was heard above the tumult of the storm, and that the weather was so thick they did not see the puffs of steam which would indicate that the whistle was blowing. The result was, that the day closed without the slightest knowledge at the life-saving stations that the wrecking schooner required assistance.

With the descent of darkness the storm grew heavier, but the people on the *Samson*, apparently without thought of taking to their boats while there was yet a fair opportunity to do so, simply set their anchor light, and made no signals of distress during the remainder of that day. At 1 o'clock the following morning, however, as the mate testifies, they began to burn torchlights of oakum and coal oil, which they continued to show frequently until past 3 o'clock. At about 2.40 the surfman of the Fort Point Station, who was on lookout in the station tower near the point, noticed what he thought was a flash light on the schooner, whereupon he notified Keeper Hodgson and quickly burned a Coston signal as notice to the *Samson* that her light was seen. He was ordered by the keeper to report at once to the station for boat service, which order he hastened to obey, first burning another signal in response to a second flash light.

At this time the storm had assumed proportions of almost unprecedented ferocity. Mr. John Hyslop, the marine observer at the Point Lobos Signal Station, who had scientific means of testing the velocity of the wind, says that his record shows it to have been at times as great as seventy miles an hour. The night, too, was exceedingly dark, and Keeper Hodgson, who knew that a boat could not judiciously be taken to sea without the aid of a tug, immediately called up by telephone the tugboat office in San Francisco, where he fortunately found present Captain Silovich of the *Reliance*, to whom he made known his wishes. The captain replied that he deemed it a very dangerous undertaking to approach Point Bonita in the darkness and tempest then prevailing,

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and the keeper was afraid he would finally refuse to go, but, with the spirit of a true sailor, a half-hour later, he cast off his lines and proceeded down the bay for the purpose of surveying the situation, and with the intention of towing out the lifeboat if practicable. When the *Reliance* arrived abreast of the Fort Point Station, Keeper Hodgson went alongside with the lifeboat and transferred to the tug the Lyle gun and beach apparatus, to be worked from the tug if necessary in rescuing the shipwrecked people, a difficult expedient which he had resorted to and brilliantly executed on a former occasion. The tug, with the lifeboat in tow, then steamed out under a "slow bell," but, upon getting well off the Fort Point buoy, the storm was found to be so severe that prudence forbade the continuance of the journey. The gale was picking up the tops of the seas, filling the air thick with spoon drift, and the darkness was so intense that nothing could be discerned more than a ship's length ahead, while the tug had all she could do to hold her own to windward. Under such conditions nothing could be accomplished, but Keeper Hodgson was resolved to let no chance escape him, and therefore, in order that he might be as near as possible to the scene and ready for action at the very first favorable moment, called out to Captain Silovich to hold on to the lifeboat until daylight, which the captain agreed to do, and then, putting about, stood a little distance up the bay in search of less tempestuous water.

While these incidents had been taking place, the crew on board the *Samson*, becoming more and more alarmed, resolved to abandon the vessel. The keeper of the light-house says that the gale during this period was blowing a hurricane, and that the light-house men, while moving about outside the buildings, were frequently compelled to crawl upon their hands and knees to avoid being blown over the bluff. With every heave of the sea the doomed vessel dragged a little nearer to the rock-bound shore, and at about half past 3 o'clock her disheartened crew set to work to get their boats afloat—the first to be launched being a small yawl. This was successfully put overboard, and two divers, James Dolan and George Baker, quickly clambered into it, but before either of the two others who were to accompany them could get over the side of the schooner, the yawl broke adrift and was swept to leeward in the darkness, nothing more ever having been seen of it or its occupants. Half an hour afterwards another boat, the only one left, was launched, manned by eight men, and pulled clear of the schooner just as she first touched bottom. These men, with the two already lost, composed the entire crew, except four who appear to have been left on the schooner, the captain being one of the number. The mate testifies that the captain wished to embark in this boat, (which is probably true of the other men also,) but that it was already overloaded. Only a part of those in the boat had oars, and, pulling with all their might, they made scarcely any headway, but were fortunately able to keep off the shore.

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As soon as signs of daylight appeared, the tug, with the lifeboat in tow, turned seaward again and ran down to the vicinity of the *Samson's* winter anchorage, when the keeper discovered that she had either let go or parted her ground tackle and drifted away. All eyes at once swept the surrounding waters for signs of the missing schooner or any of her crew who might have escaped in boats or on pieces of wreckage. The dense mist and sheets of wind-driven rain were almost impenetrable to the vision, and no trace whatever was discovered of the missing craft, but, after cautiously drifting to leeward awhile, holding up from time to time to make sure that the tug and lifeboat should not themselves be wrecked, Keeper Hodgson faintly made out near the shore a boat containing several persons, vigorously struggling to keep off the rocks. It was plain that it would be extremely dangerous for the life-saving expedition to go any nearer, but it was also plain that unless that risk were taken the boat would shortly be dashed to pieces in the surf, and probably all on board would be drowned. Captain Silovich and Keeper Hodgson, fully alive to the supreme necessity of the moment, instantly determined to brave every peril, even to the verge of rashness. The tug, therefore, boldly dropped still farther inshore, and the lifeboat cast off with the purpose of drifting to the boat of the shipwrecked men and taking them in tow. When near enough for a line to be passed, one was thrown to the keeper, and, fortunately, at the same moment the tug was found to be close aboard, and an additional line was thrown from her to the *Samson's* boat. Under the directions of the keeper the shipwrecked boat was hauled alongside the tug, and the eight men in her were speedily and without mishap taken on board. They stated that the *Samson* had stranded among the rocks on the shore, with several of their shipmates aboard, and also that there was another boat afloat containing two men. Keeper Hodgson therefore determined to cast off again from the tug, which had now worked to windward, and pick up the other boat if it could be found, as well as to go to the wreck, if that feat could be accomplished, and rescue the men reported to be there. To do this was an exceedingly perilous venture, and Captain Silovich warned the keeper that, in his judgment, should the lifeboat let go of the tug, it would never be able to get back. Nothing daunted, however, Hodgson threw off his line, and drifted swiftly toward the wreck, dropping his anchor when within about sixty yards, intending to veer down close to her. The courage and seamanship requisite to effect this maneuver may best be realized when it is stated that the sea and wind were still raging at their worst, and that the wreck lay among great threatening rocks only fifteen or twenty yards from the shore.

Just as the anchor was dropped a tremendous sea rushed toward the lifeboat, and for a moment seemed likely to pitch her upon the rocks, but the cable fortunately withstood the terrific shock, and the gallant boat, grandly mounting the savage billow, escaped without damage,

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save the loss of four oars. In the somewhat quieter interval that followed, the boat was veered down within twenty-five yards of the wreck, where the ugly rocks protruded from the water on each side close to her, and a careful survey was made of the hulk, but nobody was found on board. Shouting was heard proceeding from the bluffs, where six or seven men were seen climbing up and making signs that there was no one remaining on the *Samson*. Upon this information, confirmed by his own observation, Keeper Hodgson hauled his boat out of its menacing environment up to the anchor, which was raised, and the boat with extreme difficulty was rowed to the tug. Everybody now supposed that all who had been left on the *Samson* had succeeded in reaching the land, and, therefore, the only remaining duty seemed to be to take safely ashore those who had been rescued. The lifeboat was, therefore, again made fast astern of the tug, which steamed up the bay, dropping the life-saving crew abreast of their station and subsequently landing the shipwrecked men on the dock at the foot of Harrison street.

As far as known at this time to anybody on the south side of the Golden Gate, all four of the crew left on the *Samson* when she was abandoned were safe on shore at the Point Bonita Light-House, but, unfortunately, such was not the fact. When the details of the experience of these men were learned on the next day it was developed that just as the schooner grounded a watchman named Louis Johnson fell overboard and perished in the surf. The others held their places until some time later, when they made a struggle for the shore, which, with the aid of the people connected with the Light-House Service, they succeeded in reaching. This was the group of persons seen from the lifeboat, whose signals and number were supposed to indicate that all had been saved.

It would seem from the refusal of the mate of the *Samson* to state how much cable was paid out from the schooner that he must have had some misgiving as to whether she was allowed sufficient scope. The general opinion of the witnesses examined was that if the crew had remained on board instead of taking to their boats the lives of the two divers swept away in the yawl need not have been lost.

Not long after the *Samson* stranded she took fire, and was eventually almost entirely consumed.

WRECK OF THE COAL BARGE SETH LOW.

About 1.30 o'clock in the morning of January 14, 1895, a large schooner-rigged coal barge, known as the *Seth Low*, stranded on the Long Island coast, (Third District,) near the Zach's Inlet Life-Saving Station and became a total wreck. Two of her crew of five men perished—one, Oliver Dottridge, seaman, having been washed overboard and drowned, and the other, Joseph Johnson, cook, having died from

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exposure while lashed to the bitts on the after end of the vessel. The other three were rescued by the crew of the life-saving station.

The *Seth Low* was built in 1861 at Kennebunk, Maine, and, consequently, was upward of thirty-three years old when wrecked. Her gross measurement was eleven hundred and forty-seven tons and she was originally ship-rigged, at one time during her protracted existence having been owned in Great Britain and sailed under the British flag as a bark by the name of *The Craigs*. In 1888 she was converted into a coal barge, and rigged with two masts carrying fore and aft sails. For a vessel of her size, drawing upward of twenty feet of water, the insignificant spread of canvas provided by her rig was little more than enough to enable her to make headway, still less to contend with a storm, and the testimony shows that she was not only old, but rotten. She belonged to a class of vessels which has largely increased in recent years and is still growing. They are mostly old craft metamorphosed, after their usefulness has expired as sailing vessels, into transports for carrying coal, being towed (generally two or more at a time) from port to port by steamers constantly employed for the purpose. By this method the expense of transportation is much reduced, for the reason that barges in tow of steamers are not subject to the delay occasioned to sailing vessels by adverse winds, and need only small and, therefore, comparatively inexpensive crews.

During the season of 1893 one of these barges was cut adrift near Montauk Point and wrecked on Block Island with the loss of all on board (five persons), and another during the season of 1894 off Long Island, beyond the scope of life-saving operations, with her full crew of four persons. On the latter occasion the towing steamer, *Panther*, which cut the barges adrift in both instances, herself became a victim to the storm, and went down with a loss of thirteen of the sixteen men who composed her crew. Four more of these coal carriers were wrecked in Long Island Sound during January, 1895, with a loss of twelve persons, and similar disasters are frequent.

The *Low* was loaded with 1,639 tons of coal at Perth Amboy, New Jersey, and was bound for Boston, Massachusetts. On the 10th of January she left Perth Amboy and anchored near by at Old Orchard, where she lay until the morning of the 12th, when she and a companion barge called the *Ringleader* were taken in tow by the steamer *Santuit* and set out for their destination. On account of thick weather and an easterly wind, however, all three returned on the same day to their anchorage. The towing steamer was of iron, thirteen hundred and thirty-seven tons gross burden, built in Scotland in 1873, and on the present voyage herself carried a large cargo of coal.

After lying at anchor with her tow overnight the *Santuit* again steamed out, about 1:30 P. M. on Sunday the 13th, passing Sandy Hook a half hour later, the *Seth Low* having her sails set. After clearing the Hook and passing the outer bar with the wind from the southwest, a strong swell

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from the southward was encountered, the barometer was observed to be unsteady, and the weather to the westward wore a threatening aspect. Therefore, the steamer, instead of laying her course directly to the eastward, slowed down and headed southward along the New Jersey coast—a maneuver by which she would gain a much better offing from the Long Island shore. After standing on this course for about four hours she increased her speed and kept away to the eastward, bringing the heavy sea on the starboard beam, and causing the *Seth Low* to steer wildly and make very heavy weather. At 7:30 P. M. her towing hawser, which was subjected to an intense strain, suddenly parted, and she began to drift rapidly away from the steamer. She carried a steam engine for the purpose of handling cargo, and the captain immediately blew a signal of distress on the whistle, which the *Santuit* promptly answered, and then put about to make an effort to pick up the barge. The captain of the barge says that the steamer was a hard vessel to handle, and, with the incumbrance of the other barge, could only circle around the *Low* without being able to get near enough to pass a line to her. Finding that he would be obliged to take care of himself, Captain Dottridge headed the *Low* offshore, but soon found that she was laboring so heavily on that tack—her cargo having shifted so as to give her a list of some two feet to port—that he wore ship and stood inshore again. The cumbersome old craft then took the seas more easily, but great difficulty in steering was experienced, and the captain soon discovered that the rudderhead was sprung, obliging him to place tackle on the rudder chains in order to keep any tolerable control of his vessel. After standing on this tack for about an hour he again wore ship and headed off shore on a southeasterly course, but found it impossible to make progress, and, therefore, once more put about to the northward, lumbering along at a speed of about two and one-half miles an hour, and fast drifting to leeward toward the Long Island shore.

The wind was blowing a gale and a rough cross sea was running. About 10.30 Captain Dottridge became desperately anxious to receive assistance from the steamer, and, therefore, burnt a signal to her, in response to which she went as near as possible to the barge and remained in sight for nearly an hour, but was not able to render any aid. For an hour and a half thereafter the disabled vessel, now having considerable water in the hold, drifted shoreward at the mercy of the gale, and at 1 o'clock the captain commenced showing signals of distress to attract the attention of the life-saving stations which he knew were located in the vicinity. A half hour later, at 1.30 A. M., the barge stranded on an outer bar six or seven hundred yards from the shore, as the captain thinks, pounding with great violence every time a heavy sea struck her.

The surfman who had the west patrol from the Zach's Inlet Station discovered the stranded steamer and promptly made his way to the station, where he informed Keeper Chichester that there was a wreck

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about three-fourths of a mile to the southwest. A Coston signal was burned to give the shipwrecked sailors notice that their distress was discovered, and the station crew hastened to the beach, where a fire was built, by the light of which the imperiled mariners could perceive that the life-saving men were active. By these signs they were encouraged to hope that they might in some way be rescued, although the captain states that the surf was so high he had no idea that a boat could reach them. Before setting out for the wreck the keeper prudently telephoned to the keepers of the Jones Beach and Short Beach stations, lying next to his on either side, that a vessel was ashore and their assistance might be necessary.

He had examined the surf at midnight, and, therefore, being well aware that there could be no possibility of launching a boat, took only the breeches buoy apparatus to the beach. Although the barge lay so far off that he had little or no hope the gun would be able to throw a line across her, he nevertheless proceeded to bury the sand anchor and made other preparations to speedily set up the apparatus in case a successful shot should be accomplished. In view of the extreme distance of the wreck and the swiftness of the current alongshore, he also sent to the station for an additional hawser, to be used if necessary to lengthen the one already at hand. By this time the Jones Beach crew had arrived and were participating in the work, and a little later the Short Beach crew put in their appearance with their surfboat and an extra shot line or two. That it was still impossible to send a boat through the furious surf then rolling in was obvious to all present, and Keeper Chichester therefore decided to try the Lyle gun without delay. The first shot was fired at about 3 o'clock A. M. with a No. 7 line and a six-ounce charge of powder, but the night was so dark that the flight of the shot could not be followed, and no response was returned to the signal made by the keeper for the men on the wreck to haul off the shot line. It was, therefore, hauled in by the life savers, and as soon as possible the gun was fired a second time, but with a No. 4 line and a six-ounce cartridge. Signal was again made for the sailors to haul off, but, as in the former instance, no reply was received, and after waiting a little while this line and shot were also drawn ashore. Still another attempt was made with the same size of line and weight of charge, but without success, and the keepers then reached the conclusion that further operations should be deferred until daylight.

At 5 o'clock the foremast went by the board and the mainmast about thirty minutes later, indicating that the wreck was beginning to break up, and patrolmen were immediately dispatched to the eastward to look out for any bodies, or render aid to any living persons that might be washed ashore. Returning in half an hour they reported that they had not discovered any persons but had found considerable wreckage, among which was a yawl marked *Seth Low*. The destruction of the masts made the use of the breeches buoy thereafter almost impossible, even if

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a line could be fired to the barge, and, therefore, the life car was taken to the beach and made ready to be sent out, like a boat on the water, in case line communication should be established. The morning was now sufficiently advanced to reveal the forms of a small group of persons apparently clinging to the bitts on the stern of the wreck, which, with a little of the bow, was all of her that was visible. The surf was still so powerful as to forbid an attempt to get the surfboat afloat, and therefore the gun was tried again, four or five additional shots being fired, but all without laying a line over the vessel. Firing was discontinued between 9 and 10 o'clock, and Keeper Chichester then estimated the distance to the barge as fully seven hundred yards, which is beyond the range of any life-saving ordnance in the world.

In anticipation of the unfortunate situation which had now developed, Keeper Chichester, with wise forethought, had caused a telegram to be sent early in the forenoon to the Maritime Exchange in New York City, stating that a vessel was ashore near his station, beyond the range of life-saving ordnance, that the surf was too formidable to contend with, and suggesting that a tug be sent to the wreck to take off the people, if possible, from the outside. At 11.30 o'clock, several hours after this message was sent and two hours after the futility of attempting to reach the wreck with a line had been demonstrated, the conditions had become extremely critical. The weather was biting cold, the vessel was already dismantled, her deck houses were gone, and she was liable to fall to pieces at any moment, while the wretched men lashed to the fragment of the stern still above the water were deluged with freezing surf every time a wave rushed over the hull. Unless a boat could be forced off the shore all would soon be lost. The keepers, thoroughly alive to the awful responsibility resting upon them, resolved that a boat should be launched at all hazards if a launch was within the scope of their utmost power. The wind had hauled a little more to the westward, which was a favorable circumstance, and, as a result of that fact, the sea had abated to a slight degree, so that the men were stimulated with considerable hope that their efforts might be crowned with success.

The Zach's Inlet Station surfboat was, therefore, taken to the edge of the water, Keeper Chichester and his crew prepared to go afloat, Keeper Ketcham and his crew of the Jones Beach Station ready to aid them in their effort to make a launch, while Keeper Edmonds and his crew of the Short Beach Station were to stand by to render assistance in case of disaster. When everything was arranged, the boat was rushed into the water with all the strength of fourteen resolute men, and, though the struggle was fierce, she was at last sent safely afloat, passing the breakers in excellent fashion, and, propelled by the powerful arms of the skillful and fearless oarsmen, was soon gallantly making her way seaward. Although the pull was a hard one, Keeper Chichester was not long in getting sufficiently near the hulk to perceive that only three of

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the five persons first seen were still there. The furious sea and tangled mass of wreckage dashing about in the waves made it extremely hazardous to approach near enough to take off the shipwrecked men, but after several fruitless attempts the boat was finally driven sufficiently close to permit a line to be thrown on board, which was instantly seized by one of the sailors who fastened it around his body under the arms and jumped into the water, whence he was speedily pulled into the surfboat. As another opportunity presented itself, the boat was again worked near enough to heave the line. Of the two persons still on the barge, one was a sailor and the other, Captain Dottridge, a man very much older than his subordinate and whose physical condition was by far the more serious. The brave young sailor seized the life line, and with true heroism made it fast, not to himself, but to the almost inanimate master, whom he then pushed into the sea. The unconscious man was pulled into the surfboat more dead than alive, and a surfman was at once set to work upon him to maintain, if possible, sufficient circulation to preserve his existence. Once more the surfboat was worked as close as possible alongside the barge, when the third and last survivor was taken into the boat, as his shipmates had been.

It was now 1 o'clock and the surf was pounding with terrific force on the shore. To attempt to return through the breakers was to extremely jeopardize the lives of all in the boat, and therefore Keeper Chichester wisely decided to pull away for Fire Island Inlet. The distance was 12 miles, but the chances of safely making it were far more promising than to risk another encounter with the breakers. The clothes of the shipwrecked men were stiffly frozen about their bodies, and incessant attention to them was required to keep them—especially the captain—from perishing with cold. Three hours of hard rowing were consumed in reaching the inlet, where Keeper Arnold and his crew of the Oak Island Station met the boat with a horse and wagon, for the transportation of the half-frozen men, and an abundance of blankets to keep them as warm as possible in their most miserable plight.

At the Oak Island Station they were stripped of their garments, treated with proper stimulants, thoroughly rubbed, furnished with warm food, and then put to bed. One of them, Brawner, had one of his feet frozen, which was also properly treated according to the prescribed methods of the Service. The captain was unconscious when taken from the wreck into the surfboat, and had no recollection of events after that time until about 5 o'clock P. M., when he opened his eyes to find himself under the anxious and faithful ministrations of the life-saving men. As soon as he was carried from the wagon into the station his clothing was cut from his body, heated bricks and hot water bottles were applied and he was persistently rubbed with hot flannels, while suitable stimulants were discreetly administered to him at proper intervals. After two hours of nursing he was sufficiently resuscitated to speak to those about him, and when so far restored as to make it

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safe to let him sleep, was placed in a warm bed and carefully watched throughout the night. On the 16th the two sailors, who had recovered their normal condition, were supplied by the captain with money sufficient to pay their way to Boston, and took their departure, having been set across the bay in the station boat. The grief-stricken captain, whose strength had been more severely taxed, and who also earnestly desired to recover the body of his son, remained two days longer. The crew of the Zach's Inlet Station were so completely fagged out when they reached the Oak Island Station that they were not able to proceed homeward that night, and, therefore, after partaking of a refreshing meal, went to bed, returning to their own station the next day.

The loss of the two men who perished occurred a little before midnight. Twice during the forenoon Captain Dottridge was washed overboard, but both times was rescued by his sailors, and finally lashed securely to the bitts. His son Oliver, a young man of twenty-one years, but of rather less than average physical strength, was holding on as well as he could to one of the rudder chains, and at the same time making an effort to take a line from seaman Brawner, with which to make himself secure, when a huge comber broke across the stern and swept him into the icy water, where, for a few desperate moments he struggled for his life and then disappeared from view. Joseph Johnson, the cook, perished of exposure to the extreme cold while lashed to the bitts near the three survivors. A few moments after his death a very powerful sea, which dashed over the forlorn group, broke the lashings, and carried his body away. Neither body was ever recovered.

The following grateful acknowledgment of the services rendered by the life-saving crews at this wreck, appeared in the New York Maritime Register of January 23, 1895:

"Captain B. W. Dottridge, master of the barge *Seth Low*, which was recently wrecked on Short Beach, Fire Island, New York, desires to return his heartfelt thanks to the life-saving crews of Zach's Inlet (No. 29) and Oak Island (No. 26) for their noble work in rescuing himself and the two survivors of his crew at the imminent risk of their own lives. Captain Dottridge states that he had ceased to suffer some few hours before he was rescued, being entirely oblivious to his condition and perilous situation. He remained in a state of coma for several hours after being rescued, and it was only through the greatest efforts of the life-saving crews that he was resuscitated. The only injuries he has sustained were a few bruises on his face, and the tops of his fingers frozen. He also gives his thanks to the two other survivors, as it was only through their efforts that he was saved from being washed away with the other victims of the wreck."

WRECK OF THE SCHOONER LOUIS V. PLACE.

Stormy and extremely cold weather prevailed on the Atlantic Coast from Florida to New England during the 7th, 8th, and 9th of February, 1895. On the morning of the 7th the storm center was in the vicinity of Charleston, South Carolina, and twenty-four hours later it was off

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the coast of Massachusetts, with marked increase of intensity. The temperature in Florida on that morning (February 8) was the lowest ever recorded there by the United States Weather Bureau, while in New York City it stood at zero. Wind velocities were also very extraordinary, as high as seventy-two miles an hour having been reported at Woods Hole, sixty-eight at Block Island, and fifty-three at Sandy Hook, and snow fell during the 7th and 8th all along the coast from North Carolina to Canada. During the four days from the 6th to the 9th, inclusive, there were casualties within the scope of the Life-Saving Service to twenty-nine vessels of various descriptions, carrying crews aggregating one hundred and twenty-nine men, from none of which were any lives lost, with the exception of the schooner *Louis V. Place*, which was wrecked in the morning of the 8th on the coast of Long Island, (Third District,) between the Blue Point and Lone Hill life-saving stations.

The *Place* was a three-masted schooner of seven hundred and thirty-five tons measurement, built in 1890 at Kennebunk, Maine, hailing from New York, and carrying a crew of eight men, including the master and mate. It appears from the testimony of the survivors that she sailed from Baltimore, Maryland, under the command of Captain William Squires, on Monday, the 28th of January, bound for New York City, laden with one thousand and one hundred tons of coal, and passed out of the capes at the mouth of Chesapeake Bay about 10 o'clock in the forenoon of the following Monday, February 4th, having the wind fresh from the west-southwest. The weather, though crisp, was clear, but the water was rough, and soon after the schooner cleared the capes the wind veered to north-northwest, blowing hard, and the sky became overcast with thick clouds. All the light canvas was furled and the vessel stood on her course during the rest of the day and succeeding night under her lower sails only. On the next morning, Tuesday, the 5th, the gale had increased to such force that the sails were reefed down, with the exception of the foresail, which was so stiff with ice that the sailors could not handle it. The air at that time was biting cold and the rigging, sails, and entire hull of the vessel gathered ice to such a degree that she was kept under control with much difficulty. She was held to her course, however, as well as possible throughout the day and following night until the next morning, February 6th, when the severity of the weather had somewhat abated, permitting the reefs to be shaken out of the sails and the ice to be beaten off, so that she was able to make considerable better progress up the coast.

On the morning of Thursday, the 7th, however, the gale shifted to the northeast, blowing with great violence, and the weather became very thick. The sails were reefed again, and the schooner labored heavily along until 2 o'clock in the morning of the 8th, when the tempest hauled to the westward, raging with greater fury than ever, and causing a wild and very dangerous cross sea. The crew had now

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been subjected to four days and nights of bitter exposure, and their arduous duties had allowed them so little rest that they were not only well nigh worn out, but almost disheartened.

At this time the position of the *Place* was wholly a matter of conjecture, but Captain Squires is said by the survivors to have believed that he was not far off Sandy Hook. By 7 o'clock his vessel was little better than a drifting iceberg—almost wholly unmanageable, her running gear frozen in the blocks, her sails as stiff as boards, and her deck sheeted with ice. The atmosphere was so thick that objects could not be discerned at any considerable distance, and at about 8 o'clock the captain, totally bewildered as to his bearings, but confident that he could not be far from land, cast the lead, which showed about eight fathoms of water, whereupon, although his ship was leaking freely, he concluded to drop his anchors and try to ride out the storm. Calling aft the crew he informed them of his purpose, gave each a ration of liquor, and urged them to move about as rapidly as possible. They did the best they could in their weak and miserable condition, but all their feeble efforts to clear away the ice-bound anchors failed, and the master then instructed them to put on all the clothing they could wear and remain upon the after part of the vessel. An attempt to change the course would have been futile, and therefore none was made, but all the halyards were cut away in order that the sails might run down if they would, and the progress of the vessel toward the land be somewhat stayed. They were, however, so rigid with ice that they stood almost as upright in their places as before, and, as there was nothing more that could be done, the now thoroughly discouraged men gave over and simply awaited the dreadful fate they could have no doubt was close at hand. Not more than ten minutes afterward they heard the ominous breakers ahead, and a few minutes later the schooner lay pounding on the bar, the seas combing over every inch of her hull, and the crew flying to the rigging for their lives.

About five minutes before stranding she was discovered by Surfman Saunders of the Lone Hill crew, who was on the beach, and ran at once to the station, where he telephoned for the assistance of the crews of the two adjacent stations, Point of Woods on the west and Blue Point on the east, and then dispatched a messenger to the eastward to notify his own keeper and crew, who were absent on attendance at the wreck of the four-masted schooner *John B. Manning*, which had stranded some hours earlier about halfway between the Lone Hill and Blue Point stations. The crews of both these stations had started out early for this wreck, and although their routes were beset with the utmost difficulties incident to an ugly winter storm, they succeeded in reaching the *Manning* in good time to rescue every man on board, nine in number.

When their work was completed and they set out to return to their respective stations, they were all considerably fatigued, and several of them were frost-bitten. The Lone Hill crew found that to haul their

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beach apparatus back was beyond their strength, and, therefore, leaving it behind, they began to retrace their difficult journey under the additional adverse condition that the cutting blasts of the gale, at a temperature of only three or four degrees above zero, were directly in their faces, blowing at a rate ranging from an average of over thirty to a maximum of upward of fifty miles an hour, and laden with blinding snow. On their way they were met with the information that a three-masted schooner was stranded near their station, and that their presence there was urgently needed. Hurrying on with all possible speed they soon reached the wreck. Meantime the other two crews above-mentioned had received the appeal for aid sent by Saunders over the telephone, and promptly responded. The Point of Woods crew, traveling from the westward, with the gale at their backs, were quickly on the ground, having with them their Lyle gun and other beach apparatus, while the Blue Point crew, coming the other way, arrived somewhat later. While on their homeward journey from the *Manning* they were intercepted by a surfman from their station conveying the news of the wreck to the westward, and at once facing about they bent their steps in that direction, picking up abreast of the *Manning* the abandoned Lyle gun of the Lone Hill crew, and dragging it along with them on a sled.

The stranded vessel lay between three and four hundred yards from the beach, about one-eighth of a mile eastward of the Lone Hill Station, the surf was sweeping her from end to end, and her crew were to be seen in the port mizzen rigging at intervals when the atmosphere was not obscured by the frequent squalls of snow—three standing in the shrouds just above the sheer pole, two higher up, one still higher, standing on the ratlines between the crosstrees, and two on the crosstrees themselves. The tide was at flood, the surf very heavy, filled with a grinding mass of porridge ice two feet in depth, and the gale was at the climax of its fury, while the beach was strewn with great cakes of ice piled in some places to the height of six or eight feet. Under these circumstances no human power could put a boat afloat, or, if that had been possible, propel it through the angry sea of broken ice that heaved and surged between the shore and the wreck. There was one means only by which the imperiled men could possibly be saved, and that was the breeches buoy apparatus, which the life-saving crews prepared to put in operation without delay. Just as they were placing the Lyle gun in position for firing, two of the men standing a little distance above the sheer pole, where the waves constantly drenched them, who subsequently proved to be the captain and the cook, were observed to fall into the sea and disappear. This appalling spectacle, so early in the awful tragedy, gave evidence that the shipwrecked crew must have already lost much of their vitality, and excited grave apprehension that more of them would be lost even should no unusual difficulties arise to impede the operations necessary to effect a rescue.

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Scarcely had the poor fellows fallen from their places when the gun was fired and the projectile flew over the wreck, landing the shot line across the fore-topmast stay, whence it slipped to the jib boom, too far away from the sailors to admit of expectation that they could possibly get it, and therefore without delay the gun was fired a second time. This shot laid the line across the spring stay between the fore and main masts, the bight of it falling down and swinging almost within grasp of the shipwrecked men. The people on shore devoutly hoped that this line, apparently obtainable without serious difficulty, might prove to be the means of a speedy rescue, and much anxiety and disappointment were experienced when it was observed that no movement was made to reach it. The life savers, however, allowed it to remain where it was, in view of a possibility that the sailors might by some means ultimately secure it, and meanwhile as soon as practicable fired a third shot which landed its line fairly across the main-topmast stay. Still, the shipwrecked people continued to maintain their places in the mizzen rigging without sign of a movement to get possession of the all-important line upon which, as far as could then be known, their lives depended.

The weather had continued squally during these operations, often shutting out the vessel from view, and therefore considerable time had necessarily been consumed. It was then about 1 o'clock, and there were a few moments of clear sky, which afforded a chance to send out a fourth shot. This, however, did not fall aboard the vessel, and before anything further could be done the weather again closed in thick with falling snow that effectually concealed the *Place* from sight for the space of almost three hours. When it again became possible to see her the painful fact was disclosed that there were only four men left in the rigging, two of the six last seen having perished and fallen overboard during the squall. These proved to be Gustave Joeby (or Gaiby), the mate, and Charles Allen, who had charge of the donkey engine. The gun was now fired for the fifth time, and laid its line across the wreck, but before its exact location could be determined snow set in again and nothing could be seen. The short winter day was now almost gone, and the men stood earnestly on the alert to fire once more the instant the wreck should be visible. In a few minutes the coveted opportunity came, and upon its first sign the sixth shot went out, landing the line across the fore-topmast stay. There was yet sufficient daylight for the life-saving men to perceive that the persons on the wreck did not stir. Darkness was at hand, and with its coming disappeared all reasonable hope of effecting a rescue with the breeches buoy before morning. The night was wild and intensely cold. It would be little less than a marvel if any of the poor fellows should survive its awful terrors, and the watchers huddled on the beach by the beacon fire maintained their anxious vigil with unwavering fidelity, praying for some favorable change of conditions, ever so slight, that might warrant an attempt, however desperate, to launch a boat. But none occurred.

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When daylight broke, almost twenty-four hours had elapsed since the stranding, and there were apparently only two living men left on the wreck. The third of the four who had been seen at the close of the previous day, August Olsen, was near the two survivors in the crosstrees, frozen to death, while the body of the fourth, Fritz Oscar Mohr, hung in the rigging head downward, held by the lashings he had placed about himself, swaying to and fro at the merciless sport of the gale.

The survivors subsequently stated that Olsen was too weak to crawl around the mast under the shelter of the topsail, which they had cut adrift and drawn around them when they first went aloft, and that they could not help him. He was, therefore, compelled to remain where he was, wholly unprotected from the storm, and perished there about 2 o'clock in the morning. Mohr had lashed himself to the shrouds soon after the vessel stranded, and the exact hour of his death could not be determined. At sunrise the *Lyle* gun was fired once more, throwing the shot line across the main topmast stay, whence it swung to the mizzen rigging, very near the two sailors visible there, and the life-savers, praying that the men might secure it, and firmly believing that they would if they had yet sufficient strength, left it where it was. Still, no movement was manifest, and an almost despairing effort was quickly made to throw one even nearer to them. This shot was too high, and passed above the mizzen topmast, falling clear of the vessel. Without delay the ninth and last of the series was fired, laying its line fairly across the hull, between the main and fore masts. The tide was so low at this time that the rail was not submerged, and one of the men on the crosstrees descended, and, standing on the rail, made an attempt to haul off the line, but finding himself unable to do so abandoned the effort and crept feebly part way up the mizzen rigging. The life-saving men made signals to him to take the line aloft so that his shipmate might help to haul it off, but he paid no heed. It was now 3 P. M. of the second day, and hope was fast slipping away from all hearts. As a last resort the whip line was unbent from the shot line, and the breeches buoy was attached to the latter, when signals were made for the men to haul away, the idea being entertained that they might possibly make themselves fast to the buoy and be drawn ashore by that means. But the signals received no answer. It was plain that the sailors were too nearly exhausted to afford any aid in their own behalf, and at last all thought of making a rescue with the breeches buoy was abandoned. Of the nine shots fired only two failed to place the line fairly on board, while most of them had been landed where, under only a little less desperate conditions, they might have been readily secured.

The breakers soon began to comb over the hull again, and signals were made for the sailor in the shrouds to join his shipmate in the crosstrees, where he would be somewhat sheltered by the topsail. The boat was

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taken from the wagon to the edge of the surf, and again and again driven as far as human power could force it into the ice-laden breakers, only to be spitefully hurled back upon the shore. Dangerous, and almost hopeless as was the task, each succeeding failure only more and more sternly impressed the men with the dreadful extremity of the shipwrecked sailors, and each succeeding effort was made with even more desperate energy than the preceding one. The last attempt of the afternoon took place at sunset, but the gathering darkness called no halt to the unconquerable purpose of the devoted life-savers, who now withdrew their boat a little way from the water and rested, only to renew their wasted powers and then push out again the instant a ray of hope should appear. Impatiently waiting and watching for the first sign of a feasible opportunity, none appeared until close to midnight. Then the tide was receding and the surf had fallen a little, while the wind was somewhat less powerful, and the masses of ice not quite so dense. Once more all hands stood by to make a launch. Forty hours had elapsed since the vessel stranded, and it was now or never for the perishing men on the storm-swept hulk. Every man of the life-saving crews realized full well that the supreme moment was at hand. At last, with one mighty rush they sent the boat afloat, Keeper Baker of the Lone Hill Station at the helm, and Keeper Rorke of Blue Point, with five other fearless fellows, at the oars. The waves ran high and the heavy ice pounded the boat with great fury, but her resolute crew drove her onward with all the strength at their command, and before many minutes laid her safely alongside the wreck. Aroused by the shouts of the life-savers that deliverence was at hand, the poor fellows in the crosstrees cautiously crept out and slowly descended the shrouds to the rail, whence they were helped into the surfboat. Two of their shipmates hung in the rigging, but they were dead, and the situation was too perilous to recover their bodies at that time.

The boat had already suffered considerable injury from the incessant heavy blows of the ice, and Keeper Baker wisely determined to lose no time in getting the rescued men ashore. The powerful set of the eastward current considerably retarded the shoreward progress and carried the boat about a quarter of a mile east of the starting point, where it was pulled to the beach without disaster but not without additional serious damage. Between 12.30 and 1 o'clock A. M. of the 10th the rescued men were taken into the station, where for the first time their pitiful condition was fully revealed. William Stevens, the stronger of the two, was badly frozen about the face, ears, neck, hands, and feet, but his condition was far less wretched than that of his shipmate, Soren J. Nelson, whose feet were frozen almost solid in his boots and who was little more than barely alive. Their clothing was removed and their frozen limbs were bathed in snow, cold water, and linseed oil, and then properly bandaged. Stimulants were administered to accelerate circulation, and they were carefully placed in warm beds, where they lay under the

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watchful eyes of the surfmen throughout the remainder of the night. During their protracted imprisonment of more than a day and a half in the crosstrees these two men, cramped in position and penetrated to the marrow by the piercing cold, maintained their existence only by the exercise of the most courageous and persistent self-control. Not daring to sleep for a single instant, and unable to move more than a few inches, they kept awake and preserved sufficient circulation in their bodies to sustain life only by shaking and severely pounding each other, while by turns, as their moods alternated, the temporarily more sanguine one would encourage his despondent companion with strong words of hope or admonition. Stevens was of much the more tenacious temperament, and no doubt the rough usage visited by him upon the body, and even the face, of his shipmate largely contributed to save the latter's life.

About 9.30 in the morning Lieutenant Maguire, the inspector of stations in the Third Life-Saving District, reached Lone Hill bringing with him Dr. Overton, of Patchogue, who at once took medical charge of the sailors, and a half hour later Dr. Robinson, of Sayville, for whom the keeper had telephoned an hour or two before, arrived and cordially cooperated with Dr. Overton. The wounds of the men were carefully dressed, proper medicines administered to them, and on the next day, at their own desire and by the advice of the physicians, they were sent to the marine hospital on Staten Island. Nelson's feet were so grievously frozen that he was necessarily carried on a stretcher. Information has since been received that the amputation of both feet was found to be necessary, and after lingering until the 2d of March the poor fellow died of tetanus.

The bodies of August Olsen and Fritz Oscar Mohr, the two men lashed to the rigging, were taken ashore, and, after a coroner's inquest, transferred to Patchogue for burial. The same disposition was subsequently made of the body of Gustave Joeby, (or Gaiby,) the mate, which washed on to the beach near the Forge River Station, fifteen or twenty miles to the eastward. A burial lot was generously donated by Mrs. Augusta Weeks of Patchogue, where the three bodies were reverently interred with appropriate ceremonies. On the 22d of February the body of Captain Squires was rescued from the surf by men of the Life-Saving Service, between the Shinnecock and Southampton stations, and the next day was given in charge of his brother, A. P. Squires of Good Ground. On the 26th the body of Charles Allen, the engineer, was found one-half mile west of the Moriches Station, and on the following day was committed to the custody of the coroner. No tidings have ever been received that the body of the cook has been recovered. He was said by one of the survivors to be a Norwegian, but neither of them knew his name.

It is most profoundly to be deplored that all on board the *Place* could not be saved, but the credit due the life-saving crews is in no way diminished. They faithfully stood to their duty and accomplished all

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that human power could effect. Fourteen out of twenty-one, notwithstanding their necessary activity, were frost-bitten, several were for a number of days barely able to keep about, and one, whose ears and face were very badly frozen, was so seriously disabled that after all was over he lost consciousness and had to be removed to his home.

Captain Sprague of the schooner *Manning*, who was rescued with his entire crew on the morning of the wreck of the *Place*, as above stated, and who was a witness of the conduct of the life-saving men at the wreck of the latter, published a letter in the New York Herald commendatory of the conduct of the life-saving crews, and the legislature of New York unanimously adopted a resolution of the same complimentary character, both of which documents are printed below.

"*To the editor of the Herald:*

"I wish through the medium of your paper to express for myself and crew our great gratitude and appreciation for the prompt and effective service rendered to us by the Lone Hill life-saving crew in rescuing us, in breeches buoy, from the schooner *John B. Manning*, stranded near Lone Hill on the morning of February 8, 1895, and for the humane treatment of myself and frost-bitten crew at the life-saving station.

"I also wish to state that I observed their efforts to rescue the crew of the schooner *Louis V. Place*, stranded a few hours later near us. Men never worked harder or better, and though they succeeded in saving but two of that perishing crew, I think they deserve the highest praise for the noble manner in which they did their whole duty.

"SAMUEL C. SPRAGUE,
"*Master Schooner John B. Manning.*

"LONE HILL, L. I., *February 12, 1895.*"

"STATE OF NEW YORK, IN ASSEMBLY.

"ALBANY, *February 15, 1895.*

"Whereas, from published reports of the stranding of the schooners *John B. Manning* and *Louis V. Place* on the coast of Long Island, between the Lone Hill and the Blue Point life-saving stations, during the terrible storm of wind and snow which swept over the country through the night of February 7 and the day of February 8, it is made entirely clear that the rescue of the crew of the former vessel and of the two survivors of the crew of the latter vessel was effected by the brave men of the above-named stations only through the exercise by them of the highest qualities of human endurance, energy, skill, and dauntless devotion to duty; and

"Whereas, the tribute of popular esteem and applause is due to such self-sacrificing heroism in the cause of our common humanity; therefore, be it

"Resolved (if the Senate concur), That the legislature of the State of New York feels a proper pride in recognizing such noble deeds on the part of its citizens, and does hereby extend the thanks of the people of this State to Captains Baker and Rorke and their gallant crews of the Lone Hill and Blue Point stations for the service they rendered, not only to the immediate subjects of their courage and skill, but also to the whole brotherhood of man, when for over forty hours of continuous effort, without rest or sleep, night and day, they labored through gloom and gale and bitter frost to save human lives, and when at midnight of

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February 9 they launched a lifeboat into an ice-covered sea and at the peril of their own lives pushed off to snatch from the jaws of death two seemingly doomed victims of the storm. Such a service belongs to humanity and deserves universal admiration.

"Resolved (if the Senate concur), That an engrossed copy of these resolutions be sent to each person named therein, properly attested by the president and clerk of the Senate and the speaker and clerk of the Assembly; and also to the United States Senate and House of Representatives at Washington.

"By order of the Assembly.

"HAMILTON FISH, *Speaker.*
"N. E. BAXTER, *Clerk.*"

"IN SENATE.

"*February 18, 1895.*

"Concurred in without amendment.

"By order of the Senate.

"CHARLES T. SAXTON, *President.*
"JNO. S. KENYON, *Clerk.*"

SWAMPING AND CAPSIZE OF A FISH BOAT.

One life was lost on the morning of May 8, 1895, by the swamping and capsize of a cat-rigged fish boat on Peacock Spit, at the mouth of the Columbia River, (Twelfth District.)

This boat was one of the vast number—reaching twelve or thirteen hundred—that are engaged in fishing for salmon at and near the mouth of the Columbia River, and the man who perished was one of the crew in charge of her, the crews usually consisting, as was the fact in this case, of only two men, designated as the boat-puller and the net-tender. The fishing industry is prosecuted with great energy from May to August of each year, the boats being kept at work near the breakers not only during the entire day, but often far into the night. Although the weather may be calm, the sea is generally considerable, and oftentimes, even when other circumstances are favorable, is high and extremely dangerous. The boats range over so large an expanse, and the accidents are generally so sudden, that a rescue from any given point where a life-saving boat may be stationed is frequently a matter of the utmost difficulty, and, sometimes, as in the present instance, impossible. There are two life-saving stations at the mouth of the river, one on each side, but the surest safeguard of the fishermen is the proximity of their fellow craftsmen, who are impelled to the promptest efforts to save the imperiled, both from a sense of humanity and from mutuality of interest. During the year 1895 diasters, both within and beyond the scope of the Service, were numerous, and in most instances rescues were successfully made either by the life-saving crews or by the fishermen themselves.

It is the custom of the crew of the Cape Disappointment Station to get their boat afloat every day when practicable and slowly patrol the fishing grounds on the lookout for accidents. In addition to the vigilant

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watchfulness thus maintained, necessarily at some disadvantage because on a level with the water, a careful lookout is kept on the bluff, and when a disaster is discovered an alarm gun is fired to attract the attention of the boat patrol, which is then guided by signals to the precise locality of the casualty.

The value of the services being continually rendered by the life-saving men may be illustrated by a brief statement of the work performed within the limits of the single month in which this disaster occurred—May, 1895. On the 11th two men were rescued under very difficult and dangerous conditions near the Peacock Spit; on the 12th two in the same locality were piloted out of great danger to a safe position; on the 25th two were rescued near the same place from a capsized boat, the life-saving crew having attended on both disasters within one hour; on the 29th a fisherman was rescued on the Republic Spit, his comrade having been saved by other comrades; on the 30th two capsizes took place, from one of which the Cape Disappointment life-saving crew rescued one man and his comrades another, and from the other of which the crew of the Point Adams Station, on the south side of the river, rescued both men.

The instance in hand occurred about 8.30 o'clock in the morning on Peacock Spit, which is, perhaps, the most dangerous locality in the neighborhood, lying some three-fourths of a mile south-southwest of the Cape Disappointment Station. The wind was light and the weather clear, but there was a strong flood tide, and the sea ran high. The life-saving crew, except two men, had been called away earlier in the morning to Ilwaco to meet and carry to the station the assistant inspector of the district, and were on their return—but still a mile and a half away from the scene of the disaster—when they learned of its occurrence. Surfman Wachsmuth, who was on lookout, witnessed the capsize of the boat, and he and the other surfman present at once fired the gun as a signal to the returning crew, and then, with the assistance of some soldiers belonging to the garrison stationed there, (Fort Canby,) who volunteered to lend their aid, launched the English lifeboat, which immediately put off to the rescue in charge of Surfman Clark and manned by the soldiers. They pulled as vigorously as they could, but before reaching the capsized boat were overhauled and passed by the station crew, who rowed in the direction where the fish boat was last seen, but were unable to discover either of the unfortunate fishermen, as were also the persons collected on the bluff near the light-house. Thereupon the surfboat returned to land, where the impression prevailed that both fishermen had been drowned and their boat smashed to pieces, one man having been washed from the boat and the other clinging to it when it disappeared from view.

The boat was afterwards found, however, stranded on Sand Island, and information was received that one of the men was rescued by fishermen. The boat-puller, whose name was Beala, was drowned.

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The fact that the fishermen, who were close at hand, were able to save only one of the imperiled men, affords satisfactory evidence that the loss of life was in no way chargeable to the life-saving crew.

CAPSIZE OF A CANOE.

By the capsize of a canoe off Ontario Beach, Lake Ontario, (Ninth District,) one life was lost on the 9th of June, 1895.

Ontario Beach lies on the American side of the lake near the mouth of the Genesee River, State of New York, some seven miles from the city of Rochester, and is well known in that region as a popular summer resort. Bathing and boating are the principal recreations sought by the multitudes who visit the place, and it was while a party of three young men, or boys, were engaged in the latter pastime, that one of them lost his life.

A considerable number of small boats and canoes were on the water in front of Hotel Ontario during the afternoon, and their movements were being watched with great care and some solicitude by Surfman Carter, who was stationed in the lookout tower erected on one of the piers, when, about 6 o'clock, he saw one of the canoes, containing three young men, suddenly capsize about two hundred yards from the shore. He instantly sounded the life-saving alarm gong, and the next moment dashed off at his utmost speed toward the station to join the rest of the crew, but so rapid were their movements that the surfboat was launched and away before he arrived, less than a minute having been consumed in the operation. Standing on the pier, he gave the crew the details of the accident as well as he could while they swept rapidly past him, and then hurried back to his post in the lookout tower. The distance from the station to the scene of the disaster was two-thirds of a mile by water, and the testimony shows that the life-saving crew reached the place in ten minutes from the ringing of the gong.

Several boats were at that time landing on the beach, one of which had a canoe in tow, and Keeper Gray was informed by the crowd gathered on the shore that all three lads were safe. This was also the impression gathered from Surfman Carter's personal observation after returning to the lookout tower, who stated that he saw one man swimming toward the beach and already in shoal water, while another was clinging to a skiff, and a third appeared to have been taken into another skiff near by. However, the keeper commanded his crew to rest on their oars, which allowed them to remove their coats, that were decidedly too warm after the sharp pull just completed, and the boat lay by a while, gradually drifting shoreward until the people began to desert the beach as though all was right, and, as the boat still lingered, again assured the keeper that all the men had been saved. Upon this positive reassurance, the life-saving crew began to row leisurely back toward the station, but just as they were entering the river a man standing on the west pier hailed them with the information that some persons thought

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one of the boys was drowned. The keeper, therefore, at once landed on the west pier and sent the No. 1 surfman to the hotel to hunt up the persons who had occupied the canoe, and, if possible, learn the whole truth of the matter.

Meanwhile, Mr. Martin Connor, who is spoken of as an entirely reliable man, told the keeper that he had himself asked one of the boys who was saved whether all three had reached the shore, and was positively assured that they had—that two were picked up and one swam to the beach. Nevertheless, the keeper at once procured a skiff, took his grappling apparatus from the surfboat, rowed quickly back to the place where the capsize occurred, and began dragging the bottom of the lake. Only a few minutes elapsed before the grappling irons encountered an object, and Surfman Whaley, diving for it, soon rose to the surface bearing the body of the drowned young man, who proved to be Elmer E. Stroup, of Rochester. Some person in a boat near by then took the skiff in tow for the beach, while the keeper and two surfmen with him devoted every effort to expel the water from the chest of young Stroup and restore him to consciousness. The body had probably been in the water for half an hour, and when it was taken ashore some physicians who were present advised the keeper that further efforts to revive the man would be useless, but they were, nevertheless, made with unabated diligence for the space of two hours, an electrical battery having been resorted to, for a while, upon the suggestion of one of the physicians. All expedients failed, however, and the body was accordingly delivered to the friends of the deceased young man.

The conduct of the life-saving crew on this occasion was commended on all hands, and the following letter was handed to the keeper by Dr. Bingham as an expression of his admiration of the intelligent and persistent efforts employed to resuscitate the drowned man:

CHARLOTTE, NEW YORK, *June 11, 1895.*

"This is to certify that I was in attendance on Elmer Stroup, who was drowned at Ontario Beach on Sunday, 9th instant, and it was with pleasure I noted the thorough methods of the members of the life-saving station at resuscitation. Although our united efforts were futile, I can vouch for the fact that nothing was left undone.

"I was also pleased to hear Captain Gray and his men highly spoken of by other members of the medical profession who were present from Rochester.

J. R. BINGHAM."

ESTABLISHMENT OF STATIONS.

The new stations at Duluth, Minnesota, and Portsmouth, North Carolina, which were mentioned in the last annual report as receiving their equipments, have been manned and put in operation, and the station in course of construction at Seven Mile Beach, near Avalon, New Jersey, at the date of that report, has also been completed and put in commission.

The old station at the mouth of the Chicago River, Chicago, Illinois,

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which was used as an adjunct or annex of the new station at Jackson Park, has, under the authority of Congress, been converted into a fully manned and equipped life-saving station. Under like authority, on account of the diversion of the main ship channel at Charleston Harbor, South Carolina, a new station, to take the place of the old Morris Island Station, has been erected at Moultrieville, on Sullivans Island, and is designated as the Sullivans Island Station.

A station has also been built and put in operation at Gay Head, Massachusetts, and stations are approaching completion at Core Bank, North Carolina, Baileys Harbor and Plum Island, on the coast of Wisconsin, Lake Michigan, and at Yaquina, Oregon.

After a thorough examination of the neighborhood of City Point, Boston Harbor, and inquiry into the nature and localities of the numerous fatal accidents that have occurred in the waters of Dorchester Bay, it has been determined to construct a floating station, to be anchored in a selected spot in the bay, as best calculated to afford the protection which Congress contemplated in providing at its last session for the establishment of a station in that vicinity, and plans and specifications for the station are in course of preparation. As soon as they are completed and printed, proposals will be invited for its construction.

Title to sites for stations authorized by law to be established at Rocky Point, near East Marion, Long Island, New York, and Petersons Point on the coast of the State of Washington, have been secured, and plans and specifications for the construction of the buildings are in course of preparation.

REPAIR, IMPROVEMENT, AND REBUILDING OF OLD STATIONS.

Extensive repairs and improvements have been made to stations in the Second District, coast of Massachusetts, Third District, coast of Long Island, and Sixth District, coasts of Virginia and North Carolina, and new stations to replace old ones built many years ago, and which had become inadequate to the wants of the Service, have been erected at Monmouth Beach, Spring Lake, and Tathams, Fourth District, coast of New Jersey.

THE WOMEN'S NATIONAL RELIEF ASSOCIATION.

The beneficent office of supplying the life-saving stations with clothing for the relief and comfort of the shipwrecked has been continued by the Women's National Relief Association with unabated devotion and generosity.

From the stores placed at the stations by the association various articles were furnished during the year to persons in need of them, as follows:

To the crew of the schooner *Antonietta*, at the Sabine Pass Station, coast of Texas, July 3, 1894; the crew of the schooner *Robert H. Mitchell*,

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at the Seabright Station, coast of New Jersey, July 22, 1894; the crew of the Norwegian ship *Catherine*, at the Santa Rosa Station, coast of Florida, August 7, 1894; the crew of the schooner *Mary J. Castner*, at the Chatham Station, coast of Massachusetts, September 6, 1894; the crew of the steamer *Yosemite*, at the Chicago Station, Lake Michigan, September 12, 1894; the crew of the schooner *Elizabeth A. Baizley*, at the Cape Fear Station, coast of North Carolina, September 28, 1894; the crew of the schooner *Mary Potter*, at the Santa Rosa Station, coast of Florida, October 8, 1894; the crew of the British schooner *Laura Cox* and of the schooner *Rosie and Adra*, at the Cape Elizabeth Station, coast of Maine, October 10, 1894; the crew of the schooner *Maria Louise*, at the Spermaceti Cove Station, coast of New Jersey, October 10, 1894; the crew of the schooner *James C. King*, at the Erie Station, Lake Erie, October 11, 1894; the crew of the schooner *John Wesley*, at the Pointe aux Barques Station, Lake Huron, October 11, 1894; the crew of the schooner *Sea Foam*, at the Cape Henlopen Station, coast of Delaware, October 12, 1894; the crew of the schooner *D. M. Wilson*, at the Thunder Bay Island Station, October 27, 1894; a man rescued from the sloop *D. McConnell*, at the Grande Pointe au Sable Station, Lake Michigan, November 2, 1894; the crew of the British schooner *Mayflower*, at the Quoddy Head Station, coast of Maine, November 7, 1894; two men of the schooner *Geo. Davis*, at the Ottawa Point Station, Lake Huron, November 9, 1894; the crew of the schooner *Lettie G. Howard*, at the Pamet River Station, coast of Massachusetts, November 24, 1894; the crew of the British schooner *Baltic*, at the Oswego Station, Lake Ontario, November 24, 1894; one of the crew of the schooner *F. Grenville Russell*, at the Sandy Hook Station, coast of New Jersey, November 27, 1894; the crew of the sloop *Cassia*, at the New Shoreham Station, coast of Rhode Island, December 27, 1894; the crew of the schooner *Job H. Jackson, Jr.*, at the Peaked Hill Bars Station, coast of Massachusetts, January 5, 1895; the crew of the schooner *Eva L. Leonard*, at the Brentons Point Station, coast of Rhode Island, January 13, 1895; three of the crew of the barge *Seth Low*, at the Oak Island Station, coast of New York, January 14, 1895; the crew of the barge *No. 2*, at the Nags Head Station, coast of North Carolina, January 20, 1895; the crew of the Dutch brig *Gem*, at the Moriches Station, coast of New York, February 6, 1895; the crew of the schooner *John B. Manning*, at the Lone Hill Station, coast of New York, February 8, 1895; the crew of the schooner *Water Lily* and the crew of the schooner *Sunbeam*, at the Assateague Beach Station, coast of Virginia, February 8, 1895; the crew of the schooner *Hudgins and Hurst*, at the Cobbs Island Station, coast of Virginia, February 13, 1895; the crew of the British Steamer *New Borough*, at the Wash Woods Station, coast of North Carolina, April 18, 1895; the crew of the schooner *Quickstep*, at the Sheboygan Station, Lake Michigan, May 13, 1895; the crew of the sloop *Midnight*, at the Wachapreague Station, coast of Virginia, May 14, 1895; the crew of the Brit-

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ish steamer *St. Magnus*, at the Cleveland Station, Lake Erie, June 7, 1895; and to a man from the steamer *Peerless*, at the St. Joseph Station, Lake Michigan, June 13, 1895.

Clothing was also supplied to two persons rescued from a capsized boat near the Sheboygan Station, Lake Michigan, July 13, 1894; to nine persons succored at the High Head Station, coast of Massachusetts, August 20, 1894; to one person rescued from a capsized sailboat near the White Head Station, coast of Maine, August 21, 1894; to four persons from a capsized catboat, at the Santa Rosa Station, coast of Florida, August 21, 1894; to two women who fell into the water near the South Haven Station, Lake Michigan, August 30, 1894; to a rescued man from a canoe capsized near the Evanston Station, Lake Michigan, September 20, 1894; to a man rescued from the sailboat *Lillie Smith*, at the Metomkin Inlet Station, coast of Virginia, October 18, 1894; to a boy who fell from the dock near the South Chicago Station, Lake Michigan, October 21, 1894; to a man rescued from a sailboat near the Wachapreague Station, coast of Virginia, October 31, 1894; to a man succored at the Smiths Creek House of Refuge, coast of Florida, November 6, 1894; to two men from a capsized sloop at the Santa Rosa Station, coast of Florida, November 11, 1894; to a picnic party at the Mosquito Lagoon House of Refuge, coast of Florida, February 7, 1895; to a man who applied for succor at the Seabright Station, coast of New Jersey, February 16, 1895; to three persons rescued from a capsized boat belonging to the schooner *Peter B. Bradley*, near the Pamet River Station, coast of Massachusetts, March 15, 1895; to a man from a capsized rowboat at the Erie Station, Lake Erie, March 17, 1895; to two men rescued from a fish boat near the Cape Disappointment Station, coast of Washington, May 11, 1895; to three persons from a capsized sailboat at the Milwaukee Station, Lake Michigan, May 26, 1895; to a man from a capsized canoe at the Erie Station, Lake Erie, May 30, 1895; to two men from a capsized scow at the Cleveland Station, Lake Erie, May 31, 1895; and to two persons from a sailboat swamped near the Ottawa Point Station, Lake Huron, June 5, 1895.

COMPENSATION OF SUPERINTENDENTS AND SURFMEN.

In the estimates of appropriations required by the Life-Saving Service for the current year, an increase of three hundred dollars in the salaries of each of three of the district superintendents was submitted, the reasons for the recommendation being stated in a note appended to the estimates, as follows:

"The salaries of the superintendents of the First, Second, and Fifth districts, for an increase in which, of $300 each, an estimate is submitted, were fixed at the present rates by the act of May 4, 1882. At that time the number of stations in the First District was seven; in the Second, fifteen, and in the Fifth, eleven. The bonds which they were then required to give amounted, respectively, to $20,000, $25,000, and $25,000. Since then the number of stations in these districts has been increased,

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so that there are now in the First District twelve stations, in the Second, twenty-three, and in the Fifth, seventeen, and other stations are authorized by law to be established in each. The sums of money which now have to be placed in the hands of these officers for disbursement have made it necessary to exact additional bonds, which now amount, respectively, to $30,000, $50,000, and $40,000. The fact that the First District includes a smaller number of stations than the other two is fully offset by the greater extent of territory which it embraces, and the additional hardships and privations that must be endured on account of the severity of the winters in this latitude in making the required visits to the stations. The wide separation of the stations from each other and their great distance from the superintending office also largely increase the difficulties of exercising proper supervision. The present compensation of the three superintendents above referred to is entirely inadequate to the duties they perform, and the proposed increase would put them more nearly on an equal footing with the superintendents of the other districts."

This estimate was approved by the Secretary of the Treasury and submitted to Congress. The increase recommended would have involved an addition of $900 to the annual expenditures. Congress, however, appropriated a uniform rate of $1,600 per annum as compensation for each of the twelve district superintendents embraced in the Service, reducing the salaries of eight of them $200 each below the rate established by the act of May 4, 1882, and increasing those of four $100 each; a net reduction of $1,200 per annum. This action inflicted serious injustice upon eight deserving officers already underpaid, and fell short of doing justice to three of the remaining four, while it extended to the fourth an unsolicited and unnecessary increase.

With the exception of the officer last referred to, who has charge of the Seventh District, in which there are but two stations manned by crews (the remaining nine being merely houses of refuge in charge of keepers only), all the superintendents have duties of a very onerous, responsible, and exacting character. They are charged with the direct control and management of the Service in their respective districts, which include the selection and nomination of the station keepers, the supervision of the selection of the crews by the keepers, which, under the law, must be made with exclusive reference to fitness, the enforcement of proper discipline, the instruction and drilling of the crews, the ascertainment of the needs of the stations as to appliances, equipments, and supplies, making requisition for what is wanted, etc., and as paymasters of their respective districts they are required to disburse large amounts of public funds on account of which the heavy bonds specified in the above note are exacted.

The mere accounting and clerical work incident to the performance of these duties is sufficient to occupy nearly or quite all of their time, and most of them have to employ clerical assistance at their own

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expense to enable them to make their required visits to the stations. But it is obvious that the clerical work is of minor importance compared with their other duties, and calls into exercise the least important of their qualifications, the chief of which are necessarily of an exceptional character, involving a technical knowledge of surfmanship and life saving methods not often found combined with the requisite business training. Furthermore, the possession of good judgment, sound discretion, unswerving integrity, uncompromising moral courage, and a standing in the community that commands respect and confidence are indispensable. To these considerations should be added the fact that these officers, in their official routine, are exposed to hardships and dangers which do not fall to the lot of ordinary officeholders. During the active season, which embraces the most inclement portions of the year, they have to make frequent visits to the several stations in their respective districts, in most instance extending hundreds of miles along desolate and inhospitable coasts and distant from railroad facilities; often through storms and drifting snows, sometimes camping out and subsisting upon rough fare, frequently making their way in small boats upon dangerous waters, and always under circumstances as widely at variance as is conceivable with the comforts and luxuries of ordinary travel. They are, moreover, frequently summoned by the keepers to trying scenes of shipwrecks where all efforts at rescue have proved fruitless, and inevitable failure seems imminent, and on these occasions they assume command. In several such instances successful issues have resulted. But their heroic struggles are not always so rewarded, nor are the hardships and perils of their calling always encountered with impunity. Out of the small number of these officers two have perished by drowning, one has escaped that fate only by mere chance, after prolonged suffering in the water, and one has died from exposure.

It is submitted that it is neither right nor creditable to a great nation to dole out to men like these a paltry pittance of compensation that hardly affords them a decent livelihood. All of them for whom an increase of pay is herein recommended have the supervision of a large number of men, the keepers and crews of the stations in their respective districts—in one district three hundred and twenty-eight, and an average in the eleven districts in question of one hundred and sixty. To other official positions, involving the supervision of even a smaller force of employees and having no responsibility in the disbursement of public funds, has been attached a compensation of $2,500 or $3,000 per annum, and it would seem that the smaller of these sums, at least, should be accorded to those under consideration.

The act approved July 22, 1892, increasing the compensation of all surfmen from $50 to $65 per month, relieved the Service of the difficulty it had for a considerable period experienced in enlisting and retaining competent men for the crews. Although the rate then fixed was smaller than many thought should have been accorded, it sufficed to secure the requisite ability and to restore contentment in the stations.

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The act of August 3, 1894, extending the period of active service upon the Atlantic and Gulf coasts two additional months, (May and August,) however, created a new disturbance which threatened results scarcely less disastrous to the *moralé* of the Service than those which were apprehended and were making themselves apparent in consequence of the insufficient wages provided for the men previous to the increase of 1892. This discontent sprang from a clause contained in the act which provided that all surfmen serving more than eight months should receive but $60 per month during the period of their service, and thus made a discrimination in the rate of compensation chiefly against those serving in a large proportion of the stations on the Lakes, but also against many on the ocean coasts, and gave rise to many difficult questions of construction in the administration of the law. The difficulties were set forth to some extent in the last annual report, and attention was called to the necessity for remedial legislation. A provision inserted in the act making appropriations for the maintenance of the Service for the current fiscal year, extending the rate of $65 per month to all surfmen serving for a period of eight and one-half months, obviated many of the difficulties, but a serious one yet remains, the discrimination now being chiefly in favor of the lake as against the ocean coasts, and in favor of one man in each of the one hundred and fifty-four manned stations on the Atlantic Coast, against his comrades in the same station and all others employed on both the Atlantic and Pacific coasts.

This happens from the fact that the term of active service upon the Lakes, which is from the opening to the close of navigation, rarely or never exceeds eight and one-half months, and from the circumstance that in each of the one hundred and fifty-four stations on the Atlantic an extra man is employed from December 1 to May 1, a period of less than eight and one-half months. The surfmen upon the Lakes, therefore, and the extra man referred to—their term of service being within eight and one-half months—receive $65 per month, while all others receive but $60.

The sense of injustice which this inequality excites among the men naturally creates much discontent and ill feeling, besides provoking constant strife on the part of the best surfmen, throughout a large extent of the Atlantic coast, to obtain the shorter period of service; it being a fact, which the authors of the law in question were apparently unaware of, that upon many portions of the Atlantic coast the services of men expert in surfing, boating, and fishing, command much better wages during the late spring, summer, and autumn months than have ever been paid in the Life-Saving Service.

The interests of the Service no less than simple justice demand that the compensation of surfmen shall be made uniform at whatever rate, and it is believed that $65 per month, the rate established by the act of July 22, 1892, is none too large.

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SERVICES OF LIFE-SAVING CREWS.

1894-1895.

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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.
1894.			
July 2	Am. sc. Enola C.....	Monomoy, Massachusetts.	Stranded on Common Flat while attempting to enter Chatham Roads. Keeper offered assistance, but none was then required, it being expected that she would float during the night; at high water, however, she bilged and filled. Next morning, keeper of Chatham Station assisting, landed the crew of fifteen men with their effects and secured them free transportation to Boston. The schooner was released on the 8th by tug Right Arm, and was taken away for repairs.
July 2	Fishing boat; no name.	Manistee, Lake Michigan.	Encountered squall while returning from a fishing trip, making it necessary to beach her 3 miles north of station. In doing so, a hole was stove in her bottom, and the occupants (a man and his wife) came to station and asked crew to tow boat and their personal effects to station, which was done with the surfboat.
July 2	Sailboat; no name..	Pentwater, Lake Michigan.	Lost a skiff which she was towing. Life-saving crew picked it up a mile and a half outside harbor and delivered it to owners, who came in for it later.
July 2	Am. sc. Dan Mabee..	Two Rivers, Lake Michigan.	Collided with a steam barge during night. Discovered in morning by lookout, 4 miles offshore, with jib boom carried away and flag set for tug; pulled out and found her leaking badly, with over 3 feet of water in her hold and crew exhausted by their efforts to keep her from filling; relieved them at pumps until tug Arctic, which came alongside about an hour later, towed her to Manitowoc, where laborers were hired to keep her afloat.
July 3	Am. sc. Thomas Borden.	White Head, Maine.....	Lost her reckoning in foggy weather; first anchored near Nortons Island Ledges, where, striking bottom, she slipped her anchor and finally came to among Browns Ledges, just clear of the breakers. Keeper telephoned to Rockland for a tug, and, while awaiting her arrival, collected crew (inactive season), recovered and returned to schooner the anchor which she had slipped; when tug came, ran lines and helped get under way; piloted both vessels out, clear of ledges and into channel.
July 3	Am. sc. Clara M. Littlefield.	New Shoreham, Rhode Island.	Eight of her crew lost sight of vessel in the fog while fishing in their dories on Georges Banks; brought to station by schooner Laura E. Gamage. Keeper procured them free transportation to Newport on steamer G. W. Danielson, and gave them a note to agent of Old Colony Railroad at that place, by means of which they obtained free passage home.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
July 3	Slp. yt. Minerva.....	Hereford Inlet, New Jersey.	Mistook entrance to inlet and stranded; lying in a dangerous position. Boarded her and ran anchor; hove her afloat at high water and piloted her into harbor, apparently uninjured.
July 3	Skiff; no name.....	Chicago (Jackson Park), Lake Michigan.	Drifting out into the lake with two small boys, who were making futile efforts to pull to the shore against the adverse wind with broken oars. Took them on board station boat and towed skiff ashore.
July 4	Am. sc. Antonietta..	Sabine Pass, Texas.....	Capsized by heavy squall at 8 P. M. of previous day, 20 miles from station. Keeper was notified of casualty at 5 P. M. of this date by a messenger, who reported that one of the crew had drifted ashore on a spar, 14 miles up the beach. Master of pilot boat Folly offering services of himself and vessel, there being no crew at station during the inactive season, keeper took charge and went in search of schooner, which was found lying on her beam ends with 11 persons clinging to her in a greatly exhausted condition; rescued and brought them to station; provided them with clothing, of which they were nearly destitute, and properly cared for them as well as the other members of the crew, who came to station on the 5th; secured transportation for all of them to their homes.
July 4	Sailboat; no name..	Erie, Lake Erie.....	While sailing in Erie Bay encountered heavy squall, which capsized boat and drowned two of owner's children. Accident not visable at station, but as soon as weather cleared lookout discovered the boat about a mile and a half distant; crew at once pulled to scene, but found the three survivors had been taken off by some small boats in the vicinity; they then towed boat and gear to a place of safety. The body of one of the children was found next morning by some men and by them delivered to the father. Crew searched two days for the body of the other child, which was found on the afternoon of the 6th by some boys, and the fact reported to station; took it to Erie and delivered it to coroner.
July 4	Am. slp. yt. Avocet..	Cleveland, Lake Erie.....	Caught fire under floor while lying near west end of breakwater. Went to her aid, cut a hole in the floor, and extinguished fire before much damage could be done.
July 4	Sailboat Little Hustler.	Holland, Lake Michigan..	Capsized in Black Lake, 1 mile distant and invisible from station lookout and grounds. Crew were apprised of accident by hearing the ferry tug Lizzie Welch blowing preconcerted signals on her steam whistle; hastened to scene and found that tug had rescued five of her crew, but that the sixth, attempting to swim ashore, had sunk. Turning the sailboat over to a man who was at hand, life-saving crew began dragging for the body, but, on account of the bottom being covered with weeds and snags, failed to find it until the 6th, after searching twenty-seven hours; delivered remains to parents of deceased.
July 4	Sailboat; no name..	South Haven, Lake Michigan.	Became unmanageable through force of wind and sea; two occupants signaled for assistance. Took them in surfboat and towed their craft ashore.
July 4	Am. str. Lorain L...	.....do.....	Stranded while towing schooner out of harbor; in backing off got towline fouled in her propeller and asked for help of crew to clear it. Cut line from shaft, around which it had made five turns.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
July 4	Slp. yt. Lincoln	Milwaukee, Lake Michigan.	Carried away mast in jibing; five persons aboard. Life-saving crew towed her to station.
July 6	Am. slp. Traveler....	Muskeget, Massachusetts.	Stranded at 6.30 P. M. Keeper ran anchor and assisted to bring party of seven persons to station; weather threatening. At 11 P. M., when weather moderated and flood tide had floated sloop, helped transfer party back to sloop and to get her under way; remained on board until she reached deep water.
July 6	Catboat Gipsey.....	Cleveland, Lake Erie.....	Capsized with three men on board. Rescued two of them, righted boat and towed her to boathouse, where she was owned. The third man was taken from the water by a skiff from the boathouse.
July 6	Yt. Meteor.....	.....do.....	Anchored 2½ miles from station; wind and sea high. Receiving word by telephone that yacht had capsized, launched lifeboat and towed to place with tug S. E. Curtis, but found yacht in need of no assistance.
July 6	Fishing boat; no name.	Middle Island, Lake Huron.	Capsized on the 4th instant, 9 miles to the northward of station. One of the four boatmen sunk while attempting to swim ashore and another was washed away from the mast to which he was clinging and drowned, the remaining two hung onto the boat until it drifted ashore. Next day some men in the vicinity righted and anchored boat and recovered the two bodies, but in towing them one broke loose and was lost. Life-saving crew learned of casualty on this date; pulled to place against wind and sea and towed boat to False Presque Isle, it being endangered where it lay. Heavy weather prevented their searching for the body for two days; dragged and searched for it on 9th, 13th, and 16th, but without success. Received word on 18th that it had washed ashore 6 miles south of station; took it to False Presque Isle, 14 miles distant, and delivered it to coroner. In this service life-saving crew were employed over fifty hours and rowed more than 100 miles.
July 7	Am. sc. Montpelier..	Sand Beach, Lake Huron.	Sprung a leak when 50 miles northwest of station. Observed by lookout standing for harbor with distress signals flying. Life-saving crew removed part of her deck load and transferred it to steamer; manned pumps, working three hours, at the end of which time master had engaged four extra men to accompany him to Port Huron, where vessel could be docked for repairs.
July 7	Yacht; no name.....	Milwaukee, Lake Michigan.	Capsized in the river with a man on board, who, after the accident, climbed on her side. Rescued man, towed yacht ashore, and assisted to right her and get her ready for use.
July 8	Sailboat; no name..	Cross Island, Maine.....	Passed station in company with another boat, both deeply loaded with lumber. Fearing mishap, keeper watched boat until it was 2 miles from station, near Cape Wash Island, where it filled. Sailed to place in surfboat, took the imperiled craft in tow and got it well outside the breakers, when towline parted on account of increasing wind and sea; took off and landed boatman. Then, aided by volunteer surfmen, towed boat and cargo to Little Machias Bay, 3 miles distant, and moored her in a safe place.
July 8	Sailboat; no name..	.....do.....	In company with preceding boat and in like peril. Keeper took off master and towed boat to Little Machias Bay.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
July 10	Am. sc. Katie G. Robinson.	Atlantic City, New Jersey.	While towing over the bar, the bitts pulled out of the towing steamer and schooner drifted on the South Shoal. Keeper boarded her with volunteer crew and keeper of Absecon Station, and threw overboard 75 tons of ice, but she failed to come off at high water. Worked seventeen hours unloading cargo and manning pumps, and succeeded in lightening vessel so that she was released by steamer in the afternoon of the 11th.
July 10	Am. str. Myrtle M. Ross.	South Haven, Lake Michigan.	Caught fire at wharf early in the morning; four of her crew imprisoned in the cabin by the flames and the obstruction of the escape scuttle by cargo of cord wood. Took station fire apparatus to steamer; uncovered scuttle and rescued two of crew; called fire department, and, with its assistance, saved vessel and cargo; removed from cabin the two remaining members of crew—one dead, the other badly burned. As a result of this casualty, four lives were lost. [See detailed account under caption, "Loss of Life."]
July 11	Am. str. R. A. Seymour, Jr.	Sheboygan, Lake Michigan.	Disabled, 5 miles out in the lake. Started to assistance of steamer with surf boat, but, when 2 miles out, met master coming ashore in yawl; at his request sent out tug to bring vessel into harbor.
July 12	Dory; no name.....	Brant Rock, Massachusetts.	Prevented, by strong off shore wind, from regaining shore. Took off the three boys who were on board and towed boat to station.
July 12	Slp. yt. Venus.....	Sandy Hook, New Jersey.	Stranded on point of Sandy Hook at 10 P. M. Assisted to get her off, floating her uninjured after three hours' work.
July 12	Am. sc. Folly.....	Sabine Pass, Texas.....	Stranded on High Island, 35 miles from station, shortly after midnight. Keeper received word at 1 P. M. and at once notified owner, whom he accompanied to place in a catboat, carrying a large anchor and a hawser along. It being found that schooner was leaking so badly as to necessitate hauling her out and repairing her, keeper and owner returned to Sabine Pass, where schooner St. George was hired, with material and laborers for making repairs. Keeper accompanied the St. George to High Island and landed the men and material; returned to station at midnight of 14th.
July 12	Br. yt. Mirage.....	Fort Niagara, Lake Ontario.	Stranded near entrance to river. Hauled her head around toward deep water with surf boat, then ran anchor and hauled her afloat; piloted her into the river. In a short while she must have settled in the sand and could not have been liberated without great expense.
July 13	Am. str. P. J. Ralph..	Racine, Lake Michigan...	Stranded on Racine Reef at 4 A. M. Notified tug and sounded out channel to enable her to approach vessel; ran towline to tug, which, pulling in direction of deepest water indicated by life-saving crew, was enabled to release steamer after an hour's work.
July 13	Small boat; no name.	Sheboygan, Lake Michigan.	Capsized in lake; floating bottom up, but nearly submerged under the weight of her occupants, two boys. Rescued boys and furnished them with dry clothing; towed boat ashore.
July 14	Catboat; no name..	Quonochontaug, Rhode Island.	Beached on 11th instant by two occupants, who found themselves unable to beat to windward against heavy sea. Failing subsequently to launch their boat, they came to station on this date for assistance. Keeper and three volunteers helped get boat off the beach and towed it out through the surf.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
July 15	U. S. steam dredge Michigan City.	Michigan City, Lake Michigan.	Sprung a leak at wharf; her fireman came to station and reported the craft sinking. Took force pump and buckets and worked three hours, pumping and bailing until her boiler was uncovered, when her crew got up steam and kept the water down with steam pump until the leak was repaired.
July 16	Rowboat; no name..	Muskegon, Lake Michigan.	Capsized alongside wharf during night. Rescued two men and two women, recovered boat and gear and got boat ready for use. But for the promptness of the life-saving crew the accident would doubtless have resulted fatally.
July 17	Fishing boat; no name.	Point Adams, Oregon.....	Drifted on a sand spit 3 miles from station while fishing with her nets out; a leak and in a dangerous position. Helped unload boat, and, when water rose high enough, hauled her out on the beach so that she could be repaired.
July 18	St. yt. Infanta.....	Charlotte, Lake Ontario..	While on a pleasure trip in the lake her machinery broke down. Apprised by her signals of distress that something was wrong, life-saving crew went out and towed the craft into harbor and landed party of five men at station. Early in morning of 21st hauled her up river, away from the sea, which was endangering her.
July 19	Am. slp. Jennie Lind.	Saluria, Texas.....	Lost all drinking water on board by bursting of water tank; made fast to station wharf and applied to keeper for supply of fresh water. Furnished her with enough from cistern to last to destination.
July 19	Fishing boat; no name.	Point Adams, Oregon.....	Stranded on the rocks at 3 A. M. while attempting to cross jetty. Removed net and gear, and got her afloat; reloaded boat, which then returned to Astoria.
July 20	Am. sc. Rebecca M..	Coney Island, New York..	Wishing to load with sand, master ran schooner on Dry Bar with an anchor out in deep water; after loading with about 25 tons, attempted to heave her off, but the anchor came home, leaving her aground in an exposed position; he then set signal for assistance. Life-saving crew boarded her, ran anchors, and attempted to heave her off, but without success. Worked two tides in conjunction with tug, running anchors, unloading cargo, etc., and moved schooner nearly 30 feet in her bed. Nothing further could be done on account of falling tides until the night of the 23d, when, water having risen sufficiently, life-saving crew got her afloat and piloted her to good anchorage.
July 20	Slp. Ripple.....	Cleveland, Lake Erie.....	Parted moorings in a squall and drifted against pier, where she was endangered by wind and sea. Towed her away and anchored her securely.
July 20	Am. sc. H. D. Moore	North Manitou Island, Lake Michigan.	Anchored in shallow water off Leland, Mich.; a storm rising, she began to pound heavily and set a signal of distress. Keeper and one of life-saving crew, who had gone to Leland for supplies in a small boat, managed to board schooner and assisted to man windlass; though the sea was breaking over her bow so that it frequently drove crew away, succeeded, after six hours' work, in heaving her into deep water. When released, she was leaking, as a result of her pounding, and would doubtless have suffered destruction had she remained much longer in her perilous situation. [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.			
July 21	Yt. Zedith.....	Charlotte, Lake Ontario..	Lying at pier; endangered by heavy sea setting into the harbor during the night. Towed her up the river to a place of safety.
July 21	Ferryboat Windsor.	.....do	In danger of breaking adrift from her moorings, 3 A. M.; sea running into harbor. Assisted to secure her.
July 21	Naptha launch H...	Cleveland, Lake Erie.....	Parted her cable shortly after midnight and drifted toward shore. Got a line to her with dinghy and towed her out of danger; anchored her securely, saving her from injury.
July 21	Fishing boat; no name.	Ottawa Point, Lake Huron.	Broke loose from her moorings, filled and drifted ashore. On request of owner, bailed out boat and hauled her up on beach, preventing her destruction by the sea.
July 22	Slp. yt. Nemo.....	Fletchers Neck, Maine...	Ran on a sunken wreck, her centerboard holding her fast until low water, when she fell off and sunk. Assisted to sling her to four dories, lashed together; at high water, when tide lifted her off the bottom, towed her ashore and pumped her out.
July 22	Am. sc. Robert H. Mitchell.	Seabright, New Jersey....	Became water-logged and stood in for the beach, but, when about 2 miles off shore, she sunk in 8 fathoms water, driving her crew to the rigging. Keeper set a signal of distress to attract attention of a steamer standing up the beach and went to Seabright to engage crew (inactive season); found, on his return, that steamer had passed without seeing either signal or crew of schooner. After several ineffectual efforts, launched surfboat and pulled out to schooner against wind and sea; rescued the crew of five men and landed them safely, cheered by the throngs on the beach.
July 22	Two skiffs; no name.	Cleveland, Lake Erie.....	Used as stake boats during a race of the Cleveland Yacht Club; in the afternoon a heavy sea arose, filling them and preventing their recovery by owners. Life-saving crew towed both skiffs to station.
July 23	Catboat; no name..	Coney Island, New York..	Capsized through poor management of occupants. Keeper rescued boatmen with sail skiff and towed boat into shoal water, where he assisted to right and bail it out.
July 23	Slp. Speed.....	Fort Lauderdale, Florida	Stranded on New River Inlet Bar, 4 miles south of station, the two men on board vainly striving to keep her from being driven higher up by the sea. Life-saving crew assisted by carrying out anchors and making sail, and succeeded in working her free after several hours' labor.
July 24	Catboat Allegro.....	Little Egg, New Jersey...	Dismasted. Secured sail and broken mast and towed her into harbor. Next morning restepped mast and got boat ready for use; she then resumed her voyage, little the worse for her accident.
July 24	Sc. Tuckahoe.....	North Beach, Maryland...	Sprung a leak and sunk in 4 feet of water on 21st. On this date keeper and volunteer crew lightered portion of her cargo of oyster shells, pumped and bailed her out and repaired leaks; got her under way and worked her nearly to Ocean City; employed eleven hours in this service.
July 26	Sharpie Dart.....	Ocean City, Maryland.....	Capsized in jibing. Took off two men who were clinging to her bottom and transferred them on board a yacht, which came shortly afterwards in response to signal of keeper; helped right shapie and get her in condition for towing; she was then towed to Longport by yacht.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
July 27	Fishing boat; no name.	Point Adams, Oregon.....	Capsized 3½ miles from station; two fishermen rescued by a boat close by. Got a line to the fishing boat, which was drifting toward Clatsop Spit, and towed it out into the channel, where a steamer took it in tow to Astoria.
July 28	Am. sc. Petrel.....	Fletchers Neck, Maine....	Entered harbor early in the morning leaking badly and in danger of setting fire to her cargo of quicklime; at 6.30 master came to station for assistance to keep vessel free from water, as his crew were exhausted and he could get no help elsewhere. Manned pumps until evening, when schooner was brought alongside wharf in Biddeford Pool. Next day keeper procured diver, who discovered and stopped leak. [See letter of acknowledgment.]
July 28	Am. sc. Go Look.....	Grindstone City, Lake Huron.	Dismasted by squall while en route to East Tawas with a cargo of hay and cattle; anchored 3 miles west of station. Life-saving crew boarded her at 6.40 P. M., made temporary repairs, and attempted to work her to Grindstone City wharf; finding this impossible, ran in for Pointe aux Barques, and, at 5.20 A. M. of 29th, turned her over to crew from that station by whom she was taken to wharf and further repaired, keeper taking master 8 miles to procure necessary rigging. In the afternoon she resumed her voyage. Grindstone City crew, while on board, saved from drowning a steer that had become frightened and jumped overboard.
July 29	Slp. yt. Planchette...	Knobbs Beach, Massachusetts.	Capsized by squall, floating bottom up with three men clinging to her. Keeper and a volunteer went out with small boat (inactive season) and assisted crew and some fishermen to right yacht; towed her ashore, beached and bailed her out. Next morning helped launch her off the beach; she then proceeded to Ipswich for repairs.
July 29	Skiff; no name.....	Cleveland, Lake Erie.....	Drifting down the river. Secured it and hauled it out on wharf; notified owner, who came and took it away.
July 29	Slp. yt. Nina	.....do.....	Jibed suddenly and capsized. Rescued two boys and a girl, the latter exhausted and barely able to sustain herself on the bottom of the craft; cared for them at station; righted and bailed out yacht.
July 29	Fishing boat; no name.	Milwaukee, Lake Michigan.	As she was leaving the harbor with a party of thirteen men, women, and children, the steamer James R. Langdon struck her and cut her in two, causing her to sink; six of the occupants sprang into the water to avoid injury. Life-saving crew was fortunately on the scene; two of their number jumped down on the broken boat and succeeded in rescuing the six persons from the water, and in passing them and the other members of the party to the wharf, where they were received by the surfmen, and taken to a safe place.
July 30	Am. sc. Sandy Point.	Burnt Island, Maine.....	Encountered squall, during night of the 29th, which carried away the mastheads and standing rigging, and split her foresail and jib. Keeper and three volunteer surfmen worked all day making repairs, enabling her to proceed to Boston on the 31st instant.
July 31	Dory; no name.....	Fourth Cliff, Massachusetts.	Anchored in unsafe place; no one on board. Hauled her out on the beach near station.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
Aug. 1	Am. sc. Mary Amelia.	Sturgeon Point, Lake Huron.	Became water-logged off Millers Point, 17 miles from station; notice of casualty telegraphed to station by steamer State of Michigan. Rowed to Millers Point, arriving there after dark; set patrol until daylight, then searched for schooner, which was discovered 6 miles offshore, to the southward, deeply water-logged, with her bows under water and abandoned by crew. Went to Au Sable, and there found vessel's crew; engaged tug and lighter and assisted to remove cargo from schooner until her bows were above water, when she was towed to Au Sable. Returned to station at 6 P. M., August 2, having been absent twenty-six hours.
Aug. 1	St. yt. Wancka.....	Middle Island, Lake Huron.	Struck by heavy gale during night while anchored off Middle Island, washing away her yawl and causing her to drag; blowing distress signals. Took off and landed eight persons, who were badly frightened; piloted yacht to anchorage under lee of island and moored her securely with her own and station anchors; at master's request stood by until 3 A. M. of 2d, when weather moderated and she was in no danger of dragging. The eight persons landed were sheltered and cared for at station until the evening of the 2d, at which time they were transferred to the mainland by the life-saving crew.
Aug. 1	Am. sc. Mary E. Packard.	Ludington, Lake Michigan.	Missed harbor entrance and stranded on the beach. Quickly ran a line to one of the harbor piers and prevented her swinging broadside onto the beach; notified tug, which released her and towed her into port. The promptness of the life-saving crew averted serious mishap.
Aug. 1	Nor. Viking ship.....	Chicago (Annex), Lake Michigan.	Prevented from entering slip near station by wind dying out. Ran lines and helped get her into slip.
Aug. 1	Sailboat; no name..	Kewaunee, Lake Michigan.	Capsized in the lake; three men clinging to her. Manned surfboat and rescued the men; landed them safely. Picked up floating articles belonging to boat, towed her ashore, and put her in order.
Aug. 2	Am. tug J. W. Westcott.	Sturgeon Point, Lake Huron.	Stopped off station with ten raftsmen on board to assist in floating a raft of lumber that had broken loose from the steamer Volunteer and drifted ashore near station previous night. Piloted her close inshore so that she could land the men, who were sheltered at the station over night. Next morning ran towlines for tug and assisted until raft was released.
Aug. 2	Am. sc. Dacotah.....	Middle Island, Lake Huron.	Anchored under lee of island during night for shelter from storm; at daylight set signal of distress. On boarding her found 3 feet of water in her hold and her crew worn-out by their protracted efforts to keep her free. Relieved them, and with assistance of part of crew of towing steamer, pumped vessel dry after eight hours' work. The crew of the schooner, having rested sufficiently, and being reenforced by three men from the steamer, she proceeded in tow to Presque Isle Harbor.
Aug. 2	Fishing boat Ida....	Thunder Bay Island, Lake Huron.	Dismasted by gale and drifting offshore. Overhauled her with station tender and towed her into harbor at Sugar Island.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894. Aug. 2	Am. tug Ralph.....	Thunder Bay Island, Lake Huron.	Brought picnic party of about one thousand people to island in schooner C. A. King, with schooners W. T. Chappell and Sunny Side in tow, to be used in landing party. Met them with station tender and piloted them to anchorage between Thunder Bay and Sugar Islands; assisted to land the picnickers by towing the small schooners from the King to station landing; in afternoon assisted to transfer them back on board their vessel. A gale prevented the return of the party to the mainland, and twice during night caused the two smaller schooners to part moorings and go ashore; on both occasions took lines from station and assisted tug to release them. Took off thirty-three persons, who were badly frightened, and cared for them at station over night. In morning loaned tug a hawser, by which she towed the three schooners to Alpena.
Aug. 2	Am. str. City of Charlevoix.	North Manitou Island, Lake Huron.	Signaling for assistance, 2 miles offshore. Rowed out and found she had six passengers, whom she was unable to land on account of heavy sea and darkness; brought them safely to station.
Aug. 2	Am. sc. Alice Royce..	Milwaukee, Lake Michigan.	Moored alongside north pier; about midnight she began to pound hard, and master requested help to get her into smooth water. There being no tug available, life-saving crew towed her in past station, where she was secure.
Aug. 2	Small boat; no name.	Sheboygan, Lake Michigan.	Rendered unmanageable by the loss of an oar; drifting out into the lake before the wind. Overhauled her 1½ miles offshore, transferred six occupants to surfboat, and towed her to land, which was reached after a struggle of two hours against adverse wind and sea.
Aug. 2	Am. sc. Christiana..	Kewaunee, Lake Michigan.	In need of assistance to enter harbor; wind fresh, blowing offshore. Took her line and towed her inside.
Aug. 3	St. yt. Sunshine.....	Cleveland, Lake Erie.....	Parted cable and drifted ashore; no one on board. Launched her afloat and anchored her securely, saving her from serious damage in the rough sea.
Aug. 4	Rowboat; no name..	Fort Niagara, Lake Ontario.	Adrift in the lake 2 miles offshore. Picked her up with surfboat and brought her to station.
Aug. 5	Am. sc. Maria.....	Grand Haven, Lake Michigan.	Becalmed outside harbor piers and forced to anchor. Toward night, a squall threatening, towed her into the harbor with surfboat and secured her.
Aug. 7	Cat yt. Pastime	Little Egg, New Jersey...	Dismasted, close upon lee shore. Keeper, who was on his way to Beach Haven for mail with station boat, took her in tow and brought her alongside a dock, where she could be refitted.
Aug. 7	Am. sc. Anna P. Grover.	North Manitou Island, Lake Michigan.	Stranded on southeast point of island, 4 miles from station, during night; weather foggy at the time and sea high. Discovered schooner at daybreak and went to offer aid, but she was so high on the beach that nothing could then be done. Took master to Leland, Mich., 13 miles distant, to secure services of a tug, returning to station at 11 P. M. Kept master at station all night and put him on board his vessel on following morning; assisted, by running lines, to save craft from pounding to pieces; transported master to Good Harbor Bay, 15 miles away, to engage additional tug, returning to station at 2 A. M. of 9th. On 14th brought master and his wife to station on account of stormy weather and cared for them three days. Life-saving crew employed on vessel thirteen days altogether, running anchors and lines for tugs and revenue steamer Johnson, manning pumps, etc., until her final release by tug James H. Martin.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
Aug. 7	Nor. shp. Catharine..	Santa Rosa, Florida.....	Worked close inshore during night; weather thick and hazy and blowing a gale. At daylight land was sighted close aboard and an attempt made to wear ship, but she became unmanageable in the breakers and went ashore. Keeper saw the casualty and at once set signal for crew (inactive season); started at 6.30 with six men and his two daughters and arrived opposite wreck at 8, after a hard struggle through the sand with beach apparatus; with much difficulty succeeded in establishing communication with breeches buoy, and at 4.30 P. M. had landed fifteen of the crew, the master and two remaining men deciding to remain on board. Took the men landed to station and provided them with food and dry clothing, leaving a watch of four men over the ship and the beach gear ready for quick use. During the night the wind increased to nearly hurricane force and early in the morning of the 8th those on board signaled to be taken off. Hastened to scene and landed them just before the mizzenmast (to which the beach apparatus was set up) went by the board. Cared for them until the afternoon, when they departed for Pensacola, leaving the vessel a total loss. [See letter of acknowledgment.]
Aug. 8	Am. slp. yt. Wayward.	Burnt Island, Maine.....	Stranded on south end of McGee Island. Planted a kedge to windward and assisted to heave her off. She then proceeded to Portland, apparently uninjured.
Aug. 8	Sailboat; no name..	Charlotte, Lake Ontario...	In distress out on the lake with two boys on board. On coming alongside, found she had been struck by a squall and partly filled, and that in trying to shorten sail an oar had been lost, leaving the boys powerless to reach shore. Picked up the lost oar, towed boat ashore, hauled it out on the beach and bailed it out.
Aug. 9	Slp. yt. Natuna.....	Cleveland, Lake Erie.....	Capsized, endangering life of owner. Rescued him with station boat; righted and towed yacht ashore.
Aug. 9	Am. sc. Sunnyside..	Sand Beach, Lake Huron.	Encountered heavy weather while crossing Saginaw Bay and sprung a leak. Shortly after coming into this harbor, master requested assistance of life-saving crew to pump her out, as she had 2 feet of water in her hold and was short-handed. Went on board and freed her, working nearly two hours.
Aug. 9	Am. sc. Magdalena..	Point Betsey, Lake Michigan.	Aleak and water-logged; crew wet through and worn-out by their long-continued work at the pumps without food and rest. Sighted her signal of distress as she came around the point, 3 miles above station; pulled out and put two surfmen on board to assist in working ship. Rowed to Frankfort for a tug, which they met coming out of the harbor, the Frankfort crew having seen the schooner and notified the tug of her condition. Vessel was towed into port by the tug.
Aug. 9	Slp. Grace.....	Manistee, Lake Michigan.	Carrying too much sail, causing her to capsize; wind fresh and sea rough. Sailed to sloop with lifeboat and found her bottom up with four men clinging ing to her with great difficulty, weakened and benumbed by the seas that were constantly submerging them. Took them to station and suitably cared for them. With assistance of a farmer and his horse, hauled out boat, which had meanwhile drifted ashore 4 miles from station. Next day brought her to station 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.			
Aug. 9	Slp. yt. Tom.....	White River, Lake Michigan.	Capsized and sunk in 10 feet of water in White Lake at a place invisible from station, drowning one of her occupants, a woman; the remaining five were rescued by a man in the vicinity. On receipt of notice of disaster, proceeded to scene, recovered the body after repeated diving, and worked two hours in a fruitless attempt to restore animation. Raised yacht and hauled her out on the beach.
Aug. 9	Am. sc. Three Bells..	Sheboygan, Lake Michigan.	Entered harbor in a water-logged condition at 6 A. M., when master asked assistance of crew to free her of water. Pumped her out, found and repaired leak.
Aug. 10	Sailboat Pirate.....	Sandy Hook, New Jersey.	Stranded on point of Sandy Hook at 2 A. M.; unprovided with small boat with which to run anchor to haul afloat. Keeper and his wife ran anchor with small boat (inactive season) and assisted in her release. She was floated none too soon, as the incoming tide was accompanied with a heavy swell that would soon have accomplished her destruction.
Aug. 10	Am. sc. H. & J. Blenderman.	Hereford Inlet, New Jersey.	Stranded on bar shortly after midnight and sprung a leak. After sending telegram to owners went on board, manned pumps, and jettisoned part of cargo of ice, lightening her at the end of eight hours so that she was released by tug S. A. McCauley and towed to Delaware Breakwater.
Aug. 10	Am. tug Ben Campbell.	North Manitou Island, Lake Michigan.	Stopped in front of station at 7 P. M. and sounded four whistles; wanted one of crew to pilot her to Good Harbor Bay, where she was bound for a tug to assist in working on the schooner Anna P. Grover. [See record of August 7.] Keeper detailed a surfman for the service.
Aug. 11	Slp. yt. Idler	Charlotte, Lake Ontario..	To the leeward of harbor at nightfall. 3½ miles distant, with inexperienced crew of five persons on board; weather threatening. Knowing craft to be unseaworthy, keeper had surfboat manned and rowed out to her; leaving a surfman in charge, took off two men who were very seasick and brought them to station. Engaged tug and assisted her to find yacht, which she towed into Charlotte at 1.15 A. M., August 12.
Aug. 11	Am. str. Lackawanna.	North Manitou Island, Lake Michigan.	Stranded at 1.30 A. M. during thick and smoky weather. Patrol discovered steamer almost as soon as she struck and hastened to alarm crew. Rowed alongside and took master 3 miles to procure tug, with whose aid the vessel was floated.
Aug. 11	Am. str. St. Joseph...	.....do.....	While towing the schooner Sidney O. Neff during thick weather, steamer stranded on south point of island about same time as steamer Lackawanna. Worked three hours, shifting cargo, so as to lighten her bow, and handling lines for tugs; she was then floated, and in turn released her tow, which had also gone ashore.
Aug. 12	Skiff; no name.....	Ludington, Lake Michigan.	Capsized at harbor entrance. Rescued a boy clinging to her, and towed boat to station.
Aug. 12	Am. str. Richmond..	St. Joseph, Lake Michigan.	Sunk by steamer Puritan while attempting to make landing at wharf. Launched surfboat and reached the scene in two minutes; rescued one of the crew, who was clinging to the rudder of a steamer near by. The two other men belonging to the Richmond were rescued before arrival of life-saving crew.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
Aug. 13	Am. slp. May Flower.	Hereford Inlet, New Jersey.	Becalmed while returning from a fishing trip and drifted ashore near station. Ran anchor and hove her partly off, when hawser parted. Renewed efforts next morning and hauled her afloat, apparently uninjured.
Aug. 14	Slp. yt. Clara.....	Manistee, Lake Michigan.	Started for Hamlin Lake with four inexperienced men on board and a boat in tow; when outside the harbor piers the boat broke loose in the seaway. Picked it up with surfboat and towed it alongside the Clara, where it was learned that occupants were anxious to return to harbor on account of sea and wind, but were unable to handle their yacht. Towed them in.
Aug. 14	Rowboat; no name..	Chicago (Annex), Lake Michigan.	The two occupants attempted to change seats, capsizing the boat and drowning one of them, who could not swim; the other, after supporting him as long as possible, was obliged to leave him to his fate, and clung to boat till rescued by two fishermen in the vicinity. The weather at the time being thick and smoky from forest fires, the accident was invisible from station, and the two surfmen stationed there were unaware of what had happened until the rescued man and his boat were brought to station by the fishermen. Took charge of boatman, who was greatly exhausted and in need of attention, administered restoratives, and, after working on him for nearly two hours, were successful in completely restoring him; two hours later he was able to depart for his home.
Aug. 16	Am. sc. B. H. Jones..	Burnt Island, Maine.....	Lost foresail and mainsail in heavy squall; anchored near Burnt Island, being unable to beat to Thomaston in her crippled condition. Keeper boarded her, and, when wind set fair for Thomaston, assisted to get her under way and piloted her clear of obstructions and well up St. Georges River, from which point she proceeded to her destination without further assistance.
Aug. 16	Sloop; no name.....	Fourth Cliff, Massachusetts.	Unable to make harbor before dark and anchored 2 miles south of station; the man and his son who were on board, frightened and seasick and crying for assistance. Word was brought to keeper, who collected volunteers (inactive season) and rowed to scene, where it was found that the persons had been rescued. As the sloop was in danger of staving at low water, anchored her farther offshore in a place of safety.
Aug. 16	Slp. May.....	Chicago (Annex), Lake Michigan.	Carrying too much sail and capsized, righting just before life-saving crew, pulling at full speed, arrived on scene. Towed sloop into a slip and bailed her out.
Aug. 17	Am. sc. Caledonia....	Racine, Lake Michigan...	Stranded on a sand bar near north pier while attempting to enter harbor; endangered by the sea and in need of assistance, having no line long enough to reach pier and being short-handed. Hauled her afloat with station hawser and tackle and warped her to a place of security.
Aug. 18	Am. sc. Abbie M. Deering.	Cape Elizabeth, Maine.....	On the rocks at Richmonds Island, 3 miles from station. Dispatched messages for master and delivered replies to him. On 23d when wreckers came, worked all day manning pumps and running lines until she was released by tugs and towed to Portland. On 24th helped recover two anchors and some sails that she had left and put them on board a tug that came for 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.			
Aug. 18	Catboat Margaret....	Gilberts Bar, Florida	Capsized and sunk in the river, her four occupants climbing into the rowboat which they were towing at the time. Keeper and a volunteer raised and bailed out the sailboat, working several hours.
Aug. 18	Nor. Viking ship.....	Old Chicago, Lake Michigan.	Lost her yawl during the night; lookout observed it drifting out into the lake and notified crew, who overhauled it with station boat and moored it alongside the Viking.
Aug. 19	Fishing boat; no name.	Point Adams, Oregon.....	Adrift in Columbia River with no one on board; towed boat to station and advertised for owner, who came on the 21st instant and, after identifying his property, took it away.
Aug. 20	Sailboat; no name..	Fort Niagara, Lake Ontario.	Capsized about a mile from station with three men on board, two of whom were washed off by the sea and drowned. Darkness was just setting in, so that nothing could be seen from the station except the sails as the boat capsized. Searched in the vicinity for an hour with surfboat, but without success; then landed surfmen—one on Canadian, the other on the American, shore—to look for boat, and continued search with surfboat. The patrol on the Canadian shore found the survivor struggling in the surf and rescued him by plunging into the lake and swimming to his assistance; brought him ashore in a half-conscious condition and succeeded in restoring him. Shortly afterward he found the boat bottom up, swam out and towed it ashore. Life-saving crew then beached their boat and patrolled the shore until 8 A. M. next day, when they found the bodies and delivered them to coroner. [See detailed account under caption "Loss of Life."]
Aug. 20	Sailboat; no name..	Ottawa Point, Lake Huron.	Two-masted sailboat parted fore halyards, compelling her to anchor a mile from station; occupants unstepped mast for the purpose of reeving off halyards, but were unable to replace it without help. Assisted to reeve off new halyards and to restep the spar.
Aug. 21	Sailboat; no name..	White Head, Maine.....	Capsized and sunk beyond view of station, drowning one of her two occupants, who was unable to swim; two men in a boat near by rescued the other man and took him to Spruce Head. As soon as notified of casualty (inactive season) keeper went to Spruce Head, where he found the survivor greatly exhausted and suffering from the effects of his exposure. Restored him by method of treatment employed in Service, then took him to station and provided him with dry clothing. On following day raised boat and towed it to Spruce Head; dragged for body of drowned man for three days, but without success.
Aug. 21	Am. st. yt. Camilla..	Brentons Point, Rhode Island.	Broke her shaft, 3½ miles southeast of station; anchored, but was in danger of parting her cable; wind fresh and sea rough. Sending word to Newport for a tug, keeper went out to yacht in a naphtha launch with owner of launch and two others and endeavored to get her anchor and tow her to a sheltered place, but the increasing sea rendered his efforts futile and forced him to return to station, which was reached after a dangerous trip against adverse wind and sea. The torpedo boat Cushing soon after went out and towed the yacht to Bristol, Rhode Island.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
Aug. 21	Am. sc. J. G. Pierson.	New Shoreham, Rhode Island.	Parted her cable and stranded. Assisted to get her off, effecting her release without injury after several hours' work.
Aug. 21	Catboat; no name..	Santa Rosa, Florida.....	Capsized by sudden squall while on pleasure trip from Fort Barancas to station. Rescued four imperiled boatmen and provided them with dry clothing; transported two of them to Pensacola in station boat, the other two returning to Fort Barancas in their own boat, which the life-saving men had righted and put in readiness for use.
Aug. 21	Slp. yt. Fleetwing ...	Cleveland, Lake Erie.....	While attempting to work out of harbor the seas set her against the breakwater, causing the loss of her jib boom, damaging her side and leaving her in a dangerous position, exposed to the wind and sea. Released her with surf boat and towed her back into harbor where she was safe.
Aug. 22	Slp. Nenuphar.....	Charlotte, Lake Ontario..	Capsized. Rescued owner and cared for him at station; bailed out sloop.
Aug. 22	Steamer; name unknown.	Grande Pointe au Sable, Lake Michigan.	Lost her reckoning and stranded early in the morning. Started to her assistance with surf boat, but she floated before the life-saving men could reach her, and proceeded on her voyage, the south patrol, who was in the vicinity when she struck, having informed master of his whereabouts.
Aug. 25	Am. str. Lady M.....	Chicago, Lake Michigan..	Small steamer bound to South Chicago in tow of schooner yacht Crusader; when abreast of station the towline parted, leaving the steamer drifting helplessly, the yacht being unable to pick her up on account of the sea. Got a line to the Lady M. and towed her into slip near station; next day piloted her to South Chicago.
Aug. 26	Rowboat; no name.	Long Beach, New Jersey..	Swept seaward and finally carried on east side of Shelter Island by strong ebb tide, the three inmates unable to row across the inlet to Long Branch. On seeing them struggling against the tide, life-saving crew started with station sharpie, reaching them just after they fetched up on the beach; towed boat and boatmen across the inlet, and directed them to their hotel
Aug. 26	St. launch Infanta...	Charlotte, Lake Ontario..	Moored in an exposed position and endangered by rising sea. Assisted in taking her to a secure berth.
Aug. 26	Slp. yt. Fleetwing ...	Cleveland, Lake Erie.....	Sighted off station with distress signal flying. On boarding her, found that she was dragging her anchors; took off a boy and went back to station to engage tug, returning to yacht immediately, which had by this time drifted against the pier and was pounding hard. As soon as tug arrived, ran her line, and the yacht was then towed to a place of security,
Aug. 26	Slp. Storm King.....	Old Chicago, Lake Michigan.	Dismasted in the lake, leaving her in a helpless condition. Took her in tow and brought her to a safe berth.
Aug. 27	Slp. yt. Petrel	Brant Rock, Massachusetts.	Parted her cables and stranded on Duxbury beach, 1½ miles south of station. Boarded her and ran four anchors for the purpose of hauling her off on evening tide; at low water removed rocks from around her stern; when tide flooded hauled her off and took her to good anchorage.
Aug. 27	Am. sc. C. H. Moore	Saluria, Texas.....	Bound to landing in Espiritu Santo Bay with material for building oil house for Matagorda Light-Station; master unfamiliar with pilotage in the vicinity. Keeper detailed one of crew to pilot her to landing.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
Aug. 27	Am. str. Germania...	Grindstone City, Lake Huron.	Lost her reckoning while towing schooners Wm. Case, Wyandotte, and H. C. Sprague, and stranded on Burnt Cabin Point Reef, 3 miles from station; weather dark and smoky. Heard her signals of distress and boarded her at 10.40 P. M.; at master's request sent a surfman to Sand Beach for a tug, then landed passengers from her consorts. While thus employed the Germania came afloat, having jettisoned part of her cargo of lumber. Life-saving crew employed the 28th and 29th hauling the lumber out of the lake and piling it up on the beach; on the 30th and 31st ran her lines and assisted to release her consorts.
Aug. 27	Am. tug. Valerie.....	Ship Canal, Lake Superior.	Stranded during night 12 miles from station. Crew were notified in morning by telephone and went to place in company with two tugs, whose lines they ran, but their efforts failed to release the vessel; rowed 7 miles to summon tug Hebard, then returned and assisted to remove ballast, to place steam pump on board, and to raise vessel with jackscrews, working three days, but without success, when the master of the Valerie decided to haul her out on the beach and repair her. When repairs were completed (September 5) again went to scene and worked two days, raising tug with jackscrews, running lines, etc., until her release at 10.30 P. M. of 6th.
Aug. 27	Am. str. Florida.....	North Manitou Island, Lake Michigan.	Stranded on Pyramid Point on mainland, 14 miles from station; weather thick and smoky by reason of forest fires. Life-saving crew were notified by a steamer and started at once for scene, arriving at 2.30 P. M.; worked until 6 A. M. lightening steamer, but failed to release her; then went to Glen Haven for a tug, rowing 8 miles and back, and continued working until morning of 29th, when she was got off with assistance of tug. Reached station at 11 A. M., having been employed nearly 48 hours continuously in this service.
Aug. 27	Skiff; no name.....	White River, Lake Michigan.	Out on the lake with two boys on board, who were lost in the darkness and were calling for help. The patrol burned a Coston signal, guided by which they found their way ashore.
Aug. 27	Am. sc. Mariner.....	Kewaunee, Lake Michigan.	Sprung a leak while moored at wharf, where master had left her with no one on board, in order that he might attend to some business at his home, 10 miles distant. Observing that she was settling in the water, keeper boarded her and found 3 feet of water in her hold; took force pump on board and pumped her out, preventing her from sinking in 14 feet of water. Master learned the condition of his vessel and returned on following day and repaired leaks.
Aug. 28	Sailboat Clytie.....	Gurnet, Massachusetts....	Stranded on a bar near Gurnet Ledge. Life-saving crew sprang into the water and managed to shove and lift her off. The help came none too soon, as the surf was breaking over the boat and she was pounding hard.
Aug. 28	Am. sc. Sarah D. Fell.	Monomoy, Massachusetts.	Stranded on shoal near Pollock Rip Light-ship during night, 4 miles from station. Discovered schooner at daylight and pulled out at once to offer assistance; on arriving alongside found the flood tide had floated her, but master was afraid to heave up anchor for fear she would again drift on the shoal; assisted to get her under way, made sail, and piloted 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.
1894.			
Aug. 28	Am. sc. Wyandotte..	Grindstone City, Lake Huron.	In tow of steamer Germania and stranded on night of 27th, when that vessel went ashore. Landed five persons and sheltered eight at station for two nights; worked three days on schooner, running lines and lightering cargo of lumber; on evening of September 5 she was floated by combined efforts of life-saving crew, tug, and steamer Germania.
Aug. 28	Am. sc. Wm. Case...	.....do.....	Stranded on Burnt Cabin Point Reef at same time as steamer Germania, in whose tow she was proceeding to Cleveland. Took off her crew of seven persons and cared for them at station two nights; on 31st assisted to transfer her cargo to a lighter, to run lines, etc., until her release at 6.40 P. M. Crew of Pointe aux Barques Station came 8 miles to the Case on the evening of the 30th, and worked continuously until she was floated.
Aug. 28	Am. sc. H. C. Sprague.	.....do.....	One of the tow of steamer Germania, and stranded when that vessel went ashore on the reef. Ran lines for tug C. L. Boynton, which made a fruitless attempt to release her. August 30 helped place lighters alongside schooner and worked all night transferring lumber to them. She was hauled afloat on morning of 31st.
Aug. 28	Am. sc. Sardinia.....	Sheboygan, Lake Michigan.	Anchored off North Point, 3 miles from Sheboygan, being unable to find her way into harbor on account of dense smoke from forest fires; word was telephoned to station that vessel was ashore. Notified tug, went out in her company and ran her line to schooner; assisted to get up anchor. She was then towed into harbor.
Aug. 29	Am. sc. George L. Wrenn.	Ludington, Lake Michigan.	Stranded in fog 5 miles from station; master and mate requested life-saving crew to run lines for tug, as their yawl was unfit for that service in the sea that was running. Towed out behind tug Sport and transferred master and mate to their vessel with surfboat; returned to station, as the schooner could not then be released. On 31st master went to Manistee Station and telephoned for tug and steam pump. At his request the Manistee crew rowed to vessel and stood by all day with surfboat in readiness to run lines for tug, but latter failed to come. The Wrenn was got off by wreckers about a month later.
Aug. 30	Catboat Gracie.....	Plum Island, Massachusetts.	Lost her reckoning in dark and threatening weather; occupants anchored her and burned a torch. Three surfmen rowed out to her, got her under way and worked her into the river, where she was safe.
Aug. 30	Cat yt. Mae	Turtle Gut, New Jersey...	Missed channel and stranded on the bar. Assisted to work her into the channel and to beat her into Cold Spring Inlet; also recovered and delivered to yacht a small yawl, which her crew had let go adrift when she struck.
Aug. 31	Am. sc. James L. Ketchum.	Buffalo, Lake Erie.....	Sprung a leak while in tow of steamer Manistique; an incoming steamer reported that she was apparently aground 10 miles from station. Started to her relief, but when 4 miles outside harbor met her in tow of the Manistique; assisted her crew at the pumps until she was beached in Erie Basin to prevent sinking.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894. Aug. 31	Br. bk. Glencairn...	Point Adams, Oregon.....	Stranded on Clatsop Beach, 3½ miles from station; weather thick and foggy; word telephoned to station from light-house. At once went to her assistance, and landed fourteen of her crew with surfboat, the master and four of the crew deciding to remain on board, although the vessel was pounding hard. About midnight she floated off and sailed into Columbia River, where she anchored. Life-saving crew followed at 4 A. M. with five of her crew, who had landed in bark's lifeboat when she struck. As she was short-handed, assisted to get her anchor, passed towline to tug, and helped work ship as far as Fort Stevens, where remainder of the crew were taken on board. She then proceeded to Astoria. Life-saving crew were employed sixteen hours in this service.
Sept. 1	Am. sc. Fannie W. Freeman.	Fletchers Neck, Maine....	Stranded on Negro Island Point, 1 mile from station, when leaving harbor early in the morning. Boarded her immediately, and when the tide served assisted to heave her afloat and make sail; then instructed master how to steer in standing out to sea.
Sept. 1	Am. sc. Mary Ella..	Atlantic City, New Jersey.	Stranded on Absecon bar. Life-saving crew ran out an anchor and hove taut, then threw overboard about 4,000 bricks. Vessel floated on flood tide, leaking badly; manned the pumps and assisted to work her into the harbor.
Sept. 2	Am. sc. Sarah C. Smith.	Assateague Beach, Virginia.	Stranded 7 miles north of station in thick weather at night; discovered by patrol 1.45 A. M. Notified Maritime Exchange at Lewes, Del., by telephone, also called keeper of Pope's Island Station and asked his cooperation at the place of stranding, which was 4 miles from the latter station. Both crews went to the scene and, with the surfboat from the halfway house, boarded the vessel, finding her lying easy and in no immediate danger. At master's request sent telegrams to owners and for a tug. Stood by all day, but as nothing could be done toward releasing her until the arrival of the tug, the life-saving crews furled the sails and returned to their stations in the evening. On the morning of the 3d instant the tug Juno got the schooner afloat and towed her away.
Sept. 2	Am. sc. George Steele.	Sheboygan, Lake Michigan.	Leaking badly at anchorage, 1½ miles from station; master asked assistance of life-saving crew. Boarded her and manned the pumps while the crew rested. Meanwhile the master engaged a tug which came out and towed the vessel into harbor. Life-savers remained on board throughout the day, working at the pumps until the captain obtained workmen to relieve them.
Sept. 3	Am. str. James Woodall.	Burnt Island, Maine.....	Stranded on Hoopers Island, 2¼ miles from station. Boarded her, carried out an anchor and assisted in heaving her off undamaged.
Sept. 3	Sailboat; no name..	Wallis Sands, New Hampshire.	Broke adrift from moorings and stranded. Patrolman found it on the beach and secured it. Notified owner, who came and took possession.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894. Sept. 3	Slp. yt. Wayward...	Knobbs Beach, Massachusetts.	At anchor dangerously near the beach, 2 miles south of station, with eleven persons on board, displaying signals of distress; discovered by the patrol soon after midnight. Boarded her with surfboat and got her under way for Ipswich Harbor. In the fresh breeze the bowsprit, head gear, and sails went by the board. Brought her to with both anchors and attempted to make repairs, but the starboard cable parted and the vessel began to drag, when all hands took to the surfboat. Being unable to land on the beach or at Ipswich, because of the dangerous surf, proceeded to Annisquam, farther to the southward, where a safe landing was made in a sheltered cove. Seven of the rescued persons proceeded to Boston, while the others went to the station with the life-saving crew. Meanwhile the yacht stranded well up on the beach; she was stripped by the life-savers, who turned the property over to an agent hired by the owners to take charge. Sheltered four men at the station one day On the 9th instant the yacht was successfully floated by a tug.
Sept. 3	Am. sc. Fannie Whitmore.	Quonochontaug, Rhode Island.	Stranded in darkness and smoky weather, 1.30 A. M., more than 2 miles from station. Boarded her with surfboat, took soundings around her; the master set all sails and backed them, and the fresh breeze finally worked the vessel afloat, apparently undamaged, after being aground about four hours.
Sept. 3	Slp. yt. Zedith	Charlotte, Lake Ontario..	A party of gentlemen and ladies, ten persons in all, landed from this vessel in the afternoon. The wind died out so that, when getting under way three hours later, the sea set her toward the shore, where she was in danger of stranding. Went to her assistance with surfboat; took her line and towed her into the harbor.
Sept. 3	Am. tug A. W. Colton.	Ship Canal, Lake Superior.	Stranded 3 miles from station at 6 A. M., with excursion party on board; signaled for assistance; went to her with surfboat and landed fifty-four passengers on the beach. Returned to station and telephoned for tug, then again boarded vessel and tried to kedge her off, but without success. Upon the arrival of the tug, ran lines. Vessel was pulled safely afloat.
Sept. 3	Am. str. Jay Gould..	.....do.....	The weather being smoky and the outline of the harbor entrance indistinct in the darkness, the surfman on patrol burned two Coston lights to guide her into the channel.
Sept. 3	Am. sc. Maggie M. Avery.	Point Betsy, Lake Michigan.	In distress, with sails blown away, dragging offshore from her anchorage 1 mile from station. Life-saving crew overtook the drifting craft about 3 miles away. Finding her down by the head, shifted aft a portion of the cargo of lumber, and threw overboard a part of it; then worked her to a safe anchorage 5 miles north of station. Afterward sent a surfman to Frankfort, Mich., to obtain a tug.
Sept. 3	Am. sc. Ida Jane.....	Two Rivers, Lake Michigan.	Adverse wind prevented vessel from leaving the harbor unassisted; requested help in getting out, 12.30 A. M. Tracked the vessel to the end of the pier, where the master got her under way.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
Sept. 4	Slp. yt. Viking.....	Spermaceti Cove, New Jersey.	Stranded, splitting garboard. Boarded her, ran anchors, and straightened her up; discharged about three tons of ballast. Being unable to get her afloat without assistance, telegraphed owner, who sent a tug, which released her.
Sept. 4	Am. str. Young America.	Barnegat, New Jersey.....	Stranded while entering harbor; assisted in getting her afloat, then piloted her inside.
Sept. 6	Am. sc. Mary J. Castner.	Chatham, Massachusetts..	Collided with schooner Wm. K. Park in thick weather and sunk. Crew of seven men went on board latter-named vessel. When the fog lifted and the accident was discovered, life-saving crew went out in surfboat and took the shipwrecked crew from the Park, which was lying to near the scene. Brought them ashore and gave them dry clothing. Vessel a total loss.
Sept. 6	Ger. str. Sorrento...	Bellport, New York.....	Stranded through error in reckoning in thick weather, with passengers and valuable cargo on board. As soon as discovered, called the crews of Smiths Point and Blue Point stations to the scene by telephone and boarded her at daylight. Sent dispatches for master and stood by until the vessel released herself at high water.
Sept. 6	St. yt. Young America.	Deal, New Jersey.....	Ran out of coal off station when bound to New York. Life-saving crew boated off a half ton of coal to her from Asbury Park, when she proceeded.
Sept. 6	St. yt. Young America.	Barnegat, New Jersey.....	Stranded on shoals near outer bar when leaving harbor. Carried out an anchor, got her afloat, and piloted her outside.
Sept. 6	Am. tug Frank Edwards.	Grand Haven, Lake Michigan.	While towing raft of logs at night got a line in her propeller and became helpless; signaled for assistance. Went to her in surfboat, a distance of 1½ miles; placed three men on board; ran a line to her from the steamer City of Racine, which towed her into the harbor, where the life-saving crew moored her. The raft of logs had broken up and drifted off before the arrival of the life-saving crew.
Sept. 6	Am. sc. Wonder.....	Holland, Lake Michigan..	An adverse wind made it impracticable for this vessel to sail into the harbor upon her arrival at the entrance. Took her lines and, by tracking along the piers, towed her through the passage into Black Lake.
Sept. 6	Am. sc. Experiment.	.....do.....	Unfavorable wind prevented this vessel from entering the harbor; took her lines and towed her inside.
Sept. 6	Am. sc. Alice Royce..	.....do.....	Adverse conditions of wind and weather made it impossible for this vessel to get into the harbor without assistance. Surfmen, therefore, took lines from her and towed her through the channel.
Sept. 6	Am. sc. Jessie Winter.	.....do.....	Unable to enter the harbor without assistance. Tracked her through the fairway into Black Lake.
Sept. 6	Slp. Harry Narland..	Sheboygan, Lake Michigan.	Missed harbor entrance in the nighttime, and ran aground among old piles standing near the pier, where the surf broke on board. Kedged her off, pumped her out, and towed her into harbor.
Sept. 7	Am. str. Mahoning..	Thunder Bay Island, Lake Huron.	Stranded in the evening. Telephoned for tugs and lighters, which came from Alpena. Sounded around the vessel, and, upon the arrival of assistance, helped lighter about 500 tons of flour. Worked all night and until 11 o'clock on the following day, when the tugs succeeded in hauling her off the rocks but little damaged.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
Sept. 7	Am. sc. Laura Miller.	Holland, Lake Michigan..	Missed harbor entrance and came to anchor outside of piers; signaled for assistance. Boarded her in surfboat, when captain asked life-saving crew to obtain a tug; procured the tug Joseph Heald, but upon going outside the master stated that the sea was too rough and refused to proceed. An effort to procure another tug being unsuccessful, returned to the schooner, which, meanwhile, had dragged inshore and stranded; landed the crew of five persons and brought off their effects at 1.30 A. M. of the 8th. In the morning and on succeeding days ran lines to tug and worked diligently in the effort to float her until the 12th instant, when she was released and towed inside. [See letter of acknowledgment.]
Sept. 8	Am. sc. John K. Souther.	Mecox, New York.....	Stranded at night in thick weather. Called Georgica crew by telephone, and upon their arrival boarded her in surfboat and landed the crew of eight persons in safety. The vessel was floated on the 11th instant by the Merritt Wrecking Company.
Sept. 9	Am. bkn. Henry Norwell.	Monomoy, Massachusetts.	Stranded on Pollock Rip Shoal at low tide in thick fog. Having discovered her through a rift in the fog, went out to her, 3½ miles, and found her pounding hard. Assisted in running an anchor and in working the sails, by means of which she was forced over the shoal, and then brought to anchor. When the fog lifted next day, started out to assist in getting her under way, but previous to arrival a tug went alongside and took her in tow for Boston.
Sept. 9	Canoe; no name.....	Charlotte, Lake Ontario..	Capsized in the lake, 1½ miles from station; occupants were rescued by an accompanying boat before the life-saving crew could reach the scene. Bailed out the craft.
Sept. 9	Am. str. Puritan.....	Buffalo, Lake Erie.....	Stranded on Horse Shoe Reef about midnight, having on board an excursion party of about two hundred and fifty people. Went to her and ran lines to her from tug, which was unable to pull her off. Upon the arrival of another tug, ran large hawser. By working together, both tugs were able to release her, when she proceeded to the harbor.
Sept. 9	Slp. Clara.....	South Haven, Lake Michigan.	Stranded 8 miles from station on the morning of the 8th. Worked on her several days and finally got her afloat on the morning of the 12th after laboring throughout the previous night. Sailed her into the harbor. This service undoubtedly saved vessel from total loss. [See letter of acknowledgment.]
Sept. 9	Am. sc. Quickstep...	Sheboygan, Lake Michigan.	Missed fairway between the piers and stranded. Ran lines to tug, which floated her and towed her inside.
Sept. 9	Am. str. Nyack.....	.....do.....	Missed entrance to harbor in foggy weather and stranded on a reef; four hundred passengers on board; signaled for aid. Piloted the tug Sheboygan out to her and took soundings around her, then ran a line by which she was pulled afloat.
Sept. 10	Yt. Patrol	Atlantic City, New Jersey.	Capsized; occupants rescued by boatmen close at hand. Life-saving crew towed the craft into the harbor, righted, and bailed her out, then left her in a safe place.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
Sept. 10	Slp. yt. Penrose.....	Tathams, New Jersey.....	Dismasted in fresh breeze half mile from shore, where she was brought to anchor. Rescued the company of ten persons and landed them with surfboat. Next day a steamer having borne down to the sloop, life-saving crew went out and ran a line to her, and hove up her anchors. Sent one of the surfmen to pilot the steamer into Hereford Inlet.
Sept. 10	Small boat; no name.	Turtle Gut, New Jersey...	Capsized; occupants were fortunately rescued before the life-savers could reach them. Righted the boat and freed her of water.
Sept. 10	Am. str. Josephine..	Ludington, Lake Michigan.	Stranded on channel bank while entering harbor with a tow. Life-saving crew ran lines to the piers and by heaving on these and working the engine, got afloat and steamed inside.
Sept. 10	Am. sc. Baltic.....	Milwaukee, Lake Michigan.	Stranded on South Point in smoky weather. Accompanied tug to the scene, put men on board and assisted them to jettison cargo. Ran lines to tugs by which she was floated. This service occupied the entire day from 7 A. M. to 8 P. M.
Sept. 12	Sloop; no name.....	Block Island, Rhode Island.	Sunk at her anchors 2 miles away. At owner's request raised and brought her to shore.
Sept. 12	Am. str. Yosemite...	Chicago, Lake Michigan..	Foundered at night in 25 feet of water, 1 mile north-northeast of station. This vessel, the city fire boat, left Chicago harbor at 8 P. M. for South Chicago, 9 miles distant, but while en route sprung a leak. The fires having been extinguished, the vessel soon became waterlogged and helpless in the rough sea. The people on board signaled with torches, which were seen by the lookout as soon as displayed; launched the lifeboat and reached wreck about midnight after a hard pull, and found the ten men on board momentarily expecting to be carried down by the sinking craft; took the entire party into the lifeboat, headed for the shore, and made a safe landing; took the men to the station, provided dry clothing, and cared for them. The rescue was made not a moment too soon, for the steamer sank shortly after the crew was taken off. The crew of the Old Chicago Station having been notified by telephone procured a tug and went outside to find the distressed vessel, but reached the scene too late to render aid.
Sept. 13	Br. str. Enterprise..	Thunder Bay Island, Lake Huron.	Stranded during southeast gale and thick weather, 1 mile from station and broke in two, becoming a total wreck. Boarded her with lifeboat, taking off the crew of thirteen persons over the stern and landing them at Alpena, Mich. Worked several days in assisting to save portions of the machinery and rigging, also kept an almost constant watch of the wreck, aiding the customs authorities and the underwriters' agents in preventing thefts of the cargo of grain, which amounted to 27,000 bushels. The amount saved, however, proved to be small.
Sept. 14	Slp. Pauline.....	Great Egg, New Jersey...	Stranded at 3 A. M. about 2 miles from station where the seas broke on board and filled her. Saved part of her cargo of vegetables, landing them on the beach, and planted an anchor. On the flood tide got her afloat and brought her to anchor. Next day took her in tow with the surfboat, brought her into the harbor and beached her. Keeper and part of crew of the Ocean City Station assisted in the work.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
Sept. 14	Skiff; no name	Kenosha, Lake Michigan.	Capsized. Being a cripple, the boatman was entirely helpless and would have drowned had not one of the surfmen manned a skiff and hastened to the rescue. Brought him to station and afterward took him home. Bailed out his boat and secured it.
Sept. 14	Am. str. Chicago.....	Two Rivers, Lake Michigan.	Vessel being unable to wind round in the harbor, launched small boat; ran and handled lines for her, thus enabling her to turn.
Sept. 15	Slp. yt. Voodoo	Knobbs Beach, Massachusetts.	Becalmed in dense fog half a mile from shore with two persons, a man and his wife, on board. As the tide was setting keeper, having heard signals, went out in their direction with station boat, and met the incoming craft. Took the occupants aboard and landed them safely; after a short rest at the station, they set out for their hotel at the end of the island. Next day got the yacht under way and sailed her into Ipswich Harbor.
Sept. 15	Catboat Iris.....	Cleveland, Lake Erie.....	Parted mooring lines and drifted against the pier during a squall. Recovered and moored her securely.
Sept. 15	Skiff; no name.....	.....do.....	Broke her fastenings and drifted out into the harbor, where she was seen by lookout. Recovered and bailed her out; held her at station for owner.
Sept. 16	Rowboat; no name..	Plum Island, Massachusetts.	The boatman, having lost his bearings in the prevailing fog, was directed by the patrol how to steer to reach the harbor. The boat was afterwards seen by the north patrol crossing the bar in safety.
Sept. 16	Dory; no name.....	Muskeget, Massachusetts.	The boatman, a young man, broke an oar and was unable to reach the shore; signaled to the station where he was seen by the lookout. Launched station boat and towed dory and occupant ashore.
Sept. 16	Am. tug John I. Brady.	Cape Henry, Virginia.....	Stranded. While in the vicinity of Cape Henry looking for a tow the vessel (having been left in charge of the wheelsman, on account of the captain's sickness) drifted ashore. Boarded her, carried out an anchor with surf boat and hove her afloat undamaged.
Sept. 18	Slp. yt. Nausett.....	North Scituate, Massachusetts.	Crew of three men anchored the yacht and came to the station for the night. Next day keeper sent a surfman with them, who helped get the vessel under way and piloted her into Scituate Harbor.
Sept. 18	Skiff; no name	Charlotte, Lake Ontario..	Adrift in the lake. Recovered her and advertised for owner, who claimed his property a few days later.
Sept. 18	Small boat; no name.	Ashtabula, Lake Erie.....	On the beach full of water. Freed her of water and hauled her up to a safe place.
Sept. 18	Scow; no name.....	Grand Haven, Lake Michigan.	Swamped near the pier; occupants reached shore without assistance. Towed her into the channel and brought her to the station incline; hauled her up and bailed out the water.
Sept. 18	Am. sc. Rambler.....	Holland, Lake Michigan..	The wind being unfavorable for this vessel to sail into the harbor the surfman manned her lines and tracked her through the channel into Black Lake. On the 21st instant towed her out through the fairway to the end of the piers, where she got under way.
Sept. 19	Am. sc. Commerce...	Fletchers Neck, Maine....	Anchored in shoal water. Assisted in getting her under way and piloted her to a safe berth in the inner harbor, where brought her to anchor.
Sept. 19	Am. str. Rhoda Stewart.	Muskallonge Lake, Lake Superior.	Arrived off Deer Park with consort in tow and signaled for assistance. Boarded her, and at master's request piloted her across the bar to the dock at Deer Park, which was her destination.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
Sept. 20	Am. sc. Effie J. Simmons.	White Head, Maine.....	Misstayed in channel and anchored, but dragged upon a sunken ledge. Boarded her and tried to kedge her off. This proving unsuccessful, made sail, and on the flood tide forced her over the ledge, then piloted her into Seal Harbor.
Sept. 20	Catboat; no name..	Plum Island, Massachusetts.	Broke away from moorings and drifted ashore inside of the north jetty. With the assistance of bystanders got her off the beach, then took her back to her former moorings and secured her.
Sept. 20	Am. sc. Dave Freeman.	Galveston, Texas.....	Drifted ashore while lying to off harbor entrance. Boarded her, took in the mainsail and assisted in heaving her afloat; then made sail. She proceedod to Galveston, her destination.
Sept. 20	Am. sc. Samuel L. Watson.	Fairport, Lake Erie.....	Leaking; towed into harbor and when passing station asked assistance at the pumps. Worked at the pumps three hours, finally freeing her.
Sept. 20	Am. str. Joseph Heald.	White River, Lake Michigan.	Caught fire at wharf in the evening during the temporary absence of the crew; mooring lines burned off and vessel drifted away from the dock. Fire having been seen from station, launched surfboat and rowed to the burning craft, 3 miles distant, finding her abandoned. Cries were heard in the direction of the shore, and pulling toward them, found the crew of three men on the wharf. Returned to the tug with them and towed her into shallow water, where she sank; took the men to the station and kept them over night.
Sept. 20	Canoe; no name....	Evanston, Lake Michigan.	Shortly before midnight faint cries were heard from the lake. Although no one could be seen, launched boat and pulled in the direction of the sounds and found a man clinging to an overturned canvas canoe. Brought him to station, gave him restoratives from the medicine chest, chafed his limbs, and placed him in dry clothing. Boat was allowed to go adrift, but was subsequently recovered.
Sept. 20	Am. sc. Monguagon.	Kewaunee, Lake Michigan.	Needed assistance to get into harbor. No tug being available, life-saving crew manned the lines and towed her up the channel by tracking along the piers.
Sept. 21	Am. sc. Go Look....	Grindstone City, Lake Huron.	By standing too close inshore, centerboard, which was down, caught upon a projecting rock and held the vessel. The accident, which occurred about midnight, was discovered by the patrol, who called the life-saving crew. Boarded her, and by united effort succeeded in raising the centerboard, which released the vessel. She proceeded on her way undamaged.
Sept. 22	Naphtha launch Chattahoochee.	Cobbs Island, Virginia.....	Stranded on channel bank at night. Seeing a stationary light in the distance, launched surfboat and went in its direction, finding the little craft ashore 2 miles from station. Placed a surfman on board, who piloted the launch to her moorings. Took lady passenger into surfboat and brought her to station.
Sept. 22	Am. sc. Go Look....	Ottawa Point, Lake Huron.	Foremast sprung and vessel leaking; lying in seaway 3 miles from station. Reached her just as a tug was about to take her in tow. Placed surfmen on board, who handled her lines. She was towed into harbor, where life-savers moored her. Pumped her out.
Sept. 22	Fishboat Maggie Wallace.	Thunder Bay Island, Lake Huron.	Stranded while beating through the channel between Thunder Bay and Sugar islands. Threw overboard part of her ballast and got her afloat and under way for Alpena.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
Sept. 22	Am. str. James Pickands.	Ship Canal, Lake Superior.	Wrecked on a reef near Eagle River, Michigan, 20 miles from station; broke in two and became a total loss. The ship's company having received orders to proceed to Cleveland, Ohio, the life-saving crew boarded the wreck, secured and landed their baggage for them.
Sept. 22	Am. sc. C. L. Fick..	Pentwater, Lake Michigan.	Pounded against the pier at her moorings. Took her lines and towed her up the channel to a good berth.
Sept. 22	Sailboat; no name..	Old Chicago, Lake Michigan.	Capsized. Occupants rescued by a boat close at hand. Recovered and towed her to station and turned her over to owners.
Sept. 22	Small boat; no name.	.....do.....	Adrift. Towed her to station and held her for owner.
Sept. 22	Am. sc. Three Bells..	Sturgeon Bay Canal, Lake Michigan.	Three sailors who had been attempting to run lines from this vessel to the dock by using the yawl had been unable to accomplish the task on account of the heavy sea. At their request the keeper placed them on board and assisted in running lines to make vessel secure.
Sept. 23	Catboat; no name..	Fire Island, New York....	Capsized in the evening. Launched surfboat and pulled to the scene, 2½ miles away, but found, on arrival, that the craft had drifted to the beach with the boatmen clinging to her. Righted and secured the boat, then returned to station, where the two men, who had preceded the crew, were found waiting for their return. Gave them dry clothing and sheltered them over night. Next day assisted owners to launch her.
Sept. 23	Sip. yt. Edna".....	Charlotte, Lake Ontario..	Blown offshore by a strong breeze. A pleasure party of four persons on board. She was seen by the lookout about 5 miles to the leeward, apparently helpless. Obtained a tug and, with lifeboat in tow, went out and ran lines to her and brought her inside. She was in imminent danger from the heavy seas when overhauled by the tug, and undoubtedly would have been lost but for the timely aid rendered by the life-savers.
Sept. 23	Am. sc. Agnes L. Potter.	Grand Haven, Lake Michigan.	While attempting to enter the harbor in tow of a steamer during a gale of wind sheered off and ran aground to the leeward of the south pier. Life-saving crew crossed the river with the beach apparatus but it was not needed as the vessel was close enough in to be boarded from the dock. Took the woman cook to the house of one of the surfmen, then scuttled the vessel where she lay, to prevent pounding to pieces. Two days later assisted in pumping her out and running lines to steamer by which she was released.
Sept. 23	Am. str. Mabel Bradshaw.	Holland, Lake Michigan..	Propeller shaft broken; lying at anchor in Black Lake with distress signal flying. Went to her with surfboat after procuring the steamer Joseph C. Suit. At master's request landed eleven passengers; ran lines to the Suit, which then towed her to Holland.
Sept. 24	Am. sc. H. Rand.....	Manistee, Lake Michigan.	Lost anchor and chain on the 23d. Recovered them for her.
Sept. 24	Am. str. Iron King..	Chicago, Lake Michigan.	Stranded on Hyde Park Reef, 7.30 P. M.; signaled for assistance. Upon boarding her found that master desired a tug; telephoned for tug, then returned and took soundings around her. The crew from the Old Chicago Station accompanied tug to the scene and ran lines to the stranded vessel, which was soon released.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
Sept. 24	Am. str. Menominee.	Two Rivers, Lake Michigan.	Assisted this vessel in winding round in the harbor by running lines to the pier.
Sept. 23	Am. sc. Edith and May.	Monomoy, Massachusetts.	Stranded. Boarded her and ran kedge, made sail, and worked her off. Being obliged to slip the cable, afterwards recovered and returned it to the vessel.
Sept. 25	Am. sc. Monguagon.	Kewaunee, Lake Michigan.	Wind being unfavorable, manned her lines and towed her out to the pier heads where she could get under way.
Sept. 26	Am. sc. A. P. Richardson.	Ocracoke, North Carolina.	Stranded at night. Patrol discovered her at 10.30 P. M. and called the crew, who went to the scene with the beach apparatus. Finding vessel well inshore, threw the heaving stick on board and sent off the whip, by which the crew of five persons were landed. Took them to station, provided dry clothing and cared for them several days. Recovered the personal effects of the crew from the wreck and sent telegrams to owners. Vessel lost. [See letter of acknowledgment.]
Sept. 26	Skiff; no name.....	Charlotte, Lake Ontario..	Adrift in the lake. Recovered her with surfboat and brought her into the harbor.
Sept. 26	Small boat; no name.	.....do	While boatman was towing her into the harbor the towline fouled and parted, and the craft drifted out into the lake. Recovered her and returned her to owner.
Sept. 26	Rowboat; no name..	.....do	Broke away from tow and drifted offshore. Life-saving crew overhauled her and towed her inside.
Sept. 26	Slp. yt. Keewaden..	Marquette, Lake Superior.	Parted moorings and drifted against station launchway, where she pounded badly. Ran out a kedge and warped her off, then moored her securely.
Sept. 26	St. yt. Hattie Ray...	Muskegon, Lake Michigan.	Drifting down the channel unoccupied. Recovered and towed her to a good berth and made her fast.
Sept. 26	Am. sc. Ingeborg M. Forrest.	Evanston, Lake Michigan.	Leaking; anchored off station and signaled for assistance. At master's request called a tug by telephone, and upon its arrival assisted in getting the anchor and running lines. As the vessel had become water-logged, landed the master's wife, who went to Chicago by rail, while the vessel proceeded to the same point in tow.
Sept. 27	Shanty boat; no name.	Louisville, Kentucky	In danger near the Indiana chute of the falls with six persons on board. Brought her into safe water with station boat, then directed the boatmen how to pass through the canal.
Sept. 28	Dory; no name.....	Hunniwells Beach, Maine.	Adrift. Secured her.
Sept. 28	Am. sc. Elizabeth A. Baizley.	Cape Fear, North Carolina.	Stranded and sunk decks under on Frying Pan Shoals, 5 miles from station, at 5 A. M. Soon afterwards she was discovered by the life-saving crew, who reached her after a hard pull in rough water and rescued from the forecastle, the only tenable portion of the craft, the ship's company of seven persons. Kept them one day at the station, furnished clothing, then transferred them to Southport. [See letter of acknowledgment.]
Sept. 28	Am. sc. Sea Lion.....	Manistee, Lake Michigan.	Parted cable when lying at anchor, 10 miles south of station, on the 23d instant; master beached her. On this date the life-saving crew accompanied tug to her and ran lines, but the effort to float her was unsuccessful; lightered the cargo of lumber and stripped her. Next day renewed the attempt to get her off, but, as it proved fruitless, she was abandoned and became 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.			
Sept. 29	Shanty boat; no name.	Louisville, Kentucky, Falls of the Ohio.	Endangered above the cross dam with man and woman aboard. Towed boat into safe water and instructed boatman how to get through the canal.
Sept. 30	Am. sc. Jane and Mary.	Fletchers Neck, Maine ...	Crew landed from this vessel at night, leaving her at anchor about 2 miles from station. On this date they requested the keeper to set them on board, as the sea was too rough for their own boat; took them to the vessel, assisted to parcel hawser by which she was anchored, and pumped her out; then landed the crew again. The vessel rode out the gale in safety.
Sept. 30	Sloop; no name.....	Cuttyhunk, Massachusetts.	At anchor in unsafe place in stormy weather. Keeper boarded her and advised the master to seek a better anchorage, and, at his request, got her under way, sailed her into Cuttyhunk Pond, and brought her to.
Sept. 30	Catboat Gipsey.....	.....do	Adrift and in danger of stranding. Launched boat, boarded her, made sail and took her to safe place in Cuttyhunk Pond. This prompt action prevented her from stranding on the beach where the surf, which was quite strong, would have damaged her.
Sept. 30	Br. bkn. J. H. Dexter.	Portsmouth, North Carolina.	In distress with rudder gone, sails split, and short of provisions; anchored about 15 miles from station; engaged volunteer crew (the station being not yet opened for service) and started out to vessel, arriving on board after she had got under way. Brought her to a safe anchorage near Ocracoke Inlet, after which the keeper went to Hatteras, about 18 miles distant, to telegraph for a tug. Returned to vessel on following day bringing provisions. On October 3 again went to Hatteras with dispatches, and upon receiving replies to them, returned to the vessel. On October 4 a tug came and towed vessel northward. [See letter of acknowledgment.]
Sept. 30	Am. sc. Mary S. Bradshaw.	Cape Lookout, North Carolina.	Lost main and mizzen masts at sea on the night of the 26th instant; anchored off Bogue Inlet, and subsequently, on the night of the 29th, worked near Cape Lookout and anchored 2 miles west of station. Discovering the vessel at daylight on the 30th, keeper and crew boarded her and helped heave up her anchor, made sail and worked her into Lookout Bight.
Sept. 30	Sc. yt. Vera.....	Big Sandy, Lake Ontario..	Rudder broken while working to windward; stood in to the shore and landed seven persons, some of whom were ladies. Seeing this the life-saving crew went to their assistance and tracked the vessel along the beach to the harbor and made her secure. [See letter of acknowledgment.]
Sept. 30	Sloop yacht; no name.	Thunder Bay Island, Lake Michigan.	Stranded; being unable to reach the anchorage between Thunder Bay and Sugar islands came to anchor outside, but dragged in and stranded on the rocks. Life-saving crew had just launched boat to go to the assistance of the schooner Gliding Star when this accident occurred. Anchored the boat near by, dropped down and gave the yacht a line, then, by heaving on the cable and pulling with the oars, got her afloat and took her to a 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.
1894.			
Sept. 30	Am. sc. Gliding Star.	Thunder Bay Island, Lake Michigan.	Struck on a reef while endeavoring to reach anchorage near Sugar Island; came to and signaled for aid. Boarded her. Master stated that he needed a tug, as the vessel was leaking. As no tug was available, life-saving crew kept a close watch on her, and on the following day took the captain to Alpena, where he obtained the desired assistance.
Sept. 30	Am. sc. Sunrise.....	North Manitou Island, Lake Michigan.	Disabled and leaking, head sails blown away, foreboom and rudder broken. Boarded the vessel, which was about 8 miles from station, pumped her out and sailed her into the bay near the station, where she lay at anchor until sufficient repairs could be made to enable her to proceed on her voyage.
Sept. 30	Am. sc. May Cornell.	Grande Pointe au Sable, Lake Michigan.	Broke steering gear and stranded well up on the beach. Crew of two men came to station for assistance. On October 1 boarded the vessel, which was a small craft, discharged her cargo of shingles and piled them on the beach; then, after pumping out the water, put ways under her and hauled her up where she could be repaired. Sheltered and provided for the crew five days.
Oct. 1	Yawl; no name.....	Plum Island, Massachusetts.	Got adrift from Plum Island Point; word brought to station by party of gunners, who had landed in her. Later the sunset patrol found the boat on the beach, 1⅓ miles south of station, and hauled it above high-water mark, where it was safe.
Oct. 2	Am. slp. Orient.....	Coney Island, New York..	Stranded on point of Rockaway Beach; having no suitable boat for running anchors, master set signal for assistance. Ran anchor three times with surf boat, but the holding ground was so poor that it was only possible to haul her bow into deep water; crew then set sails so that when flood tide made, the tide, together with the breeze, floated her.
Oct. 2	Am. sc. J. F. Card....	Ashtabula, Lake Erie.....	Outside harbor at night burning torch for tug. Keeper notified a tug, which brought schooner in.
Oct. 2	Am. sc. Alice Royce..	Holland, Lake Michigan..	Prevented from entering harbor by fresh offshore wind. Took her line and tracked her in between the piers.
Oct. 2	Am. sc. Mary Gregory.	Two Rivers, Lake Michigan.	Entered harbor during stormy weather; imperiled by wind and sea. Ran her lines with boat and assisted to get her to her wharf.
Oct. 2	Am. sc. Minnehaha..	.....do.....	In need of assistance to get into harbor; blowing hard and a heavy sea running. Ran lines and aided in getting her alongside wharf.
Oct. 3	Catboat; no name...	Brentons Point, Rhode Island.	Master, ignorant of pilotage, wished assistance to enter Prices Neck Creek. Keeper piloted boat to good anchorage in the creek.
Oct. 3	Am. sc. C. C. Barnes...	Bois Blanc, Lake Huron..	Stranded on east end of Pois Reef, 3 miles south of station, in thick weather. When sighted by the south patrol she was standing directly for the island (Bois Blanc); warned by his Coston signal she jibed and stood offshore, but failed to clear the reef. Crew pulled out with lifeboat to offer assistance, and after three tugs had made an unsuccesful attempt to float her, assisted to lighter 16 tons of coal from forward hatch. The schooner thus lightened was got off by tugs and towed to Cheboygan for repairs. Had it not been for the Coston signal she would have gone on the east end of the island instead of the reef, and could not have been released without great difficulty.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
Oct. 3	Am. str. City of Racine.	Muskegon, Lake Michigan.	Entered piers at night, where the opposing wind from the lake and current in the river set her athwart the channel. Ran lines with surfboat, and assisted to get her clear.
Oct. 3	Am. sc. Maggie Johnson.	Kewaunee, Lake Michigan.	Attempting to make harbor against offshore gale. Took her line and enabled her to get in.
Oct. 3	Am. sc. Speed.....	.....do.....	Hindered in entering Kewaunee by offshore gale. Ran her lines and assisted to get her inside piers.
Oct. 3	Am. sc. Little Georgy.	.....do.....	Needed assistance to enter harbor; wind adverse and blowing a gale. Handled her lines and helped get her into the river.
Oct. 3	Am. sc. Seaman.....	.....do.....	Beating into port against gale. Assisted by running lines to work her in through entrance piers.
Oct. 4	Sailboat; no name..	Atlantic City, New Jersey.	Boarded by a heavy sea while crossing bar and capsized. Rescued with surfboat the two boatmen, who were clinging to bottom of overturned boat; righted and bailed out the boat and towed it into the inlet.
Oct. 4	Skiff; no name.....	Cape May, New Jersey...	Capsized 3 miles ENE. of and invisible from Cold Spring Station; a few minutes afterward one of the two boatmen (a surfman from Cold Spring Station) was washed off the boat and drowned. Surfman No. 7 from Cape May Station happened to be in the vicinity and assisted to rescue the survivor, who was brought to Cold Spring Station and cared for. Crew of latter station searched three days for the body of the drowned surfman, which was found on the 7th by one of the crew of Turtle Gut Station and delivered to coroner.
Oct. 4	Sc. Topaz.....	Big Kinnakeet, North Carolina.	Master requested assistance to launch her off the beach, on which she had been hauled for repairs. Keeper detailed four of crew, who rendered the necessary service.
Oct. 4	Am. sc. Mary Gregory.	Kewaunee, Lake Michigan.	Collided with north pier while entering harbor, staving a hole in her bow with the fluke of her anchor. Assisted to haul her up the river.
Oct. 4	Rowboat; no name..	Sturgeon Bay Canal, Lake Michigan.	Broke adrift from a schooner in tow of tug H. Luella Worthington and capsized in the lake; towed boat to station together with gear and an overcoat that were on board; next day delivered boat and effects to owner's relatives, who identified the property.
Oct. 5	Am. sc. Ira B. Ellems.	White Head, Maine.....	Misstayed while working away from her wharf and stranded on a rocky point. Ran a line, hove her clear, and anchored her. Next morning got her under way and assisted to work her out clear of obstructions and into the channel.
Oct. 6	Fishing boat; no name.	Metomkin Inlet, Virginia.	Capsized in the bay, 2 miles from station. At once started for the scene, but before arrival, a boat in company with the capsized craft towed the latter ashore. Life-savers picked up sails and other gear and delivered them to owner; bailed out boat, which then proceeded to her destination.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
Oct. 6	Br str. Elfrida.....	Velasco, Texas.....	Stranded on Brazos River Bar on afternoon of 5th; during the night she swung around and fetched up with her bow resting against a rock jetty. Kept watch over her and on morning of 6th ran lines to a tug that could not approach close to steamer on account of the sea. Tug hauled one of steamer's large anchors to the weather side of the channel, but shortly after midnight the heavy sea parted her cable and drove her across the jetty and on the beach. Crew moved surfboat so as to be ready to reach vessel quickly in case of need, and at daylight landed master, who wished to communicate with underwriters, making the trip through the heavy surf and imperiled by the driftwood which stove the boat and injured one of the crew. Kept watch till 16th, on which day ran a long line to steamer for wreckers, their yawl having filled while making the attempt; stood by and assisted until she was floated on the night of the 17th. In coming off the beach she twice fouled her propeller with the hawsers used in effecting her release, and the life-saving crew both times cleared the wheel. In the morning she was towed into the river.
Oct. 6	Am. sc. Rambler.....	Holland, Lake Michigan..	In need of assistance to enter harbor at night, wind unfavorable. Took her line and tracked her in.
Oct. 6	Am. str. Lorain L...	South Haven, Lake Michigan.	Struck bar at entrance to harbor, disabling her machinery and causing her to strand; dangerous surf running. Landed master and four passengers and ran her line to the south pier to prevent her from going farther on the beach; assisted to transfer her cargo to the pier. She was thus lightened so that by the aid of a tug she was released. Crew were employed fifteen hours in this service.
Oct. 7	Am. sc. Effie J. Simmons.	Burnt Island, Maine.....	Set on fire by access of water to cargo of quicklime. Rowed 6 miles to Maple Juice Cove, where she was anchored, but on arriving found fire under control. On 18th it again broke out. Crew went to her assistance and hauled her inshore where she would not be in the way of other vessels; helped save spars and rigging; hull and cargo a total loss.
Oct 7	Am. sc. Farmer.....	Fire Island, New York...	Attempted to sail into Fire Island Inlet against strong ebb tide; the wind failing, she drifted on a shoal 3 miles west of station at 7.30 P. M. Rowed to her in surfboat, and when tide made got her off and piloted her into the inlet.
Oct. 7	Slp. Annie F...	Sandy Hook, New Jersey..	Stranded on point of Sandy Hook early in the morning; wind fresh, moderate sea. Ran anchor and, after three hours' work, got her off and took her into Sandy Hook Bay, where it was smooth. She was in great danger and would probably have been lost but for life-saving crew.
Oct. 7	Am. slp. John Manning.	Little Egg, New Jersey....	Stranded on a shoal. Planted her anchor in deep water and hove her afloat; gave master instructions regarding pilotage which enabled him to prosecute his voyage.
Oct. 7	Catboat; no name...	Old Chicago, Lake Michigan.	Capsized by a sudden puff of wind, throwing out her two occupants. At once launched surfboat, but yacht Clara Belle passing by picked up the boatman before life-saving crew could reach the scene. Towed boat ashore, righted and bailed her out, and turned her 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.			
Oct. 7	Am. sc. S. Danielson.	Umpqua River, Oregon...	Stranded on south spit at entrance to Siuslaw River, 25 miles from station, while attempting to tow out to sea on afternoon of 6th; word brought to station at 6 P. M. of 7th. Started at 7.30 P. M. with surfboat on wagon and by strenuous exertions reached the Danielson shortly after midnight. Worked eight hours on the 8th discharging cargo, running anchors and lines, manning pumps (vessel leaking) and heaving on windlass; the schooner was released by the combined efforts of tug and life-saving crew and beached in a secure place for repairing. Crew then returned to station, which they reached after an absence of nearly sixty hours.
Oct. 8	Am. sc. Mary Potter.	Santa Rosa, Florida.....	Dragging anchor in hurricane; crew of five men beached her, then came to station, where they were provided with dry clothing and cared for. Next morning took them to the schooner, but finding her high and dry, transported them to Pensacola. She was floated April 12, 1895, and taken to the marine railway for examination and repair.
Oct. 8	Am. sc. Ivory.....	Manistee, Lake Michigan.	Endangered, at midnight, by sea setting into the river. Moved her to a safe berth.
Oct. 9	Slp. Little Nellie.....	White Head, Maine.....	Dismasted in Muscle Ridge Channel. Towed her to Seal Harbor, cleared away wreckage, restepped and rigged mast, making temporary repairs that enabled her to reach home.
Oct. 9	Quarantine slp. Mattie.	Saluria, Texas.....	Parted chain in gale of 8th and was driven on Matagorda Beach, 4 miles from station. Nothing could then be done on account of weather. On morning of 9th crew rowed to sloop, which they found imbedded in the sand, 20 yards from the water. Removed ballast and recovered her anchor; raised her out of her bed with blocks and levers, put rollers under her and got her afloat; restowed ballast and anchored her securely. Employed six hours in this service.
Oct. 9	Am. sc. May Cornell.	Grande Pointe au Sable, Lake Michigan.	Master requested assistance to launch her off the shore, on which she had been hauled for repairs. Worked four hours and got her off.
Oct. 9	Am. sc. Narragansett.	South Chicago, Lake Michigan.	Burning torch for a tug at 11.20 P. M., 4 miles northeast of station. Summoned and went out with tug, which towed schooner in to her wharf.
Oct. 10	Am. sc. Rosie and Adra.	Cape Elizabeth, Maine....	Carried away her main boom in a gale; finding it impossible to clear Cape Elizabeth in her crippled condition, master ran her for the beach to save the lives of those on board and she fetched up on the beach in Zebs Cove. Those on board sent a line ashore on a spar, which keeper and some fishermen secured to a ledge (while remainder of life-saving crew were getting boat ready) and on which two of ship's company came ashore. The other two men were rescued in the boat, taken to station and there provided with dry clothing and cared for till 16th. On 11th assisted to save sails and rigging. Schooner was released by wreckers and towed to Portland in a badly damaged condition. [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.			
Oct. 10	Am. sc. D. K. Ham..	Cape Elizabeth, Maine....	In danger of dragging ashore in the storm. Crew of five men landed and came to station for food and shelter. Provided them with food and clothing, and sheltered them over night. The vessel parted her cable, stranded on Scarboro Beach, 7 miles distant, and became a total wreck; was stripped by wreckers. Keeper and a surfman went to scene on 15th, but found nothing could be done.
Oct. 10	Br. sc. Laura Cox...	.....do.....	Master mistook Cape Elizabeth Light for Portland Head Light in thick fog, and got so close in before discovering his mistake that he was obliged to beach his vessel in Broad Cove. While life-saving crew were bringing beach apparatus to place, crew of vessel succeeded in reaching shore in one of her boats. Keeper, who had preceded rest of crew to scene, assisted ship's company to land and conducted them to station, where they were furnished dry clothing and succored till the 17th. On 18th wreckers got schooner off and towed her to Portland.
Oct. 10	St. yt. Nadia.....	Point Allerton, Massachusetts.	Parted moorings in gale and went adrift; no one on board. Took her in tow with surfboat and prevented her from fouling the other yachts in the vicinity and from going ashore; moored her securely.
Oct. 10	Scow No. 17.....	Narragansett Pier, Rhode Island.	In tow of tug Gaynor, which, being unable to make headway against the wind and sea, was obliged to cast her adrift, together with scow No. 15. Both scows anchored, but began to drag toward shore. Took beach gear opposite vessels and fired a shot line, which barely missed No. 17. Before another shot line could be got ready, she was driven so near the beach that the two men on board threw a line ashore, by which a hawser was hauled on board. On this latter they came ashore hand over hand.
Oct. 10	Scow No. 15.....	.....do.....	In company with preceding vessel. She dragged alongside No. 17 after the latter fetched up, and her crew of three men came ashore on the hawser used by the crew of No. 17 for the purpose of landing.
Oct. 10	Am. sc. Leonessa.....	.....do.....	Parted cables in gale and stranded 3 miles from station; word telephoned to keeper. Finished work on two preceding vessels, then made haste to transport beach apparatus opposite schooner, which was found dismasted, her decks swept by the sea, and her crew barely able to maintain themselves on board. Fired a shot line over her, and in half an hour had safely landed the crew of five men with the breeches buoy. They were badly chilled, but were kindly cared for near by at the house of Horace L. Bloodgood, who also furnished food to the life-saving crew; who had had no breakfast. At 2 P. M. the vessel had gone to pieces. While on the scene sent word for a tug to tow away a schooner that was in great danger of stranding; also sent team for surf boat, but before the arrival of either tug or boat the wind changed and enabled schooner to seek a place of safety. Returned to station at 2.30 P. M., having been employed eight hours on these three vessels. On the next day Keeper furnished the shipwrecked crew with transportation to their homes.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
Oct. 10	Am. sc. L. O. Foster..	New Shoreham, Rhode Island.	Mistook light and stranded outside breakwater of outer harbor at 3.20 A. M.; heavy gale and sea. The patrol, seeing her signals of distress, alarmed crew. Launched station boat and started for wreck; on the way out met her crew (four men), whom they conducted to station and made comfortable; picked up portion of cargo that was washing ashore and delivered it to agent. Vessel became a total loss.
Oct. 10	Am. catboat Bessie Fiske.	.....do.....	Parted moorings and went ashore in gale. Life-saving crew, picking up the cargo of the schooner L. O. Foster (preceding case), saw the casualty when it occurred, reached the boat when she struck and hauled her well up on the beach with a tackle, thereby saving her from injury, if not destruction.
Oct. 10	Am. slp. Lizzie.....	.....do	Parted cables in gale and stranded in outer harbor; sea very high. Assisted to secure her sails; made hawser fast to her masthead and hove it taut to prevent her from injuring herself by rolling heavily. Provided crew of three men with food and shelter at station.
Oct. 10	Am. sc. Maria.....	.....do	Lying on weather side of breakwater during storm, 20 feet from rocks with only one chain out, the other having parted. Went on board to run line, but found she had none long enough for the purpose; brought station hawser and hauled her into the basin, where she was safe.
Oct. 10	Am. slp. Maria D....	Hither Plain, New York..	Anchored in Fort Pond Bay during gale, but dragged ashore 2 miles from station. Worked on her four days; pried her bow out of the sand, put skids under keel, removed ballast, and calked her seams. On fourth day, assisted by crew of Ditch Plain Station, succeeded in floating her.
Oct. 10	Catboat Eldorado...	Point of Woods, New York.	Dragging anchors; wind blowing a gale and no one on board. Got a line to her and made it fast, saving her from collision with dock and probable destruction.
Oct. 10	Am. sc. Maria Louise.	Spermaceti Cove, New Jersey.	Sails blown away, compelling master to anchor her; she then began to drag and it was necessary to beach her. Patrolmen from this station and Seabright Station discovered schooner heading for the shore and alarmed their respective crews. Both crews arrived at scene of wreck about the same time, but the schooner had come so far up on the beach that her crew got ashore without assistance. Took six of them to station and provided them with dry clothing and cared for them; the other two members were succored at Seabright Station. Schooner became a total wreck.
Oct. 10	Am. sc. Lu Rena Reed.	Ocean City, New Jersey..	Became unmanageable in gale and was run ashore by master to save lives of occupants; crew of three men in the rigging; strong gale and rough sea. Patrol sighted her at 5.15 A. M., and reported her to keeper. Life-saving men rescued crew in surfboat. Schooner became a total loss.
Oct. 10	Bateau; no name...	Assateague Beach, Virginia.	Drifted ashore on Fishing Point, where she was in danger of destruction by the storm. Launched her off the beach and took her to a sheltered place.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894. Oct. 10	Sc. Henrietta.....	Little Kinnakeet, North Carolina.	Parted her cable in the gale and was driven on the beach. Moved her about 15 yards on skids, and removed them where it was supposed she would float, but the water was too shallow; on 13th, assisted by crew of Big Kinnakeet Station, moved her about 15 yards farther; on 26th, some of the villagers assisting, got her afloat.
Oct. 10	Am. sc. J. C. McNaughton.	Durants, North Carolina..	Prevailing gale and accompanying sea caused her to part her chain and strand on Olivers Reef, 6 miles from station. She was observed by the day watch, who at once reported her condition to keeper. Sailed to her with supply boat, and set to work attempting her release; an hour later crew of Ocracoke Station came and assisted to run anchors, make sail, etc., but the schooner could not then be floated. Both crews worked all day on 11th and 12th, but without success; on 13th procured a lighter and removed part of her cargo; succeeded in releasing her at 6.50 P. M., and took her to safe anchorage. [See letter of acknowledgment.]
Oct. 10	Nor. bk. Ogir	Oak Island, North Carolina.	Anchored off Cape Fear Bar during night of 9th; shortly after midnight the storm drove her on the outer bar, where it was found necessary to cut away her foremast and mainmast to make her lie more easily. Was sighted at daybreak by life-saving crew, who pulled out through the breakers with lifeboat and skillfully took off nine of her crew from the spanker boom, the heavy sea and the wreckage surrounding the vessel preventing a nearer approach; the other two men on board refused to leave. Landed the nine men and succored them at station; next day brought off the other two. On 12th put part of the Ogir's crew on board their vessel and saved the only boat that was unstove and the personal effects of the crew. On 15th transported shipwrecked crew to Southport in lifeboat. Vessel became a total loss.
Oct. 10	Am. sc. Columbian..	Fairport, Lake Erie.....	Attempted to make harbor at night during the storm, but ran against one of the piers and drifted away, after parting a line that life-saving crew had managed to make fast for her, fetching up finally one-half mile east of harbor and in a dangerous position. Rescued crew (five men and a woman) with lifeboat, but, on returning to harbor, the force of the wind was so great—blowing 60 miles an hour—that the lifeboat was driven to leeward five times after pulling up to the piers, and the station was not reached until three hours later. Sheltered one of crew at station over night; next day took crew to schooner in lifeboat, but they decided to wait till the sea moderated further before going on board. On 12th put them on board, got schooner under way, and brought her into harbor.
Oct. 10	Slp. yt. Sparkle.....	Cleveland, Lake Erie.....	Parted moorings in storm and was drifting toward pier. Ran anchor and saved her from disaster.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
Oct. 10	Am. sc. Tasmania...	Cleveland, Lake Erie.....	Apparently against breakwater at 11.10 P. M. Started out with lifeboat, but found a tug had schooner in tow, and latter did not then need any assistance. At 12.30, however, the towline parted and the schooner drifted ashore. Word was sent to station that the master of the Tasmania wished to land his two daughters, the seas breaking over the vessel and making it unsafe for them on board. Took them off with lifeboat, and brought them to station, where they were provided with dry clothing and made comfortable for the night; then returned to schooner and stood by her all night, as she was in danger of going to pieces. Made three trips to vessel during 11th to bring off clothing and to run lines for and to assist tug Wm. Kennedy, which attempted to get her off, working twelve hours. It was then decided to lighter her cargo. When this was done, crew went out twice with lifeboat on 13th and ran lines for tugs, which brought her into harbor.
Oct. 11	Am. sc. Independence.	Cranberry Isles, Maine...	Full of water, 2½ miles from station. Rowed to Great Cranberry Isle, where master was, and at his request hove up schooner's anchors and took her to wharf, where she was safe. On 13th she got under way and started for Great Cranberry Isle, but rolled over on her beam ends. Assisted to right her and get her back to wharf, working nine hours.
Oct. 11	Am. sc. Leander F. Gould.	Chatham, Massachusetts.	Parted chains in gale of 10th and went ashore; no one on board at the time. On morning of 11th sent notice of casualty to master, and furled mainsail, which was being torn by gale. She was floated on 17th by her crew.
Oct. 11	Am. sc. Calvin B. Orcutt.	Monomoy, Massachusetts.	Stranded 4½ miles from station during the night. At daylight sighted her, went out and assisted to get her afloat.
Oct. 11	Catboat Vision.....	Rockaway, New York.....	Broke away from her moorings in Jamaica Bay and drifted outside; was finally washed ashore, bottom up, with mast broken off and sail torn in pieces, at Atlantic Park, 1 mile west of station. Discovered by midnight patrol and by him reported to keeper. Crew hauled her up on the beach temporarily; in morning took skids and hauled her up above highwater mark with team; notified owner.
Oct. 11	Am. sc. John H. Cross.	Oak Island, North Carolina.	Stranded 9 miles west of station during storm of 10th, coming up high on the beach, so that the crew got off unaided. On the 11th master and five men came to station and requested transportation to Southport; service was rendered 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.			
Oct. 11	Am. sc. Hartford...	Big Sandy, Lake Ontario.	Overtaken by stormy weather when in an overloaded condition; anchored 6 miles south of station, but foundered, drowning entire crew (seven people). Schooner was sighted from station at 11 A. M.; shortly afterwards she was seen to anchor and to commence dragging. Started at once with beach apparatus, but before going far discovered that she had sunk. Returned for lifeboat and, after a severe struggle, in which keeper was washed out of the boat by the seas, but, fortunately, recovered, and the boat itself damaged, arrived abreast of wreck at sunset, when it was found that all hands had been lost. Returned to station at 9.15 P. M. completely exhausted. Spent eleven days patrolling the beach and searching in boat for bodies of the drowned. On 20th found body of master's wife and delivered it to undertaker.
Oct. 11	Am. sc. James C. King.	Erie, Lake Erie.....	Drifting past Presque Isle Light-house with signal of distress flying; vessel water-logged, with sails and spars gone and steering gear carried away. On receipt of word from light-house, keeper notified tug William L. Scott, and the life-saving crew proceeded to wreck (12 miles distant) in her tow; hindered by heavy sea and floating wreckage, ran a line to the King with lifeboat and put two surfmen on board to handle lines, as the schooner's crew was completely worn-out. Vessel was towed into port and her crew of seven men cared for at the station. The King had broken adrift from the towing steamer Leland, during the night of the 10th, 50 miles up the lake, and had attempted to sail to Erie, but was overpowered by the gale. [See letter of acknowledgment.]
Oct. 11	Am. sc. John Wesley.	Pointe aux Barques, Lake Huron.	Sprung a leak in storm; at 2.30 A. M., having become water-logged and unmanageable, she was thrown on her beam ends; while in that position the master and cook were twice washed overboard, but were recovered by those on board. About 7 o'clock the topmasts went by the board and she partly righted, shortly after which she drifted within sight of station lookout. Life-saving crew went to the rescue with lifeboat; found crew so benumbed and helpless, having been clinging six hours to the wreck with seas breaking over them continually, that it was necessary for two surfmen to go on board to place life belts on them and assist them into the boat; landed them at Port Hope (8 miles south of station), and conducted them to a hotel, where they were cared for; telephoned the surfman left in charge of station to bring supply of clothing for them, which was done. Life-saving crew then returned to station by land, the sea being too heavy to row back. Crew of Sand Beach Station went out with tug and searched all night for the vessel, but without success. She was towed in by tug on 12th. On 13th crew of Pointe aux Barques Station worked all day, clearing up wreckage and assisting to get schooner righted so that she could be pumped out. [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.			
Oct. 12	Br. sc. Lizzie B.....	Quoddy Head, Maine	Passed station in afternoon in company with fleet of vessels bound west; when about 2 miles beyond station her foremast head carried away and the foresail fell to the deck, whereupon she tacked and stood back up the coast. Met her and worked her into Quoddy Roads; made temporary repairs, which enabled her to proceed to her destination the same night.
Oct. 12	Naphtha launch; no name.	Brigantine, New Jersey..	Became disabled near station. One of station crew piloted her into the inlet, where she was safe.
Oct. 12	Am. sc. Sea Foam...	Cape Henlopen, Delaware.	Filled and went on her beam ends on 11th, 17 miles distant, and invisible from station; crew of four men were rescued by tug Mascot and put ashore. Life-saving crew sighted vessel early in morning of this date, pulled out, but, finding no one on board, returned and reported her to Maritime Exchange. Later in the day again went out, took her in tow, and, assisted by flood tide, got her to the shore about sunset. During the night she righted and bilged, but life-saving crew, by towing her in, had saved her rigging, anchor, and chains, and part of cargo of lumber. Master and one of crew came to station in a destitute condition and were provided with clothing and succored for two days.
Oct 12	Slp. Mary Elizabeth.	Oregon Inlet, North Carolina.	Dragged ashore inside inlet during night of 9th. On 12th, crew of Pea Island Station assisting, launched her uninjured.
Oct. 12	Am. tug Geo. H. Parker.	Muskegon, Lake Michigan.	Lost a scow, loaded with machinery, that sunk in 15 fathoms of water. Master wished assistance of keeper, who engaged pile driver and obtained for him the necessary apparatus for raising the scow.
Oct. 12	Am.sc.Alice Royce..	Holland, Lake Michigan..	Stranded on a bar in Black Lake, 2 miles east of station. Ran anchor and hove her off, apparently uninjured.
Oct. 13	Am.sc.Marion Hill..	Burnt Island, Maine.....	Lost her reckoning in the darkness, and came to anchor very near ledges; wind blowing 35 miles an hour, sea high. On boarding schooner, found crew much alarmed and about to abandon her to her fate. Keeper persuaded them to remain on board and to attempt to save vessel. By skillful management got her clear of the rocks, and piloted her into Georges Island Harbor, saving her from destruction. On 15th piloted her out into the channel, whence she proceeded to Bangor.
Oct. 13	Am. sc. Fred Jackson.	Cuttykunk, Massachusetts.	Carried away fore and main topmasts; crew exhausted, having encountered gale of 10th, and in need of assistance. Cleared up wreckage, got mainsail set, and, as weather was threatening, worked her to New Bedford. Life-saving crew were compelled to spend the night in New Bedford on account of stormy weather. Next morning returned to station in tow of steamer Ocean Gem.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894. Oct. 13	Am. slp. Mary Jane..	Coney Island, New York..	Riding out storm of 10th, with three anchors down; two of her cables parted and she commenced dragging, compelling master to beach her. On account of her height on the beach, nothing could be done until the tides should increase. On 13th recovered one of her anchors, removed sand from around her keel and carried out an anchor, ready for heaving on next high tide. On morning of 14th attempted to get her off, but the anchor came home after her bow had been moved but a few feet; then dug a trench and ran anchors in readiness for next high tide; after heaving craft about 10 feet on 15th, hawser parted; on 16th succeeded in releasing her.
Oct. 13	Am. sc. Dauntless ...	Gull Shoal, North Carolina.	Dragged anchors in gale of 10th and stranded. On this date captain requested assistance of crew to launch her off the beach. Assisted by crew of Chicamicomico Station, placed skids under vessel, working seven hours; reenforced by crews from Little Kinnakeet and Chicamicomico stations, worked on schooner all day on 15th and 16th and got her where she could readily be floated. At high water on 26th hove her off and took her out into deep water. [See letter of acknowledgment.]
Oct. 13	Am. sc. Henrietta ...	Big Kinnakeet, North Carolina.	Parted her cable on 11th, during stormy weather then prevailing, and went ashore 5 miles from station. At master's request assisted to release her on 13th, working seven hours.
Oct. 13	Am. sc. John Magee.	Thunder Bay Island, Lake Huron.	Anchored 2 miles south of station; at 5 P. M. set signal of distress, wind blowing very hard and a heavy sea running. First telephoning for tug, crew rowed out to vessel, which was found with her steering gear broken, aleak, and in need of a tug. Tug Frank W., summoned by keeper, towed schooner to Alpena. Crew returned to station after an absence of four hours and a severe struggle with the wind and sea.
Oct. 13	Am. str. Geo. L. Colwell.	Muskallonge Lake, Lake Superior.	Lying alongside wharf loading lumber; a sudden storm arising shortly after midnight she attempted to get away, but struck a sand bar, breaking her shoe and carrying away her rudder; she then drifted against the wharf and began to pound hard. Assisted to bring ashore personal effects of crew, who had come on the wharf. At 3 A. M. she cleared the wharf and drifted on the beach. On 20th helped wrecking tug Martin Swain to get her afloat; she was released on morning of 21st. [See letter of acknowledgment.]
Oct. 13	Am. sc. D. P. Dobbins.	.....do.....	Consort of preceding vessel; unable to get away from wharf when storm arose. Secured her to pier with lines and cable, her crew abandoning her at 5 A. M., as the seas were sweeping her fore and aft and causing her to pound very hard. At 9 o'clock she broke loose and was driven ashore east of wharf. On 18th manned pumps for underwriters, who wished to ascertain her condition; on 21st and 22d assisted wrecking tug Martin Swain to release her, working twenty-six hours continuously before she was floated. [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.			
Oct. 13	Am. sc. E. R. Blake..	North Manitou Island, Lake Michigan.	Sighted from station lookout, lying broadside to sea and nearly on her beam ends, 10 miles distant. Started to her assistance at 11 A. M. The wind and sea were very heavy, but by use of oil and by constant bailing succeeded in reaching vessel. Found her lying under lee of island with both anchors down, part of deck load gone, and sails blown away; offered assistance, which was refused. Rowed to south end of island, reaching it after four hours' hard and dangerous work.
Oct. 13	Am. sc. Alva Bradley.	.....do.....	Sprung a leak 20 miles north of station; kept steam pump going, but the water gained steadily. When sighted by life-saving crew, who had just got under the lee of the island from schooner E. R. Blake (preceding case), she was drifting helplessly before the gale, with sails blown from boltropes and swept by the seas so that her crew could barely anchor her. Rowed out to vessel, which by this time had 10 feet of water in her hold, and managed to get a line to her, by means of which the benumbed crew (six men and one woman) were skillfully taken into the boat; landed them safely on south end of island at 8 P. M. A few minutes after they were taken off, the vessel, loaded with steel billets, sank. Life-saving crew, exhausted by their protracted exertions, remained at south end of island till morning, reaching station at noon of 14th.
Oct. 13	Small boat; no name.	Old Chicago, Lake Michigan.	Drifting toward breakwater; wind and sea moderate. Launched station boat and rowed out to craft. A sailboat had meanwhile taken her in tow, but turned her over to life-saving crew, who delivered her to master of a schooner from which she had broken adrift.
Oct. 14	Sharpie; no name..	Point of Woods, New York.	Drifted on the beach. Took it to station and held it for owner.
Oct. 14	Quarantine str. Hygeia.	Galveston, Texas.....	Lost her yawl on the bar; a heavy sea running; made application to keeper for assistance to recover it. Surfboat was towed out by steamer, but before reaching the bar received information from pilot boat Mamie Higgins that yawl had drifted outside south jetty and was about 7 miles from station. Returned to station and patrolled beach till sunset without finding boat. During the night it drifted ashore about 2 miles southeast of station. Assisted to take it to quarantine station.
Oct. 14	Barge No. 132.....	Ashtabula, Lake Erie.....	Dragged anchors in northwest gale and fetched up on a shoal half a mile from shore and set signal of distress; heavy seas sweeping her fore and aft and her hold full of water. Discovered her as she was dragging and set out immediately with lifeboat wagon and beach apparatus, arriving opposite barge as she struck. Rowed out against adverse wind and sea and rescued crew of seven men with lifeboat. On 16th again boarded vessel and offered services, but no help was then required. She was released by tugs on 19th after throwing overboard about 1,500 tons of her cargo of iron ore.
Oct. 14	Cat yt. Iris.....	Cleveland, Lake Erie.....	Filled and capsized at her moorings during storm. Ran a line to her and hauled her out on the 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.			
Oct. 14	Am. sc. H. A. Hawgood.	Pointe aux Barques, Lake Huron.	Broke her rudder head during night, compelling her to cast loose from towing steamer Williams and drop anchor, dragged along shore in the gale until her anchor finally brought her up, 9 miles from station; sighted her at daylight and rowed out to her with lifeboat; took broken rudder head to Sand Beach for repairs; returned to station by land, being unable to row the 17 miles against wind and sea, the lifeboat being sailed home later, when the weather permitted. On 15th crew of Pointe aux Barques Station went out in tow of steamer Williams and delivered repaired steering gear to schooner, which then continued to her destination.
Oct. 14	Br. sc. Southampton.	Middle Island, Lake Huron.	Anchored under lee of island on afternoon of 13th; during the night she sprung a leak and had over 5 feet of water in her hold in the morning. Boarded her in response to her signal of distress and relieved the crew at the pumps; after pumping eight hours succeeded in freeing her and repaired a large leak which was found in the centerboard box. She then completed her trip.
Oct. 15	Fishing boat; no name.	Quoddy Head, Maine.....	Dismasted in Quoddy Roads. Towed her to a safe place.
Oct. 15	Am. sc. Leman No. 3.	Aransas, Texas.....	Encountered squall during night of 13th, which caused her to lose both anchors and to spring a leak; moored to channel buoy during night of 14th, and in morning of 15th master came to station and reported condition of vessel, as well as the fact that he had only one man on board fit for duty. Pumped out schooner and ran her on a mud flat to prevent her from sinking; keeper detailed one of crew to take master to a shipyard in supply boat to make arrangements for repairing vessel; next day sent same man to Rockport with master to telegraph owners; furnished medicine to one of schooner's crew, who was ill, and kept vessel pumped out until the 23d, when crew got her off the flat and under way for the shipyard, where she was repaired.
Oct. 15	Am. sc. Eureka.....	Coquille River, Oregon...	Lost her anchor and 15 fathoms of chain. Assisted to recover them with surfboat.
Oct. 16	Am. sc. Ellen Morrison.	Monomoy, Massachusetts.	Leaking badly, half full of water and unmanageable; in this condition master attempted to sail her through channel between Shovelful and Handkerchief shoals, but she fetched up on former and filled. Landed crew of five men with surfboat, towing ashore at same time ship's boat with personal effects of crew. Cared for crew at station till next day, then took them to Chatham, whence they went home; master remained at station three days. Vessel a total loss.
Oct. 16	Fishing boat; no name.	Hereford Inlet, New Jersey.	Capsized while crossing bar in rough sea; boat, weighted down with fish and gear, sank almost immediately, drowning the two boatmen. This accident, being invisible from station and to the patrol on the beach, was not known till keeper was informed by the brother of one of the drowned men that the boat had failed to return home. Searched for men and boat with surfboat, but failed to find them. Boat was subsequently picked up on the 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.			
Oct. 16	Naphtha launch Elizabeth R.	Cape May, New Jersey...	The launch, a new boat, had been taken down on beach to await the incoming tide to float her; when flood tide set in the wind freshened and made a bad sea that threw her broadside on the beach and imperiled her safety. Assisted to run anchors and to heave her off; keeper then piloted her to secure anchorage.
Oct. 16	Am. bg. Katahdin..	.....do.....	Standing toward Prissy Weeks Shoal. Crews at Cape May and Cold Spring stations hoisted warning signals, but they were unobserved and the vessel stranded at 4.45 P. M. Boarded her and at master's request returned to shore and telegraphed to Philadelphia for a tug. Cold Spring crew, rowing 3 miles against strong wind and sea, reached her about an hour later than Cape May crew; made all sail, got her afloat at 8 P. M., and took her to Cape May landing, where it was found she was leaking and had 4 feet of water in her hold; manned pumps till 10 o'clock, then went ashore to engage laborers. Cape May crew then came on board and manned pumps till morning, when they were relieved by laborers. Brig was towed to Philadelphia for repairs.
Oct. 16	Sailboat; no name..	Paramores Beach, Virginia.	Dismasted 3 miles northeast of station; occupants (three fishermen) attempted to row ashore, but owing to wind and sea, were drifting offshore and making bad weather. Overhauled them with supply boat and towed them into Wachapreague Inlet, whence they were able to reach home without further assistance.
Oct. 16	Am. str. Annie Laurie.	White River, Lake Michigan.	In need of assistance to get out of harbor. Ran lines as necessary and piloted her out through channel.
Oct. 16	Am. sc. Nora Harkins.	Shoalwater Bay, Washington.	Stranded during night 16 miles from station; one of her crew washed overboard by a sea before she struck. Received word at station at 9 A. M. and started for wreck with beach apparatus and surfboat on wagon; arrived at scene four hours later, the journey being made difficult by the soft sand and drift stuff on the beach. The schooner was high up on the shore and all her crew had landed except the master, who preferred to remain on board. Got a line ashore to hold her in a safe position and removed some new sails from her hold; as nothing else could be done, returned to station, arriving at 7 P. M. Vessel became a total wreck.
Oct. 17	Slp. yt. Adventure..	Point Allerton, Massachusetts.	Compelled to run before squall until near Toddy Rocks, where she anchored; shortly afterward her cable parted and she went adrift, striking and going over the Quarter Ledges. Boarded her and found master hopeless of working offshore and about to beach his craft. Life-saving men made sail, however, and succeeded in working her clear of the rocks and to a place of safety. Returned to station after an absence of nearly four hours with the crew of three men, who were cared for all night.
Oct. 17	Sailboat Z. L. Willis..	Wallops Beach, Virginia..	Capsized 1 mile northeast of station; fresh wind and high sea. Lookout saw the accident and at once sounded the alarm. Rowed out at full speed, rescued the two boatmen and landed them; after a short rest again went out, picked up all floating articles and brought them and boat to land. When rescued by the life-savers, the boatmen were greatly exhausted and must have soon been overpowered by the sea.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
Oct. 17	Am. bg. Lucien W. Lee.	Velasco, Texas	Fouled by cable of steamer Elfrida (see record of 6th) when that vessel was getting afloat; only one man on board. Ran a towline from tug, and shipped barge's anchors; she was then towed into the river. On 19th and 20th assisted her to raise anchors and chains belonging to the Elfrida.
Oct. 17	Am. sc. Farrand H. Williams.	Kewaunee, Lake Michigan.	Hindered from entering harbor by strong offshore wind. Assisted her inside.
Oct. 18	Slp. Renie	Orleans, Massachusetts	Flying signal of distress, 3¼ miles from station. Boarded her and found that her sails were badly torn and that she was in need of assistance. Took her into Chatham harbor to good anchorage.
Oct. 18	Am. sc. John Lenthall.	Monomoy, Massachusetts.	Anchored near Handkerchief Shoal, 5 miles from station, with signal set for a passing tug, which, however, failed to observe the signal and continued on her course. Rowed out and found she had become so badly strained during heavy weather that her crew (only four men) were unable to keep her free when under way and at the same time work ship. Assisted to heave up anchor and left three of life-saving crew on board to help work her into harbor. She reached Vineyard Haven at 7 P. M.; the lifesavers, however, remained on board all night and manned pumps, returning to station on night of 19th.
Oct. 18	Am. catboat Wallie A. Silsbe.	Point Lookout, New York.	Stranded 2 miles east of station in New Inlet. Boarded her with surfboat and got her afloat; directed master to destination.
Oct. 18	Sailboat Lillie Smith.	Metomkin Inlet, Virginia.	Swamped in the breakers while attempting to cross bar. Rowed to scene (2 miles distant) with surfboat and rescued one of the boatmen, who was clinging to boat in a greatly exhausted condition; the other two had been previously taken off by an accompanying boat, which now anchored outside breakers and set a signal. Went alongside and took the two men on board and brought all to station and cared for them. The swamped boat drifting ashore meanwhile, keeper sent crew to launch her for the rescued men, who then went home.
Oct. 19	Slp. Sam Jones	do	Flood tide set her on a dangerous sand bar while attempting to cross the inlet. Boarded her, ran anchor and assisted to float her.
Oct. 19	Barge; no name	Aransas, Texas	Engaged in raising anchors and chains belonging to British steamer Elfrida (see record of 6th); at 8.20 A. M. crew hoisted signal for life-saving men, and requested latter to stand by the vessel, as the work was dangerous. Remained out all this day and the next assisting to raise anchors and chains till work was done.
Oct. 19	Slp. Carmencita	Erie, Lake Erie	Driven on breakwater by sudden squall. Released her and sailed her to a place of safety.
Oct. 19	Sailboat Sprite	Pentwater, Lake Michigan.	Drifting out of harbor. Towed her to wharf from which she had broken adrift, and secured her; notified owner, who came and took charge of his property.
Oct. 20	Am. sc. Arboreer	Brant Rock, Massachusetts.	Bound to Brant Rock with cargo of lumber; master, being unacquainted with vicinity, anchored vessel and set signal for pilot. Keeper boarded schooner and piloted her in, there being no regular pilot at the place.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
Oct. 20	Am. sc. Zeppie.....	Gurnet, Massachusetts....	Stranded on Browns Island Shoals; only three men on board. When tide ebbed, she heeled down and her keel became buried in the sand; at flood tide commenced leaking water and sand. Observing her signal of distress, went on board and manned pumps; assisted to get her afloat, then took her to Plymouth.
Oct. 21	Am. sc. Hattie I. Phillips.	Orleans, Massachusetts...	Stranded 2½ miles north of station; weather thick and foggy. Boarded her as soon as fog lifted and assisted to float her, working seven hours.
Oct. 21	Small boat; no name.	Cuttyhunk, Massachusetts.	Washing around in the surf. Hauled it up and held it for owner.
Oct. 21	Am. str. Agricola....	Watch Hill, Rhode Island.	Stranded on Napatree Point during night. Went on board and jettisoned her deck load (50,000 feet of lumber); at high tide got her off the rocks and took her to Stonington, apparently uninjured.
Oct. 21	Am. sc. Caro Piper..	Galveston, Texas.....	Stranded on southeast bank of channel while bound to city. Ran anchor and began heaving on windlass, in order to pull her off, but found anchor would not hold. Assisted to take in and furl sail. Shortly afterwards the steam pilot boat Mamie Higgins hauled her off and towed her to Galveston.
Oct. 21	Small boat; no name.	Two Rivers, Lake Michigan.	Broke adrift from a fishing boat in tow of which she was entering harbor; brought up against pier, where she would soon have pounded to pieces in the seaway had not life-saving crew towed her in.
Oct. 22	Am. sc. Allan	Watch Hill, Rhode Island.	Mistook lights and went ashore on east end of Fishers Island, 4 miles west of station. Sighted her at daylight and at once went to her assistance; found her nearly full of water and thumping hard on the rocks. Helped strip her and save effects. In afternoon a tug got her off and towed her to New London.
Oct. 22	Am. tug Crusader...	Muskallonge Lake, Lake Superior.	Bound for Deer Park, where there was a lighter that she wished to take in tow; stopped 2 miles offshore and blew steam whistle. Piloted her in and ran her line to lighter; assisted to get lighter under way.
Oct. 22	Am. sc Phineas S. Marsh.	Grand Haven, Lake Michigan.	Burnt torch for a tug at 5.15 A. M., wishing to enter harbor and being unfamiliar with channel. As there was no tug available, crew went out and piloted her in.
Oct. 23	Catboat Annie B.....	Rockaway, New York...	Swamped and sunk on bar of Little Inlet, 4 miles east of station, where water was shoal; seen by keeper of Long Beach Station, who telephoned word to Rockaway Station. Crew of latter station hauled boat off the bar, bailed it out, and took it inside inlet, where it was safe.
Oct. 23	Sailboat Fancy.....	Pea Island, North Carolina.	Parted her moorings in gale of 9th and was carried out to sea; drifted ashore during night of 22d. Hauled her up on the beach and secured her for owner.
Oct. 23	Am. sc. Agnes.....	Holland, Lake Michigan..	Prevented from sailing into harbor by unfavorable wind. Took her line and tracked her in.
Oct. 24	Am. str. Vesta.....	Chatham, Massachusetts.	Stranded on a shoal near Hardings Beach Light-house, floating before life-saving crew could reach her. Piloted her to anchorage in Chatham Harbor.
Oct. 25	Am. sc. Maria.....	Grand Haven, Lake Michigan.	Jammed against north pier in making port; pounding hard in seaway and in danger of destruction; had sprung a leak when life-saving crew reached her. Towed her up river and moored her securely; manned pumps four times during night; in morning found and repaired leak.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894. Oct. 25	Sailboat; no name..	Racine, Lake Michigan...	Left harbor at 8.15 A. M. bound to Milwaukee. As wind was fresh and weather threatening at the time, keeper kept lookout and sent a surfman to North Point Light-house to watch boat; she continued on her way without mishap until beyond sight of life-savers. When about 5 miles north of Wind Point she capsized, drowning the two men; boat was towed into harbor by a fishing boat at 4 P. M. and turned over to life-saving crew, who hauled her up on beach. Patrolled shore 10 miles north of station on 26th, searching for bodies of the drowned, but without success.
Oct. 26	Fishing boat; no name.	Point of Woods, New York.	Party of fisherman had hauled her up on the beach, but the unusually high surf floated her and she was in danger of being carried out to sea. The midnight patrol, seeing her thus imperiled, secured her.
Oct. 26	Am. sc. Ella L. Davenport.	Sabine Pass, Texas	Stranded on a reef while towing out of harbor. At once went to her assistance, and ran anchor astern and manned windlass while tug pulled, but their combined efforts were unsuccessful. Worked four hours with tug next day but without releasing schooner; succeeded in floating her uninjured on 28th and she proceeded to sea.
Oct. 26	Am. sc. Fiat	Big Sandy, Lake Ontario..	Stranded while attempting to enter Big Sandy Creek. Ran lines to the shore and succeeded in getting her off and into the creek, working four hours.
Oct. 26	Am. sc. Robert Howlett.	Grand Haven, Lake Michigan.	Becalmed at harbor entrance, forced to anchor. Ran a line to pier, helped get up anchor and heave her alongside; then towed her up river to good mooring place.
Oct. 27	Am. sc. Edith M. Prior.	Burnt Island, Maine.....	Stranded on Black Island Ledge, 4½ miles from station. Carried out anchors with surf boat and on flood tide assisted to heave her afloat; piloted her to secure anchorage.
Oct. 27	Slp. Marcey Brown..	Fire Island, New York ...	Left alongside bank at point of beach, 2½ miles from station; when tide turned she filled and sunk. Receiving notice of casualty by telephone crew went to scene, but could do nothing then. At midnight, when tide had ebbed, bailed out sloop, dug sand from around her, blocked her up, and launched her on flood tide; took her to anchorage. Employed nearly six hours in this service.
Oct. 27	Am. sc. John R. P. Moore.	Portsmouth, North Carolina.	Parted her chains during night and went ashore on Beacon Island Shoal, in Ocracoke Inlet; about noon set signal for assistance. Helped recover her anchor, then shackled it to chain, ran it out ahead of vessel and hove taut. Next day the tide set in full 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.			
Oct. 27	Am. str. D. M. Wilson.	Thunder Bay Island, Lake Huron.	Sprung a leak 35 miles from station while towing barge Manitowoc, cast off from the barge and stood for Alpena. Shortly afterwards the steamers Hudson and Samuel Mitchell took her in tow to assist her to shoal water, but her pumps could not keep her free and she sank in 40 feet of water, 2 miles from station, the crew (fourteen men) being taken on board the steamer Silvanus J. Macy. Life-saving crew saw the vessels acting strangely and started for scene with surfboat; met the Macy and took from her the Wilson's crew, landing them at station and caring for them two days; provided one of them with clothing. Kept lights on spars of wreck during next four nights; on 28th saved all gear and tackle that could be reached; on 29th transported crew to Alpena, and on 30th went to North Point for master and owner and took them to and from wreck in surfboat.
Oct. 28	Am. sc. Sunbeam...	Little Beach, New Jersey.	Broke centerboard while attempting to work into harbor, compelling her to anchor; dragged into the breakers and seas commenced sweeping her decks. Crews of Little Beach and Little Egg stations reached her simultaneously; former took off crew of schooner and landed them at station, rowing against a heavy and dangerous sea. Shortly afterwards the cable parted and the Sunbeam went ashore. Next day stripped sails from her; November 1, crew of Little Egg assisting, unloaded her cargo of coal and transferred it to a yacht. Both crews resumed work on November 7th, placing rollers and planks under her keel, running lines and anchors, and, after three days' severe labor, got her afloat.
Oct. 28	Am. sc. Nettie and Lena.	Cobb Island, Virginia.....	Dragged ashore on east side of Sand Shoal Channel; fresh northeast wind and rough sea. Rowed alongside and proffered assistance; ran anchor and hove her afloat.
Oct. 28	Slp. yt. Edna.....	Charlotte, Lake Ontario...	Stranded during foggy weather, 3 miles from station. Lookout, just before fog set in, discovered this and another yacht about 7 miles west of station. Keeper, fearing both might run ashore, had beach patrolled. The Edna was found, and boarded by life-saving crew, who hauled her afloat and towed her into harbor, the light head wind preventing her from sailing in.
Oct. 28	Skiff; no name.....	Fort Point, California.....	Drifting out to sea with strong ebb tide, the four men on board unable to control it. Towed them in.
Oct. 29	Am. str. Excelsior..	Humboldt Bay, California.	Stranded in the fog at entrance to bay. Ran small line for tug Ranger, by which steamer hauled on board an 8-inch hawser. The combined efforts of tug and steamer would have been successful had not the latter injured her sternpost and caused her propeller to cease turning. Made line fast from steamer to breakwater to prevent her from being set farther on the bank by the flood tide. Employed similarly on next two days, running lines for tug, taking laborers on board to trim and lighter cargo, etc. She was floated on November 1 by tugs and towed to Eureka by tug Phœnix.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
Oct. 31	Sailboat; no name..	Wachapreague, Virginia..	Attempted to beat into the inlet, but the strong ebb tide was rapidly setting her toward the breakers. Succeeded in overtaking her before she reached the breakers and took occupant into surf-boat, but were obliged to let boat go, the wind blowing a gale offshore; returned to station with great difficulty against wind and sea. Provided boatman, who was wet and cold, with dry clothing, and succored him all night. Boat lost.
Oct. 31	Slp. Edna Freiberg..	Galveston, Texas.....	Capsized on 30th and sunk, 5 miles from station; crew taken off by sloop Lillie. Life-saving crew received word from district superintendent on morning of 31st, and went to scene at once, finding sloop lying in 5 feet of water. Passed straps under her and raised her rail above water with tackles from sloop Louis Dolson, that was lying alongside. Bailed her out and recovered about 70 fathoms of chain that had been used for ballast; reefed sail and turned boat over to master, who proceeded to destination. Engaged nearly five hours in this service.
Nov. 1	Am. sc. F. A. Smith..	Davis Neck, Massachusetts.	Stranded in Essex River, 2½ miles from station, on the afternoon of October 31. When notified on this date, boarded her, ran out an anchor, and lightened her by throwing overboard about 100 tons of sand. At high water ran hawser to the tug Cornelia, which pulled her afloat and towed her to a good anchorage.
Nov. 1	Catboat South Side..	Fire Island, New York...	Stranded. Assisted by the Oak Island crew, ran out an anchor, hove her afloat, and brought her into the harbor.
Nov. 1	Am. slp. Egress.....	Coney Island, New York..	Stranded. Ran out an anchor and hove a strain upon it, then made sail and worked her afloat. Piloted her into safe water, when she proceeded on her way.
Nov. 1	Am. sc. Lennie and Laura.	Holland, Lake Michigan..	The wind being unfavorable for this vessel to sail out of the harbor, took her lines and tracked her to the end of the pier, where she could get under way.
Nov. 2	Am. slp. Nancy Hanks.	Quoddy Head, Maine.....	Stranded. Ran out an anchor and set up a tackle from her masthead to hold her upright; got her afloat on flood tide.
Nov. 2	Slp. Elgin.....	Monomoy, Massachusetts.	Stranded at 1 A. M., through standing too close inshore, damaging rudder and tearing sails. Boatman left her and started for Monomoy Light-house, but, meeting patrolman, returned with him to the boat, made her secure, and then proceeded to the station. During the day life-saving crew launched the boat and brought her near the station and assisted in repairing sails and rudder. The boatman remained at the station three days, until the repairs were completed, when he continued his voyage.
Nov. 2	Am. slp. Red Rover..	New Shoreham, Rhode Island.	Stranded 6 miles from station. Started to her assistance but upon arriving within sight of the place of disaster found her afloat. Subsequently, upon request of master, who stated that the vessel was leaking, put her ashore on flats, pumped her out and made everything as secure as possible. Sheltered crew of three persons at station two days.
Nov. 2	Am. sc. L. V. Ostrom.	Fire Island, New York...	Stranded 3 miles from station, when entering inlet. Went to her, ran out an anchor and hove taut. As she was hard aground, at master's request assisted to throw overboard a portion of her cargo of coal, then hove her afloat and brought her to a safe anchorage in the inlet.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
Nov. 2	Slp. D. McConnell..	Grande Pointe au Sable, Lake Michigan.	Ran ashore half mile south of station. Keeper ran down the beach with a line and waded into the surf, where he got hold of the boat and hauled it ashore. The occupant of the craft was helpless from twenty-two hours' exposure. Furnished dry clothing and restoratives at the station, where he remained two days.
Nov. 2	Am. sc. Laura Miller.	Grand Haven, Lake Michigan.	Struck on rocks inside the pier when entering the harbor. Hove her afloat, took her lines, and tracked her up the channel to safe moorings. During the night a gale sprung up and parted her lines, causing her to pound against the wharf. Life-saving crew turned out and made her fast again.
Nov. 2	Am. sc. Jessie Winter.	Holland, Lake Michigan..	Adverse wind prevented her from entering the harbor without assistance. Tracked her through into Black Lake.
Nov. 2	Am. sc. Rambler.....	.....do.....	Owing to an unfavorable wind could not sail into the harbor. Took her lines and towed her in.
Nov. 2	Am. sc. Norman.....	Racine, Lake Michigan...	Ran back for shelter before a strong wind and heavy sea. Seeing her about to enter the harbor the keeper and crew went on the piers and directed the captain how to steer to avoid the shoal spots. Vessel came in safely.
Nov. 3	Am. str. Monohansett.	Erie, Lake Erie.....	Dragged ashore from anchorage. Accompanied tug Erie to her and ran hawser, which parted. Tug procured another hawser, which the life-saving crew again ran, but the attempt to float her proved unsuccessful and was abandoned temporarily. Three days later she was floated by another vessel.
Nov. 3	Am. sc. John J. Barlum.	Cleveland, Lake Erie.....	Stranded while entering harbor in tow. Accompanied tug to her and ran lines by which she was released.
Nov. 14	Am. sc. Ida.....	Oregon Inlet, North Carolina.	Stranded while entering the inlet. Discharged cargo of wood and took it ashore, after which vessel was floated and taken to safe anchorage.
Nov. 4	Skiff Boundless.....	Louisville, Kentucky, Falls of the Ohio.	In danger near the Indiana Chute of the falls with two occupants. Launched station boat and brought them ashore.
Nov. 5	Catboat Dora.....	Cuttyhunk, Massachusetts.	Dragged ashore during the night in Cuttyhunk Pond, where the water flew on board, wetting bedding. Patrol brought the two occupants to the station. They were succored two nights. After the gale subsided they proceeded on the 7th instant.
Nov. 5	Am. sc. Salmon Washburn.	Eatons Neck, New York..	Driven ashore, 10 P. M. Crew of three men landed without assistance and went to station, where they obtained dry clothing and proper attention. Next day the life-saving crew procured articles from the wreck. The captain remained at the station until the 9th instant, when the vessel was sold.
Nov. 5	Am. sc. Star.....	Sabine Pass, Texas.....	Misstayed and stranded on jetty, which was just awash, 5½ miles from station. Landed the crew of three men in surfboat. Sea was too rough to work on schooner until 7th instant, and when operations were begun on that date the masts broke off and she floated clear. The schooner Folly towed her into the harbor, where she was anchored. On the 18th instant she dragged outside, but was picked up by the revenue cutter Galveston, with the aid of the life-saving crew, and brought in and moored safely. She became a total loss. Succored the crew at the station, keeping them a total of seventeen days.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
Nov. 5	Am. sc. Eveline.....	Kenosha, Lake Michigan.	At anchor 2 miles away; hoisted flag at half-mast. Boarded her and found that she required a tug. Sent out tug which brought her into the harbor.
Nov. 5	Am. bg. T. W. Lucas.	Cape Arago, Oregon..	Discovered the hull of this vessel drifting bottom up in the ocean. Sent word to the U. S. steamer Manzanita and accompanied her out to the wreck. It was impossible to tow the vessel inside, because she was held by one of her anchors. On the 8th instant assisted the tug Liberty in trying to bring the vessel inside, but as she was firmly anchored the project had to be abandoned.
Nov. 6	Small boat; no name.	Quoddy Head, Maine.....	Stranded on Duck Ledge. Hauled her out to a safe place and notified owner.
Nov. 6	Rowboat; no name.	.....do.....	Aground. Hauled her up to a safe place and secured her.
Nov. 6	Br. sc. Lydia B.....	.....do.....	Parted cables and stranded. Crew landed in their own boats. Although the master thought the vessel could not be saved, the life-saving crew carried anchors to her. On high tide hove her afloat and sailed her to a smooth place, and next day took her to Lubec, where necessary repairs could be made. The crew of six fishermen were sheltered at the station a short time.
Nov. 6	Am. sc. Eddie H. Weeks.	Block Island, Rhode Island.	Stranded, 1.30 A. M., 2¼ miles from station, through parting her cables. Rescued crew of five men with surfboat and afterwards recovered their effects.
Nov. 6	Am. sc. Caroline Butler.	Hither Plain, New York.	Parted mooring lines while lying at wharf in Fort Pond Bay. Keeper took a hawser to the vessel and moored her securely, thereby saving her from stranding and serious damage.
Nov. 6	Sloop; no name	Smiths Creek, Florida.....	Master ran her ashore half mile south of station during the night because of the heavy and dangerous sea. Upon visiting her the keeper found one man seriously ill with fever and took him to station, where he remained until December 4, under the care and medical treatment of the keeper. On the 7th instant, keeper assisted in launching the sloop, which then proceeded on her way to Indian River.
Nov. 6	Am. sc. Laura Miller.	Holland, Lake Michigan..	The wind being fresh and adverse and the weather cloudy and threatening took her lines and tracked her through the harbor into Black Lake.
Nov. 7	Br. sc. Mayflower...	Quoddy Head, Maine.....	Sprang a leak and became water-logged on the night of the 6th; crew abandoned her and landed 5 miles west of station; vessel drifted ashore and became a total wreck. Next day keeper brought crew to station and cared for them three days. Assisted in stripping vessel and saving personal effects of the crew. Sent dispatches for master.
Nov. 7	Sloop; no name	Fletchers Neck, Maine ...	Stranded on Negro Island Bar. Got her afloat.
Nov. 7	Slp. Edna	New Shoreham, Rhode Island.	Stranded. Two surfmen who were in the vicinity watching a schooner at anchor offshore, took a small boat and landed the crew of three persons, and afterwards on flood tide brought her in over the bar and secured her in a good berth. The rest of the life-saving crew came to the scene in response to a telephone message, but the surfmen had accomplished the work before their arrival.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894. Nov. 7	Sip. Edna Freiberg..	Galveston, Texas.....	Dragged anchor, collided with railroad bridge, and sunk, on the night of November 2, at a point invisible from the station and 2½ miles away. On this date, having been notified of an attempt to raise her, went to the vessel, which lay in about 5 feet of water, put straps under her and hooked tackles at the masthead of the schooner Louis Dolson, by means of which the craft was raised above the surface and bailed out. Recovered anchor and chain, as well as other articles, and placed them on board the schooner. The sloop was then towed to a place where repairs could be made.
Nov. 8	Am. sc. Carrie May..	White Head, Maine.....	Broke adrift from moorings and stranded on Dix Island, 4 miles from station, 6th instant. On the 7th ran out anchors and attempted to get her off, but without success. On this date rigged a derrick over the bow and forced her astern, at the same time heaving a strain on the cable. Brought her to anchor in safe berth.
Nov. 8	Am. sc. Maggie J. A..	Big Kinnakeet, North Carolina.	Dragged ashore, 6th instant; being a small craft, she was left high and dry on the beach. On this date the life-saving crew, with the assistance of surfmen from the Little Kinnakeet Station and others, constructed ways and launched her. On the 28th instant assisted the master to haul vessel out for repairs.
Nov. 8	Fish boat Sea Fox..	Racine, Lake Michigan...	Lost rudder off Wind Point, 3 miles from station; displayed distress signal. As the sea was high, engaged and accompanied tug Edward Gillen to her; passed towline aboard and brought her inside. Assisted in discharging ballast and listing her over so that repairs could be made.
Nov. 9	Am. sc. Massasoit...	Long Beach, New York...	Stranded, 4 A. M. With surf boat, landed people on board, numbering eleven persons, one of whom was the captain's wife. Forwarded a message by telephone to New York to The Merritt Wrecking Company, who sent a tug to the scene. Upon the arrival of the tug took the crew on board their vessel, and on the following morning she was hauled off the beach. Sent the captain's wife and one of the crew to the mainland, where they could reach home by rail.
Nov. 9	Am. sc. Susie.....	San Luis, Texas.....	Stranded 4 miles from station, 1.30 A. M. Boarded her and ran out an anchor, but being unable to float her before the tide served, returned to station. On the next trip, Superintendent Hutchings, of the Seventh District, who was at the station, accompanied the crew to the vessel and took charge of the operations. Although the vessel pounded hard and the seas broke on board, succeeded in heaving her afloat, but the shoe was wrenched off and she leaked badly. Piloted her into San Luis Pass and ran her aground. Superintendent Hutchings left in the afternoon for Velasco, taking with him the captain of the Susie, who desired to obtain a vessel to lighter his cargo of lumber. On the 12th instant the captain returned with the schooner Rosalie, when the life-saving crew assisted in removing the lumber to her; afterwards pumped out the stranded vessel, and, with the rising tide, worked her up higher on the beach. On the 13th hove her down, calked her seams, then got her afloat on the afternoon tide and made sail. She proceeded to Galveston.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894. Nov. 9	Am. sc. Geo. Davis..	Ottawa Point, Lake Huron.	Became water-logged 8 miles from station; crew of two men landed in her boat and applied to life-saving crew for assistance. Gave them refreshments and dry clothing, then took master to Tawas in lifeboat and procured a tug; accompanied the tug in search of the vessel, which, when found, was towed to a place near the station. Worked on the vessel daily in discharging cargo, getting her free of water, making repairs, and bending sails, until, on the 14th instant, she was again ready for sea.
Nov. 9	Am. str. Fred Kelley.	Middle Island, Lake Huron.	Sought shelter from the gale under lee of the island about dark, with the schooner John Martin in tow. Dragged anchors, and, to insure her own safety, cast adrift the towline, leaving the schooner to her own resources, then signaled for assistance, 10 P. M. Life-saving crew boarded her, and, at captain's request, searched for the schooner, which was obscured by a thick storm of hail and snow. Found the latter some distance to leeward near a reef with both anchors down, but, as she was not dragging, and appeared likely to weather the storm, no assistance was given. Life-saving crew returned to the station, which was reached after a severe struggle of more than two hours against a heavy sea, strong wind, and thick hail.
Nov. 9	Fish boat; no name..	Marquette, Lake Superior.	Wrecked about 7 miles from station on the 7th instant, drowning the two occupants. When notified on the 8th instant, life-saving crew searched for the missing men without result. On this date found the wreck near Powells Point. Removed her outfit and various articles and took them ashore to the families of the lost men. Dragged for the bodies but without result. This casualty occurred beyond the scope of Service operations.
Nov. 9	Am. sc. Kate E. Howard.	Grand Haven, Lake Michigan.	Stranded on rocks just within harbor entrance. Ran a line to the opposite pier and, by using windlass, got her afloat; then manned her lines and, by tracking up the dock, got her to safe moorings.
Nov. 9	Am. sc. Nellie Hammond.	.....do.....	Lying uneasily at moorings, pounding against the wharf. As no tug was available, life-saving crew manned her lines and towed her up the river; moored her in a quiet berth.
Nov. 9	Am. sc. Charles Wall.	Two Rivers, Lake Michigan.	Broke adrift from steamer having her in tow, and appeared to be in danger of stranding near Twin River Light-house. Light-keeper hastened to station 5 miles distant and notified life-saving crew who at once procured teams and proceeded to the locality with apparatus through a storm of rain and snow. Upon arrival found that the vessel had succeeded in working off and sailed away. Upon returning to station, found that the surfman left in charge there had discovered a vessel near the piers at 7 P. M. in danger of going ashore and signaling for assistance. Telephoned for tug Arctic, which went out and towed her inside. This proved to be the schooner Charles Wall, which was in trouble off Twin River.
Nov. 10	Am. sc. Maria.....	Watch Hill, Rhode Island.	Disabled by loss of sails and injury to centerboard; vessel anchored and asked for a tug. Keeper telephoned for a tug, which came and took vessel to New London.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
Nov. 10	Am. bgn. Richard T. Greene.	Ship Bottom, New Jersey..	Stranded during thick weather early in the morning. Called Harveys Cedars Station by telephone. Both crews went to the scene, launched the surfboat, and brought ashore the crew of eight men with their effects, making three trips for the purpose. Took them to station and kept them until the 13th, when the Merritt Wrecking Company freed the vessel and took her in tow for New York.
Nov. 10	Am. sc. Annie Lee..	Big Kinnakeet, North Carolina.	At request of master, life-saving crew assisted to launch this vessel, which had been hauled out for repairs.
Nov. 10	Fish boat Fleetwing.	Racine, Lake Michigan...	Parted moorings and drifted out of harbor during storm. Went out and recovered her with surfboat and started to tow her inside when the owner of the boat came out on the tug Edward Gillen and took charge of her.
Nov. 10	Am. sc. Maggie Johnson.	Kewaunee, Lake Michigan.	Assisted this vessel in towing up stream to reach a better berth.
Nov. 10	Am. str. Ann Arbor No. 2.	.....do.....	In trying to land at her dock was forced against the schooner Emily. Ran lines to the wharf, by which she was hove clear.
Nov. 11	Am. slp. Sachem.....	Wachapreague, Virginia..	Stranded early in the morning. Boarded her and ran out an anchor; attempted to float her on flood tide, but without success. As the vessel was in no danger, the life-saving crew left her unattended and she got off without assistance on the next high water.
Nov. 11	Sloop; no name.....	Santa Rosa, Florida.....	Capsized, 3½ miles from station; occupants rescued by a boat close at hand. Two of the boatmen were brought to the station, where they were provided with dry clothing and kept one day. Life-saving crew recovered the boat, put it in order, and secured it.
Nov. 11	St. launch Sappho..	Erie, Lake Erie.....	Stranded on sunken piles. Got a line to her and by towing with surfboat while her engines were working, released her undamaged.
Nov. 11	Am. sc. John Martin.	Middle Island, Lake Huron.	Ran under the lee of the island on the afternoon of the 9th instant, during easterly gale, in tow of steamer. Gale having backed to northeast, the steamer began to drag, and to save herself cut the towlines by which the schooner was riding. The latter let go both anchors, but as they did not hold, set signal for assistance. Launched the lifeboat and went out to her through a dangerous sea, but as she had stopped dragging when the life-saving crew reached her, the captain decided to remain on board. On this date assisted in heaving up the anchors and ran hawser to steamer, which towed her out clear and proceeded on their voyage.
Nov. 11	Am. sc. Delta.....	.....do.....	Anchored under the lee of the island in southeast gale on the 9th instant; wind afterwards shifted to northeast, swinging vessel near dangerous rocks. On this date assisted to get her anchors and run towline to steamer, which then proceeded with her to destination.
Nov. 12	Catboat Ellida.....	Cuttyhunk, Massachusetts.	Dragged ashore. Planted anchor and hove her afloat. Soon afterwards the boatmen, who had gone ashore, returned and took charge. They were very grateful for the prompt action of the life-saving crew in their absence.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894. Nov. 12	Am. sc. Kennebec...	Fire Island, New York...	Stranded while entering inlet. Crews from Oak Island and Fire Island stations boarded her, but she could not be floated without other assistance. At captain's request sent telegram, in response to which tug came, and, on the high tide following the stranding, with the assistance of the life-saving crews, got her afloat.
Nov. 12	Am. sc. William H. Davenport.	Atlantic City, New Jersey.	Stranded while in tow of steamer, 6.30 P. M. Boarded her. Thinking it would be necessary to jettison a portion of her cargo of ice, keeper went ashore and telephoned to the Absecon crew, who came early on the following morning. Both crews went to the vessel. Finding that she could be floated without throwing overboard cargo, kedged her off; steamer then took her in tow.
Nov. 12	Am. sc. Ida Jane.....	Pentwater, Lake Michigan.	Surging on her lines in an insecure berth; requested assistance to reach suitable moorings. Took one of the station lines and towed her to a good berth and made her fast.
Nov. 12	Am. str. W. L. Wetmore.	Two Rivers, Lake Michigan.	Stranded on a rocky ledge 16 miles south of station, and 1 mile from shore. News of the disaster was brought to Manitowoc by the steamer City of Ludington, whence word was sent to the keeper. Engaged transportation by rail to Cleveland, 21 miles distant, and from that point hired teams to take crew and apparatus to the beach from which, upon arrival, the vessel could be seen about 5 miles to the northward. Launched the surf boat, and by extraordinary effort and persistency in rough and icy waters, near dangerous reefs, succeeded in reaching the vessel and rescuing in two trips the crew of thirteen persons who had taken refuge in the pilot house, the after portion of the vessel being under water. Meanwhile the crew of the Sheboygan Station, 18 miles south of the wreck, having received notice from Manitowoc, launched the lifeboat and sailed for the scene before the south gale, but a thick snowstorm delayed their arrival and their efforts to get alongside, when they reached the vicinity of the wreck, were unavailing on account of their stiffened clothing and the icy condition of the lines and oars. Landing on the beach to leeward, keeper started for telegraph office to call the Two Rivers crew to the scene, but while on the way saw the boat of the latter station going off to the vessel, as above set forth. Returned to the beach where the Sheboygan crew assisted in launching the Two Rivers surf boat the second time. Both crews were absent from their stations until late at night. [See letter of acknowledgement.]
Nov. 13	Greek str. Georgios Michalinos.	Galveston, Texas.....	Cargo of cotton on fire. Hearing alarm, keeper notified tug lying near station, which went at once to the vessel, then telephoned to towboat company at Galveston, after which pulled to the scene in surf boat; made tug fast to the vessel, then assisted in running lines of hose into the hold where the fire was raging. Afterwards, at master's request, telephoned to the agent of the vessel in the city about the suppression of the fire.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
Nov. 13	Am. sc. W. T. Chappell.	Sand Beach, Lake Huron.	Dismasted in Saginaw Bay; brought back to Sand Beach by steamer John W. Moore. Transferred master to and from the steamer, then assisted to make the vessel fast at the dock and clear up her decks.
Nov. 13	Am. str. Monteagle..	Chicago, Lake Michigan..	Stranded on Hyde Park Reef in snowstorm. Boarded her in response to signals, and, at captain's request, telephoned for tug; took soundings around her, and upon arrival of assistance ran lines to tugs, but they were unable to release her. On each day until the 22d, when the vessel was released, visited her and transferred people to and from shore. On the 16th instant landed all on board with their baggage because of threatening weather, and similarly on the 19th instant landed sixteen persons. The water having risen somewhat, the vessel was released by tugs on the 22d instant. The crew of the Old Chicago Station participated in the work upon this vessel on different dates.
Nov. 14	Am. sc. Kate Hinchman.	Racine, Lake Michigan....	Ran in for a harbor. Life-saving crew pointed out the fairway, and, when vessel came in safely, took her lines and assisted in mooring her.
Nov. 15	Am. sc. James Baker.	Plum Island, Massachusetts.	Stranded in the evening while entering the river. Boarded her, and by working the sails, backed her off into deep water, then piloted her to anchorage.
Nov. 15	Am. sc. Rosalie	San Luis, Texas.....	Stranded through parting cable. Planted an anchor in deep water and hove her afloat.
Nov. 15	Am. sc. D. S. Austin..	Ludington, Lake Michigan.	Missed harbor entrance and stranded alongside the pier, against which she pounded heavily. Made a line fast to the pier, which held her in place, then assisted the crew of seven persons to get ashore in safety, after which cut the mooring line and let her go ashore. On the 17th, 22d, and 25th instant, also on December 1, worked on the vessel in running lines, heaving on the windlass, and pumping; finally got her off with the assistance of tugs.
Nov. 15	Am. sc. Apprentice Boy.	.....do.....	Missed entrance to harbor and brought up alongside of north pier. Seeing her when approaching, the keeper hastened to the pier with surfmen and threw heaving line on board, by which mooring lines were taken to the dock. Tug Sport towed her into deeper water, where she was moored to the pier till the sea ran down, then brought her inside.
Nov. 15	Am. sc. Alert.....	Grand Haven, Lake Michigan.	Stranded, 2.30 A. M., through missing entrance to harbor in heavy sea. Boarded her in surf boat; assisted the crew in furling sails and securing their effects, then landed and took them to station. On the two following days assisted in stripping the vessel and removing heavy articles, after which got her off the beach and towed her up the river above the station. Reloaded her equipments on the 19th instant and towed her to the place where repairs were to be made.
Nov. 15	Am. sc. Antelope.....	.....do.....	Capsized in breakers, about 2 A. M., while running for the entrance of the harbor. The vessel was seen by the lookout and her disappearance was noticed, but as the schooner Alert (see preceding case) stranded soon afterwards, it was, for a time, thought that the latter vessel was the one that had disappeared. Wreckage afterwards came ashore, showing that the Antelope had foundered. [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.
1894.			
Nov. 15	Am. str. W. L. Wetmore.	Sheboygan, Lake Michigan.	While wreckers were engaged on board this vessel, stranded on a reef 18 miles north of station (see record of November 12), the weather became tempestuous and the captain, who had landed during the day, became alarmed for their safety and telegraphed for the life-saving crew. Keeper engaged a tug and went to her, arriving 9.30 P. M., and landed the people on board, seventeen in number. Remained in the vicinity, and on the following day transferred thirty-four men to the vessel; also went to and from shore several times carrying messages. On the 17th again transferred workmen on board, ran lines to the revenue cutter Johnson and tug Welcome, which, by their united efforts, got her afloat.
Nov. 16	Am. sc. Josephine D.	San Luis, Texas.....	Rudder broken; head stays carried away; displaying signal from anchorage, 5 miles south of station. Boarded her in surfboat. Got her under way, and, as she was a small craft, keeper guided her with a steering oar over her quarter to anchorage near station; took crew to station for the night. Next day built and shipped a new rudder and repaired head gear, after which vessel proceeded to her destination.
Nov. 16	Am. str. Arizona.....	Sturgeon Point, Lake Huron.	Discovered at 2 A. M. by the north patrol, lying off Black River, 10 miles north of station, sounding her whistle. Pulled to her in surfboat and found that she was signaling for a tug to come out and take a consort, the schooner Plymouth, to the dock. At master's request went in and notified, tug which came out as requested. Life-saving crew then returned to station, having been absent seven hours and having covered a distance of 26 miles.
Nov. 16	Fish boat Sphynx...	Bois Blanc, Lake Huron..	Sunk at anchorage near the beach on the 15th instant, 8 miles from station. Owner applied for assistance to recover the craft. Went to her in lifeboat and, by means of a tackle, roused the vessel out on the beach, where repairs could be made. This service saved the boat, valued at $100, from destruction.
Nov. 16	Am. str. John Oades.	Milwaukee, Lake Michigan.	Stranded at night, 8 miles south of station, with her tow, the schooner San Diego. Accompanied tug Knight Templar to her early in the morning; ran lines to tugs and revenue cutter Johnson, which, by their combined efforts, pulled her afloat. She proceeded to Milwaukee.
Nov. 16	Am. sc. San Diego...	.....do	Stranded in tow of steamer John Oades (see preceding case). Assisted to jettison about 150 tons of coal, when she was floated by the united efforts of three tugs and towed to Milwaukee.
Nov. 17	Skiff Boundless.....	Louisville, Kentucky, Falls of the Ohio.	In danger above the Indiana Chute of the falls. Sent station boat to the rescue; brought the boat and two occupants safely ashore.
Nov. 19	Yawl; no name.....	Buffalo, Lake Erie.....	On shore, having been carried well up on the beach by high water. Assisted owner to launch her.
Nov. 19	Am. tug Julia C. Hamel.	Two Rivers, Lake Michigan.	Disabled. A steamer brought her near harbor entrance and signaled for a tug. Keeper sent a surfman to notify the tug George Cooper, which went out and towed 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.
1894.			
Nov. 20	Am. sc. Gracie Belle.	Bois Blanc, Lake Huron..	Dragged ashore from anchorage, 18th instant; rudder gone, badly iced up. Owner sent word to the life-saving crew, who went overland to the vessel, 8 miles away; boarded her with small boats, cleared the ice from her sails and set them, pumped her out, and hove in her cables, getting her afloat; then sailed her to dock, one-half mile from place of stranding. Anchored her near dock, ran line ashore, and hauled her in and moored her.
Nov. 21	Am. sc. Northern Light.	White Head, Maine.....	Dragged upon a submerged ledge; pounding hard. Ran hawser to a large schooner anchored near by; hove stranded vessel around head to wind, and when the tide served, got her clear and worked her to a safe anchorage.
Nov. 21	Am. slp. Kit Carson.	Short Beach, New York..	Stranded. Discharged cargo of brick and landed them on the bank, then hove her afloat undamaged.
Nov. 21	Am. sc. Ellen.....	Saluria, Texas.....	Stranded at night at high tide, 3¼ miles from station. Boarded her with surfboat; carried out large anchor and planted it in deep water, then set up tackle and hove taut. Keeper instructed master how to work on the ensuing high tide at night and returned to station. Boarded her again on the following morning, finding her safely afloat. Directed master how to steer in entering channel.
Nov. 22	U. S. revenue cutter Galveston.	Saluria, Texas.....	Signaled for information as to depth of water. Set up range flags on the beach, by which she steered into the harbor.
Nov. 23	Slp. Fancy.....	Quoddy Head, Maine.....	Sheet and halyard blocks carried away, leaving her under jib; stood in toward shore. In compliance with signal from one of the surfmen, came to anchor, when the surfman and a man from the neighborhood went on board in a small boat and assisted in making temporary repairs, which were completed by the time the life-saving crew in the surfboat arrived. The surfman remained on board to assist in working the craft into Quoddy Bay, where keeper followed with surfboat and took him off.
Nov. 24	Am. sc. William Wilson.	White Head, Maine.....	The patrolman discovered this vessel, at 11.20 P. M., running directly toward the beach, and burned a Coston light, thereby warning her in season to prevent stranding. She anchored just clear of the rocks. The life-saving crew boarded her as soon as possible, kedged her offshore and piloted her into Seal Harbor. This service was performed at night.
Nov. 24	Am. sc. Lettie G. Howard.	Pamet River, Massachusetts.	Stranded, 3 A. M., 1 mile from station. Called the Highland life-saving crew by telephone, then went to the scene, finding that the ship's company had landed in their own boat. Left a surfman on the beach to watch the wreck until agents of the underwriters came in the evening and took charge. Took the crew to station and kept them one day, providing clothing for some of the men who were destitute. The Highland crew also came to the scene but their services were not needed. The vessel was released by a tug on the 25th instant.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
Nov. 24	Am. sc. Minnie	Big Kinnakeet, North Carolina.	Signaled for pilot. Sent surfmen on board who brought her to a good anchorage near the station.
Nov. 24	Fish boat Friskey...	Oregon Inlet, North Carolina.	Capsized when entering Oregon Inlet; grapnel anchored the boat in the breakers, where the two boatmen were soon washed away. The cable afterwards parted and the boat, with a fishing net, drifted ashore. Saved the property. Searched for the bodies of the drowned men, one of which was found by crew of New Inlet Station on the 29th, 8 miles to the southward. [See detailed account under caption "Loss of Life."]
Nov. 24	Br. sc. Baltic.....	Oswego, Lake Ontario.....	Stranded near harbor entrance while attempting to enter about 10 P. M. Seeing her approaching and making leeway rapidly, the keeper caused the beach apparatus to be run out and when she struck fired a line over her; set up the breeches-buoy gear and brought ashore six persons, one of whom was the captain's wife. She was landed in an exhausted condition and taken to the station where she was restored by remedies from the medicine chest. Cared for the crew at the station several days. Next morning boarded the wreck, saved a horse, a pet dog, and the personal effects of the crew. The vessel went to pieces and proved a total loss; assisted in stripping her.
Nov. 24	Am. sc. Volunteer...	Sand Beach, Lake Huron.	Fore-peak halyards carried away in strong northwest breeze, making the vessel unmanageable; she ran by the harbor in consequence and came to anchor, but soon began to drag. Signaled for assistance. Boarded her and found that master desired a tug. Landed and went to the village to notify crew of the tug, who returned to their vessel, got up steam and went out to the schooner. With the assistance of the life-saving crew, brought her inside.
Nov. 24	Am. sc. City of Grand Rapids.	Sturgeon Bay Canal, Lake Michigan.	Stranded on a reef, 18 miles north of station. Accompanied tug George Wilson to her, but the crew had been landed by fishermen before the arrival of the life-savers. Keeper found the captain on shore, brought him aboard and gave assistance in every way possible, by lightering cargo of lumber, pumping, running lines, transferring people to and from shore, etc. The tug finally got the schooner afloat and towed her to Sturgeon Bay Canal. The life-saving crew reached their station after an absence of thirty-five hours.
Nov. 24	Br. shp. Kentmere..	Point Adams, Oregon.....	Stranded 5 miles north of station having dragged her anchors in heavy southerly gale. Went to her and ran hawser from a tug, but it was impossible to pull her afloat. The wreck was also discovered from the Cape Disappointment Station, but the crew could not reach the stranded vessel against the adverse wind; they went to her in the afternoon in tow of a tug, but assistance was not then desired. Two days later tugs got the vessel afloat.
Nov. 25	Am. sc. Oriole	Hither Plain, New York..	Dragged ashore; crew landed in their own boat. Took them to station where they remained one day. Telephoned for insurance agent who came and took charge of wreck, which became 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.			
Nov. 25	Am. sc. Senator Blood.	Cleveland, Lake Erie.....	Disabled; anchored off Lorain, Ohio, 28 miles west of station. In compliance with request of the master of tug Alva B. sent two surfmen with small boat to her assistance. On arrival found that she had slipped her anchors and gone into Lorain Harbor. Put the surfmen on board to assist at the pumps; tug then took schooner in tow; went outside and recovered one of the anchors, but, being unable to get the other, made fast and dragged it along while towing the vessel to Cleveland; arrived 1.45 A. M. Life-saving crew went on board and manned the pumps four hours; assisted in securing both anchors, after which she was towed into the river.
Nov. 26	Rowboat; no name..	Chester Shoal, Florida.....	Chafed apart her painter and went adrift. Recovered and secured her.
Nov. 26	Am. sc. Lottie Mason.	Pentwater, Lake Michigan.	Stranded on a shoal inside the north pier. Ran a line to the opposite pier and hove her afloat; took her inside.
Nov. 26	Am. sc. Laura Miller.	Muskegon, Lake Michigan.	Main boom broken; disabled and shorthanded. Sent surfmen on board, when she was entering harbor, who brought her alongside the wharf and moored her in a good berth.
Nov. 26	Am. sc. Speed.....	Two Rivers, Lake Michigan.	Stranded in southeast gale near harbor entrance where the sea broke over her; crew of three men immediately took to the rigging with their bags of clothes (their yawl having broken away and drifted ashore), where they awaited the assistance of the life-saving crew. Launched the surfboat and rescued them, providing dry clothing at station. Spent the day gathering shingles that washed upon the beach from the wreck, thereby saving a large part of the cargo. Next day stripped the vessel of all movable articles.
Nov. 27	Am. sc. Diana.....	Crumple Island, Maine...	Misstayed and stranded 7 miles from station. Went to her; obtained a kedge and planted it in deep water astern, but an attempt to heave her off at high water proved unsuccessful. Assisted to discharge her ballast and again tried to heave her afloat on next tide, but failed. She was floated December 20, by her owners, badly damaged.
Nov. 27	Am. sc. Maria O. Teel.	Monomoy, Massachusetts.	Stranded. Soon after boarding her the tug Taurus came to the vessel. Carried the captain to and from the tug, then ran hawser by which she was pulled off. Upon returning to station sent messages to the owners.
Nov. 27	Am. sc. F. Grenville Russell.	Sandy Hook, New Jersey.	Stranded and filled 3 miles from station; crew took to the rigging. Boarded her and rescued six persons; brought them to station and gave one man, who was destitute, dry clothing. Vessel lost.
Nov. 27	Am. slp. Nellie.....	Ship Bottom, New Jersey.	Disabled. Anchored 2 miles north of station with signal of distress flying; patrol discovered her at daylight. Took surfboat to her vicinity, launched it and brought ashore the crew of two men, who were succored at the station two days. On the 29th boarded her and made repairs to the boom, rove new halyards, etc., then got her under way for Egg Harbor Inlet, which she reached in safety. The Harveys Cedars crew participated in the service to this vessel.
Nov. 27	Am. slp. Flora B.....	Little Egg, New Jersey...	Parted cable and lost her anchor. Swept for the anchor, recovering, instead, another one that had been abandoned. Put it 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.			
Nov. 27	Am. sc. Daniel G. Fort.	Oswego, Lake Ontario.....	Stranded while trying to reach the harbor. Fired a line over her, but as the crew did not haul it on board, launched the surfboat and brought ashore the crew of seven persons with their effects, in two trips. Furnished them with dry clothing at the station. Vessel lost.
Nov. 27	Am. str. George Williams.	Erie, Lake Erie.....	Anchored outside in the evening and signaled for tug. Sent two surfmen to Erie for tug Wm. L. Scott, which went out and took her in tow.
Nov. 27	Am. str. Servia.....	Middle Island, Lake Huron.	Stranded 7 miles northwest of station, where she was seen at daylight. Boarded her, took soundings, transferred captain to a steamer at anchor in the vicinity, where he engaged assistance to float his vessel. Assisted to jettison coal, and, upon the arrival of steamer, ran hawser, but it parted; on the second trial she was floated, 12.30 P. M. Assisted to clear up decks, and, after vessel had anchored safely, returned to station.
Nov. 27	Am. str. Ann Arbor No. 2.	Frankfort, Lake Michigan.	Stranded on the bar near entrance to harbor. Ran lines from her to the piers, and, by working her engines and heaving at the same time, worked her over the bar and into the harbor.
Nov. 28	Am. sc. A. J. Miller..	Fletchers Neck, Maine....	Anchored in dangerous locality and signaled for aid. In assisting her to get under way for better berth, she mistayed and was carried ashore on a sand bar. Called a tug, which could not get her off at that time, but succeeded in floating her on the evening tide. Life-saving crew then took her to a safe anchorage.
Nov. 28	Am. sc. Willard Saulsbury.	White Head, Maine.....	Sprung a leak at sea; anchored in Muscle Ridge Channel near the station and set signal of distress. Found the crew exhausted by pumping, the water 3 feet deep in the hold and gaining rapidly. Keeper searched for the leak, which he found and partially stopped, after which the life-saving crew pumped her out. Landed at Spruce Head and telephoned to Bangor for a tug, and, upon its arrival in response to message, ran hawser and hove up anchors. Tug towed her to Bangor.
Nov. 28	Am. sc. Lucy Bell....	Gurnet, Massachusetts.....	Anchored near Gurnet and signaled for pilot. Sent two surfmen on board, one of whom was a local pilot; got her under way and stood for Plymouth Harbor. Falling in with a tug, the captain employed her to tow the vessel. After assisting to make the vessel fast at her dock at Plymouth, the surfmen returned to station.
Nov. 28	Am. slp. Starlight...	Cape May, New Jersey ...	Unmanageable and drifting out to sea before a strong northwest wind, with three persons on board. Life-saving crew went out and worked her down the coast abreast of the Cold Spring Station, and brought her to; landed to obtain an extra anchor and cable, as well as the aid of the life-saving crew of the latter place. Took the keeper on board and, getting the sloop under way, attempted to sail her into the inlet, but the wind freshened, making it impossible to work to windward; anchored her, but she dragged 2 miles until off Hereford Inlet, where she was again sailed in near the beach and brought to anchor. Keeper of Hereford Inlet Station now took charge and piloted the vessel to a good berth.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
Nov. 28	Slp. Frances Ann ...	Oregon Inlet, North Carolina.	Rudder lost; unmanageable; drifted ashore. Ran to the place of stranding, which was near by, hauled the boat out on the beach, and assisted the boatmen ashore; provided for them at station. Next day, with the assistance of the crew of Pea Island Station and a team, hauled the craft across the beach and launched her in Pamlico Sound, where the three men took charge of her and proceeded.
Nov. 28	Slp. Tildon.....	Little Kinnakeet, North Carolina.	Stranded. Being unable to float her, transferred the two boatmen to the schooner Annie Lee. Next day the sloop floated without assistance.
Nov. 28	Am. sc. C. H. Moore..	Saluria, Texas	Unacquainted with locality; desired to enter harbor on account of threatening weather. No pilots being in the vicinity, keeper set up range flags, by which she steered in across the bar and reached a good anchorage.
Nov. 28	Am. sc. Kate Howard.	Holland, Lake Michigan..	Wind being unfavorable for this vessel to enter the harbor, took her lines and tracked her through into Black Lake.
Nov. 28	Am. sc. Jessie Winter.	.....do.....	Unable to sail into the harbor on account of adverse wind. Tracked her through the channel between the piers.
Nov. 29	Yawl; no name	Point Allerton, Massachusetts.	Adrift. Recovered and hauled her up on the beach near station.
Nov. 29	Am. sc. Royal Arch.	Monomoy, Massachusetts.	Struck on sunken wreck while at anchor; sprang a leak and afterwards sunk. Boarded her in response to a signal of distress. Assisted in pumping, but, as the water gained rapidly, transferred four members of the crew on board the schooner Henry S. Little and brought ashore the others, three in number. Kept them at the station one day; then took them to the mainland where they departed for their homes by train. Vessel lost.
Nov. 29	Am. sc. Rosa Lee...	Smith Island, Virginia.....	Stranded 4 miles from station. Boarded her and remained by her till high water; made sail, got her afloat and took her to a secure anchorage.
Nov. 29	Slp. White Wings...	Mosquito Lagoon, Florida.	Out of fresh water. Supplied her from station cistern.
Nov. 29	Am. sc. Jessie Winter.	White River, Lake Michigan.	Stranded near mouth of harbor, when standing out, and swung across the channel. Ran line astern to the pier and hove her off the shoal; then took line ahead and towed her out clear. Assisted in making sail, when she proceeded.
Nov. 30	Dory; no name.	Point Allerton, Massachusetts.	Adrift. Saved her for owner.
Nov. 30	Am. sc. Miranda.....	.....do.....	Misstayed and stranded near Fort Warren, where she listed over badly at low water and began to leak. Boarded her and advised the captain to call a tug to free her, as her own pumps were useless where she lay. Telephoned to Boston for a tug, and when it came ran and tended hose until she was pumped out, when she righted and stopped leaking. Tug hauled her off and took her to Boston.
Nov. 30	Am. sc. Samos	Chatham, Massachusetts..	In attempting to get under way from anchorage the cable fouled the sunken wreck of the schooner Mary J. Castner; signaled for assistance. Boarded her, and succeeded after five hours' work in clearing her anchors and chains.
Nov. 30	Am. sc. Eugene H. Cathrall.	Turtle Gut, New Jersey..	Stranded. Boarded her and got her afloat. Brought her to anchor in a safe berth.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
Dec. 1	Am. sc. Michicott...	Holland, Lake Michigan..	Needing assistance to enter Black Lake, the life-saving crew took her lines and tracked her through the fairway.
Dec. 2	Am. str. Samuel Marshall.	Racine, Lake Michigan...	Stranded on a sand bar near the entrance to the harbor; signaled for assistance. Notified a tug, which pulled her astern off the shoal, after which the keeper piloted her into the fairway, but, as the water was unusually low and she was deeply laden with coal, she grounded about 300 feet inside the piers. Moored her for the night. Next day ran lines to tugs, but vessel again grounded, and it became necessary to lighter 150 tons coal, in which service the life-saving crew assisted. On the morning of the 4th instant, the water having risen somewhat, ran lines from vessel, by means of which tugs towed her to wharf, where the cargo was discharged.
Dec. 3	Am. sc. Eben H. King.	Burnt Island, Maine.....	Struck on rocky bar near Hart Island, but worked over it and came to anchor; leaking badly. Ran lines to tug Ellen and accompanied the tow to Port Clyde, mooring her where she would ground at low water. Manned the pumps and kept her clear until 5 P. M., when other workmen were employed. On the following morning again boarded vessel, and found that her leaks had been almost stopped by grounding in the mud. She was afterwards towed to Boothbay for repairs.
Dec. 3	Am. str. Rockledge..	Jupiter Inlet, Florida.....	This vessel having been condemned as unseaworthy, was used as a hotel by her owner, who desired the life-saving crew to accompany her while en route from Jupiter to Lake Worth in tow of the steamer Lillian. Upon arrival off Lake Worth bar, the water was too low for entrance, requiring the vessel to remain at anchor through the night. Stood by her with the surf boat, assisted at the pumps, and sounded out the channel at Lake Worth Inlet, which the vessel entered in safety next morning. [See letter of acknowledgment.]
Dec. 4	Am. str. Lillian.....	.....do.....	Upon leaving steamer Rockledge (see preceding case) this vessel struck on a reef. Life-saving crew ran lines ashore, also got into the water and pushed on the craft, finally getting her afloat. She then towed surf boat to station, 10 miles distant.
Dec. 5	Slp. Petrel.....	Big Kinnakeet, North Carolina.	Stranded. Planted an anchor in deep water and hove a strain upon it, but she could not then be floated. As the vessel was in no immediate danger, the crew remained on board and on the succeeding flood tide got off without further assistance.
Dec. 6	Am. sc. Mary B. Baird.	Napeague, New York... ..	Stranded, 5 A. M., and was immediately discovered by patrolman. Boarded her promptly, carried out and planted an anchor, then transferred the captain and crew, nine persons in all, with their baggage to the station on account of increasing sea. Telegraphed to New York for wrecking tug, which arrived off station at 10 P. M. Carried captain and part of the crew on board, and on the following morning took the rest of the crew to her, and also sent their effects on board, making several trips to and from the vessel. She was floated in the afternoon by the tug, which took her to New York. The Amagansett crew assisted on the day of 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.			
Dec. 6	Br. sc. Florida.....	Long Beach, New York..	Stranded 3 miles from station, 2.30 A. M., in smoky weather, which prevented her discovery until daylight. At master's request, telephoned to the Merritt Wrecking Company of New York, but as assistance had not arrived at nightfall, took the people on board, numbering eight persons, to the station for the night. On the morning of the 7th instant, took the crew on board their vessel, the wrecking steamer being in waiting. Life-saving crew rendered all possible aid until the vessel was floated at 2 P. M., apparently uninjured.
Dec. 7	Am. sc. Agnes	Saluria, Texas.....	Out of fresh water. Supplied same.
Dec. 7	Am. sc. Mary Lorena.	.....do	Arrived off station, after a stormy voyage, out of provisions. Furnished her with needed supplies.
Dec. 7	Barge; no name.....	Fort Point, California.....	Adrift; telephoned for a tug, then boarded barge. When tug arrived, ran hawser; barge was towed to a place of safety.
Dec. 8	Yacht; no name.....	Point of Woods, New York.	Storm bound. Sent dispatches and assisted her to safe anchorage, where she lay until weather moderated.
Dec. 10	Am. bk. Vilora H. Hopkins.	Cape Elizabeth, Maine....	Struck on Aldens Rock, 2½ miles from station, at 10 A. M., but got clear and came to anchor, leaking badly. The tug A. Demarest and the revenue cutter Dallas took her in tow for Portland, to which point, at the request of the master, who feared she might capsize, the life-saving crew accompanied her. Assisted in getting her anchor and in furling sails.
Dec. 10	Am. sc. Indian Bill..	Grand Haven, Lake Michigan.	Being unable to sail up the river, made fast to the pier near the harbor entrance. Master desired to reach moorings above the station, and, as there was no tug available, the life-saving crew towed the vessel up the river by tracking along the pier.
Dec. 10	Am. sc. William L. Beebe.	South Side, California.....	Broke steering gear, became unmanageable, and drifted ashore in heavy breakers, between South Side and Golden Gate Park stations, and became a total wreck. When discovered at daylight by the lookout of the Golden Gate Park Station, the crew of nine persons were in the rigging. The wreck lay nearer South Side Station, to which the news was telephoned, and both crews set out for her with beach apparatus. Meanwhile the Fort Point crew, farther to the northward, engaged a tug to tow them out, but could not proceed on account of the heavy sea. The South Side crew reached the scene and fired a line on board schooner, but before communication could be established a huge sea swept over the vessel, carrying away a portion of the deckload of lumber, which fouled the lines and swung her inshore. At this time the Golden Gate Park crew arrived, but as it appeared to be impossible to operate the lines on account of the wreckage, they returned at once to the station for the surfboat. Upon their return with the boat the South Side crew, who had continued their efforts, had succeeded in setting up the gear, which was worked successfully until all hands were landed. The Fort Point crew reached the scene toward the close of the work and rendered such assistance as was then possible. Took the ship's company to the Golden Gate Park Station, from which they soon departed for San Francisco. Stationed a surfman on the beach to watch the wreck, and saved property coming ashore. [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.			
Dec. 12	Sailboat; no name..	Kill Devil Hills, North Carolina.	Capsized by a sudden squall 4 miles from station. Hastened to her relief in small boat; towed her into shoal water; righted and bailed her and secured all floating articles. Put her in proper condition, when the boatman, who was the mail agent, proceeded on his way.
Dec. 14	Am. sc. Annie Root..	Saluria, Texas.....	Dragged foul anchor and stranded; showed signal of distress. Ran out her anchor, with a scope of chain, and put a purchase on it. By this means on the next high tide vessel got off and next day sailed into harbor.
Dec. 14	Yawl; no name.....	Old Chicago, Lake Michigan.	Boatman, being inexperienced, was unable to manage his craft, which was seen to be in trouble 1¼ miles from station. Took the boat in tow and brought her into the harbor.
Dec. 16	Am. bg. Odorilla.....	Fenwick Island, Delaware.	Sprang a leak at sea; to prevent foundering captain ran her ashore on the evening of the 16th, 4 miles from station. She was discovered by the patrolman, who called the life-saving crew. Boarded her in surfboat, arriving alongside 1.20 A. M. of the 17th. At master's request remained by her till daylight, then landed the ship's company of nine persons on the beach and took them to the Atlantic Hotel. Sent dispatches by telephone at master's request, in response to which the tug North America came from Lewes in the afternoon. The vessel, however, could not be saved.
Dec. 17	Am. sc. Pearl.....	Oak Island, North Carolina.	Drifted ashore near station in light wind and smooth sea. Boarded her, ran an anchor, and hove her afloat undamaged.
Dec. 18	Am. slp. I. W. Smith.	Barnegat, New Jersey.....	Hove to off the station and signaled for pilot. Piloted her into the harbor.
Dec. 20	Fish boat; no name	Surfside, Massachusetts...	Capsized in the surf while attempting to make a landing. Rescued two boatmen from the water, brought them to station, gave them dry clothing and proper care. In about two hours they departed fully restored.
Dec. 20	Yawl Ollie.....	Mosquito Lagoon, Florida.	Stranded on a coral reef through entering the wrong channel without a pilot. Having seen from her appearance that she was unfamiliar with the locality, keeper started to board her, but before his arrival she grounded. Got her afloat, then piloted her into the open water of the lagoon.
Dec. 22	Am. sc. Laura L. Sprague.	Monomoy, Massachusetts.	Stranded on channel bank when passing Handkerchief Shoal, 3 miles from station. Assisted in working her sails until she floated, then advised master how to steer to get out into open water.
Dec. 22	Am. sc. P. T. Barnum.	Tathams, New Jersey.....	Stranded on the bar when entering the inlet. Hereford Inlet crew joined in the attempt to float her, which failed and was resumed on the following day, but without success. She was released on the 26th instant by the tug North America.
Dec. 23	Am. sc. Henry A. Litchfield.	Monomoy, Massachusetts.	Shifted cargo of coal in heavy sea when 15 miles offshore, and sprang a leak in consequence. Anchored near Pollock Rip Light-ship, 4 miles away, with signal of distress flying. Found considerable water in her hold. Manned her pumps for eight hours, after which the vessel's crew relieved the life-savers and pumped her out. The sea having moderated meanwhile, the life-saving crew assisted in getting under way, and remained by her till well on her course to Vineyard Haven. Four surfmen were detailed, at master's request, to accompany her to that port. They returned to station on the 26th instant.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
Dec. 26	Barges Monroe and Van Buren.	Galveston, Texas.....	Broke adrift from moorings and stranded where the sea broke on board. Tug Hortense towed lifeboat out to within 500 yards of the vessel, where the keeper cast off and dropped down within 75 yards and let go the grapnel, but drifted so far to the leeward that the people on board one of the barges sent a line to them by a floating cask. Upon securing this the life-savers hauled up alongside. The crew, however, did not wish to abandon her, but the master of the other barge, lying about 50 yards farther to leeward, being desirous of getting on board, keeper loaned him a cork jacket and slacked him down to the barge in a skiff, where he got on board in safety. No further service being possible, the life-saving crew rejoined the tug, which lay by for them, and returned to station.
Dec. 27	Slp. Annie Belle.....	Hunniwells Beach, Maine.	In dangerous place near Stage Island, drifting into the breakers; two persons on board abandoned the vessel and landed on the island. Life-saving crew set out for her in surfboat and arrived just in season to prevent her going into dangerous water. Made sail and worked her out clear, then took her to a place of safety. This prompt action saved the vessel from destruction. [See letter of acknowledgment.]
Dec. 27	Am. sc. Idaho.....	Fletchers Neck, Maine.....	Stranded in snowstorm at low water about 50 yards from the beach. Boarded her in dory, by which the crew of three persons, their baggage and a dog were landed in two trips, the boat being guided through the surf in landing with a line from the vessel. Secured a hawser from the vessel to the shore to prevent her going adrift, then took the ship's company with their effects to the station and provided for them five days. Vessel proved a total loss.
Dec. 27	Slp. Cassia.....	New Shoreham, Rhode Island.	Parted cables and stranded; crew of two men came to station, where they obtained dry clothing and were sheltered two days. She was afterwards floated, by parties under contract, badly damaged.
Dec. 27	Am. sc. Izetta.....	Eatons Neck, New York..	Stranded in thick snowstorm 2.15 A. M., 1 mile from station. Upon reaching her, the crew, who were in the cabin, refused to abandon the vessel. At daylight, however, they were anxious to get ashore, and, as the vessel lay head on, the jib boom projected sufficiently to permit them to land by means of a line dropped from its outer end. In this manner six men were landed, the life-savers going waist-deep into the surf to receive them. Took them to station, where they were cared for several days. The vessel and cargo were saved by wreckers.
Dec. 27	Am. sc. Rodman R. Nickerson.	Tathams, New Jersey.....	Stranded shortly after midnight 1 mile south of station and 600 yards from the beach. The high sea prevented the launching of a boat, and the great distance of the wreck from shore made line communication difficult to accomplish, but it was finally effected, and seven persons were landed in the breeches buoy. The operations were interferred with by a strong current, very high tide, and a heavy sea, which so far delayed the work that one man, the cook, fell from the rigging and was swept away. Hereford Inlet crew joined Tathams on the scene and residents of the locality also united in the work. [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.
1894.			
Dec. 27	Am. sc. Lucy Ray...	Currituck Inlet, North Carolina.	Dragged anchors and stranded; no one on board. Hove her afloat.
Dec. 27	Am. sc. Richard S. Spofford.	Ocracoke, North Carolina.	Wrecked on Ocracoke Island, 13 miles south of station. Keeper Terrell of Portsmouth Station, which was not yet equipped, saw the vessel and sent men to notify the Ocracoke crew, whose station lay 19 miles north of his own. He went to the scene, but before his arrival five men had disembarked from the vessel in the yawl and reached the shore with the assistance of men on the beach after exposure to great danger by the capsizing of their boat, from which they barely escaped with their lives. Three men remained on the vessel, but there were no means of saving them before the arrival of the life-saving crew, who reached the locality at 8 o'clock in the evening. Owing to the darkness nothing could be done until the morning. At daylight of the 28th established line communication with the wreck and brought off two men in the breeches buoy, who were properly cared for by the villagers. The steward, a frail man, who had been wet through early on the 27th and severely injured, finally succumbed to the cold and exposure on the morning of the 28th before daybreak. His body was buried subsequently by citizens. [See full account of disaster under caption "Loss of Life."]
Dec. 27	Fish boat; no name..	Fort Point, California.....	Boatman became exhausted by pulling against the ebb tide, causing his craft to be unmanageable and go adrift. Launched surfboat and towed him to station.
Dec. 28	Am. sc. Erie.....	Crumple Island, Maine...	Stranded 6 miles from station in southeast gale, but was floated by her own crew, with assistance from shore, and placed near the beach. Upon reaching her, manned the pumps until the ebb tide, when she rested on bottom; took the captain to Jonesport, where he telegraphed the owners concerning the disaster; brought him back and again manned the pumps until the morning of the 29th. Vessel was saved, although badly damaged.
Dec. 28	Am. sc. George H. Mills.	Hunniwells Beach, Maine.	Anchored in dangerous locality in Stage Island Bay. Boarded her and called captain's attention to his perilous position. He desired a tug; being unable to obtain one, got the vessel under way and sailed her out to sea, where left her in charge of master and crew.
Dec. 28	Am. slp. Lurline.....	Whales Head, North Carolina.	Dragged anchor and stranded on an island in Currituck Sound, 2 miles from station; no one on board. Got her afloat and took her to a place of safety. Held her until January 16, when she was delivered to owner in good condition.
Dec. 28	Am. sc. Avoset.....	Big Kinnakeet, North Carolina.	Dragged ashore on the night of the 27th. Life-saving crew, with the assistance of men from the neighborhood, assisted to launch her by blocking her up on ways and getting her afloat on high water.
Dec. 28	Slp. White Wings...	Mosquito Lagoon, Florida.	Unable to reach destination at Oak Hill on account of head wind; bedding wet by the spray, and short of provisions. Keeper supplied provisions and at night took two of the boatmen to station while the other two remained on board; kept them two nights, and when the weather moderated they proceeded on their way.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
Dec. 28	Skiff; no name.....	Cleveland, Lake Erie.....	The fog signal on the breakwater was sounded at 5 P. M. Inasmuch as the harbor was covered with ice, keeper engaged tug and accompanied her to breakwater, where it was learned from the light-keeper that while two boatmen were endeavoring to reach the water-works crib, 2¼ miles from station, one of them had died suddenly in the boat. Took the boatman on board the tug, and towed the skiff, with dead body in it, to the station. Provided the survivor with refreshments and dry clothing. Telephoned for ambulance, which came for body. Cared for skiff.
Dec. 29	Br. sc. Cardigan.....	North Scituate, Massachusetts.	Anchored in dangerous place near rocks. Assisted crew of the Massachusetts Humane Society to get her under way and bring her into Scituate Harbor. The Humane Society's boat, towing astern of the vessel, stove a hole in her side, filled, and capsized. After seeing the vessel safely anchored, took the damaged boat ashore and landed the crew. On the 30th instant vessel attempted to stand out to sea in charge of a pilot, but ran aground. Keeper offered to help float her, but assistance was declined. Next day, however, as she still lay aground, life-saving crew boarded her, ran out an anchor, and made sail; got her afloat and brought her to in good berth. Furled sails and left her secure.
Dec. 29	Am. str. H. L. Brown.	Fire Island, New York....	Stuck in the ice and drifted upon a shoal. Life-saving crew got her afloat and brought her to the wharf at Fire Island.
Dec. 29	Am. sc. Morning Star.	Ocean City, New Jersey..	At anchor in the bay, where the ice closed in around her, imprisoning one man, who had been left on board to keep ship. Seeing signal of distress, keeper boarded the vessel by using flat-bottomed boat upon the ice, where it was too thin to bear the weight of a man. Reached the craft, which was 1¼ miles from the station, and brought the sailor ashore. The vessel was not endangered.
Dec. 29	Schooner; no name..	Kill Devil Hills, North Carolina.	Out of provisions and in need of a pilot to reach Roanoke Island. Master applied at the station for assistance. Sent surfman on board, who piloted the vessel a distance of 15 miles to Roanoke Island club house, then walked back to station.
Dec. 30	Br. sc. Alianza.....	Chatham, Massachusetts..	Dismasted on the 17th instant at sea while on a voyage from Halifax to New York with lumber. Discovered her on the morning of this date 7 miles east of station, mainmast and part of mizzen topmast gone and under short sail. Boarded her, finding her badly listed to port and with a portion of the wreckage still fast to her. Life-saving crew cleared wreckage, shifted deck load to bring vessel on an even keel, and made sail. No further assistance being required, the life-savers returned to station, while the vessel continued on her voyage.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1894.			
Dec. 30	Am. slp. Lucy Bell..	Point of Woods, New York.	Discovered on the 29th instant fast in an ice floe, half mile from shore, where she could not then be reached. On this date, the ice having become solid, keeper got to the vessel, which had displayed signal, and found the two men on board in need of food. Let go the anchor and brought them to station. Boarded her again on each of the three succeeding days and manned her pumps. On January 3 discharged three tons of coal upon a sled and brought it ashore, and on that day and the 4th, by cutting ice, got her alongside her dock, where she was moored. Assisted to discharge her deck load.
Dec. 31	Am. sc. Annie Ainslie.	Portsmouth, North Carolina.	Stood toward the beach and came to anchor about 2 miles offshore; appeared to be down by the head; ensign displayed union down. Found her water-logged. Brought ashore four of her crew in surf boat, the captain, mate, and cook preferring to remain on board. Sent a surfman to Hatteras to telegraph for a tug. Two days later carried dispatch aboard to the master, and afterwards boated off stores and placed on board the four men who had been at the station. The tug Alexander Jones from Wilmington, N. C., arrived and took vessel in tow. [See letter of acknowledgment.]
1895.			
Jan. 2	Am. sc. Dave Freeman.	Galveston, Texas	While lying off and on near harbor entrance, awaiting the return of her yawl, which had been sent to a vessel at anchor, the tide swept her aground on the channel bank. Boarded her promptly and assisted the crew, who had carried out the anchor, to heave her afloat.
Jan. 2	Pilot boat Ada.....	Brazos, Texas.....	Unable to sail out to steamer in waiting on account of light wind and flood tide; signaled for assistance. Boarded her; took one of the pilots across the bar, making soundings on the way, and placed him on the steamer.
Jan. 3	Am. sc. Addison Center.	Race Point, Massachusetts.	Stranded in the night. Boarded her with surfboat, and at master's request sent surfman to Provincetown to notify vessel's agent. At a late hour transferred captain on board tug, assisted in getting ready to carry out the anchor, ran hawser to tug, and gave all possible assistance until the vessel was floated safely in the afternoon.
Jan. 3	St. yt. Canaveral.....	Chester Shoal, Florida.....	Stranded 3 miles from station during thick, smoky weather. Master discharged freight and ran out an anchor. Upon arrival, keeper assisted in heaving her afloat. Next day took her freight to the club house, to which the vessel had proceeded when floated.
Jan. 3	Skiff; no name.....	Point Adams, Oregon.....	On the beach. Hauled her out near station and held her for owner, who claimed his property on the 7th instant.
Jan. 4	Lighter; no name...	Townsends Inlet, New Jersey.	Parted moorings and went adrift. Towed her back to her wharf 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.
1895.			
Jan. 4	Am. sc. Samson.....	Fort Point, California.....	Parted cables and stranded early in the morning. About 3 A. M., distress signals were seen at Point Bonita. Keeper engaged tug Reliance to tow out the lifeboat, but, on account of the violent storm, heavy sea, and intense darkness, it became necessary to wait until daylight to reach the scene. At daylight a boat containing eight men was seen, and the occupants were rescued by the life-saving crew and placed on the tug. They reported four others remaining on board and two afloat in another boat. By great skill and with difficulty keeper reached the vessel, but found her abandoned. Several men were seen on the beach with clothes bags, and it was supposed that all had landed safely. Next day, however, it was learned that three men had been lost, one having been washed overboard and two others having been swept away in a boat with which they were endeavoring to quit the wreck. The vessel was lost. [See detailed account under caption "Loss of Life."]
Jan. 5	Am. sc. Job H. Jackson, Jr.	Peaked Hill Bars, Massachusetts.	Stranded on the bar, 750 yards from the shore, at 2.30 A. M., during strong northwest gale, in which the vessel lost her sails and became unmanageable. Patrol discovered her and notified keeper, who called neighboring stations of Race Point and High Head by telephone, then went to the wreck, with beach gear and surfboat, where the other crews soon arrived. After several ineffectual efforts to reach the wreck with both the Lyle and Hunt guns, on account of the great distance—the operations being also much impeded by the freezing of the lines—it was resolved, at 9.30 A. M., to launch and attempt the rescue of the crew by boat. The Peaked Hill Bars and High Head crews, with difficulty and amidst great danger, reached the vessel's side and took off the people on her, while the Race Point crew stood by to assist in the event of a capsize. The nine persons on board were landed safely (although some of them were badly frost-bitten), taken to the Peaked Hill Bars Station, and cared for several days. Keeper obtained passes for them on the railroad to their homes.
Jan. 5	Am. sc. Estella.....	Galveston, Texas	Misstayed and stranded. Planted an anchor in deep water and hove taut, but, as the cable was not long enough, the anchor came home. Being unable to get the vessel afloat with her own resources, keeper, at master's request, telephoned for a tug, which came and pulled her off the shoal.
Jan. 6	Sailboat; no name..	Sandy Hook, New Jersey.	Unacquainted with locality; anchored in unsafe place. Advised the master where he could find good anchorage, to which he proceeded.
Jan. 6	Am. sc. Sarah Blum	Wachapreague, Virginia..	Ran ashore when leaving harbor. Surfman planted an anchor and on next high water 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.
1895.			
Jan. 6	Am. sc. Hester A. Seward.	Ocracoke, North Carolina.	Sprang a leak at sea and ran for Hatteras Inlet before heavy gale and high seas, but struck on the bar in the breakers and pounded hard, finally working inside, where she sunk; set signal for aid. The accident was seen by the life-saving crew, who hurried to the place, 4 miles away, with surfboat, arriving just after the people on board, six in number, had been taken off by a pilot skiff that was near by when the casualty occurred. Keeper offered assistance to the crew, who were in the pilot boat, but it was declined. Meanwhile the crew of Durants Station, 6 miles distant, arrived in the sailboat and, at the request of the master, took the ship's company to his station. They were cared for several days and furnished articles of clothing. The vessel proved a total loss, but a part of her cargo of shingles was saved by the Ocracoke life-saving crew. [See letter of acknowledgment.]
Jan. 8	Catboat Maud King	Morris Island, South Carolina.	Ran aground during fog; out of provisions and fresh water. Landed boatman and provided for him at station; floated the craft and brought her to safe moorings.
Jan. 8	Naphtha launch Gleam.	Mosquito Lagoon, Florida.	Out of fresh water. Supplied her from station cistern.
Jan. 8	Am. sc. Dave Freeman.	Galveston, Texas.....	Stranded on channel bank while attempting to stand out during strong gale and high seas. Went to her in surfboat, cast grapnel and dropped down close aboard; ran out her anchor, and, after considerable labor, hove her afloat. Master then returned to the harbor, judging that the conditions were too adverse for continuing the voyage.
Jan. 9	Small boat; no name.	Indian River Inlet, Florida.	Deeply laden and unsafe. Keeper advised the occupant, who was about to cross the river, to delay until the weather moderated. Took him to station, and, later, towed his craft across the stream.
Jan. 9	Flat Bessie F.....	Louisville, Kentucky.....	In danger above the falls with one man on board. Rescued the occupant; towed the craft ashore and moored it.
Jan. 10	Rowboat; no name	Fort Niagara, Lake Ontario.	Caught in the ice near the Canadian shore and carried down the river, where a heavy sea overturned the boat and drowned the three occupants. When notified, at 8.45 P. M., that a boat was in peril, the keeper engaged a volunteer crew (it being the inactive season) and searched for the endangered boat, but found afterwards that the casualty had happened before information reached the life-saving station. Grappled for the bodies next day, but without success.
Jan. 11	Am. str. Major Mackenzie.	Louisville, Kentucky.....	Broke adrift from moorings. Ran a hawser to the wharf, then manned her windlass, hove her alongside, and made her fast.
Jan. 12	Catboat; no name..	Morris Island, South Carolina.	Unable to reach destination on account of adverse wind and tide; anchored in exposed place, where the occupants suffered from the cold; set signal. Boarded her and brought ashore in station boat four persons, a man and wife and two children. Afterwards brought the boat to the landing.
Jan. 12	Flatboat Tom.....	Louisville, Kentucky.....	Caught in the strong current, became unmanageable, and was in danger of going over the falls with seven men on board. Towed her ashore with station boat.
Jan. 13	Am. sc. Lygonia.....	Jerrys Point, New Hampshire.	Anchored in dangerous place near the beach and signaled for a tug. Keeper telephoned to Portsmouth for a tug, which came and took vessel to a safe harbor.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
Jan. 13	Small boat; no name.	Gurnet, Massachusetts....	Adrift. Recovered and held it for owner. Delivered it on the 15th instant.
Jan. 13	Am. sc. Eva L. Leonard.	Brentons Point, Rhode Island.	Ran ashore in the evening, 2¾ miles from station, during a snowstorm. The captain had difficulty in restraining two members of the crew from abandoning the vessel in the yawl. The timely arrival of the life-saving crew, however, prevented, and, with the aid of residents of the locality, the four men on board were safely landed in the breeches buoy. The men were cared for at a house near the scene during the night, a part of them afterwards going to station, where they received dry clothing, and the mate, whose hand had been frozen, was treated with remedies from the medicine chest. Assisted in stripping vessel and in saving the effects of the crew, and obtained passes to their homes.
Jan. 13	Am. sc. D. M. Anthony.	Sandy Hook, New Jersey.	Stranded. Two tugs floated her; leaking badly. Life-saving crew manned her pumps and kept them going until she reached New York, thereby preventing the sinking of the vessel on the way.
Jan. 13	Am. sc. Maggie Sutphen.	Portsmouth, North Carolina.	Parted cable and stranded 4 miles from station. Took soundings around her and planted an anchor, but could not heave her afloat. Next day carried provisions to her and renewed the attempt to release her, but without success. Vessel came off the shoal on the 17th instant and went into Ocracoke Inlet.
Jan. 13	Catboat Nemo.....	Santa Rosa, Florida.....	Capsized 4¼ miles from station, throwing into the water two boatmen who were rescued by the crew of a schooner at anchor near by and landed. Life-saving crew recovered the boat, righted and bailed her out, then towed her to landing and delivered her to owners. It was there learned that the occupants, when capsized, were on their way to Pensacola to procure medicines for a sick person, and, as the case was urgent, the keeper proceeded to the city and called a doctor, who went to attend the case.
Jan. 13	Am. str. George T. Burroughs.	Old Chicago, Lake Michigan.	Seacocks frozen; unable to fill the boiler. Signaled for assistance. Being unable to reach her with boat, on account of ice, called a tug and accompanied her to vessel. Threw heaving line on board and hauled off hawser; tug took her into harbor.
Jan. 14	Am. sc. Willie Smith.	Burnt Island, Maine.....	Dragged anchors, bringing up near dangerous rocks. Got her under way and worked her into a good berth.
Jan. 14	Am. sc. Charles A. Marston.	....do.....	In perilous situation, having dragged near shore. Ran anchor and hove her out clear; brought her to in a safe place.
Jan. 14	Am. sc. Chaparal.....	.....do.....	Dangerously close to rocks, near which she had drifted on the night of the 13th instant. Hove in her cables, got her under way, and sailed her to a secure berth, where brought her to anchor.
Jan. 14	Am. sc. Sea Queen...	.....do.....	Dragged ashore in the night of the 13th instant. Ran out an anchor and other fasts to keep her from driving higher up on the beach, and attempted to heave her off, but without success. Next day renewed the work by getting out ballast and placing tackles on the masthead; hove her off and sailed her to the marine railway, where she was hauled out for repairs.
Jan. 14	Am. sc. Hortensia...	Jerrys Point, New Hampshire.	Parted cable and drove up on the beach at night. In the morning keeper ran out an anchor to prevent her going higher, then took captain to Portsmouth, where he engaged a tug, which floated vessel at high water.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
Jan. 14	Br. sc. Moss Rose...	Cuttyhunk, Massachusetts.	Stranded on the western end of Nashawena Island in darkness and thick weather, and, being without cargo and drawing little water, went well up on the beach; discovered her at daybreak. Boarded her through a heavy sea, finding the crew in apparent safety and not desiring to abandon her. Landed the captain and assisted in procuring the services of a boatman to carry him to New Bedford, where he could obtain assistance. On the night of the 18th three of the sailors slept at the station; on the 19th transferred the crew of six men with their effects to a tug bound to New Bedford, and furnished them requests for passes by rail to their homes. Vessel was floated by a wrecking company May 10.
Jan. 14	Barge Seth Low.....	Zachs Inlet, New York....	Broke adrift from steamer Santuit, at 7.30 P. M., on the 13th, and stranded at 1.30 A. M. on the 14th, more than 600 yards from shore; weather intensely cold; sea very heavy. At 3 A. M., attempted to reach her with shot line, but on account of her deep draught (23 feet) she lay too far offshore; and after several trials it was found impossible to establish line communication. Finally, at 11.30 A. M., launched surfboat and recovered three men still surviving, two having previously succumbed to exposure and cold. It being unsafe to return to the beach through the surf, the life-saving crew landed at Fire Island, 12 miles distant: cared for the survivors of the wreck at the Oak Island Station. In the operations the Jones Beach and Short Beach crews participated. [See full account under caption "Loss of Life."]
Jan. 14	Slp. yt. Monomoy...	Indian River Inlet, Florida.	Stood down the coast apparently looking for inlet. Keeper set up range flags and signaled her to enter the channel, but she came to off the bar and lowered her boat. Keeper motioned the boatmen to keep away, but, not heeding his signals, they approached the shore, where the little craft broached to and swamped in the surf. Rescued the men, recovered the boat, boarded the vessel, got her under way and brought her across the bar to safe anchorage inside.
Jan. 16	Am. sc. Dauntless...	Little Kinnakeet, North Carolina.	Unacquainted with locality. Sent two surfmen on board who piloted her to a good anchorage.
Jan. 16	Slp. Mermaid	Ocracoke, North Carolina.	Parted cable and drifted ashore 3 miles from station; displayed signal of distress. Rescued the party, consisting of two women and a man, floated their boat and took them to station for the night. Towed the boat and occupants out of the channel next day, so that they could proceed with fair wind. [See letter of acknowledgment.]
Jan. 17	St. yt. Canaveral.....	Chester Shoal, Florida....	Owing to shoal water vessel could not reach her usual berth. Keeper went to her, in response to signal, and assisted in landing her freight.
Jan. 17	Skiff; no name.....	Santa Rosa, Florida.....	On the beach. Keeper had it brought to station and held it for owner.
Jan. 17	U. S. revenue cutter Galveston.	Saluria, Texas.....	Arrived off bar and signaled to ascertain depth of water. Answered with international code flags and set up ranges by which she steamed inside and reached good anchorage. Upon leaving the harbor, 21st instant, placed range flags for her guidance in steering out to sea.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered
1895.			
Jan. 18	Am. sc. Edward W. Young.	Quoddy Head, Maine.....	Signaled for pilot. Boarded her and took her to Eastport, where regular pilot was engaged.
Jan. 18	Am. sc. Sophia Godfrey.	Assateague Beach, Virginia.	Stranded in the evening 1 mile offshore. Boarded her shortly before midnight in a rough sea, but the captain did not wish to leave her. In the morning went to her again and landed captain, who telegraphed for assistance. Kept a close watch on vessel and rendered assistance in many ways until, on the 27th instant, she was floated by a tug. [See letter of acknowledgment.]
Jan. 19	Am. sc. Nathan Lawrence.	Hog Isand, Virginia.....	Stranded in the afternoon 6 miles southeast of station; pounding hard. At 11 P. M., by working her sails, she was turned around head to sea, and on the high tide, shortly after midnight, got her off the shoal. Her injuries were slight. [See letter of acknowledgment.]
Jan. 19	St. yt. Neda	Chicamicomico, North Carolina.	Anchored in unsafe place. Piloted her to a secure berth.
Jan. 19	Am. sc. S. Warren Hall.	Ocracoke, North Carolina.	Stranded 4½ miles from station at 2 A. M., on flood tide. Hurried to her with beach apparatus, but found that the receding tide had left her out of water and that the crew did not wish to land. Keeper rigged a boatswain's chair by which the crew could make a landing at any time, if desired; then took captain to station and afterwards across the inlet, where he could send dispatches. The vessel was finally floated and towed away on March 14 by wreckers, the life-saving crew attending the operations to render necessary assistance. [See letter of acknowledgment.]
Jan. 19	Am. sc. Emma C. Lawrence.	Jupiter Inlet, Florida.....	Stranded in narrow channel. Ran her lines ashore and hove taut, being assisted in the work by people of the locality. She was released on the rising tide.
Jan. 19	Am. str. Nyack.....	Muskegon, Lake Michigan.	Stranded in the channel when entering harbor. Cleared away ice and snow on the pier and assisted four passengers in landing. Took soundings around the vessel and shifted her lines from point to point until she finally, by these aids, released herself. [See letter of acknowledgment.]
Jan. 20	Barge (Trinidad Sugar Co.) No. 1.	Kill Devil Hills, North Carolina.	Broke adrift from tug and stranded early in the morning, three-quarters of a mile north of station. As the life-saving crew had gone to the tug Manatee (see next case), stranded south of the station, she was discovered by the patrol from Kitty Hawk Station, to whom—as the vessel was well up on the beach—the two men on board threw a line and were safely landed with his assistance. The men came to Kill Devil Hills Station, where the keeper cared for them. Two days later ran hawser to the tug Asher J. Hudson, which floated barge and towed her to Norfolk. Transferred the sailors with their effects to the tug.
Jan. 20	Am. tug Manatee....	.....do.....	Stranded, 1 A. M., 2½ miles south of station. Telephoned to Nags Head Station for assistance at wreck and proceeded to her, finding her close inshore. Rescued the two men on board with a heaving line and took them to the station, with their effects, where they remained until the 24th instant. The vessel was floated February 5 by the Merritt Wrecking Company.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
Jan. 20	Barge (Trinidad Sugar Co.) No. 2.	Nags Head, North Carolina.	Parted towline 25 miles offshore on the previous day and stranded well up on the beach, 2⅛ miles north of station, at 2 A. M. While on their way to the tug Manatee, in response to telephone message from the Kill Devil Hills Station (see preceding case), crew reached this vessel, which had been discovered a short time before by the patrol, and rescued two men on board of her by the use of the heaving stick and line. Took them to station, provided dry clothing and kept them several days. On the 22d ran hawser to the barge, which was floated by a tug and towed away.
Jan. 20	Am. sc. John B.....	Oak Island, North Carolina.	Misstayed and stranded. Ran out an anchor and hove her afloat on the high tide.
Jan. 22	Sailboat; no name..	Coskata, Massachussetts..	Ran ashore in fog and darkness. The boatman, an old man, landed and came to station at midnight. Kept him over night and dried his clothing. When the fog lifted in the morning, his boat was seen adrift in the upper harbor. Recovered it and put the boatman in charge.
Jan. 22	Sailboat Gertie.....	Popes Island, Virginia.....	Capsized, throwing occupant into the cold and rough water. Rescued him from drowning, recovered boat and put it in order for the boatman.
Jan. 23	Am. sc. Lou Willis...	Chicamicomico, North Carolina.	Dragged ashore on the night of December 26, 1894, where the receding tide left her, and it became necessary to obtain skids to launch her. Worked on her at various times making preparations, and on this date, with the assistance of the Gull Shoal and New Inlet crews, got her off and turned her over to owner.
Jan. 23	Am. sc. Rosina.....	Saluria, Texas.....	Standing toward a dangerous shoal near channel entrance. Warned her off by international code signal J. D. (you are running into danger), when she hauled by the wind and stood offshore. When the tide served, set up range flags on the beach, by means of which she entered the harbor in safety and found good anchorage.
Jan. 23	Rowboat; no name	Fairport, Lake Erie.....	Fast in the ice; two men in her; weather extremely cold. When discovered, after two hours' exposure, two men went out to rescue them, but could not get back on account of an adverse wind and the proximity of ice floes. Ran a line to the boat and, with the assistance of men gathered on the shore, hauled the boat across the ice to the station, rescuing the endangered party of four persons.
Jan. 24	Br. sc. Druid.....	Cuttyhunk, Massachusetts.	In need of fresh water. Furnished her with same.
Jan. 25	Am. sc. Lizzie Lane	Monomoy, Massachusetts.	Parted cable, losing large anchor; came to with smaller anchor, but dragged near dangerous shoals. Seeing her peril, the life-saving crew went on board. In heaving up her anchor the chain parted, and the second anchor was also lost. Piloted her out into clear water and she proceeded to Vineyard Haven, where the master expected to obtain anchors.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
Jan. 25	Br. bkn. Beatrice ...	Spermaceti Cove, New Jersey.	Stranded. Telephoned to Sandy Hook for a tug and went on board, but the tug failed to come on account of threatening weather and rising sea. Landed clothing and effects of the crew in surfboat, then returned and found that the captain was now desirous of abandoning the vessel. Landed the ship's company of eight persons, took them to station, and cared for them several days. The vessel became a total wreck, and was sold five days later.
Jan. 25	Am. sc. Dave Freeman.	Galveston, Texas	While attempting to pick up her yawl, which had been sent to the quarantine station with provisions, came into collision with it, knocking overboard the oars, causing the boat to go adrift with one man in her. Schooner anchored, but dragged against a barge lying at wharf, where she pounded badly. Life-saving crew picked up the drifting boat and towed it to the schooner, placing the man on board, then planted an anchor in the channel and hove her clear.
Jan. 26	Am. sc. E. F. Willard.	Hunniwells Beach, Maine.	In attempting to reach harbor in thick snowstorm and high sea, vessel got too close to the beach and came to anchor, but parted cables and stranded 3 miles from station. When notified, at 2 P. M., of the wreck the life-savers started for the scene with beach apparatus, but, learning that the crew had been landed safely by fishermen, sent the apparatus back and proceeded to the wreck, where they assisted in saving property. Vessel lost.
Jan. 26	Am. sc. Julia S. Bailey.	Race Point, Massachusetts.	Anchored in Herring Cove, dangerously close to the beach, in heavy gale. Keeper went alongside with surfboat, but the master declined assistance, believing that he could not get under way from the anchorage. In landing, surf and wind being dangerously high, the surfboat was capsized in heavy cross sea and disabled, several of the life-saving crew being considerably injured, some barely escaping with their lives. Schooner soon after set distress signal, and keeper, who seemed to be badly hurt, called the Peaked Hill Bars crew by telephone, and, with their boat and beach apparatus, went to the shore abreast of the vessel. In the afternoon, in response to a signal from the schooner, the Peaked Hill Bars crew boarded her and landed the persons on board, six in number, who were kept at the Race Point Station one day. The vessel was floated on the 27th instant, by contract, and taken to Provincetown.
Jan. 26	Am. tug I. J. Merritt.	Kill Devil Hills, North Carolina.	Got a line in her propeller, became unmanageble, and drifted ashore on the evening of the 25th instant, while attempting to float the tug Manatee, stranded on the 20th instant. The night was intensely dark, with heavy rain, the surf high and the current strong, causing the wreck to lie uneasily and drift alongshore. Called Nags Head crew by telephone and, in conjunction with them, by using the beach apparatus, landed twenty-six men in the breeches buoy under conditions requiring great labor and perseverance. Harbored the crew at the stations five days and assisted in saving their effects. Vessel floated by wreckers May 16.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
Jan. 27	Am. sc. Amelia Powell.	Cuttyhunk, Massachusetts.	Broke adrift from moorings and stranded well up on the beach, 26th instant. On this date patched holes in her bottom, caused by striking on the rocky shore, and on the morning of the 29th got her afloat and beached her in a smooth place for repairs.
Jan. 27	Sailboat Ollie.....	Gilberts Bar, Florida.....	Dragged anchors southward along the coast, about 1 mile offshore. Keeper endeavored to communicate with her by flags, but without success. Vessel afterwards anchored near the beach, when the keeper signaled the boatmen to make sail, stand down the shore, and enter the inlet, where they found a safe anchorage.
Jan. 27	Skiff; no name.....	Galveston, Texas.....	Adrift. Recovered and secured it, and advertised for owner.
Jan. 28	Am. sc. William Todd.	Chatham, Massachusetts..	Lost sails off Cape Cod; anchored 7 miles from station with signal flying. Crews from Chatham and Monomoy stations went to her, got her anchor, and ran hawser to the revenue cutter Dexter, which took her to Hyannis.
Jan. 28	Am. sc. Chanticleer.	.....do.....	Lost foresail and jib evening of the 27th; anchored near Chatham to repair damages, and, being short-handed, set signal for assistance. Life-saving crew helped make repairs, then got vessel under way on the morning of the 29th and sailed her to Hyannis, from which place the surfmen returned to station on the 30th instant.
Jan. 28	Scow No. 12.....	Rockaway Point, New York.	Anchored in exposed place about a mile from the station. Boarded her and found that the captain desired a tug. Sent a dispatch to New York for a tug, which came next day and towed her away.
Jan. 28	Scow; no name.....	.....do.....	Lying at anchor in company with No. 12. Same service as rendered to that vessel.
Jan. 28	Am. sc. C. H. Moore.	Galveston, Texas.....	Dragged anchors in a sudden squall and stranded. Planted an anchor and hove taut upon it, but could not float her. On February 1 vessel discharged her deck load of lumber, when she was floated.
Jan. 29	Yt. Mondredy.....	Indian River Inlet, Florida.	Unacquainted with locality. Piloted her over part of her route, but on account of shoal water could not proceed. Assisted the captain to procure stores. On February 1, the water having risen, piloted vessel to St. Lucie, Fla.
Jan. 29	Am. sc. Ellen.....	Galveston, Texas.....	Misstayed and stranded. Carried out an anchor and hove upon it, but the vessel was so hard aground that the anchor came home. Ran the anchor a second time and gave instructions to the captain, who got her afloat on the high tide four hours later.
Jan. 29	Skiff; no name.....	Louisville, Kentucky.....	In danger above the cross dam with two men on board. Brought boat and occupants safely ashore.
Jan. 31	Sailboat; Ollie.....	Mosquito Lagoon, Florida.	Out of fresh water; master called at station. Supplied his needs, then piloted his craft a distance of 3 miles through channels of the Lagoon.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
Feb. 1	Am. sc. C. P. Hill ...	Fort Point, California.....	Dragged anchor in tideway close upon dangerous rocks, 3 miles from station, early in the evening. Signals were made on the fog whistle at Point Bonita. Telephoned for a tug, also to South Side and Golden Gate Park stations, then went to the scene with surfboat. Soon afterwards tugs arrived; ran hawser, and, after some difficulty with foul chain, got the vessel's anchor; tugs took her to a place of safety. The schooner's crew had been drinking and fighting, their craft having been endangered through inattention. The Golden Gate Park crew assisted in the work, but the South Side crew, having much farther to come, did not arrive in season to participate.
Feb. 4	Am. sc. Mary Farrow.	Fletchers Neck, Maine....	Anchored in dangerous place, where she was liable to swing upon rocks. Got her under way and piloted her into a secure harbor.
Feb. 5	Am. sc. Osprey.....	Big Kinnakeet, North Carolina.	Dragged ashore on the night of October 10, 1894, receiving injuries which made it necessary to haul her out on the beach for repairs. On this date master requested life-saving crew to assist in floating her. Crews of Big and Little Kinnakeet stations placed her on launching ways and nearly got her off into deep water, but the storm of the 7th and 8th instant set her back on the beach. On March 9 got her afloat and took her to anchorage.
Feb. 6	Slp. Ethel M.....	Cranberry Isles, Maine...	Parted moorings and stranded. Pried her up, removed rocks upon which she lay, ran a line to a wharf, and when the tide served, hove her afloat.
Feb. 6	Am. sc. William Smith.	Orleans, Massachusetts..	Under short sail, 8 miles offshore, with signal flying. Upon boarding her, found the crew frost-bitten and worn-out. Having shipped heavy seas, the vessel had 4 feet of water in her hold. At master's request took charge of the schooner, while the people on board sought rest below, their needs being first attended to by the life-saving crew. Worked her in near the land and brought her to anchor, then manned the pumps through the night. Next morning Chatham crew assisted in putting the vessel to rights and in making her ready to proceed on her voyage. By the joint efforts of the two life-saving crews, the work was accomplished at 3 P. M., when the schooner sailed on her voyage to New York.
Feb. 6	Dutch bg. Gem.....	Moriches, New York.....	Anchored 3 miles offshore on the 5th, and set signal. The surf being high and the weather extremely cold, the keeper did not deem it safe to board her, but on this date went out and found her leaking and the crew badly frost-bitten. At master's request sent a surfman to the telegraph office to call a tug. Soon afterwards the vessel parted her cables, and the master beached her near the station. With the assistance of the Potunk life-saving crew, landed the ship's company of nine persons in the surfboat and took them to station. Gave them remedies from the medicine chest and sent for a doctor, who attended the frost-bitten men. Furnished dry clothing. On the afternoon tide the abandoned vessel went adrift in a water-logged condition.
Feb. 7	Am. sc. Sadie Willcut.	Cranberry Isles, Maine...	Crew worn-out and frost-bitten; at anchor 2 miles from station, with signal flying. Got her anchors and set her sails, after which she proceeded on her voyage.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
Feb. 7	Am. sc. Celina.....	Chatham, Massachusetts..	Lost jib and spanker off Boon Island on the 5th, but worked southward and anchored off Chatham, 7 miles from station, and on this date signaled for assistance. Life-saving crew left the schooner William Smith (see record of February 6) and went to her aid, hove up the anchor and made sail; captain proceeded to Vineyard Haven for repairs. Took ashore one of the sailors, who had been frost-bitten, and next day sent him to hospital.
Feb. 7	Small boat; no name.	Atlantic City, New Jersey.	Fast in the ice 1¼ miles from the station; hastened to the scene with surfboat but found that the occupant had landed, very wet and chilled through. Assisted him across creeks to a point where he could go the rest of the way home without further aid.
Feb. 7	Skiff; no name.....	Cape Fear, North Carolina.	In the breakers near the beach. Patrol hauled out and secured her for owner.
Feb. 7	Sloop; no name.....	Mosquito Lagoon, Florida.	A picnic party of nineteen persons visited the beach near station during the day, but was unable to return to the mainland at evening on account of a strong wind which made the passage unsafe. Housed them at the station. In the evening the craft became partially stranded at her moorings. Keeper assisted in carrying out anchors and heaving her afloat. The weather being intensely cold during the night, keeper supplied several members of the party with clothing. Next day transferred them to the sloop, which lay at anchor, and they departed for home.
Feb. 7	Am. sc. Garnock.....	Brazos, Texas.....	Anchored in unsafe place, where she pounded on bottom; signaled for assistance. Boarded her, got her under way and to a safe berth. Two gentlemen who were on board came to station and spent the night.
Feb. 7	Yawl; no name.....	Milwaukee, Lake Michigan.	Went adrift from intake crib, 3 miles northeast of station, with one man in her. Two of the workmen on the crib launched some heavy doors and endeavored to reach their comrade, but all drifted helplessly out into the ice fields on the lake, where their lives were lost. Upon learning that an accident had happened at the waterworks, keeper engaged a volunteer crew and proceeded there with surfboat in tow of a tug. The piercing cold (the temperature being below zero), the intense darkness, and the ice floes made the search difficult; but it was continued until 3 A. M., and renewed again at daylight. No trace of the unfortunate men or of their boat was discovered.
Feb. 8	Am. sc. T. P. Dixon..	Cape Elizabeth, Maine....	In danger of stranding; iced up badly. Called a tug by telephone, which took the vessel in tow.
Feb. 8	Am. sc. C. W. Dexter.	.....do.....	Iced up and unmanageable; set signal for tug. Called tug from Portland by telephone. This action probably saved vessel from being wrecked on shore.
Feb. 8	Am. sc. Addie Emma.	Fletchers Neck, Maine....	Parted cable in thick snowstorm and stranded, 6 A. M. Crew of eight persons left her in their dories, and were helped out on the beach by the life-saving crew and their boats hauled up to a safe place. Kept them at station one day. 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.
1895.			
Feb. 8	Am. sc. John B. Manning.	Lone Hill, New York.....	Stranded, 5 A. M., 2 miles east of station, in snowstorm accompanying strong gale; weather extremely cold. Called Blue Point Station by telephone, and went to the scene over the sand hills and through deep snowdrifts, the surf shore being covered by the high tide, finally reaching a point on the beach opposite the vessel at 7.30 A. M. Saved nine persons in the breeches buoy, two of them being badly frost-bitten. Took the ship's company to station, gave them attention and care, and supplied dry clothing. Vessel was released by wreckers, 13th instant. [See letter of acknowledgment, page 63.]
Feb. 8	Am. sc. Louis V. Place.	.....do..	Stranded near station in the forenoon during severe gale, high tide, heavy sea and extreme cold. Keeper learned of the disaster when returning from the wreck of the schooner John B. Manning (see preceding case), where it had been necessary to leave the beach apparatus on account of the bad traveling. Called Blue Point and Point of Woods stations by telephone and helped the crew of the latter bring their gear to the scene. Fired several shot lines across the wreck, but the crew could not obtain them. Maintained a fire on the beach during the night, and again, on the following day, sent two lines aboard the vessel, but the two survivors now remaining could not haul them off. No possibility of using a boat successfully appeared until 11.45 P. M., of the 9th instant, when the boat was forced off to the wreck through the ice, and the two survivors, badly frozen, were brought ashore. One of these subsequently died. [See detailed account of disaster under caption "Loss of Life."]
Feb. 8	Am. sc. Water Lily.	Assateague Beach, Virginia.	Dragged anchors and stranded close inshore and became a total wreck. Four men landed in dories and were brought to station by one of the surfmen, where they were treated for frostbites, furnished dry clothing, and cared for until February 22, when the ice moved out of the inlets sufficiently to allow a passage to the mainland to be effected. Vessel lost. [See letter of acknowledgment.]
Feb. 8	Am. sc. Sunbeam ...	..... do	Parted chains and stranded 2 miles southeast of station; set distress signal. Launched surfboat to rescue the crew, but the ice closed in around the boat before she could reach the wreck, and it became necessary to employ a volunteer crew to release the imprisoned lifesavers from their peril. After seven hours' work, during which the surfmen were exposed in an open boat to the bitter cold and a snowstorm, they were released. By this time the tide had fallen so low that the surfmen waded out to the vessel, which lay near shore, and brought off the three men on board on their backs. Took them to station and treated them for frostbites, which had resulted from the intense cold. Kept them until the ice moved out of the bay, on the 22d instant, when they were taken to the mainland. [See letter of acknowledgment.]
Feb. 8	Am. slp. Georgia Lee.	Cobb Island, Virginia.....	Frozen in near Bone Island, 4 miles from station; set signal of distress. Brought the crew of three men to the station with surfboat and kept them until the 19th instant, then took them aboard.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
Feb. 8	Skiff; no name.....	Kitty Hawk, North Carolina.	Caught in the ice with a young man on board. Three men who attempted his rescue were unable to pull back to the shore against the strong gale. Keeper rescued the entire party with sailboat and towed their skiff ashore.
Feb. 8	Am. scs. Little Betty, Annie Lee, Early, Annie C. Thomas, F. M. Isabella, Maggie J. A., J. I. Jane, Lilly May; slp. Anaconda; sloop; no name.	Ocracoke, North Carolina.	Swept ashore in a heavy gale by a field of moving ice on the night of the 8th instant. Keeper furnished their crews with fuel, fresh water, and food. On the 11th instant cut through the ice and carried out anchors for the vessels, but as they could not then be floated took ashore the crews, numbering twenty-eight persons. Kept them four days at station, then transferred them across Hatteras Inlet so that they might proceed to their homes at Kinnakeet, North Carolina. On the 22d instant assisted in getting the vessels safely afloat, except the sloop Anaconda, which was floated on the 27th. The service rendered to these vessels, covering a period of several days, relieved the distress of the crews, which otherwise would have been great, and saved the vessels from serious injury, if not total loss. [See letters of acknowledgment.]
Feb. 9	Am. sc. Puritan.....	White Head, Maine.....	Signaled for tug. Keeper telephoned to Rockland for a tug, which came and took her in tow.
Feb. 9	Am. slp. Laura G.....	.....do.....	Driven ashore from anchorage by wind and tide and moving ice; badly iced up. Cleared the ice from her, threw out ballast, and launched her.
Feb. 9	Am. sc. William Lorman Roberts.	New Shoreham, Rhode Island.	Anchored 3 miles offshore and displayed signals for a tug. Keeper telephoned for tug, which arrived next morning and took vessel in tow.
Feb. 9	Am. sc. Stephen Woolsey.	Little Egg, New Jersey...	A large ice floe going out with the tide struck the vessel, swept her from her anchorage and left her aground about 200 yards from the beach. Life-saving crew attempted to board her with the surfboat, but a strip of ice 50 yards wide intervened, making it impossible to reach her, and the current, laden with drifting ice, carried the boat to the leeward. Threw the hand lead ashore, and by its line the people on the beach hauled the boat in. A second effort to reach the schooner proved equally fruitless. Obtained the Lyle gun from station, fired a line across her, and sent out the whip, by means of which the boat was hauled out to her. Landed the crew of eight persons and took them to station. Next day boarded the vessel, cleared the ice from her sails, hove her afloat, and left her in charge of the master and crew, who proceeded to sea.
Feb. 9	Am. sc. Emma.....	.....do.....	Dragged into dangerous position and got jammed in the ice. After landing the crew of the schooner Stephen Woolsey (see preceding case), assisted ashore the six men from this vessel who had disembarked in their dories and were endeavoring to reach the shore over the ice. Next day, while the life-saving crew were getting the Woolsey under way, the crew extricated their vessel and proceeded to sea.
Feb. 9	Am. sc. Dexter.....	Big Kinnakeet, North Carolina.	While at anchor 1 mile from station heavy gale sprang up, causing the ice to close around her, endangering the vessel and one man remaining on board. By using a skiff upon the ice, which was in many places too thin to support the weight of the surfmen, reached the vessel and took off the sailor, also the captain's valise containing a sum of money. [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.
1895.			
Feb. 9	Sharpie; no name...	Cape Lookout, North Carolina.	Drifted ashore 3 miles from station with no one on board. Saved spars and sails and secured the craft for owners residing at Morehead City.
Feb. 9	Am. sc. G. G. O.....	Sabine Pass, Texas.....	Unacquainted with locality; stranded 4 miles from station, near harbor entrance; let go her anchor, but dragged against the jetty and stove in her side, sinking five minutes later. Rescued the crew of four men with the surfboat and kept them several days at the station. The captain, who was ill (and had been rescued with difficulty on that account), remained seventeen days, and was during that time provided with medical attention through the kind offices of the keeper. [See letter of acknowledgment.]
Feb. 9	Slp. Satura.....	Saluria, Texas.....	Out of fresh water on account of protracted cruise. Supplied her from station cistern.
Feb. 9	Slp. K. T.....	Brazos, Texas.....	Driven ashore on the morning of the 7th. On this date, the weather being moderate, launched her undamaged.
Feb. 9	Skiff; no name.....	Fort Point, California.....	Four young boys out rowing were carried seaward by strong ebb tide. Rescued them with surfboat and brought them and their boat to station.
Feb. 10	Am. sc. Mary Farrow.	Fletchers Neck, Maine....	Dragged ashore on the 8th in a field of ice. On this date ran hawsers and hove in her cables, getting her afloat. Cleared her chains, which were foul, and moored her alongside of the wharf.
Feb. 10	Br. sc. Prudent.....	Monomoy, Massachusetts.	Frozen in at anchorage, about 3¼ miles from station. When the ice field moved vessel parted her cables and drifted eastward, stranding on Handkerchief Shoal; set signal of distress. Reached her with surfboat through floating ice, and ran lines to the tug Triton which came up soon after the life-savers got on board. Hove in her chains, after which the tug hauled her off the shoal and towed her to Vineyard Haven to procure anchors to replace those lost.
Feb. 10	Slp. Two Sisters.....	Brentons Point, Rhode Island.	Parted moorings. Secured her. On the 13th instant assisted master in removing her to another berth.
Feb. 10	Yt. Brant.....	Chicamicomico, North Carolina.	Fast in the ice; out of fuel. Keeper carried wood to her and brought a passenger to the station for the day. The steward being ill, keeper gave him treatment from the medicine chest.
Feb. 11	Am. sc. Rosina.....	Aransas, Texas	Sprang a leak at sea, drifted before the wind, in foggy weather, until shoal water was reached, when came to anchor and set signal of distress. Discovered her on the morning of this date 6 miles from station. Boarded her, relieved the crew at the pumps, got her under way, brought her into the harbor, and ran her aground on a mud flat, where she was out of danger. Next day pumped her out. On the 19th instant got her afloat, when she proceeded to the shipyard for repairs.
Feb. 13	Am. sc. Bonita.....	Wachapreague, Virginia..	Caught in drifting ice and swept out of harbor; fetched up in dangerous place, 2 miles from station. After great labor and difficulty in passing through snowdrifts and floating ice, reached her with surf boat; brought her into harbor and made her fast to dock.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
Feb. 13	Ger. str. Elise Marie.	Paramores Beach, Virginia.	Stranded, 7 miles from station and 2½ miles from shore, evening of the 12th instant. When discovered on this date, launched boat and, after a difficult trip through fields of floating ice, arrived alongside. Landed eight members of the crew and took ashore dispatches for the master. As the telephone line at the station was temporarily out of order, signaled the Wachapreague Station and delivered the messages to the keeper, who transmitted them to Lewes, Del. Boarded her again on the 14th, finding two tugs present; placed on board the men landed on previous day. Ran hawser to tugs, which floated vessel soon after midnight and towed her to Baltimore.
Feb. 13	Am. sc. Hudgins & Hurst.	Cobb Island, Virginia.....	Fast in the ice at Hog Island Inlet. Fearing they might be carried out to sea, the crew of three persons abandoned her on the evening of the 12th, but were unable to land on account of a thick snowstorm and the closing in of the ice. On this date, after much suffering from the cold and exposure, they landed and walked to the station, a distance of 5 miles. Surfmen stripped them of wet garments, chafed their limbs, applied liniments from the medicine chest, and furnished dry clothing. On the 19th instant took them to their vessel.
Feb. 14	Slp. Inez.....	Big. Kinnakeet, North Carolina.	Ran aground 3 miles offshore and 4 miles from station. By nailing boards on a skiff and using it as a sled, surfmen crossed the ice intervening between the shore and the vessel. Rescued two men and brought them to station. Master floated the sloop on the 21st instant and took her to Big Kinnakeet. [See letter of acknowledgment.]
Feb. 15	Slp. Clara Combs....	Cobb Island, Virginia.....	Inclosed in the ice and in danger of drifting out to sea with the tide. Life-saving crew being unable to reach her with the boat, took the beach apparatus to the shore, fired a line over her, and sent off the hawser. By using tackles, the craft was hauled to the beach and her crew of three persons landed safely. Next day cleared the ice from the vessel.
Feb. 15	Sharpie Mary and Annie.	Cape Fear, North Carolina.	Weather bound. At master's request supplied oil and provisions.
Feb. 15	Yawl; no name.....	Sabine Pass, Texas.....	Caught in an ice floe, about 8 P. M., while attempting to reach the schooner Leman No. 3, and, with the two occupants, was swept seaward. As the yawl drifted by the station the cries of the boatmen were heard. Keeper threw a heaving line to the boat, which was about 25 yards out, and hauled her in to the wharf. Kept the men at the station over night.
Feb. 16	Dory; no name.....	Seatack, Virginia.....	Fast in the ice. Hauled her out and held her for owner.
Feb. 16	Am. sc. Homeless Girl.	Sabine Pass, Texas.....	Caught in the ice and drifting seaward; parted cables. Boarded her, cleared away the ice, and towed her to wharf, where she was moored. Loaned her an anchor.
Feb. 16	Slp. Fulda.....	Saluria, Texas.....	Frozen in; out of provisions. Keeper furnished master with necessary supplies.
Feb. 17	Am. sc. G. M. Hopkins.	Knobbs Beach, Massachusetts.	Stranded on the bar outside Ipswich Harbor, 4 miles from station. At low water life-saving crew planted an anchor and, when the tide served, threw overboard about twenty tons of sand; manned the windlass and hove her afloat. Piloted her across the bar and left her under way for Boston, her destination.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
Feb. 18	Am. sc. Greenleaf Johnson.	Cape Fear, North Carolina.	Stranded on the night of the 17th instant, on Frying Pan Shoals, 5 miles from shore and 6 miles from station, while on a voyage from Brunswick, Ga., to New York with lumber. Shortly afterward the Oak Island crew arrived, having pulled 14 miles to reach the scene. Jettisoned her deckload and ran a hawser to the tug Alexander Jones. Being unable to float her on the high tide occurring at noon and midnight, the tug returned to Southport for more help to discharge the cargo. Life-saving crews returned to their stations on the morning of the 19th. In the afternoon the weather became threatening, when the Oak Island crew accompanied the tug to the vicinity of the vessel and rescued the crew of seven persons, with a part of their effects, and towed their yawl to the tug. The schooner's crew proceeded to Southport with the tug. On the 20th instant the tugs Blanche and Alexander Jones hauled the vessel off the shoal and towed her to Southport.
Feb. 18	Slp. White Wings...	Mosquito Lagoon, Florida.	Out of fresh water. Supplied her from station cistern.
Feb. 20	Am. sc. Little Sampson.	Big Kinnakeet, North Carolina.	Dragged ashore on the night of February 8. On this date life-saving crew prepared ways for launching; blocked her up, and, on the 22d instant, with the assistance of the Little Kinnakeet crew and residents of the locality, launched her.
Feb. 21	Am. sc. William Todd.	Quoddy Head, Maine.....	Stranded. Boarded her, forced her over the shoal, and piloted her through Quoddy Narrows, leaving her on the course to Calais.
Feb. 21	Lighter; no name...	Wash Woods, North Carolina.	Drifted ashore 2½ miles south of station with no one on board. Secured the property in her, consisting of three guns, a stove, and anchors, and made report to the Commissioner of Wrecks. At the request of the owner, residing at Hampton, Va., the firearms were returned to him; the remaining property was sold on March 16.
Feb. 21	Am. sc. Cazador.....	Saluria, Texas.....	Out of provisions; anchored off station; crew landed in their own boat. Gave them refreshment at station and supplies with which they returned to their vessel. Transported them to and from their landing place with cart.
Feb. 22	Slp. Nettie.....	Big Kinnakeet, North Carolina.	Stranded on the night of February 8 chain parted. On this date, assisted by the crew of the Little Kinnakeet Station and men from the village, floated her and brought her to anchor in a good berth.
Feb. 23	Am. sc. Charles A. Briggs.	Nauset, Massachusetts....	In dangerous place, 3 miles from station, having stood too near shore, where she bumped on the bar several times. Life-saving crew boarded her at 11 P. M. As she was then afloat, made sail and piloted her out into deep water. Although she struck several times, she received no material injury. Returned to station after performing this service, arriving 3 A. M., after a hard struggle against an offshore wind, with boat badly iced up and crew much exhausted.
Feb. 23	Am. sc. Dauntless...	Chicamicomico, North Carolina.	Dragged ashore on the night of February 8. On this date, with crews of New Inlet and Gull Shoal stations, worked all day, and on the 25th instant renewed the operations, succeeding in getting the vessel to a point where she floated on the high tide.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
Feb. 23	Am. sc. Topaz.....	Big Kinnakeet, North Carolina.	Driven ashore in the storm of February 8, at night. Little Kinnakeet crew and men from the village assisted in launching her on this date.
Feb. 23	Sloop; no name.....	Kitty Hawk, North Carolina.	Washed up on the beach. Stripped her and advertised for owner.
Feb. 24	Am. slp. Eliza Ellen..	Durants, North Carolina..	Stranded, 5 miles from shore, while en route from Hatteras to Elizabeth City. Lightered 50 bushels of oysters and hove her afloat; reloaded her cargo, when she proceeded to destination.
Feb. 27	Am. str. Reading....	Monomoy, Massachusetts.	Lost propeller; anchored 3 miles from station and set distress signal. Monomoy crew boarded her, received messages from the captain and dispatched them. In the afternoon went out and delivered a telegram to the steamer Williamsport, of the same line, which took the disabled vessel and her consort in tow. Crew of the Chatham Station also boarded the steamer in the morning.
Feb. 28	Sharpie, Annie O. Lee.	Oak Island, North Carolina.	Stranded, 11 P. M. Keeper ran out an anchor to hold her securely, and in the morning hove her afloat. She proceeded on her way, leaking slightly.
Feb. 28	Slp. Sprogie.....	Jupiter Inlet, Florida.....	Stranded while attempting to enter the inlet. By lifting and pushing, surfmen got her afloat and took her to safe anchorage inside.
Feb. 28	Yawl Watango.....	.....do	Stranded. Ran out an anchor and kedged her afloat.
Mar. 1	Ger. bk. Wodan.....	Cape Fear, North Carolina.	Lost her reckoning on account of protracted thick weather and stranded on Frying Pan Shoals, 1½ miles from station; crew landed in ship's boat. Surfmen met them on the beach, conducted them to station, and cared for them three days, during which time made two trips to vessel to ascertain her condition, furl sails, and save effects of crew. On morning of 4th transported crew to Southport, part in surf boat and part in ship's boat, with one of life-saving men in charge. The Wodan was floated on 7th and towed to Wilmington uninjured.
Mar. 1	Slp. Susie.....	Sabine Pass, Texas.....	Dragged anchors and stranded on a reef half a mile offshore and three-fourths of a mile east of station. Started immediately to her assistance, but on the first attempt the wind and tide drove the surf boat too far to leeward; beached boat and hauled her well up to windward, then made a second trial and boarded sloop, over which the seas were making a clean breach, and rescued the three men. Next morning pumped her out and transferred her crew on board.
Mar. 1	Quarantine str. Hygeia.	Galveston, Tex.	Moored to wharf, with no one on board; a storm arose and quarantine surgeon requested life-saving crew to take two watchmen to the wharf to look out for her during the night. Rowed against heavy wind and sea and put the two watchmen on the wharf. It was then discovered that steamer had parted her offshore mooring chain and was pounding hard; ran a hawser in place of the chain and hauled her out so as to clear wharf, thereby preventing much damage.
Mar. 1	Am. sc. Ida McKay..	Humboldt Bay, California.	Lost an anchor while coming to, near station. Helped her boat to sweep for anchor, and assisted to get it on bow when found.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
Mar. 2	Br. str. Oakdene.....	Assateague Beach, Virginia.	Lost her reckoning through error in chronometer and thick weather, causing her to strand, 3 miles from station; weather stormy and a high sea running. Sighted steamer at noon, when fog lifted; telephoned Popes Island and sent telegram to maritime exchange at Philadelphia; then started for scene of wreck with surf boat and wagon, coming opposite steamer after a severe struggle along the soft beach; on the way met mate and four seamen who had just landed in ship's lifeboat (nearly losing their lives in the venture by the swamping of their boat), and dispatched telegram for them. Taking mate and one seaman in surf boat, rowed out to steamer and offered to land crew, the weather being very threatening; master refused, but requested life-saving men to stand by on beach during night. Made arrangements for displaying signals, then returned to shore, bringing one of the Oakdene's crew who had been injured while lowering a boat; found crew of Popes Island on beach, they having come 8 miles in obedience to summons of keeper. Both crews stood watch opposite vessel all night, but no signal was displayed. The tug North America, sent in response to telegram, had come alongside steamer at 7:30 P. M., and at 9, vessel leaking badly, the sixteen men abandoned her and went on board tug. Next day both crews (Assateague Beach and Popes Island) rowed out to vessel, as soon as weather would permit, but found her abandoned. Cared for four of her seamen at station for three days. Vessel became a total loss. [See letter of acknowledgment.]
Mar. 2	Am. sc. Ellen.....	Galveston, Texas.....	Misstayed and was then swept on bank of channel by wind and sea. Ran anchor and returned to station till tide should rise, the schooner being in no immediate danger; returned after two hours and found hawser, which had been used to lengthen cable, had got adrift from chain, and schooner's crew could not find latter. Picked up chain, resecured hawser to it, and hove vessel afloat. She then went to sea.
Mar. 3	Am. sc. Dave Freeman.	.....do.....	Swept on a bank while hove to, attempting to pick up her yawl. Keeper planted anchor in channel and got her afloat uninjured.
Mar. 3	Am. sc. Amethyst...	Coquille River, Oregon...	Drifted against jetty. Ran a line and assisted to haul her out of danger.
Mar. 4	Am. sc. Edward S. Stearns.	Durants, North Carolina..	Stranded in breakers at entrance to Hatteras Inlet at 1 A. M., 5¼ miles from station, strong wind and sea prevailing. The patrol discovered her shortly afterwards and reported to station. Life-saving crew started at once with beach apparatus, but keeper, riding ahead on horseback, discovered that schooner was beyond reach of wreck gun; crew then returned to station, got surfboat, and rowed out to vessel through a heavy sea; learned that her cargo of lime was on fire. Landed crew of seven men, then returned with master to wreck to save effects. Crew of Ocracoke Station now arrived and both crews were engaged in removing clothing, etc., from vessel until the sea drove them away. Cared for shipwrecked seamen five days at station. One of the ship's boats drifted ashore at Creeds Hill and was secured by life-saving crew at that place, who sent word to master. [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.
1895.			
Mar. 4	Am. sc. Sallie Bissell.	Portsmouth, North Carolina.	Stranded on a shoal 3½ miles east of station, in a dangerous position; blowing hard and a heavy sea running. Keeper summoned volunteers (station a new one and regular crew not yet engaged) and rescued the crew of five men, succoring them at station four days; on the 8th secured them transportation to Newbern on schooner Virginia Dare. Had crew been left on schooner till flood tide they would have been lost, as she then pounded over the shoal into deep water and sunk. Put notice on masts of wreck forbidding their removal, as she would then be a dangerous obstruction to navigation.
Mar. 4	Slp. C. R. Proudy....	Saluria, Texas.....	Drinking water exhausted. Master applied to keeper and was furnished with a barrel of fresh water from station supply.
Mar. 5	Slp. Alert.....	Lewes, Delaware.....	Dragged ashore early in the morning; wind strong and sea rough. Patrol planted an anchor on beach to keep her from being driven on the ruins of an old pier, then hastened to station and gave the alarm. Made a line fast from beach to masthead of sloop to prevent her from listing offshore as tide ebbed. Assisted on the 6th in an ineffectual attempt to heave her off. Succeeded in releasing her on 7th. She was in good condition and proceeded to her destination, Norfolk.
Mar. 6	Sloop; no name.....	Milwaukee, Lake Michigan.	Drifting out of the river with the ice. Secured her to wharf and notified owner.
Mar. 7	Am. sc. Cora C. Meader.	White Head, Maine.....	Forced by baffling winds and strong current to anchor in a dangerous position with her stern just clear of rocks, on which she would have struck as soon as the tide had fallen a little. Surfmen kedged her offshore and assisted to work her out into open water.
Mar. 7	Ger. str. Havel.....	Sandy Hook, New Jersey.	Stranded at 1 A. M. on north side of Gedney Channel during foggy weather, where she was in no immediate danger. In the afternoon the weather became threatening, whereupon keeper boarded her and advised the master to land his passengers before nightfall to avoid exposure in case of a storm. Following keeper's advice, the passengers were landed. Steamer was floated on the following morning.
Mar. 7	Am. sc. Flora Woodhouse.	Sabine Pass, Texas.....	Stranded in fog 1½ miles from station. Carried out one of her anchors with surfboat and attempted to get her off, working four hours, but without success. Resumed operations on following day, and, after three and one-half hours' labor, succeeded in dislodging her; then got her under way, sailed her to a secure berth, and anchored her.
Mar. 8	Sailboat; no name..	Cobb Island, Virginia.....	Stranded on Bone Island during fog of previous night, the owner seeking shelter in a house near by. Discovered by lookout in the morning. Launched boat and put a surfman on board to assist owner to sail her to Cobb Island.
Mar. 9	Nor. str. Wilhaven...	Rehoboth Beach, Delaware.	Bound to New Orleans from Philadelphia; anchored off station and set signal. Rowed out and took off pilot, whom she wished landed, reaching shore after a hard pull against wind and sea.
Mar. 9	Naphtha launch; no name.	Indian River Inlet, Florida.	Owner requested to be piloted into inlet. Keeper helped him launch his boat through the surf, went out and piloted craft 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.
1895.			
Mar. 9	Am. str. Charlie Clark.	Louisville, Kentucky.....	While assisting to get tow of barges out of the canal was carried over wing dam of the Falls of the Ohio by strong current and wind. Boarded her and directed her pilot how to bring her up over the falls.
Mar. 9	Am. str. Harry Brown.	.....do.....	Attempted to bring long tow of empty coal barges out of the head of the canal; two of the barges went over the falls and some of the others were in danger of stranding on wing dam. Ran lines from these latter to the shore, then shot the falls and took off three men from the two barges that had just gone over and were in a sinking condition; transferred the rescued men to steamer.
Mar. 9	Am. str. E. A. Shores, Jr.	Racine, Lake Michigan...	Stranded on Racine Reef, 2¼ miles from station; wind strong and sea moderate. Keeper engaged volunteers (inactive season on the lakes) and got lifeboat ready to launch, but owner of steamer and four seamen came ashore to telephone to Milwaukee for a tug and told keeper to wait till its arrival before boarding steamer, as nothing could be done until then. As wind began to increase and seas were seen to be breaking over the steamer, went out and stood by till tugs came; then ran their lines. The tugs moved vessel, but latter was found to be leaking faster than the pumps could discharge the water, and it was necessary to suspend operations temporarily. Transferred to tug Welcome passengers and owner, the latter going to Milwaukee for a steam pump; also put insurance agent on board steamer to inspect cargo and transferred the crew of fifteen men to station, sheltering them there one day. Following day helped get steam pump in position. Laborers lightered portion of cargo of grain and steam pump reduced water so that it was possible to get her off. Crew assisted to get a jacket over the leak in steamer's bow, and she was floated at 5 P. M. on the 11th, but sunk just inside harbor piers. She was raised on 16th and taken to Milwaukee for repairs. [See letter of acknowledgment.]
Mar. 10	Am. tug F. W. Vosburg.	Sandy Hook, New Jersey.	Stranded on Romer Shoal at 2.30 A. M. during snowstorm, sinking at once; her crew took refuge on a dump scow that she was towing to sea. Discovered wreck at daybreak and started at once to the rescue, rowing 3 miles against wind and sea, but a tug reached the scow first and took off the crew of seven men. Life-saving crew cast the scow adrift from the Vosburg, as it was likely to injure Romer beacon, and ran line from it to tug Ramsay; scow was then towed under the lee of Sandy Hook.
Mar. 10	Am. sc. yt. Haze.....	New Inlet, North Carolina.	Stranded on a shoal, 2 miles from station. Assisted by crew of Pea Island Station, ran anchors and attempted to heave her afloat, but without success on account of scant tide. Resumed work on the following day, still without result. On the night of the 13th instant, when the tide reached its normal height, got her afloat undamaged.
Mar. 10	Slp. Sans Souci.....	Jupiter Inlet, Florida.....	While crossing the bar master became confused and sloop drifted ashore, where she would soon have pounded to pieces in the surf had not the life-saving crew hastened to the scene and taken her into the inlet.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
Mar. 10	Skiff No. 3.....	Louisville, Kentucky.....	Boat, belonging to steamer John F. Walton, caught by swift current and, with four occupants, was being swept over the crest dam of the Falls of the Ohio. Towed skiff into safe water, and instructed men how to reach their steamer without danger.
Mar. 10	Skiff No. 2.....	.....do	Shortly after above occurrence, this boat, belonging to same steamer, was carried over the falls and swamped and sunk, throwing her three occupants into the water. Life-saving crew saw the boat, but could not reach it before it went over the falls; saved the men, however, and freed skiff of water; the men then proceeded to their vessel.
Mar. 10	Canoe Gustaf Adolf II.	Cape Arago, Oregon.....	Started out over the bar in tow of steamer Yarrow. Knowing the boat (a dugout canoe under sail) would capsize, life-saving crew rowed alongside and persuaded owner to wait till a more favorable opportunity; beached the boat and brought owner to station, where he remained overnight. On flood tide towed canoe to station. Two days later boat and boatman left for San Francisco on tug Arcata.
Mar. 12	Sailboat; no name..	Jupiter Inlet, Florida.....	Unfamiliar with channel into inlet. Put a surfman on board who brought her in.
Mar. 12	.....do	.....do	Attempting to cross the bar, but not sufficiently familiar with channel. Life-saving crew, who were out for boat practice in the inlet displayed signals for her guidance and she came in without mishap.
Mar. 13	Am. sc. Ruby Dye...	.....do	Mistook channel and stranded on the middle-ground at low water. Seeing her heading for the inlet keeper had hoisted signal K P ("bar impassable"), but schooner kept on and stranded. Boarded her, and at flood tide got her afloat uninjured and took her inside.
Mar. 14	Am. sc. Good Templar.	Fletchers Neck, Maine....	Master, who was unacquainted with harbor, anchored her where she shortly stranded. Boarded her and attempted to get her underway, but she took bottom and would not come off. On flood tide, those on board let go an anchor but the chain parted. Life-saving crew again boarded her and worked her out to good anchorage; also attempted to recover her anchor but without success, wind and tide being too strong. Next morning renewed search and succeeded in finding the anchor; helped get schooner underway for her destination.
Mar. 14	Am. sc. Charles A. Campbell.	Pamet River, Massachusetts.	Schooner of 1,576 tons stranded at 4 A. M. during thick and foggy weather. Went on board and found her lying easily and in no immediate danger; assisted to furl sails, etc., remaining by vessel nearly six hours; employed running lines for tugs on 15th and 16th, rowing through a heavy and dangerous surf. She was floated on afternoon of 16th and towed to Provincetown Harbor. Life-saving crew were unable to land at the time on account of wind and surf, and accompanied the Campbell to Provincetown, returning on tug. [See letter of ackowledgment.]

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
Mar. 14	Am. str. Clinton.....	Aransas, Texas.....	Whistling off the bar; weather foggy. Rowed in direction of sounds, but could find nothing. Later in the day, when the fog lifted, she came close to the bar and set signals requesting to be reported to Brazos Santiago, and inquiring what the weather signals were. Sent telegram reporting steamer as requested, but could give no information regarding weather signals, as there was no station in the vicinity where such signals were displayed.
Mar. 15	Am. sc. Eddie A. Minot.	Gurnet, Massachusetts....	Stranded on Browns Island Shoals at 7 P. M. during prevalence of thick snowstorm; master and one of his crew came to station and asked assistance. Went out to schooner and found her pounding bottom and aleak. Got her on an even keel, manned windlass, and hove her off; anchored her in a secure berth and pumped her out.
Mar. 15	Am. tug Peter B. Bradley.	Pamet River, Massachusetts.	Boat belonging to this tug was being rowed ashore by three of her crew; when near the beach was capsized by the surf and the occupants were thrown into the water. Observing boat approaching, life-saving crew went on portion of beach toward which she was heading and, when accident occurred, plunged into the surf, rescued the men, and secured boat; one of the men was badly injured and rendered helpless by the capsize. Provided them with dry clothing and cared for them at station; procured medical attendance for injured man and kept him till the 17th, when he was taken to Provincetown. [See letter of acknowledgment.]
Mar. 16	Am. tug Joseph Stickney.	Point Judith, Rhode Island.	Tug, having five barges in tow, was apparently disabled about a mile east of station. Rowed out and ascertained that her machinery had broken down. Sent telegram to Newport for tug, which came out about three hours later and towed the Stickney and her barges to Newport.
Mar. 17	Br. sc. Centennial...	Burnt Island, Maine.....	Missed stays and stranded on Hart Island Bar, 3 miles from station. Planted an anchor to windward, and at high water hove her afloat and took her to Port Clyde to good anchorage.
Mar. 17	Am. sc. Zimri S. Wallingford.	Metomkin Inlet, Virginia.	Caught fire suddenly, 7 miles from station, her crew barely having time to get into the yawl. Schooner was sighted by lookout at 8:30 A. M., and by him reported to keeper. Launched surfboat forthwith and rowed to scene, arriving at 10:30. Took crew of seven men from yawl and started for shore; when almost at station sighted tug Samson, and, on request of master, rowed back and transferred schooner's crew to the tug; returned to station at 3:15 P. M. In the evening the Samson landed the shipwrecked crew at Lewes Station, where they were suitably cared for overnight.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
Mar. 18	Am. sc. Margaret...	Sandy Hook, New Jersey.	Misstayed while attempting to tack and stranded on Romer Shoal shortly after midnight. Discovered her at daylight and started with surfboat immediately, reaching vicinity of schooner after a severe contest with wind and sea; assisted by tug, got to windward of stranded vessel and dropped alongside, taking a line by which a 10-inch hawser was hauled on board and secured. Tug and a steamer then attempted to haul her off, but without success. As wind and sea were rising, took off crew of five men and transferred them to steamer Wm. E. Chapman; returned to station at 3:30 P. M., having been employed eight hours in this service. The Margaret was released by tugs on 19th.
Mar. 19	Catboat May Blossom.	Jupiter Inlet, Florida.....	Capsized in the breakers north of inlet at 9.30 P. M., and drifted ashore; patrol met the two boatmen on the beach and reported incident to keeper. Life-saving crew bailed out the boat, brought her into the inlet, and delivered her to master.
Mar. 19	Am. tug J. M. Coleman.	Shoalwater Bay, Washington.	Parted moorings early in the morning, during a southeast gale, and stranded. Keeper notified master, who was ashore at the time, assisted to lay out anchors, and, at high tide (when she floated), to get them on board; then anchored her in deep water.
Mar. 20	Naphtha launch Alice.	Jupiter Inlet, Florida.....	Lost headway in the breakers, which rendered her unmanageable and caused her to go ashore. Patrol in vicinity called life-saving crew by hoisting signal; crew crossed inlet, found launch lying broadside to breakers, and pounding hard. Worked her off, towed her into the inlet, and delivered her to master.
Mar. 20	Sailboat; no name..	Santa Rosa, Florida.....	Started to schooner Mary Potter, which lay aground on Santa Rosa Island, where she stranded in the hurricane of October 8, 1894, but became unmanageable and in need of assistance on account of the severity of the weather. Keeper placed one of the surfmen on board, who helped work her to destination.
Mar. 21	Am. sc. Rowena.....	Chester Shoal, Florida.....	Bound to Jacksonville from Biscayne Bay; when about 18 miles north of station, began leaking badly and as sea was high and adverse and crew wearied by bailing, master put her about and beached her near station. Keeper assisted crew and passengers ashore and helped get anchors on the beach by which she was hauled up nearly clear of the sea. Cared for the company at station until next day, then took them to Titusville in a sailboat. On the 25th removed her sails and rudder. Beginning with April 1, keeper worked three days, and, with the assistance of men and horses, hauled the vessel well up on the beach in a safe position for making repairs.
Mar. 21	Am. sc. Nathan Cleaves.	Indian River Inlet, Florida.	Schooner came from Portland, Maine, for the purpose of fishing, but after her arrival master decided to sell her outfit, and all of her crew, excepting one man, left for home. On this date, at owner's request, keeper put the remaining man in charge of the vessel and furnished him with provisions until the owner arrived on the 24th. When attempting to leave the harbor on April 8, schooner struck bottom and finally became a total wreck.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1890.			
Mar. 21	Skiff; no name.....	Santa Rosa, Florida.....	Drifted ashore 2 miles to the eastward. Brought her to station and held her for owner.
Mar. 21	Am. sc. Emma Thornton.	Brazos, Texas.....	Drifted into the breakers while attempting to cross the bar, forcing her to anchor in a dangerous position; hoisted signal of distress. Laid out an anchor, took a towline from her bow and thus extricated her from her perilous situation; a breeze then springing up, she proceeded out over the bar.
Mar. 22	Fishing boat; no name.	Two Rivers, Lake Michigan.	Boat, containing two men, was capsized at harbor entrance by heavy sea. Keeper witnessed accident, and, with volunteers (inactive season), manned surf boat and hastened to the scene; a tug, however, arrived first and rescued the boatmen. Towed boat into harbor, bailed her out, and secured her to wharf.
Mar. 23	Am. sc. Vigilant.....	Little Beach, New Jersey.	Caught fire while moored to bank of a creek, where her occupants had left her while they were hunting. Keeper and one of life-saving crew, happening to be employed in the vicinity, discovered the fire and were able to extinguish it in time to save the schooner from destruction.
Mar. 23	Small boat; no name.	Old Chicago, Lake Michigan.	Left outer breakwater with two men in her who were attempting to come ashore, but the drift ice was so thick that she soon lost her headway and was in danger of being crushed. Keeper fired a line over the boat with the Lyle gun, but the line got fouled by the ice so that it could not be cleared; he then notified owner, who sent a tug for boat.
Mar. 25	Am. sc. Robert Byron.	Jerrys Point, New Hampshire.	Fog shut down suddenly and very thick while she was beating out of harbor, causing her to strand on Gerrish Island; her crew ran a kedge, but could not get her afloat. When fog lifted, sighted her signal of distress, rowed out and ran a line for a tug, which hauled the schooner afloat; recovered her kedge and hawser that she had been obliged to slip and returned them to her.
Mar. 25	Sailboat Richard.....	Popes Island, Virginia....	Capsized, about a mile from station, in the bay. Rescued the boatman, who was in danger of being washed off, righted and bailed out boat and repaired her sail, which was badly torn.
Mar. 26	Br. str. Mareca.....	Short Beach, New York...	Error of compass caused her to strand on Jones Inlet Bar at 10 P.M. Rowed out and found her in no immediate danger and decided to wait until morning before attempting her release; at that time, accompanied by crew of Point Lookout Station, went on board steamer. She floated, however, at 8 o'clock and proceeded to New York. Crews then returned to their respective stations, the men from Point Lookout having to row three hours against a heavy wind and sea. Crew from Zachs Inlet also went to steamer on morning of 27th, but their services were not needed.
Mar. 26	Slp. Janet.....	Jupiter Inlet, Florida.....	Attempted to cross the bar. Perceiving her intention and knowing she could not cope with the surf, life-saving crew started to her assistance. The first sea that struck sloop filled her, carried away her head gear, and washed away her cabin; the next threw her on top of her dingey and smashed it. Crew reached her then and got her to the beach; removed cargo (carpenter's tools valued at $50) and hauled sloop above high watermark on skids and rollers. She was damaged beyond repairing, however, and was sold by owner for $5.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
Mar. 28	Am. bg. Onolaska...	Point Allerton, Massachusetts.	Stranded on Nantasket Beach, 2 miles from station, early in morning, master having mistaken buoys while standing into harbor in snowstorm. Ran anchor and set topsails to assist in getting her off, wind being offshore; then manned windlass and got her afloat. She was towed to Boston by a tug, having apparently sustained no injuries.
Mar. 28	Am. sc. Oliver Schofield.	Chatham, Massachusetts.	Anchored between two shoals, about a mile south of station. On the ebb tide the sea began to increase and greatly endangered her, the more so as she had previously lost her sheet anchor, and was now riding with a poor chain out. Took surf boat opposite vessel and stood by in readiness to go to her assistance should it be necessary. When flood tide set in returned to station, but kept a good lookout on her during night. Next morning, at low water, a heavy sea was running; boarded her, and soon afterward she began to pound bottom. Hove her off and took her to secure anchorage.
Mar. 28	Catboat Ella B.....	Bellport, New York.....	Owner started for Patchogue, but, being unskillful in handling boats, was capsized when 3 miles from station. He then climbed into a rowboat that he had in tow and came to station, where he was cared for overnight, keeper sending a message to his family informing them of his safety. Next morning bailed out catboat and brought her ashore. She was then towed to Patchogue.
Mar. 29	Dory; no name	Chester Shoal, Florida....	This dory, belonging to the Canaveral Club, broke adrift and went on the beach. Keeper found it about a mile south of station and returned it to its moorings.
Mar. 30	Am. sc. Henry Withington.	Monomoy, Massachusetts.	Stranded on a shoal 4 miles from station. Keeper ascertained direction of deepest water by taking soundings; then assisted to run anchor and handle sails. Schooner was floated in a few hours and continued without apparent injury.
Mar. 30	Am. sc. Laura Nelson.	Bodie Island, North Carolina.	Overtaken by squall; attempted to tack, but missed stays and was driven ashore 2¼ miles from station, where she filled and sunk. Started for wreck with beach apparatus, but, wind moderating so as to permit use of surf boat, returned and got it, rescued crew of twelve men, with their personal effects, and succored them at station two days Crew of Nags Head Station brought their team of horses and assisted to transport surf-boat to and from wreck.
Mar. 32	Am. sc. Charles Fowler.	Galveston, Texas.....	Misstayed when attempting to enter harbor and was driven on bank of channel by wind and tide. Assisted to heave her afloat and to make sail when released. She then proceeded to Galveston.
Apr. 1	Am. sc. Alma.....	Burnt Island, Maine.....	On March 30, when 20 miles from station, one of her sailors was lost overboard; she then put into Port Clyde, where her crew deserted. On this date life-saving crew went to Port Clyde for mail and there learned that schooner was leaking and in need of assistance to get alongside wharf at marine railway. Pumped her out, sailed her as near wharf as depth of water would permit, and grounded her until high water; then hauled her up to wharf and again pumped her out. She was taken out on the marine railway and repaired.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
Apr. 1	Skiff; no name.....	Louisville, Kentucky.....	In danger of being swept over the Falls of the Ohio with two men in it. Overhauled with station boat and towed ashore.
Apr. 2	Am. tug Frank W. Munn.	Cold Spring, New Jersey..	Signaled for a boat. Had on board four men belonging to Five Fathom Bank Light-ship, whom she wished landed. Took them ashore with surfboat.
Apr. 2	Skiff; no name.....	Galveston, Texas.....	Adrift in the channel and rapidly going out to sea with the ebb tide. Towed it to station and secured it, holding it for owner.
Apr. 3	Am. tug Pinola.....	Cleveland, Lake Erie.....	Became fast in the ice about 2 miles north of station while attempting to move two pile drivers; six of her crew walked over the ice to the outer breakwater, whence they were brought ashore in a skiff by keeper. Later in the day transferred master and two men back to breakwater, from which place they returned to the tug. In the evening the wind moved the ice so that the vessels were enabled to get into the river.
Apr. 3	Skiff; no name.....	Milwaukee, Lake Michigan.	Drifting out of harbor with the current. Picked it up and delivered it to owner.
Apr. 4	Schooner; name unknown.	Cobbs Island, Virginia....	Signals set for tug at 7.50 P. M. Procured tug for her by telephoning to Hog Island.
Apr. 4	Fishing boat; no name.	Golden Gate Park, California.	During prevalence of on-shore gale with a heavy surf running, boat capsized, throwing out occupant, who was seen clinging to the keel. Launched surfboat and strove to reach him, but the attempt was frustrated by the swamping of the boat. Made a second effort, using lifeboat, but, after struggling over an hour, were capsized, and the keeper, knocked senseless by the shock, had to be resuscitated by a physician. Meanwhile the steamer Gypsy, from outside the breakers, managed to lower a boat and rescue the fisherman. Life-saving crew picked up the fishing boat and gear as they drifted near shore and secured them.
Apr. 4	Fishing boat; no name.	Southside, California.....	Occupant attempted to rescue the fisherman mentioned in preceding case, but could not reach him and went on board the steamer Gypsy, first anchoring his boat. Shortly afterward the boat parted its cable and drifted into the breakers, where it capsized. Waded out and righted boat and hauled it out in a safe place.
Apr. 5	Br. sc. Bessie Parker.	Monomoy, Massachusetts.	Stranded on Shovelful Shoal, 3½ miles south of station, at 8 P. M.; discovered by patrol, who reported her to the keeper. Went on board, but found that wreckers had contracted to get her off; arranged with master to send a tug in case she failed to float at high water, and returned to station. As she did not come off at the appointed time, sent for a tug and placed her agent on board. Schooner was released by wreckers on the 9th instant, apparently uninjured.
Apr. 5	Catboat Lizzie.....	Brazos, Texas.....	Capsized and sunk 1¼ miles from station. The accident was seen from the station, and the crew at once started to the rescue. Just before reaching the scene the assistant keeper of Padre Lighthouse, who was first on the ground, picked up the two endangered boatmen and put them into station boat. Landing the men at Point Isabel, life-saving crew returned and attempted to right and raise the Lizzie, but failed to do so on account of sea and wind. She was raised on the 7th, slightly damaged.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
Apr. 5	Am. sc. Addie.....	Manistee, Lake Michigan.	Stranded on a bar in Black Lake shortly after midnight. Ran out her anchor and hove her afloat.
Apr. 6	Am. sc. Foam.....	San Luis, Texas.....	Stranded during thick weather about 3½ miles from station. Ran anchor and got her afloat, after working four hours.
Apr. 6	Am. str. Edna.....	Velasco, Texas...	While without steam in tow of the sloop Edna Freiberg a sudden squall arose, making it necessary for the sloop to cast her adrift; she fetched up on a steep bank, rolled over, and sunk. The accident occurred 5 miles away at a point invisible from the station. District superintendent notified keeper, who sent one of the surfmen to locate the wreck and secure her from drifting away. Early in morning of 7th crew began work on the Edna, and, after seven hours' labor, got her afloat; one of crew remained on board to assist in bringing her down to mouth of river on 8th.
Apr. 6	Am. sc. Robert and Minnie.	Umpqua River, Oregon...	Parted cable and drifted ashore near entrance to Siuslaw River (20 miles from station) during night of 5th. Keeper received word on 6th, and went to scene by stage, finding schooner high and dry, and beyond aid of life-saving crew. On following day two of her crew, who had started to San Francisco on foot, applied at station for shelter and succor, having been overtaken and drenched by a heavy rainstorm. Cared for them for two days. Vessel a total loss.
Apr. 7	Am. sc. Janie T. Lewis.	Hog Island, Virginia.....	Stranded on a shoal while attempting to work out of inlet with cargo of oysters. By running anchors with surf boat, hauled her head to sea and prevented her from pounding hard and springing a leak. When tide flooded, got her into deep water uninjured.
Apr. 7	Am. str. E. G. Maxwell.	Pentwater, Lake Michigan.	At request of steamer, which was dredging in the mouth of the channel, ran a line for her to opposite side of river.
Apr. 9	Am. slp. Jenny Lind.	White Head, Maine.....	Left in Seal Harbor with only one anchor down and a short scope of chain; a strong southeast gale set in and caused her to drag on the rocks. At once boarded her, but found her rolling and pounding heavily so that nothing could be done until low water. Stripped her of sails and rigging and hoisted out her boiler and donkey engine. Although badly damaged, she was, on June 28, raised and afterwards repaired.
Apr. 9	Am. sc. Geo. L. Fessenden.	Ocracoke, North Carolina.	Compelled, by loss of sails, to anchor off Ocracoke Island, 3 miles from shore and 7 miles from station, strong wind and heavy surf prevailing. First took surf-boat and wagon to scene, but found sea too high for boat service; returned to station for beach apparatus, with which kept watch over vessel all night and until 2 P. M. next day, when it was necessary to go to station for food and rest. On afternoon of 10th crew of Portsmouth Station rowed 10 miles to the schooner, bent a storm trysail, and, with assistance of pilots, sailed her into Ocracoke Inlet and anchored her in a snug berth; boarded her several times subsequently and searched for an anchor which she had lost while coming to; succeeded in finding it on 20th and returned it to master.
Apr. 9	Fishing boat; no name.	Old Chicago, Lake Michigan.	Unmanageable, having disabled her sail. Towed her with three occupants, into the harbor.
Apr. 10	Am. sc. James Baker.	Plum Island, Massachusetts.	Dragged anchors in northwest gale and stranded on Plum Island Point. At 10.30 P. M., on high water, ran a kedge and 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.
1895.			
Apr. 10	Am. sc. Lizzie W. Hannum.	Cuttyhunk, Massachusetts.	Stranded on Great Ledge, 7 miles north of station, through an error in navigation, and became a total wreck. Sailed to the locality with surfboat, where tug Nellie towed boat to windward of the vessel. Went alongside and found her full of water and badly listed to starboard; transferred crew of six men and portion of cargo to schooner Island Belle, anchored near by, and sailed latter vessel to New Bedford, where shipwrecked crew were suitably cared for at the Mariner's Rest. Life-saving crew returned to station at noon of following day; absent nearly twenty-four hours in this service.
Apr. 10	Am. str. Croatan.....	Cape Lookout, North Carolina.	Anchored 2½ miles offshore and signaled that she was aleak, and wished to send a telegram. Rowed alongside and learned that she had 5 feet of water in her hold and had been forced to jettison part of cargo. Landed four of her passengers, who were frightened, and sent them to Beaufort; also dispatched telegram, as requested Kept watch over vessel during night and stood by with beach apparatus to render assistance should it be necessary. She proceeded to the southward on the 13th, having apparently found and stopped the leak.
Apr. 11	Am. tug Dudley Pray.	Monomy, Massachusetts.	Attempted, while towing barge Oneonta during night, to cross the bows of schooner Isaac H. Tillyer; the latter vessel collided with and sunk the barge. Tug stood in toward beach about 7 A. M. with distress signal flying. Met her and forwarded message that she wished sent to agent at Boston.
Apr. 11	Slp. Lillie Mason....	Wallops Beach, Virginia.	While anchored in Chincoteague Inlet, with no one on board, her anchors fouled and she drifted out with the tide, finally fetching up on the beach 1½ miles from station. Found her in danger of destruction in the surf; worked her off, however, and took her to secure berth in the inlet.
Apr. 11	Am. sc. Condor.....	Pentwater, Lake Michigan.	Bound into harbor; when inside piers her centerboard was fouled by its chain and could not be raised, causing her to take bottom. Assisted to get centerboard clear, then hauled schooner up channel, where she desired to go.
Apr. 12	Am. sc. Sarah.....	White Head, Maine.....	Stranded on a sunken ledge near Spruce Head Island. Boarded her and trimmed sails so that she backed off on flood tide; sounded her pumps and found her uninjured. She proceeded to her destination.
Apr. 12	Am. str. Sea Light...	Shoalwater Bay, Washington.	Unfamiliar with pilotage; stranded on Empire Spit at 7 P. M. At once manned lifeboat and went to her aid; floated her and piloted her to safe harbor.
Apr. 13	Barge; no name.....	Paul Gamiels Hill, North Carolina.	Broke adrift while proceeding in tow from Wilmington, Delaware, to Norfolk. Crew from Poyners Hill Station boarded her as she drifted past on evening of 12th, but found no one on board. On morning of the 13th she brought up on the beach near this station, news of wreck was telegraphed to Philadelphia Maritime Exchange by keeper; on 14th she sunk. Recovered a hawser belonging to her, also cared for agent of company at station for a week. She was repaired and floated July 16.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895. Apr. 16	Dory; no name.....	Davis Neck, Massachusetts.	Capsized 1 mile from station; occupant, who was keeper of the Annisquam light-house, clung to the craft until rescued by boatmen near at hand. When the accident occurred the light-keeper's son reported it to the life-saving crew, who, without stopping to launch their own boat, ran swiftly to the light-house, where there was a boat of the Massachusetts Humane Society, with which they reached the scene just after the rescue was accomplished. Took the man into the surfboat, carried him to his home, and, as he was very nearly exhausted, worked over him two hours, chafing his limbs and otherwise following the rules for the treatment of the apparently drowned, until he was finally fully restored. The dory was recovered.
Apr. 16	Fishing tug Butcher Boy.	Cleveland, Lake Erie.....	Disabled machinery and drifted against breakwater, where she was in danger of going to pieces, the water being rough. Keeper secured services of tug and ran her line to the imperiled craft, which was soon released and towed into harbor.
Apr. 16	Skiff Ethel.....	Louisville, Kentucky.....	Three fishermen, starting to cross the river, were caught by the strong current and carried toward the cross dam of the Falls of the Ohio. Three members of the life-saving crew overhauled them with station boat, but both boats had then got too near the falls and went over. A second boat from the station shot the wing dam and rescued the six men who had been thrown overboard by the capsizing of the surfboat and skiff. Towed both boats ashore and bailed them out. [See letter of acknowledgment.]
Apr. 17	Am. slp. yt. Dora...	Townsends Inlet, New Jersey.	Dragged against an iron bridge and was in great danger of pounding to pieces. Notified owner and crew, who were ashore at the time, and ran anchor with surfboat. Assisted the crew to kedge her away and anchored her in secure berth with both anchors down. This service doubtless saved the yacht from destruction.
Apr. 17	Fishing boat; no name.	Thunder Bay Island, Lake Huron.	Owner in need of assistance to launch two boats off the beach at North Point; no other help at hand. Went to place and launched them.
Apr. 17	Am. sc. R. P. Mason.	Sheboygan, Lake Michigan.	Burning signals for assistance, at 11 P. M., 4½ miles from station. Rowed out and learned that she wanted a tug; returned and went to notify tug, but found nobody on board. Schooner was successful in sailing into harbor.
Apr. 18	Am. sc. John Johnson.	Cross Island, Maine.....	Stranded on a ledge not far from station. Surfmen lowered her sails and got her in position for floating when tide should flood. As tide set in, kept her pumped out and backed her off with her sails; then worked her into Cross Island Harbor.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
Apr. 18	Br. str. New Borough.	Wash Woods, North Carolina.	Set on the flats by the strong current at 11.15 P. M., a heavy wind and sea prevailing and rendering boat service impossible. Called up adjacent stations by telephone and took beach apparatus opposite vessel. By 4 A. M. she had worked in close enough to render the Lyle gun effective, and the crew of twenty-three persons were landed with the breeches buoy. Provided food and shelter for a week and furnished clothing; also dressed wounds of three men who had been injured by the violence of the sea. On 20th boated ashore baggage of crew and nautical instruments; on 24th took baggage to steamboat landing, following with the crew on the 25th. Steamer was released by wreckers on May 5, but little damaged. [See letter of acknowledgment.]
Apr. 20	Catboat Agnes.....	Cuttyhunk, Massachusetts.	Anchored near station and four occupants came ashore; shortly afterwards she drifted on the beach. Life-saving crew went on board and hove up her anchor, to which cable was found to be improperly secured. Bent it properly, then hauled craft afloat and anchored her safely.
Apr. 21	Am. sc. Lester A. Lewis.	Sandy Hook, New Jersey.	Stranded on Romer Shoal at 9 P. M. of 20th; discovered from station at daylight. Rowed alongside schooner, surrounded by dangerous breakers, and took off the crew of six men and their effects; then placed them on board their boat, which they had previously cast adrift, and a passing tug towed them to New York. During the afternoon the schooner was driven off by the tide and sea and was towed to New York—a complete wreck.
Apr. 21	U. S. Light-house str. Arbutus.	Saluria, Texas.....	Vessel having on board supplies for Matagorda Light-house hoisted signal for pilot. As there was none available, placed range flags in position for crossing bar and set signal showing depth of water. Guided by these signals, steamer crossed the bar safely.
Apr. 21	Skiff; no name.....	Cleveland, Lake Erie.....	Drifting out of harbor. Recovered it and notified owner.
Apr. 21	Fishing boat; no name.	Fort Point, California.....	Swamped off Point Cavallo during fog. Received word by telephone that Lime Point Light-house was signaling with whistle for life-saving crew; rowed in direction indicated and rescued a man who was in the swamped boat; towed the craft ashore and bailed her out.
Apr. 22	U. S. rev. str. Galveston.	Saluria, Texas.....	Set signal inquiring the depth of water on the bar. Answered with flags of International code and placed ranges, guided by which she stood out to sea.
Apr. 22	Small boat; no name.	Sheboygan, Lake Michigan.	The occupants, two small boys, had started to fish in the lake, but, having only two pieces of board for paddles, were blown offshore and were in great danger of drowning, the wind strong and the weather squally. Took them ashore with surfboat and towed boat ashore.
Apr. 23	Sc. Kate Tracy.....	Metomkin Inlet, Virginia.	While trying to cross the bar the wind died out and tide set her on a shoal. Surfmen ran anchor and hove her afloat at high water. She then proceeded on her way uninjured.
Apr. 23	Am. sc. Addie.....	Holland, Lake Michigan..	Unfavorable wind prevented her from leaving the harbor without assistance. Took her line and tracked her out between the piers.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
Apr. 24	Am. sc. Lizzie M. Center.	Orleans, Massachusetts...	Stranded just before midnight well up on the beach; life-saving crew boarded her by means of a line lowered from the jib boom. Removed personal effects of the crew and cared for them. Manned the pumps and assisted in the attempt to float vessel, but without success. Wreckers got her off 27th instant.
Apr. 24	Sailboat; no name..	Point of Woods, New York.	Aground; owner unable, by reason of falling tide, to get her off before dark. Assisted to float her, permitting him to depart immediately.
Apr. 25	Small boat; no name.	Ashtabula, Lake Erie.....	Adrift in the lake. Recovered boat and restored it to owners.
Apr. 26	Am. sc. Samuel Fillmore.	Wallops Beach, Virginia..	Kept too close to the shoals in foggy weather and stranded, 1¼ miles from station; rolling and pounding in the breakers. Surfmen bent her two hawsers together and ran anchor out as far as they would permit; with assistance of her sails got her into deep water, then took her into harbor uninjured.
Apr. 26	Am. sc. Addie.....	Holland, Lake Michigan..	Bound into harbor, but unable to enter without assistance, wind fresh and blowing offshore. Took her line and towed her in.
Apr. 26	Am. sc. Phantom ...	.....do.....	In company with the Addie and in need of similar aid, which was furnished by life-saving crew.
Apr. 26	Am. sc. Magdalena.	Racine, Lake Michigan....	Bound to Chicago from Manistee; when nearly abreast Racine, at 9 P. M., she suddenly sprung a leak and was forced to put into port. As soon as she was moored, master came to station and reported that water was gaining and asked for aid of life-saving crew, his own men being exhausted by continued labor and loss of sleep. Placed station pump on board and manned it and ship's pump, but could not gain on the water. It was then found that the oakum had worked out of one of her seams for about a foot; after the leak was stopped, again manned pumps and freed her of water, working seven hours.
Apr. 27	Rowboat; no name.	Hunniwells Beach, Maine.	Left on the beach by two boys who had stolen it; endangered by the sea. Secured and held it for owner.
Apr. 27	Br. str. North Erin..	Tiana, New York.....	Stranded at 6 A. M. in foggy and threatening weather Assisted by the crew from Quogue Station, planted an anchor and hove a strain upon it, also ran a line to the beach and stood by with the apparatus in readiness to land crew should it prove necessary. At 11 P. M. vessel was released by a tug.
Apr. 27	Skiff; no name.....	Gilgo, New York	Two occupants, who were bound to Seabright, N. J., from Shinnecock, N. Y., landed at station at 5 P. M. on account of rainy weather. Assisted to secure their boat and cared for them overnight.
Apr. 27	Sc. H. J. Borden.....	Oregon Inlet, North Carolina.	Had cargo of ice for Newbern; sighted offshore with signal flying at fore truck. Rowed out and learned she wanted to be piloted into inlet; informed master that there was not sufficient water for her to enter. She then stood to the southward.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
Apr. 28	Am. sc. A. H. Howe..	Lewes, Delaware	Attempted to enter harbor during previous night, but, being unable to distinguish lights on account of dense fog, stranded on the rocks 2 miles from station and became a total wreck; her crew at once abandoned her in a small boat and were cared for by pilot boat Thomas Howard, anchored in the vicinity. In the morning, when fog lifted, discovered wreck; rowed out, took master and all the baggage of crew in surfboat and put a surfman in charge of schooner's boat and safely landed entire crew, who shortly afterwards departed for Philadelphia.
Apr. 28	Am. str. Transfer ...	Cleveland, Lake Erie.....	Tug Chris Grover came into harbor and reported this vessel ashore 4 miles from station. Towed to scene with lifeboat and ran station hawser, by means of which tug hauled her afloat.
Apr. 28	Small boat; no name.	Fort Point, California.....	Adrift at daybreak off Lime Point. Towed it to station and held it there for owner.
Apr. 29	Slp. Ethel M.....	Cranberry Isles, Maine...	Set on the rocks by ebb tide, 1½ miles west of station. Placed planks under her to keep her off the rocks and set taut steadying tackles, thus securing her from injury. When tide made, got her off and delivered her to owner.
Apr. 29	Am. sc. John Kilderhouse.	Thunder Bay Island, Lake Huron.	Stranded on a reef 3 miles from station at 3.30 A. M. Did not sight her until daylight, the intervening obstacles on Sugar Island hiding her; telephoned to Alpena for a tug, then took soundings, and when tug came, piloted her to vicinity of schooner and ran a line by which she was released.
Apr. 30	Am. sc. Henry Parker.	Smith Island, Virginia ...	Stranded on Isaac Shoal about midnight of 29th, 4 miles distant and invisible from station, on account of fog and darkness. When weather cleared went to her assistance, took off her crew of six men, and sheltered them at station for one day; cared for master seven days; transported him to and from Cape Charles City, whither he went to make protest. May 4 put master and survey party on board schooner. She could not be released and became a total wreck.
Apr. 30	Am. sc. Minnehaha..	White River, Lake Michigan.	Wind being unfavorable for her to enter harbor, crew took her line at outer end of piers and towed her in.
May 1	Slp. Millie G.....	Crumple Island, Maine...	Stranded. Surfmen ran out her anchor, discharged ballast, and attempted to heave her off, but the efforts were futile, although continued several hours. Renewed the work early on the following morning and got her afloat; restored the ballast and left her in safe berth.
May 1	Am. str. Lloyd S. Porter.	Grande Pointe Au Sable, Lake Michigan.	Water-logged, 4 miles from station; weather smoky. Hearing signals in the evening, launched surfboat and went alongside of disabled vessel, and at the request of the captain, who had sent a boat ashore to call a tug, stood by until further assistance arrived. The tug came, accompanied by the Ludington life-saving crew; ran lines, when the steamer, accompanied by the Ludington crew, returned to the harbor, where she was subsequently unloaded and pumped out.
May 2	Slp. yt. Monomoy...	Mosquito Lagoon, Florida.	While en route to New Smyrna, keeper overtook and piloted vessel through the difficult part of the channel of Hillsboro River.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
May 2	Skiff; no name	Hammonds Bay, Lake Huron.	Seeing this skiff when more than a mile away, apparently unmanageable, with eight persons on board, pulled out and took occupants into the surfboat. Towed the skiff ashore and landed the party, consisting of a young lady and seven children.
May 3	Rowboat; no name..	Erie, Lake Erie.....	Capsized near the pier. One of the surfmen, near by at time of accident, jumped into the water and assisted three men ashore; took them to station and gave them dry clothing. Recovered and righted their boat.
May 3	Am. tug Angler.....	Thunder Bay Island, Lake Michigan.	Machinery disabled; sounded distress signals; weather foggy. Keeper telephoned for a tug, launched lifeboat, and pulled in direction of the signals, finding vessel about 8 miles away, broken down. Returned toward the shore, met the tug coming out in response to telephone message, piloted her to the disabled vessel, which was then towed to Alpena.
May 3	Am. tug Phil Sheridan.	Middle Island, Lake Huron.	Boiler disabled; three scows in tow; anchored near the island. Keeper landed captain, who sent messages, via Alpena, to Detroit for tug to assist him. Telegrams were forwarded to Detroit next day, and on the 5th tug Brockway arrived and took disabled vessel in tow. At captain's request, keeper notified owner of her departure.
May 3	Am. str. A. A. Parker.	North Manitou Island, Lake Michigan.	Stranded in an exposed place at night, 2 miles offshore and 7 miles from station. Discovered her in the morning and went on board. Finding that more assistance was necessary, keeper engaged twenty-nine men and assisted in throwing overboard cargo. On the morning of the 4th tug arrived; took soundings and ran lines, but it was necessary to lighten the ship further before she could be floated. At 6 P. M., when 25,000 bushels of wheat had been jettisoned, tug got her off the shoal, and she proceeded on her voyage.
May 3	Rowboat; no name..	St. Joseph, Lake Michigan.	Filled and capsized, being overloaded. Rescued two men clinging to her; recovered the boat and gear. Landed the men, who went home, and cared for the boat.
May 4	Am. sc. Richard K. Fox.	Coney Island, New York..	Stranded on Rockaway Shoals, 3 miles from station, in dense fog. Discovered her when the fog lifted and went on board. Planted a heavy anchor in deep water and hove taut, but could not get her afloat, and, as she began to leak rapidly, took the crew of eight persons and their effects to the station. They departed next morning for their homes. During the day the craft floated clear of the shoals in a water-logged condition, when the life-saving crew got her under way and sailed her to Staten Island, and turned her over to a boat keeper representing the owners. On the 9th instant delivered the effects of the crew to their owners.
May 4	Am. str. Guide.....	Oswego, Lake Ontario.....	Caught fire at night while at pier; no one on board. Called the city fire department by telephone, then kept the flames in check with buckets until their arrival. The vessel, however, could not be saved.
May 4	Rowboat; no name..	Racine, Lake Michigan...	Adrift on the lake, going offshore. Recovered and returned it to owner.
May 5	Am. sc. Vandalia.....	Cape Henry, Virginia.....	Stranded. Discharged her ballast and hove her afloat undamaged.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
May 5	Sailboat; no name..	Ludington, Lake Michigan.	Capsized near the ferry; occupant rescued by ferryman. Life-saving crew recovered and righted the boat and delivered her to owner.
May 5	St. yt. Sparta.....	White River, Lake Michigan.	Propeller lost. At request of captain searched for and found it 2 miles from station in 6 feet of water. Recovered it.
May 5	Small boat; no name.	Milwaukee, Lake Michigan.	Capsized in the lake, drowning one of the occupants, the other being rescued by the tug Starke. Life-saving crew secured the overturned boat and brought it into the harbor.
May 6	Br. str. Lumen.....	Monmouth Beach, New Jersey.	Stranded in foggy weather before daylight. Boarded her; carried dispatches ashore for master and sent them to New York. Landed one of the officers, who communicated with the vessel's agents; placed him on board again and transferred wrecking party to the ship. Assisted in planting anchor in deep water. The vessel was floated by wreckers soon afterwards.
May 6	Dory; no name.....	Little Island, Virginia.....	On the beach, abandoned; hauled her out to a safe place. The owner not appearing to claim the property, reported the matter to the commissioner of wrecks.
May 6	Am. str. A. McVittie.	Hammonds Bay, Lake Huron.	Stranded in fog, 16 miles from station, night of the 5th; surfmen discovered and boarded her on the afternoon of this date, finding a wrecking tug by her. Assisted in transferring 100 tons of package freight to another steamer and in throwing overboard coal, of which her cargo was principally composed. Remained on board throughout the night at work. Tug got her afloat on the morning of the 7th.
May 7	Am. sc. Volunteer...	Grindstone City, Lake Huron.	Stranded on a reef, 1½ miles from station, in the evening. Surfmen discharged about 10,000 feet of lumber and made a raft alongside; ran out her anchor and got her afloat by heaving on the cable and working her sails. The wind having died out, took her in tow with surfboat and brought her into Grindstone City. Engaged all night in this duty.
May 8	Catboat West Wind.	Brentons Point, Rhode Island.	Stranded on rocks in dense fog. Surfman who was on patrol ran to her and saved the occupant, then returned to station and called the crew, who hastened to the scene. It was impossible, however, to save the vessel, which pounded to pieces on the rocks. Stripped her and brought the gear and rescued man to the station. Gave him dry clothing.
May 8	Slp. Flora B.....	Orange Grove, Florida ...	Out of fresh water. Keeper furnished a full supply from the station cistern.
May 8	Fishing boat; no name.	Cape Disappointment, Washington.	Swamped and capsized on Peacock Spit, drowning occupants. Life-saving crew were afloat 1½ miles away, but responding to signals hastened to the scene, passing another boat that had been launched from the station by a surfman and volunteer crew. Their efforts, however, were fruitless, as the fishermen were lost in the breakers. Their boat was afterwards recovered on Sand Island. [See full account under caption "Loss of Life."]
May 9	Am. sc. John Anna..	Great Egg, New Jersey...	Stranded when leaving the harbor. Boarded her, hove her afloat, and assisted in working her into deep water offshore.
May 9	Am. sc. Menominee..	Two Rivers, Lake Michigan.	Assisted her to wind round in the narrow harbor, by running lines to piers, as she was unable to turn with her own resources.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
May 9	Fishing boat; no name.	Cape Disappointment, Washington.	Capsized by heavy breakers and swept out to sea, drowning the two occupants. Launched lifeboat and attempted to recover the fishermen and their craft, but they were carried beyond reach and lost to view in the high waves.
May 10	Dory; no name.....	Chicamicomico, North Carolina.	Capsized near the beach when landing; boatmen got ashore without assistance. Righted her and assisted in launching her, when the occupant departed.
May 10	Am. str. City of Green Bay.	Muskallonge Lake, Lake Superior.	Unable to reach pier on account of high surf and low water. Placed two passengers on board with surfboat and landed one person.
May 11	Br. sc. Glenera.....	Burnt Island, Maine.....	Stranded while attempting to enter the harbor of Port Clyde. Surfmen planted an anchor in deep water and hove her afloat on the flood tide, then sailed her to a safe anchorage in the harbor.
May 11	Am. sc. Mary Ella..	Atlantic City, New Jersey.	Stranded on Absecon Bar; sprang a leak. Being unable to get her afloat, landed the crew of three men with their baggage in surfboat. Vessel became a total loss. On the 23d instant the masts fell. Towed them ashore and delivered them to captain.
May 11	St. yt. Elva G. Harvey.	Hereford Inlet, New Jersey.	Stranded, 2 miles from station, while entering harbor in thick fog; discovered her when fog lifted; went on board and by working her sails, supplemented by her steam power, got her over the bar into the harbor.
May 11	Sailboat; no name..	Erie, Lake Erie.....	Capsized. With surfboat rescued two men who were clinging to the craft, while two others were taken off by a rowboat near at hand at time of capsize. Landed the men where they could proceed to their homes. Recovered boat and gear and held the property until claimed by the owners.
May 11	Lighter; no name...	Cleveland, Lake Erie.....	Stranded, 2 miles from the station, at a point where she was in imminent danger of pounding to pieces through exposure to heavy seas. Launched lifeboat and accompanied tug to the scene, and with great difficulty in the rough water ran a line by which she was floated and towed into the harbor.
May 11	Lighter; no name...	.....do	Stranded. Same service as rendered in preceding case.
May 11	Am. sc. John J. Barlum.	Two Heart River, Lake Superior.	Anchored at night, 2 miles from station, in a dangerous place close to the beach. Transported surfboat and apparatus to the locality, and early in the morning went on board. At captain's request sent telegram for tug, but, as the message could not be dispatched from Deer Park, the wires being down, a surfman from the Vermillion Point Station took it to Whitefish Point, 10 miles distant, for transmission to Sault Ste. Marie. Took soundings around her. Tug arrived on the morning of the 14th. Surfmen ran hawser by which schooner was towed away. [See letter of acknowledgment.]
May 11	Am. sc. H. M. Avery..	Muskegon, Lake Michigan.	While entering the harbor for shelter from northwesterly storm, split foresail, collided with the pier, and stranded on rocky bottom in the fairway, where she pounded heavily. No tug being available, life-saving crew ran lines to the opposite pier, hove her afloat, and tracked her up the channel to safe moorings.
May 11	Am. sc. Henry C. Richards.	Grand Haven, Lake Michigan.	Signaled for tug. Keeper being unable to procure such assistance, boarded her, and found that the captain desired to enter the harbor. Took charge and piloted the vessel inside.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
May 11	Fish boat; no name..	Cape Disappointment, Washington.	Swamped in the heavy surf near Peacock Spit. The two occupants clung to the boat until the life-savers, who were out in the lifeboat more than a mile away amongst the fishing fleet, could reach the scene. They were much exhausted, having been exposed to rough seas for some time before their rescue was effected. Took them to station, gave them careful attention, and supplied dry clothing. The boat and net were saved by other fishermen.
May 12	Am. sc. Nellie G. Davis.	Burnt Island, Maine.....	Unacquainted with locality; anchored near the island during thick fog and made signals for aid. Keeper went on board; informed master of his whereabouts; piloted vessel through the channel between Burnt and Allen islands, and left her on her course.
May 12	Am. sc. John Proctor.	Cuttyhunk, Massachusetts.	Struck on Old Man Ledge, unhinging rudder and causing bad leak. Vessel came off the rocks and stood northwest, getting close in to Squipnocket Beach, where the captain anchored. When the fog lifted, keeper discovered vessel more than 9 miles distant, and, knowing she was in a dangerous place, launched surfboat; notified tug Kate Jones, which was in the harbor, and accompanied her to vessel. Ran hawser, assisted to heave up schooner's anchor and manned the pumps, and proceeded to Tarpaulin Cove in tow. Remained on board throughout the night; relieving at the pumps. In the morning a steam pump was placed on board and the life-saving crew returned to station.
May 12	Sailboat; no name..	Old Chicago, Lake Michigan.	Capsized. Hastend to scene in surfboat and rescued one man from the water, two others having been picked up by a tug which steamed to their assistance ahead of the life-saving crew. Took the three men to the station and cared for their boat.
May 12	Fish boat; no name.	Cape Disappointment, Washington.	In dangerous place, having drifted seaward with the strong ebb tide and fetched up near the breakers. Went out to her in lifeboat; directed the occupants to sail into smooth water, and stood by them until their boat reached a place of safety.
May 13	Am. sc. Centennial..	Atlantic City, New Jersey.	Struck on Absecon Bar when entering the harbor; unshipped her rudder and became unmanageable. The accident was seen by the life-saving crew, who boarded the vessel; ran out her anchor; hove her off the bar, upon which she was pounding; got her under way and into smooth water, but, on account of ebb tide, anchored her. As she was leaking beyond the capacity of the pumps, called the crew of the Absecon Station by telephone, and, with buckets supplementing the pumps, kept the water down until a steamer could be obtained to place her alongside of the wharf in a safe berth.
May 13	Skiff; no name	Charlotte, Lake Ontario..	Adrift in the river. Took charge of it and advertised for owner, who claimed his property two days later.
May 13	Fish boat Angler....	Erie, Lake Erie.....	Stranded while entering harbor. Attempted to float her with surfboat, but, being unable to do so, ran line to passing tug, which pulled her off safely.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
May 13	Am. sc. J. B. Kitchen	Middle Island, Lake Huron.	Stranded during snowstorm. The accident was seen by the patrolman, who stood by on the beach to assist the yawl, which immediately left the vessel with four men, in making a safe landing. He then hurried to the station and notified the life-saving crew, who went to the scene in surfboat, let go the anchor, and took the two men remaining on board to the station, where the entire crew received attention, and two of them dry clothing. Telephoned to Alpena, notifying owners and wreckers, and assisted the captain by taking him to the vessel and to the mainland, where he conferred with insurance agents. On the 17th the ship's company returned on board and next day wreckers began work on the vessel, assisted by the life-saving crew. Got steam pump on board, lightered part of the cargo of plaster, and jettisoned a portion of it. Vessel was floated by tugs on the afternoon of the 19th instant. The assistance given by the life-savers was important and was gratefully acknowledged by the owners.
May 13	Am. sc. Day Spring..	Manistee, Lake Michigan.	Stood dangerously near shore in thick snowstorm, and, being unable to go about, came to anchor 8 miles south of station. Captain landed in his yawl and reported the facts to the keeper, who proceeded to her in lifeboat, accompanying a tug; ran hawser, hove up the anchor, and furled sails. Vessel was towed into harbor. Two days later, when conditions were favorable, recovered the yawl, which had been left on the beach.
May 13	Am. sc. Albion.....	Pentwater, Lake Michigan.	Being unable to work northward against an adverse wind, the man in charge, who was a cripple, sailed her into harbor for shelter, but was so benumbed with cold as to be unable to take in sail or make fast to the dock. Life-saving crew moored her in good berth, furled the sails, and built a fire in the cabin stove, leaving the occupant comfortable in his quarters.
May 13	Am. sc. Una	Muskegon, Lake Michigan.	Collided with pier while entering harbor in heavy weather and stranded. Ran lines to piers and hove her afloat; made her fast in a safe berth.
May 13	Am. sc. Nellie Hammond.	Grand Haven, Lake Michigan.	Came into harbor and made a landing opposite the station, where the heavy swell that was rolling in from seaward made the berth unsuitable. By tracking along the piers towed her up the river to a safe place.
May 13	Am. sc. Magdalena..	Holland, Lake Michigan.	Stranded in the harbor. Ran lines to pier and hove her into deep water.
May 13	Am. sc. H. M. Avery.	South Haven, Lake Michigan.	Lost foresail and stranded in consequence, half a mile south of station; heavy sea carried away and scattered her deck load of lumber. Rescued three men, who were benumbed with cold, and sent them to their homes. Vessel afterwards drifted inshore; boarded her and stowed her sails. When the weather moderated ran her anchors, and, after two days of arduous labor, got her afloat. Tug towed her into the harbor.
May 13	Fish boat; no name..	Old Chicago, Lake Michigan.	Unmanageable and drifting rapidly to leeward in the harbor, the occupant a boy. Launched surfboat, overhauled the drifting craft, and towed it to the landing.
May 13	Fish boat; no name..	.....do	Adrift in harbor at night. Recovered and hauled her out at station, where the owner subsequently claimed her.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
May 13	Am. sc. Silver Lake..	Racine, Lake Michigan...	In danger of parting moorings in gale and heavy sea. Assisted in handling lines and passed towline to tug, which took her to a safe berth.
May 13	Am. sc. Vermont....	.....do	Lying at wharf in heavy sea, where the motion made her liable to injury. Passed towline to tug. She was then towed to a quiet place up the river.
May 13	Am. sc. Quickstep...	Sheboygan, Lake Michigan.	Missed entrance to harbor; let go her anchors, but they failed to hold, and she drifted southward about a mile, finally fetching up 500 yards from shore. Keeper procured two teams and proceeded down the beach with boat and apparatus, keeping abreast of the vessel until she brought up; then launched surfboat and endeavored to board her, but just as the boat reached her heavy seas flung it away. Heavy piling in the vicinity made operations with the boat especially dangerous. Returned to shore, fired a line over the vessel and sent off the whip, by means of which two attempts were made to haul out the boat, but both were defeated by adverse conditions. Finally the people on the vessel slipped her anchors, when she drifted to a point within 200 yards of the beach, where the life-savers were able to reach her with boat, and rescued the crew of seven persons. Kept them at station overnight; furnished dry clothing, etc. On June 3 life-saving crew ran lines to tugs, which floated her.
May 14	Slp. yt. Midnight....	Wachapreague, Virginia..	Aleak. Captain ran for Wachapreague Inlet, but vessel became water-logged before he could reach the harbor, and he therefore ran her aground abreast of the station. Landed the crew of three men in surfboat; gave them dry clothing, and kept them two days at station; assisted in stripping the vessel and saving such effects as could be obtained. On the 17th took the crew to the mainland, whence they departed for New York.
May 14	Slp. Iris	Cleveland, Lake Erie.....	Dragging anchor; in danger of stranding. Got her under way and sailed her into harbor. Notified owner,
May 14	Am. str. Linden.....	Pointe Aux Barques, Lake Huron.	Stranded off Port Hope, 9 miles southeast of station and 1 mile from shore, in northeast gale and thick snowstorm. Upon learning of the disaster, notified the Sand Beach crew by telephone, engaged teams, and proceeded to the wreck with surfboat. Landed fourteen persons in two trips with the boat. The Sand Beach crew arrived during the operations, and assisted in making safe landings. Two days afterwards wreckers floated the vessel.
May 15	Am. sc. Ella Robbins.	Wachapreague, Virginia..	Stranded while leaving harbor. Surfmen ran out her anchor, and, on the rising tide, hove her afloat undamaged.
May 15	Am. sc. Maude.....	Mosquito Lagoon, Florida.	Being out of fresh water, captain came to station for necessary supply. Furnished same from station cistern.
May 15	Am. sc. Andrew Jackson.	Sturgeon Point, Lake Huron.	Stranded, 8 miles north of station, through dragging anchors. Captain scuttled her to prevent destruction. Upon learning of her situation, life-saving crew boarded her; stopped the leak made for the purpose of scuttling; manned the pumps; planted the anchor and hove her afloat, then towed her into the lake about 1¼ miles with surfboat. Notified tug Ralph, which lay at Block River. She went out and took the vessel in tow. This duty required eighteen hours of arduous work.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
May 16	Am. bkn. Josephine.	Little Island, Virginia.....	Stranded in thick weather at night; discovered by patrolman. Called adjacent stations of Dam Neck Mills and False Cape by telephone and proceeded to the scene with beach apparatus, while the False Cape crew brought their surfboat. Fired a line over the vessel and sent off the hawser, but as the people on board made it fast too low to permit of the use of the breeches buoy, keeper launched surfboat, manned by members of the Little Island and False Cape crews, and boarded her. At captain's request landed the mate and seven of the crew and the baggage of the entire ship's company on the morning of the 17th, and took men to station. In the afternoon, transferred the mate on board with dispatches for the captain. The Merritt Wrecking Company took charge of operations, but unfavorable conditions prevented the floating of the vessel. On the morning of the 18th, in response to a signal of distress, boarded vessel and landed nine persons, three of whom were members of the wrecking crew. Succored the sailors at the station several days. Vessel lost.
May 16	Am. sc. Ed. Nichols..	Morris Island, South Carolina.	Stranded at night 4½ miles from station. Crew abandoned her; landed safely in their own boat. Life-saving crew boarded her, and, on finding that she would be a total loss, unbent her sails and turned them over to a man sent by the owner to save the gear.
May 16	Yawl; no name.....	Oswego, Lake Ontario.....	Two boys out rowing in this boat were carried offshore by the fresh breeze. Rescued them, towed the boat ashore and delivered it to owner.
May 17	Am. sc. D. B. Mayhew.	Barnegat, New Jersey.....	Stranded on the bar. Planted her anchor and took dispatches ashore for master. When the tide turned to flood, in company with the crew of Forked River Station, discharged her cargo of ice, and, by running her anchors several times and working her sails, got her afloat and brought her to in the harbor, leaking badly. Vessel remained in port to make temporary repairs, and on her departure for New York, 21st instant, keeper piloted her out to sea.
May 17	Am. str. Soo City	Holland, Lak Michigan ..	On account of low water, vessel rested on the bottom. Life-saving crew ran lines on the piers, while she worked out of the harbor by dredging along the channel.
May 17	Am. sc. Nellie Hammond.	Kenosha, Lake Michigan.	Overloaded and unmanageable. Boarded her 3 miles offshore, and, as the weather looked threatening, advised the captain to seek shelter, and assisted him in working into the harbor.
May 19	Catboat Thomas Schneider.	Erie, Lake Erie.....	Stranded on sunken pier near station, unshipping rudder. Three surfmen went to her, and, by lifting and shoving, floated her. Brought her to station and shipped rudder.
May 19	Sailboat Pearl.....	South Haven, Lake Michigan.	Capsized one-fourth of a mile from station. Rescued two men clinging to the bottom of the overturned craft. Hauled the boat out on the beach.
May 20	Catboat Elsie	Point Marblehead, Lake Erie.	Parted moorings, drifted ashore, and filled. Hauled her with tackles to a safe place and sailed her out.
May 22	Am. sc. Three Pot ..	Cape Lookout, North Carolina.	Dragged anchors and stranded in Lookout Cove. Hove her afloat on the flood tide, bringing her to in safety.
May 23	Br. sc. Flora Carveth.	Charlotte, Lake Ontario..	In danger of missing entrance to harbor when standing in. Took a line from her and made it fast to pier, preventing her going ashore.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
May 23	Flat; no name.....	Louisville, Kentucky.....	In danger above the cross dam with two boys on board. Rescued them and towed their craft to the station.
May 24	Am. sc. Carrie Belle.	Quoddy Head, Maine.....	Split her sails in heavy squall near entrance to Lubec Harbor, and came to anchor. Boarded her. Captain asked keeper to procure a tug. Being unable to get the desired assistance at Lubec, returned to schooner, mended her sails, got her under way, and sailed her to a good anchorage in the harbor.
May 24	Slp. Clio.....	Mosquito Lagoon, Florida.	In need of fresh water. Supplied her from station cistern.
May 25	Br. sc. Lizzie B.....	Cross Island, Maine.....	Stranded 7 miles from station. Carried out anchors and assisted to discharge cargo of lumber, but as she lay in a bad position, exposed to the sea, it was impossible to get her off. Visited the vessel three days in succession and assisted in saving property. [See letter of acknowledgment.]
May 25	Am. sc. Grace C. Hadley.	Monomoy, Massachusetts.	Stranded early in the morning on the channel bank between Handkerchief and Shovelful shoals, 3¼ miles from station. Boarded her, and by running her anchor and handling her sails, got her afloat uninjured.
May 25	Am. str. Bridgeton..	Cape Lookout, North Carolina.	Standing toward the beach at night. Patrolman burned Coston light, when she came to anchor dangerously near the breakers and whistled for assistance. Upon boarding her, found that she needed a pilot, whereupon keeper brought her into Lookout Cove to a safe anchorage.
May 25	Scow; no name.....	Ashtabula, Lake Erie.....	Adrift in the lake, going offshore. Recovered and delivered her to owner.
May 25	Fish boat; no name..	Cape Disappointment, Washington.	Capsized on Peacock Spit. Rescued two men clinging to the boat, also their net used in fishing. Took them to station and supplied dry clothing.
May 25	Fish boat; no name..	.....do	Capsized and drifted seaward on strong ebb tide; occupants were rescued by fishermen near at hand. Life-saving crew recovered and righted the boat, which was then returned to the boatmen.
May 26	Am. sc. Delaware....	Burnt Island, Maine..	Anchored in dangerous place to avoid stranding. Got her under way and piloted her to a safe berth. Two days later hove up her anchors and worked her out clear of all danger, leaving her on the proper course for Rockport.
May 26	Sailboat William Johnson.	Vermillion Point, Lake Superior.	Signalled for assistance shortly after midnight when abreast of station; weather rainy. Life-saving crew landed one man and brought him to the station. Vessel continued on her course.
May 26	Am. str. Alva.....	North Manitou Island, Lake Michigan.	Stranded on a reef, 8 miles from station. Boarded her and found that a tug would be required to release her. Took the mate into the boat and endeavored to reach Leland, Mich., but a landing could not be made on account of rough sea. Returned to the station for the night. Early on the following morning set out for the mainland, where the mate sent dispatches for assistance. On the evening of the 28th instant landed an insurance agent from the steamer Susquehanna, and on the 30th placed him on board the Alva, covering a distance of 16 miles in the surfboat for this purpose. Tug Favorite arrived on June 3 with a party of wreckers. Boated workmen to and from the shore and assisted in the operations for thirty-three hours. Vessel was floated on June 5.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
May 26	Scow Michicott.....	Manistee, Lake Michigan.	Seeing her in the offing with signal flying, called a tug and went out to her in tow. Tug took charge of her.
May 26	Sailboat; no name..	Milwaukee, Lake Michigan.	Capsized in sudden squall, 200 feet from station, throwing three boatmen into the water. One of the surfmen reached them with skiff and supported them until surfboat came a few seconds later and rescued the party. Gave them dry clothing at the station. Recovered their boat, which had sunk.
May 27	Am. sc. Ingeborg M. Forrest.	North Manitou Island, Lake Michigan.	Water-logged in gale; drifted near shore, where the captain came to with both anchors, 13 miles from station. Life-saving crew landed the mate of the steamer Alva early in the morning (see record of May 26) and discovered this vessel about 2 miles from shore, apparently in trouble. Boarded her and manned the pumps throughout the day; in the evening got her under way and worked her into South Manitou Island Harbor, arriving on the morning of the 28th.
May 27	Fish boat; no name..	Fort Point, California.....	Dashed ashore by breakers while occupant was hauling crab nets. Drew her upon the beach and made repairs, and three days later launched her afloat.
May 28	Am. sc. William Slater.	Quoddy Head, Maine.....	In attempting to reach Quoddy Bay in fog, drifted into shoal water and came to anchor, 3¼ miles from station, where the current swept her upon a ledge. When the fog lifted, her danger was seen from the station. Boarded her; slacked her cables so that she lay inside the ledge; on the rising tide got her under way and sailed her to a sheltered place, where she was left in captain's charge, although leaking badly.
May 28	Skiff; no name.....	Brentons Point, Rhode Island.	Parted moorings and drifted on rocks. Hauled her out on the beach in a safe place.
May 28	Slp. Storm Bird	Orange Grove, Florida....	Out of fresh water. Furnished her with a full supply.
May 28	Skiff; no name.....	Ludington, Lake Michigan.	While the assistant light-house keeper was crossing the harbor at night he was run down by a steamer. He sprang into the water and called for help. The lookout and the patrolman, who were both at the station, quickly manned a boat and hastened to the rescue, recovering him just in season to prevent death by drowning. Gave him dry garments at station.
May 29	Bateau; no name ...	Deal, New Jersey.....	Two boys who had gone offshore in this craft were unable to make a landing in safety. Rescued them and towed their boat to the beach.
May 29	Barge Wave.....	Galveston, Texas.....	In dangerous anchorage, 6 miles east of station and about 300 yards from the end of jetty, exposed to heavy gale and sea. Upon being notified by the contractors that twelve persons were on her in great peril, keeper went to the scene with the beach apparatus and fired a line on board. Instead of hauling off the shot line a message was sent ashore that the barge was safe. Life-saving crew returned to station, having been absent the entire night. Soon afterwards they were asked to accompany a tug to the barge. Launched surfboat and went outside in tow; dropped down to the barge and learned that no assistance could be rendered at that time. Rejoined the tug and returned to the 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.
1895.			
May 29	Am. str. H. E. Runnels.	Ashtabula, Lake Erie.....	Cargo of coal on fire; two steamers alongside endeavoring to extinguish flames. Boarded her 6 miles from station and manned the pumps. Two tugs came out from the harbor and towed her inside, where she was scuttled in order to quench the fire.
May 29	Sailboat; no name..	Frankfort, Lake Michigan.	Capsized; occupants rescued by the ferryman. Righted and bailed out the boat and returned it to owner.
May 29	Sailboat; no name..	Milwaukee, Lake Michigan.	Capsized near station. One of the surfmen, who was crossing the river in small boat at the time, rescued the three occupants from the water. Life-saving crew recovered the capsized craft with surfboat.
May 30	Slp. White Wings...	Mosquito Lagoon, Florida.	Furnished her with fresh water from station cistern.
May 30	Small boat; no name.	Charlotte, Lake Ontario..	Capsized. Righted and bailed her out.
May 30	Canoe; no name.....	Erie, Lake Erie	Capsized while in tow of rowboat; occupant rescued by the latter. Brought canoe and boatman to the station; supplied him with dry clothing.
May 30	Am. str. Ivanhoe....	Muskallonge Lake, Lake Superior.	During a dense fog a steamer's signals were heard offshore. Boarded her and found that she desired to land passengers at Deer Park. Keeper piloted her to the dock, then returned to station.
May 30	Fish boat; no name..	Cape Disappointment, Washington.	Swamped in the breakers on Republic Spit; boatmen near at hand rescued one of the fishermen, while the life-saving crew saved the other with the surfboat. Although several fish boats were near at hand, the heavy surf prevented them from reaching the craft.
May 30	Fish boat; no name..	Point Adams, Oregon.....	Drifted into the breakers and nearly swamped. Life-saving crew, who were standing by the fishing fleet in lifeboat, promptly reached the imperiled craft, which contained two men, and towed her to a place of safety; bailed her out.
May 31	Am. sc. Lexington..	Crumple Island, Maine...	Struck on rocks, previous day, in thick fog, but floated soon afterwards and anchored in a safe place. Recovered her anchor, which had been slipped when working clear of the rocks; got her under way, and took her out to a good offing.
May 31	Am. sc. Fannie.....	Point Lookout, New York.	Stranded in New Inlet, 2½ miles away. Boarded her and, with the assistance of crew of Short Beach Station, planted her anchor, then returned to station, as the vessel was in no danger. Next day went to her again, assisted in discharging cargo of oysters, and afterwards hove her afloat.
May 31	Ferry scow; no name.	Cleveland, Lake Erie.....	While entering harbor with a schooner in tow, the tug S. S. Stone ran down and capsized this craft, having two men on board. The men were rescued by the boat of the U. S. S. Michigan, which was at the time engaged in making soundings near by. Life-saving crew recovered the scow and hauled it out on the dock, then took the men to station and gave them dry clothing.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
May 31	Br. str. Jack.....	Middle Island, Lake Huron.	In collision with steamer Norman, 14 miles from station, in nighttime and during fog, sinking the latter and causing the loss of three lives. Learning by telephone from Alpena that a collision had occurred, launched lifeboat and started in a northeasterly direction, where disaster was reported, but, owing to thick fog, the search was considerably impeded. Finally fell in with tug and accompanied her toward an object previously discerned, and found it to be the water-logged vessel. Tug took her in tow for Presque Isle Harbor. Life-savers searched for wreckage, finding several small articles, then overtook the tow and piloted it into the harbor, where the steamer was laid aground. On June 5 vessel was towed to Alpena.
May 31	Small boat; no name.	Racine, Lake Michigan...	Adrift in the lake. Towed it ashore and delivered it to owner.
June 2	Am. sc. Jennie.....	Quonochontaug, Rhode Island.	Stranded during thick weather at 3 A. M., and about five hours afterwards began to leak. Captain came to station, where at his request telephoned to New London for a tug. Went to the vessel, engaged men to work at the pumps, threw overboard ballast, and ran out an anchor. Kept the water in check until the tug arrived at 1 P. M. and floated her.
June 2	Am. str. Charles W. Street.	Grande Pointe au Sable, Lake Michigan.	Stranded in thick weather 2 miles south of station; captain uncertain of his position. In response to signals went to the vessel and remained alongside until she worked herself afloat, one hour later. Informed the master of his whereabouts.
June 2	Small boat; no name.	Racine, Lake Michigan...	Adrift. Towed it into harbor and delivered it to owner.
June 3	Sailboat; no name..	Bonds, New Jersey.....	While lowering the sail the boatman, an old man, became entangled in the gear and fell overboard. He was found by the keeper in this situation, where he was in danger of drowning, and placed on board his craft in safety.
June 3	Am. str. E. M. Peck..	Frankfort, Lake Michigan.	Stranded in thick weather. Engaged tug, accompanied her to the steamer, and ran hawser. Vessel was floated undamaged.
June 3	Sloop; no name.....	Sheboygan, Lake Michigan.	Capsized and drifted down the river. Launched surfboat and rescued one of the occupants, the other having been picked up by the tug Cyclone. Bailed out the boat and returned it to owner.
June 4	Am. tug Wayne Isbell.	Thunder Bay Island, Lake Huron.	Stranded lightly during fog at night; rock jammed between propeller and shoe. With surfboat and steam launch towed her to Alpena, where she could enter dry dock. The assistance was rendered in good season, for a gale, causing a heavy sea, sprang up during the forenoon, which probably would have wrecked the vessel.
June 5	Am. sc. Clara	Ottawa Point, Lake Huron.	When about 3 miles offshore this vessel was seen to reduce sail rapidly and to be throwing off her deck load. Boarded her and found her water-logged. Manned the pumps and freed her; made sail and worked her in near the land and brought her to anchor. Gave master a supply of kerosene.
June 5	Sailboat; no name..	.....do.....	Swamped as a result of being overloaded with railroad ties. Two boatmen made a landing and came to the station, arriving during the absence of the crew at the schooner Clara. (See preceding case.) Gave them dry clothing, food, and lodging. Life-saving crew carried a grapnel to the boat and anchored her in safe place. Next day bailed out the craft, repaired her sails, and landed cargo of ties on the beach.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
June 5	Am. sc. Una.....	Holland, Lake Michigan..	Unfavorable wind prevented vessel from leaving the harbor without assistance. Life-saving crew took her lines and tracked her to the outer end of the piers, where she got under way.
June 5	U. S. rev. str. Johnson.	Sheboygan, Lake Michigan.	Desired to turn round in harbor; ran winding line to pier, enabling her to turn.
June 6	Dory; no name.....	Fletchers Neck, Maine....	Broke adrift from moorings. Picked her up and made her secure.
June 6	Am. bg. Rocky Glen.	Monomoy, Massachusetts.	Stranded at night. Keeper boarded her in the morning and took ashore messages calling for assistance, and next day carried answer on board. Tug came in reponse to dispatch and got her afloat.
June 6	Fish boat; no name	Point Adams, Oregon.....	Swamped near the jetty, close upon dangerous rocks, 5 miles from station. Rescued the two fishermen and landed them at station, near which they resided. Boat went to pieces on the rocks.
June 7	St. yt. Alice B.....	Ashtabula, Lake Erie.....	Capsized in launching on account of topheaviness; two persons on board. Keeper stood by in station boat, and when the accident occurred, rescued the men, who were clinging to the capsized craft, and supplied them with dry clothing at the station. Hauled the yacht into shoal water with tackles, bailed her out, then kept her right side up while a tug, which the owner procured, towed her to a safe berth in the harbor.
June 7	Br. str. St. Magnus..	Cleveland, Lake Erie.....	While loading cargo, vessel suddenly listed badly. Two tugs endeavored to right her, when she capsized. Ran lines to the wharf to prevent her from shifting about in the river. Secured articles afloat and cared for the vessel's boats. Brought the steward's wife to the station, where she remained overnight, and furnished four men with dry clothing.
June 9	Canoe; no name.....	Charlotte, Lake Ontario .	Capsized in the lake near Ontario Beach, drowning one person. Boats in the vicinity rescued two men, and all were reported saved when the life-saving crew reached the scene in the surfboat. While returning to the station, the keeper was hailed by a gentleman on the beach, who said some persons thought one man had been drowned. With two skiffs dragged the bottom and recovered the body. Efforts to resuscitate it were made, but life was extinct. [See full account under caption "Loss of Life."]
June 11	Slp. yt. Dora.....	Hereford Inlet, New Jersey.	Parted cables and drifted ashore in the nighttime; crew abandoned her. Keeper telegraphed the owner in Sea Isle City, who came in response to message; gave him assistance in launching vessel.
June 11	Am. str. Eli Shriver, Jr.	Buffalo, Lake Erie..... ..	Stranded on Horse Shoe Reef in thick weather. Ran lines to tugs, by which she was released.
June 11	Am. sc. Mariner.... .	Two Rivers, Lake Michigan.	Sprang a leak and became water-logged. Landed one of the crew at Twin River Light-house, 6 miles from station, and sent word through the light-keeper asking assistance from the life-saving crew. Engaged tug, accompanied her to the vessel, and ran hawser. Set up station pump on board, and, by working this and the vessel's pumps, kept the water down until Manitowoc Harbor was reached.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
June 11	Fish boat; no name	Point Adams, Oregon	Capsized. Occupants were rescued by fishermen close at hand. Boat went adrift bottom up and was recovered by the life-saving crew near Clatsop Spit. Turned it over to a fisherman, who towed it to Astoria.
June 12	Am. str. Skater	Milwaukee, Lake Michigan.	Stranded on North Point, 5 miles from station, in thick weather. Accompanied tug to her, ran lines, and reassured the passengers, who were alarmed by the accident. Tug pulled her off the shoal, when she proceeded to the harbor.
June 12	Am. str. Pueblo	do	Stranded in thick weather. While returning from steamer Skater (see preceding case) distress signals from the northward were heard; returned in company with the tug and found this vessel aground. Ran lines and assisted in throwing overboard cargo of coal. More assistance being necessary, keeper sent a surfman to the nearest telephone station, 2 miles away, and called more tugs. Transferred owner to the vessel. She was finally floated by tugs and proceeded to Milwaukee.
June 13	Am. sc. Ada B	Orange Grove, Florida	Out of fresh water. Keeper furnished a full supply from the station cistern.
June 13	Yacht; name unknown.	Fort Niagara, Lake Ontario.	Anchored in unsafe place. Advised master to seek better berth, which he did.
June 13	Slp. yt. Viking	Grande Pointe au Sable, Lake Michigan.	Parted centerboard chain; stranded on bar. Surfmen ran lines to pier and got her afloat; then hove her down and made repairs.
June 14	Dory; no name	Burnt Island, Maine	Two dories were seen pulling toward the island with two men in each. Found that they had become separated from their vessel while tending trawls in the fog, and had been out twenty-four hours. Keeper rowed one of the boats to station, followed by the other; fed the exhausted boatmen and sent them to bed.
June 14	Yawl; no name	Ottawa Point, Lake Huron.	Adrift in the bay. Brought it ashore and delivered it to owner.
June 15	Am. slp. Jessie Johnson.	Tiana, New York	Out of fresh water; set distress signal. Boated off a supply of water to her.
June 15	Rowboat Fashion	Old Chicago, Lake Michigan.	In rough sea, needing assistance; two boatmen unable to manage her. Took her in tow to a sheltered place.
June 16	Sailboat; no name.	Erie, Lake Erie	Capsized. Occupants, who had taken the boat without permission of owners, were rescued by others, while the life-saving crew recovered the craft and returned it to owners.
June 16	Sloop yacht; no name.	Cleveland, Lake Erie	Capsized, 5 miles from station; occupants were saved by boatmen near the place at the time of the accident. When wreck was reported at the station, keeper engaged a tug and went to the scene; found the craft and towed it ashore.
June 17	Am. sc. Anna H. Mason.	Fletchers Neck, Maine	Stranded through entering wrong channel. Ran out her anchor, shifted cargo, set sails, and got her afloat; piloted her into the harbor.
June 18	St. yt. Say When	Cleveland, Lake Erie	Ran upon a floating log and stove a hole in the planking. Master beached her to avoid sinking. Surfmen ran anchors and set up purchases to prevent capsize; took all movable articles to station. Repaired leak temporarily and assisted in pumping her out. Tug floated her early next morning.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
June 18	Am. sc. Marine City.	Sturgeon Point, Lake Huron.	Stranded on the bar while attempting to get under way from wharf at Harrisville, 5 miles from station. Boarded her in the evening and attempted to float her; shifted deck load of cedar ties, but she was too hard aground to be moved without other assistance. Next day called a passing steamer to her aid; ran hawser, by which she was floated safely.
June 18	Am. tug John Owen.	Thunder Bay Island, Lake Huron.	Unfavorable weather made it difficult to hold a raft of logs in tow; signaled for assistance. Keeper telephoned to Alpena for tugs, which came out to her aid.
June 18	Am. sc. Little Georgy.	Sturgeon Bay Canal, Lake Michigan.	Lost her yawl while entering harbor. Recovered the boat and returned it to vessel.
June 21	Ferryboat Windsor.	Charlotte, Lake Ontario.	Struck the dock when making landing, precipitating the purser, who was standing on deck, into the water. One of the surfmen and the captain of the vessel rescued him.
June 21	Am. sc. Rachel.....	Point Reyes, California...	Stranded during dense fog before daybreak. Patrolman, who discovered her, aroused the life-saving crew. Sent for a tug, then went to the wreck with the beach apparatus. By means of lines thrown ashore from the vessel and made fast to the sand anchor, the crew of five persons made a landing on the beach, with the assistance of the life-saving crew. Brought off their effects also. Took the crew to station, gave them dry clothing and proper attention. When the tug arrived she was unable to get near the vessel on account of shoal water. Reached her with a shot line from the Lyle gun, and by this means made the tug's hawser fast to the vessel. The attempt to float her proved futile, the hawser parting. Soon afterwards the vessel came higher on the beach, where she broke up. Assisted in saving her cargo of merchandise.
June 22	Skiff Mary and Lizzie.	Louisville, Kentucky.....	In collision with a steamer backing away from the wharf. Capsized and threw the two boatmen, a man and a boy, into the river. Launched station boat, and by prompt action rescued both men from the water and cared for them at the station. [See letter of acknowledgment.]
June 24	Sailboat; no name..	Gurnet, Massachusetts....	Drifting offshore unoccupied. Recovered and brought it to station.
June 24	Am. str. Iroquois....	Ashtabula, Lake Erie.....	Stranded, through an error in navigation, 10 miles west of station. Discovered her from station lookout; notified two tugs and went to the vessel in tow of one of them. Finding it necessary to lighten her cargo, rigged purchases and discharged 75 tons of ore; took soundings and ran lines to tugs, which pulled her off.
June 24	Am. str. City of New York.	Muskallonge Lake, Lake Superior.	Stranded on outer bar when leaving harbor. Ran hawser to the dock by means of which she worked afloat, then piloted her out through the channel into deep water.
June 25	Scow; no name.....	Ashtabula, Lake Erie.....	Broke adrift from dredge; drifted into deep water. Recovered and returned her.
June 25	Am. sc. Rough and Ready.	Middle Island, Lake Huron.	In danger of stranding at night; weather threatening. Piloted her to safe anchorage in lee of island.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
June 25	Am. sc. Sam Flint...	Duluth, Lake Superior....	Disabled through unshipping rudder while shifting moorings. In making repairs the gear became foul, when the life-saving crew was called upon for assistance. Went on board and aided in various ways for four hours, until the rudder was reshipped.
June 26	Am. sc. John Eggers.	Racine, Lake Michigan...	While winding ship the steamer Chicago came into collision with this vessel, breaking her mainmast at the deck. Life-saving crew assisted in clearing up the wreck; rigged sheers and stepped the mast, repaired and set up the rigging, for which the captain was very thankful.
June 26	Sc. yt. Albion.....	Sturgeon Bay Canal, Lake Michigan.	Entered the harbor at nightfall and moored alongside of the breakwater. During the night a gale sprang up, causing her to lie uneasily and endangering her. Life-saving crew cast off her lines and towed her into the smooth water of the canal, where she lay in safety.
June 27	Am. sc. Charley Bucki.	Crumple Island, Maine....	Becalmed 1 mile from station in dense fog; unacquainted with locality. Boarded her and at captain's request piloted her to Jonesport, which was her destination.
June 27	Scow No. 2.....	Cleveland, Lake Erie.....	Capsized while in tow of tug. Assisted in righting her.
June 29	Skiff; no name.....	Two Rivers, Lake Michigan.	Capsized near station. Rescued the boatman, who was clinging to the bottom of the skiff, sent him to his home, and cared for his boat.
June 30	Am. sc. Mary G. Powers.	Plum Island, Massachusetts.	Stranded while entering harbor. Tug attempted to haul her off, but got line in propeller. Keeper telephoned to Newburyport for further assistance and went on board. Tug having cleared her propeller, keeper ran a line for her, as well as for another tug arriving in response to telephone message, but their united efforts were insufficient to float the vessel. She was floated on the following morning and towed to Newburyport, leaking badly. Keeper accompanied her to safe moorings.
June 30	Am. str. Walker Armington.	Lewes, Delaware	Stranded in the morning, 2 miles from station. Keeper collected a volunteer crew and boarded her in surfboat. Ran line to a tug and gave necessary aid in getting the vessel afloat, then assisted in clearing up the decks and bringing the vessel to anchor in good berth.
June 30	Br. yt. Aggie.....	Fort Niagara, Lake Ontario.	Stranded. Ran out an anchor and hove her afloat.

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SERVICES OF CREWS (MISCELLANEOUS).

Date.	Service rendered.	Station and locality.	Nature of casualty.
1894.			
July 1	Rescue from danger.	Old Chicago, Lake Michigan.	Hearing that a man was in danger on the waterworks crib off Lincoln Park, launched the station boat shortly after midnight (12.30 A. M.) and in tow of the tug W. Dickinson went to the scene. Rescued the man, who was clinging to the crib, and brought him to the station.
July 2	Recovery of body...	Oswego, Lake Ontario....	A man came to the station early in the evening and requested the crew to search for the body of his brother, a boy 12 years old, who had been drowned in the canal 2 miles away. Went to the place with two skiffs and soon recovered the body, which was turned over to the undertaker who came for it.
July 2	.....do.....	Buffalo, Lake Erie.....	A man reported to the lookout during the afternoon that a young man had been drowned while bathing in the harbor. Equipped two small boats and recovered the body, which was then turned over to the coroner. Locality where the accident occurred could not be seen from the station.
July 2	.....do.....	Old Chicago, Lake Michigan.	Early in the morning the lookout saw a body floating in the lake not far away. Secured and brought it to the station and turned it over to the city authorities.
July 4	.....do.....	Racine, Lake Michigan....	Soon after the departure in the afternoon of a large party of excursionists upon a steamer, the body of a man, who had probably fallen from the wharf in the crowd, was seen floating in the river. Recovered and attempted to resuscitate it, also called a doctor, but life was extinct. After two hours of unavailing labor, turned the body over to the coroner.
July 5	.....do.....	Marquette, Lake Superior.	A watchman on one of the ore docks having been missing several days, the life-saving crew dragged for the body on the 4th instant without success. Renewed the search on this date, finding the body, which was then delivered to coroner.
July 5	.....do.....	Old Chicago, Lake Michigan.	The steamer Viola reported that a body was floating in the lake about 1¼ miles away. Pulled to the place and brought the body to the station; turned it over to the police.
July 11	.....do.....	South Chicago, Lake Michigan.	In compliance with a request to drag for the body of a man who had been drowned in the river, went to the scene with grappling apparatus and soon recovered the remains, of which the police took charge.
July 12	.....do.....	Coney Island, New York..	The dead body of a man having been found on the beach, the keeper secured it with a line to prevent its floating away on the ebb tide. It was thus held until called for and taken away by the coroner, who had been previously notified.
July 12	.....do.....	Cleveland, Lake Erie.....	At the request of a man whose son had been drowned on the preceding day, 5 miles from the station, went to the scene, recovered the body, and placed it in charge of the undertaker.
July 12	.....do.....	Chicago (Jackson Park), Lake Michigan.	A young man from the exhibition battle ship Illinois, erected near the World's Fair grounds, having been drowned while bathing, the previous evening, life-saving crew dragged for and found the body this date, then turned it over to the proper authorities.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1894.			
July 12	Recovery of body...	Kenosha, Lake Michigan.	While a workman on a mud scow that was returning to the harbor in tow of a tug was engaged in heaving on the windlass, the bar slipped from its socket, striking him on the head, and knocking him overboard. The surfman on watch, who saw the accident, hastened to the place, about 1,000 feet distant, in station boat, arriving in three minutes, but as the man had been rendered senseless by the blow, he sank before the surfman could reach him. Grappled for the body, and after considerable labor recovered it and turned it over to the coroner.
July 18	Finding lost persons.	Point Adams, Washington.	Word was received at the station in the evening that two women, who had gone berrying during the day, had not returned. Life-saving crew searched the woods, finding the women about 2 miles from the station, bewildered and wandering in the wrong direction. Conducted them home.
July 20	Rescue from danger.	Chicago (Jackson Park), Lake Michigan.	A party of thirteen men, who had gone upon the outer end of the Casino Pier, the inshore end of which had been burned, were unable to reach the land on account of a high sea which prevailed in the afternoon, and signaled for assistance. Launched the surf boat, and after a hard pull in the rough water rescued the entire party and landed them safely.
July 21	Transportation.....	Little Beach, New Jersey..	Two destitute sailors, who stated that their vessel had been burned off the Delaware capes, were taken by the keeper from the point of Brigantine Beach to Little Egg, New Jersey.
July 22	Rescue from drowning	Holland, Lake Michigan..	While attempting to get into a boat at the pier opposite the station, a young lady fell into the water. Promptly launched and crossed the channel, rescued and brought her to the station, and supplied her with dry clothing.
July 24	Recovery of body...	Long Branch, New Jersey.	Hauled out of the surf the dead body of a man, badly decomposed from long exposure in the water. Turned it over to the proper authorities.
July 25	.....do.....	Louisville, Kentucky.....	Word was brought to the station on the morning of the 24th that a man had fallen from the steamer Shawnee the night of the 23d instant and had been drowned. Went to the scene in tow and dragged all day for the body. Renewed the search on this date, but without success. Meanwhile the dead body was found floating in the river and landed by others. Life-saving crew transported it to the station, where it was placed in charge of the proper authorities.
July 26	.....do.....	Seabright, New Jersey....	Found the dead body of a man on the beach; held it and made report to New York City. On the following day the body was identified and taken away by a relative of the deceased.
July 28	Rescue from drowning.	Pentwater, Lake Michigan.	The lookout at the station while watching some bathers saw that a small boy had become helpless in the current, and thereupon gave an alarm directing attention to the struggling youth. Surfman Pugh ran down the pier to a point abreast of the lad, plunged into the water, and rescued him as he was sinking the second time; swam to the pier with his charge, where both were helped out by members of the life-saving crew.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1894.			
July 28	Recovery of body...	Grand Haven, Lake Michigan.	Being notified that a man had been drowned while bathing about three-quarters of a mile south of station, went to the scene and dragged for the body, but without success. At a late hour in the day two small boys saw the body rolling in the surf and informed the crew. Secured it and notified the coroner, who came to the station for it.
July 29	Shelter and transportation.	Orange Grove, Florida....	A man, whose sailboat had been capsized on the Hillsboro Inlet Bar about 15 miles south of station, arrived at the station 11 P. M. and applied for shelter. Kept him overnight and in the morning conveyed him, by wagon, to Lake Worth, 6 miles distant.
July 29	Recovery of body...	Louisville, Kentucky.....	A colored woman was drowned by falling into the river at the foot of Preston street, several blocks from the station. Upon receiving information of the accident the life-saving crew recovered the body and placed it in charge of the city authorities.
Aug. 1	Transportation.....	Middle Island, Lake Huron.	Brought ashore from a steam yacht, lying at anchor under the lee of the island, a party of seven persons who were desirous of landing. Afterwards placed them on board.
Aug. 1	.....do.....	Old Chicago, Lake Michigan.	Two boys were seen on the south breakwater in the afternoon waving for assistance. Went to their relief in small boat and found that they were bathers who had swam from the shore but could not return on account of fresh breeze. Landed them safely, then returned to station.
Aug. 2	Recovery of body...	Jerrys Point, New Hampshire.	The dead body of a man having been discovered on the beach, keeper telephoned the coroner at Portsmouth, who came and removed it. The remains proved to be those of a man drowned July 5.
Aug. 3	.....do.....	Oswego, Lake Ontario.....	While several small boys were bathing in the lake a quarter of a mile from the station, one of their number disappeared and was supposed to be drowned. His absence was reported to the life-saving crew, who searched for the body by grappling, also by swimming and diving in the vicinity. The corpse was finally thrown up by the sea and recovered with the assistance of the surfmen, who turned it over to the undertaker.
Aug. 5	Resuscitation	Blue Point, New York....	While surf bathing about 1 mile west of the station, William Wilds, a summer resident of Sayville, was carried out by the current, where he became helpless and unconscious and was sinking the third time when he was rescued by John Douglass, of New York, and, with the assistance of others, brought ashore apparently dead. A physician, who was on the beach, attempted to resuscitate the body by rolling it on a barrel, but without success. Surfman Corley, who now arrived on the scene, desired to try the Service method, which he was finally permitted to do. With the assistance of George Oakley, of the revenue cutter Sperry, animation was restored in about fifteen minutes, after which the patient was placed in bed and carefully attended. Ultimately he fully recovered.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1894.			
Aug. 6	Recovery of body...	Cleveland, Lake Erie.....	Received word on the evening of the 5th instant that a boy had been drowned while bathing in the river 3 miles from station. After searching in the vicinity an hour, learned that the accident occurred at another point, 2 miles farther away. Next morning renewed the search at the proper place, recovering the body. Ferried the father of the deceased, the coroner, and the body across the river, and placed the latter in the ambulance.
Aug. 6	Rescue from drowning.	Old Chicago, Lake Michigan.	Five boys, who had made a raft of old pier timbers, used it as a platform to bathe from. An offshore wind carried the structure out into the lake, endangering the bathers, who could not return. Seeing their perilous situation, launched the station boat and brought them ashore.
Aug. 6	.....do.....	.....do..	Three men made a raft of old timbers and endeavored to cross the harbor to the breakwater, but, owing to an offshore wind, they were carried out into the lake, whence they could not return unassisted. Launched station boat and rescued them.
Aug. 7	.....do.....	Ocean City, Maryland.....	A young man while bathing near the station attempted to swim out a long distance, but became exhausted and was overcome by the undertow, sinking three times. The keeper, who saw the accident, hastened to the spot and by diving recovered the drowning man. Brought him ashore, and, after practicing resuscitation, chafing his limbs, and giving other treatment, fully restored him. The young man's father, who was present, expressed his grateful appreciation of the keeper's efforts. [See letter of acknowledgment.]
Aug. 8	Resuscitation	Golden Gate Park, California.	The lookout from his station on Point Lobos saw people running along the railroad track. On going down to inquire the cause of the excitement he was told that a man was drowning at the foot of the cliff. Sent word to the station, then hastened to the locality, where he found a man apparently dead, with persons working upon him. Immediately put in operation the system used in the Service for restoring the apparently drowned, and, being joined by other members of the life-saving crew, succeeded in restoring the man after about two hours' work. He was then carried to the station, where he was carefully attended for two days until able to go to his home.
Aug. 9	Recovery of body...	Michigan City, Lake Michigan.	A man having been drowned while bathing about half a mile west of the station, the keeper went to the scene with two surfmen for the purpose of recovering the body. By swimming and diving found the body, which was then turned over to the proper authorities.
Aug. 10	Rescue from drowning.	Point Adams, Washington.	A little boy, while playing on the beach, accidentally fell into the water and would have drowned had not one of the surfmen, who was fortunately near by, jumped in after him and brought him safely ashore.
Aug. 11	Recovery of body...	Quonochontaug, Rhode Island.	A man having been drowned while bathing on the 5th instant, the keeper spent several days searching for the body, but without success until this date, when it was found and brought ashore by a fisherman, and one of the surfmen. Keeper notified the family of the deceased of the finding of the body, and afterwards assisted the undertaker in preparing it for burial.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1894.			
Aug. 11	Fire extinguished...	Erie, Lake Erie.....	At 9 P. M. the lookout discovered fire about 3½ miles from station. Launched boat and sailed to the scene. Finding that the flames were gradually nearing the woods, checked them by the use of buckets, and, when under control, returned to station, arriving at midnight.
Aug. 14	Resuscitation	Old Chicago, Lake Michigan.	A man, who had been taken from the bottom of a capsized boat, was brought to the station at 2 P. M. by his rescuers and placed in charge of the life-saving crew. As he was much exhausted, chilled, and breathed with difficulty, the surfmen set about restoring him, which was finally accomplished after the exercise of artificial respiration, chafing his limbs, and applying bottles of hot water. In about three hours he was able to depart.
Aug. 14	Rescue from drowning.	Evanston, Lake Michigan.	A small boy fell from the pier in front of the station and sank in 6 feet of water. One of the surfmen rescued him and brought him to the station, where he was supplied with dry clothing, then sent home.
Aug. 15	Succor afforded.....	Coney Island, New York..	Two men having landed from a rowboat took shelter in a building near the station. As the accommodations there were unsuitable, the keeper took them into the station and kept them during the night.
Aug. 15	Shelter and succor..	Cape Lookout, North Carolina.	Two gentlemen while trolling for mackerel were caught in a heavy shower and became thoroughly wet. They came to the station, where they obtained dry clothing and remained all night.
Aug. 19	Fire extinguished...	Charlotte, Lake Ontario..	A small barn, not far from the station, having caught fire during the night, life-saving crew took the force pump to the scene and extinguished the flames, preventing their spread to other buildings. On the 25th instant the smoldering ruins blazed up again. When notified by adjacent property owners, went to the place and effectually quenched the fire.
Aug. 19	Recovery of body...	Chicago, Lake Michigan..	Recovered a dead body that was floating in the lake and turned it over to the city police.
Aug. 19	Rescue from drowning.	Evanston, Lake Michigan.	One of two men who were swimming near the station was swept away by the strong current flowing near the pier, and cried lustily for help. Two of the surfmen launched a small boat and rescued him.
Aug. 20	Clothing furnished	High Head, Massachusetts	A party of nine persons, five of whom were women, were wet through by a heavy rain squall while fishing on the beach. They came to the station, where the keeper furnished them with dry clothing.
Aug. 22	Recovery of body..	Buffalo, New York	Recovered the body of a colored man who had been drowned while bathing near the end of the main light-house pier. Turned it over to the coroner, who came for it in response to a telephone message.
Aug. 22	Rescue from drowning.	South Chicago, Lake Michigan.	The eight-year-old daughter of the light-keeper, while attempting to get into a boat alongside the wharf, fell into the water. One of the surfmen who was near, hastened to her aid and saved her from drowning.
Aug. 23	Recovery of body..	Charlotte, Lake Ontario..	A young man was drowned on the 19th instant while bathing. The life-saving crew dragged for the body several hours on that and the following day, and also patrolled the beach, but without success. On this date the body was reported afloat in the lake 2 miles away. Went out with boat, recovered and brought it to station, where the coroner obtained it.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1894.			
Aug. 24	Extricating horse and vehicle.	Galveston, Texas	The lookout reported a horse and vehicle apparently bogged 1 mile east of the station. Keeper sent three surfmen to the place, who extricated them, when the teamster returned to the city.
Aug. 24	Recovery of body...	St. Joseph, Lake Michigan.	A report reached the station at 8 o'clock in the evening that two small boys had been drowned in the Paw Paw River about 4 miles away. Went to the place with apparatus and after a short search recovered one of the bodies. The other could not be found, although the crew dragged for it a long time and also prosecuted the work on the following day.
Aug. 25	Rescue from drowning.	Evanston, Lake Michigan.	While three bathers were swimming near the pier in front of the station, one of them became involved in the strong current and was unable to recover himself. Launched small boat and rescued him.
Aug. 27	Recovery of body...	Charlotte, Lake Ontario..	Recovered the body of an infant floating in the river; notified the coroner, who came and took it away.
Aug. 29	Resuscitation	Sheboygan, Lake Michigan.	Word was received at the station that a boy had been drowned half a mile away. Ran to the place, where it was found that the lad had been recovered after being submerged about one minute, and persons were trying to resuscitate him. Life-saving crew took charge of the case and restored the boy after working over him about ten minutes; then sent him home.
Aug. 30	Rescue from drowning.	South Haven, Lake Michigan.	Two women fell into the water while attempting to land from a rowboat. They were rescued by one of the surfmen, taken to the station, and supplied with dry clothing.
Aug. 31	Recovery of body...	Cleveland, Lake Erie.....	Received word by telephone that a boy had fallen from a wharf and drowned. Immediately went to the place, over a mile away, with proper apparatus and in a short time recovered the body. The father of the boy, who was present, took charge of the remains.
Sept. 1	Property saved.....	Two Rivers, Lake Michigan.	Launched a small boat and rescued a sheep that had jumped into the river from the bank opposite the station. Returned the animal to its owner.
Sept. 2	Assistance to light-keeper.	Thunder Bay Island, Lake Huron.	The well at the light-house having run dry, the life-saving crew drew water from the lake for the purpose of keeping the fog signal going.
Sept. 3	Rescue from drowning.	Oswego, Lake Ontario.....	The keeper was requested to be present at a balloon ascension 3 miles west of the station at 6 o'clock in the evening, as the offshore wind might carry the balloonist out into the lake. Went to the place with lifeboat at the appointed hour and stood by to pick up the aeronaut. The parachute drop was made near the boat, when the man and his parachute were rescued and conveyed ashore.
Sept. 3	Recovery of body...	Cleveland, Lake Erie.....	Having learned that a boy had been drowned while bathing near a boom of logs three-quarters of a mile from the station, went to the place with apparatus and recovered the body, which was then delivered to the undertaker.
Sept. 5	Rescue from drowning.	Long Branch, New Jersey.	Four bathers, three of whom were young ladies, were endangered by the undertow, which was sweeping them offshore. One of the ladies was rescued by the keeper, who ran into the surf and, with the assistance of another man, pulled her out; while the three others were recovered by the surfmen with the use of a small boat.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1894.			
Sept. 5	Recovery of body...	Oswego, Lake Ontario.....	Word was sent to the station in the afternoon that the night watchman of the Oswego match factory was missing, and fears were entertained that he had been drowned. With two boats and grapnels dragged in the vicinity of the pier on which the factory stands, and soon found the body. The coroner took charge of it.
Sept. 6	Transportation obtained.	Bayhead, New Jersey.....	Three destitute sailors, walking southward on the beach, called at the station and asked assistance to reach their homes in Norfolk, Virginia. Through the courtesy of the railway officials the keeper obtained passes for them as far as Camden, New Jersey, for which place they took the train.
Sept. 6	Resuscitation	Ocean City, New Jersey..	A bather, who had become exhausted, was rescued in a drowning condition by two men, one of whom was a physician. Having been notified of the accident, the keeper hastened to the scene and assisted in resuscitating the patient. The man died three hours later from exhaustion.
Sept. 10	Transportation.....	Monomoy, Massachusetts.	The life-saving crew boarded the brig Woodbury, lying at anchor near the shoals, to offer assistance, but none was needed. At the master's request, landed his wife and child where they could proceed to Boston by train.
Sept. 11	Rescue from drowning.	Southampton, New York .	A small boy fell into the pond near the bathing station. One of the surfmen jumped into the water and rescued him as he was sinking, thus saving him from drowning.
Sept. 11	Recovery of body...	Old Chicago, Lake Michigan.	Two men called at the station and requested the crew to drag for the body of a boy drowned on the 9th instant at the foot of Chicago Avenue. Recovered the body by dragging and turned it over to the city officers.
Sept. 14	.....do	Fort Niagara, Lake Ontario.	Early in the morning the lookout saw a dead body floating in the lake. Towed it into the river near the station and notified the coroner, who came for it.
Sept. 15	Rescue from drowning.	Buffalo, Lake Erie.....	While walking on the dock one of the surfmen saw a boy fall into the water about 200 feet away. Ran to the spot, and, seeing the boy disappearing below the surface, immediately sprang into the water, seized him by the arm, and swam with him to a landing. Brought the lad to the station, and after he had rested sufficiently sent him home.
Sept. 15	Fire extinguished...	Sturgeon Bay Canal, Lake Michigan.	At half past 3 o'clock in the morning the lookout discovered fire in the fog-signal station. Aroused the light-keeper, surfmen then set to work to save the building from destruction, finally succeeding in extinguishing the flames after two hours' labor.
Sept. 19	Property saved.....	Chicago, Lake Michigan..	The surfman on watch saw a horse running away with an empty buggy. Stopped the animal, which the keeper then sent to a livery stable, to be held for the owner.
Sept. 23	Recovery of body...	Cleveland, Lake Erie.....	Early in the morning word was received at the station that a man had committed suicide by jumping from a steamer's deck. Went to the scene with the proper apparatus and soon recovered the body. Telephoned for the ambulance, which came and removed it.
Sept. 24	....do.....	White Head, Maine.....	The body of a man, drowned August 21, was found on Flag Island. Brought it to the station with surf boat, procured a casket for it, and afterwards assisted in its interment on the mainland.
Sept. 25	Shelter afforded	Cape Fear, North Carolina.	A man and boy came to the station in the evening and asked for shelter until after the gale. Cared for them until the storm subsided.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1894.			
Sept. 26	Property saved	Point of Woods, New York.	At the request of a fisherman launched the surfboat and recovered his net, which he was unable to obtain without aid on account of the stormy surf.
Sept. 26	Succor afforded.....	Indian River Inlet, Florida.	A man living as a recluse near the inlet, came to the station in the morning and asked for succor. Gave him food and dry clothing.
Sept. 26	Property saved	Racine, Lake Michigan...	A horse fell into the river from a coal dock and the life-saving crew was called upon to rescue him. Towed the animal to the station incline and with the assistance of bystanders hoisted him out with tackles from the boat derrick.
Sept. 27	Assistance at fire.....	Pentwater, Lake Michigan.	A fire broke out in the village of Pentwater about 3 o'clock in the morning. Life-saving crew went to the scene and assisted in extinguishing the flames and in saving property. One of the surfmen was severely injured while engaged in this service.
Sept. 28	Rescue from drowning.	North Scituate, Massachusetts.	While patrolling the beach one of the surfmen saw a man clinging to a boat capsized in the edge of the surf, drifting away from the shore. The life-saver waded waist-deep into the water and rescued the imperiled boatman and brought him ashore. His craft went out with the tide and was lost.
Sept. 28	Fire extinguished..	Charlotte, Lake Ontario..	A man carelessly threw a lighted match on the floor of a pop-corn store, near the station, which ignited a can of gasoline, causing an outburst of flames. One of the surfmen witnessed the accident and hastily threw the can out of doors, where the crew smothered the flames with wet sacks. This prompt action undoubtedly prevented a disastrous fire.
Sept. 29	Medical aid given..	.....do.....	A man brought an 8-year-old boy to the station to be treated for the bite of a dog. Keeper bathed the wound with an antiseptic preparation, then bandaged it. The pain was much lessened by this treatment and the boy went away, apparently all right.
Sept. 29	Assistance to raft...	Grand Haven, Lake Michigan.	Three men, who were trying to tow a raft around the end of the north pier, required assistance to accomplish the task. The life-saving crew aided in the work, finally getting the raft to its moorings.
Sept. 30	Transportation.....	Sandy Hook, New Jersey.	Boated off to their vessel two men, who were unable to reach it unassisted on account of an adverse wind.
Sept. 30	Recovery of body...	Orange Grove, Florida ...	Found the dead body of a man on the beach, about 4 miles north of the station, and buried it near the place where it was found. The body had evidently been in the water several days, as it was considerably mutilated.
Oct. 5	Property saved.....	Lone Hill, New York.....	During a storm a valuable fishing net washed up on the beach. The keeper secured and held it until claimed by the owner.
Oct. 6	Finding lost child...	Shoalwater Bay, Washington.	A woman came to the station at 5 P. M. and reported that her 2-year-old child was lost in the dense woods near her home. Life-saving crew instituted a search, which was kept up with lanterns after nightfall, until the little one was found, at midnight, in a thicket a mile from home, and returned to its mother.
Oct. 7	Shelter afforded.....	Green Run Inlet, Maryland.	Ten fishermen, bound to the coast of North Carolina in skiffs, applied at the station for shelter. Kept them overnight. In the morning they proceeded on their way southward.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1894.			
Oct. 7	Recovery of body...	Currituck Inlet, North Carolina.	The finding of a badly mutilated body was reported to the keeper, who went to the scene with three men and buried the remains on the beach. Letters and a few unimportant articles found on the body served to identify it as that of Henry O'Neill. The property was finally placed in the hands of relatives in Philadelphia.
Oct. 7	Fire extinguished...	Manistee, Lake Michigan.	The lookout discovered flames in a wood-pile on the beach near a large lumber yard. Hastened to the scene and put out the fire, preventing its spread to adjacent property.
Oct. 8	Rescue from danger	Fort Point, California.....	Two men, who went upon an outlying rock to fish, were cut off from shore by the tide. Assisted them to the land.
Oct. 11	Shelter and transportation.	Mosquito Lagoon, Florida.	Two men applied at the station at half past 9 o'clock in the evening for shelter, and reported that a companion was behind them on the beach. The keeper went for the latter, finding him asleep on the sand. Brought him to the station, where the three travelers were fed and sheltered during the night. On the following day Captain Shaw, superintendent of the district, took them to Titusville, Fla.
Oct. 11	Transportation.....	Buffalo, Lake Erie.....	The lookout reported a signal for assistance flying from Horseshoe Reef Light-House. Launched the surf boat and went out to the light-house, finding that the skiff belonging to the keepers had broken adrift and gone down the Niagara River. Landed one of the light-keepers at the wharf, then returned to station.
Oct. 13	Assistance to light-keeper.	Manistee, Lake Michigan..	Crew assisted the light-keeper in removing tools and other articles from the light-house on the end of the pier, as the heavy seas prevailing endangered the structure.
Oct. 14	Transportation.....	Cuttyhunk, Massachusetts.	Two persons on Nashawena Island were seen making signals. Launched station boat and crossed the inlet, finding a woman and her daughter who wished to reach their home in Cuttyhunk. Landed them at a point from which they could easily walk to their destination.
Oct. 21	Rescue from drowning.	South Chicago, Lake Michigan.	Lookout saw a small boy fall into the river between a scow and the dock. Ran to the place, about a hundred yards away, and rescued the lad; gave him dry clothing at the station and then took him home.
Oct. 23	Recovery of body...	Cold Spring, New Jersey.	The body of a man washed up on the beach about midday a short distance from the station. Carried it to a safe place and sent for the coroner, who soon came and took charge of it.
Oct. 26	.....do.....	Seabright, New Jersey.....	The dead body of a man was found on the beach near the station and identified by papers found upon it. The keeper telegraphed to relatives, who came and took it away.
Oct. 28	Property saved.....	Currituck Inlet, North Carolina.	A quantity of pine lumber was found on the beach by the patrol. Keeper reported the finding to the commissioner of wrecks.
Oct. 28	.....do.....	Whales Head, North Carolina.	About 500 feet of pine lumber was found in the surf by the patrol, who hauled it out to a safe place. Keeper notified the commissioner of wrecks regarding it, but as he did not take charge of the property, advertised for the owner.
Oct. 29	Recovery of body...	Cleveland, Lake Erie.....	At midnight received a telephone message that a man had fallen from the dock near the Main Street bridge. Went to the place and recovered the body after grappling a short time, then telephoned for ambulance, which came for it.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1894.			
Oct. 31	Assistance at fire.....	Charlotte, Lake Ontario...	About half past 8 o'clock in the evening fire was discovered in a building on the opposite side of the river. Crossed over in surfboat, with force pump, and threw a stream of water on adjoining buildings to prevent the spread of the flames. The fire department arrived on the scene soon afterwards and worked diligently, but the burning structure, which was a theatre, could not be saved.
Oct. 31	Succor and transportation.	Umpqua River, Oregon...	A destitute traveler, nearly famished, stopped at the station early in the morning and asked for food. Fed him, and after he had rested for sometime, boated him across the river.
Nov. 2	Assistance in taking soundings.	Cuttyhunk, Massachusetts.	Mr. Geo. W. Eldridge, hydrographer, came to the station with letters from Captain W. H. Bixby, U. S. A., asking the keeper's cooperation in locating the sunken schooner Dora M. French. The keeper and two surfmen accompanied Mr. Eldridge to the place of the wreck and gave him all necessary assistance.
Nov. 4	Recovery of body..	Ashtabula, Lake Erie.....	During the night the keeper was informed that a man belonging to the steamer Castalia had fallen overboard and drowned. Early in the morning prepared dragging lines and went to the scene of the accident, where the body was soon recovered. By direction of the coroner it was then turned over to the undertaker.
Nov. 4	Rescue from drowning.	Two Rivers, Lake Michigan.	The lookout reported that a boy had fallen into the river from a skiff and that his companion was unable to rescue him. Launched a small boat and pulled out to the skiff, where the lad was found clinging to its side. Took him into the station boat, landed him, and accompanied him to his home.
Nov. 6	Assistance in making soundings.	Holland, Lake Michigan..	On this date two of the surfmen assisted the United States engineer in charge of the Government works, three hours in making soundings in the harbor and vicinity; and, again on the 8th instant, the keeper detailed five men for similar duty, in which they were engaged the entire day.
Nov. 11	Assistance to police..	Brentons Point, Rhode Island.	The patrol from midnight to 4 A. M. discovered a man breaking into a bathing house on the beach. He went to a residence and telephoned to Newport for the police, who came out and arrested a man having a bundle of stolen articles in his possession, but he afterwards escaped. The life-saving crew rendered all possible assistance in searching for the escaped thief, but without avail. The keeper found secreted in one of the bathing houses a quantity of stolen property that had been removed from a summer residence. Three days later one of the surfmen found a revolver, lost by a policeman on the night of the 11th instant, and returned it to the owner.
Nov. 11	Succor afforded.....	Old Chicago, Lake Michigan.	The tug Mollie Spencer landed at the station a man who had fallen into the water. Keeper gave him restoratives and other attention, and, after he had rested, he departed, quite recovered from his exhaustion.
Nov. 16	Clothing furnished..	Velasco, Texas.....	The keeper supplied a sick and needy woman living near the station with two blankets from the store of clothing furnished by the Women's National Relief Association.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1894.			
Nov. 18	Recovery of body...	Shoalwater Bay, Washington.	The keeper discovered the dead body of a sailor which had washed up at high tide. Secured it and notified the coroner. Next day keeper made a box and buried the remains on the beach. The body was identified as that of the man lost at sea from the schooner Nora Harkness, October 15, 1894.
Nov. 20	Rescue from drowning.	Narragansett Pier, Rhode Island.	While returning from the north patrol at midnight, the surfman heard someone calling, and, going in the direction of the sound, found a man lying on the beach unconscious, with his face in the water. Pulled him out, employed resuscitation methods upon him, and when he had recovered sufficiently to stand up, took him home. The accident was due to intoxication, which made the man helpless after he fell into the water.
Nov. 21	Aid to injured man..	Long Branch, New Jersey.	While working near the station, a teamster accidentally cut his hand badly with a knife. He came to the station, where the keeper dressed the wound with liniment and bandages from the medicine chest.
Nov. 25	Transportation.....	New Inlet, North Carolina.	The schooner Dauntless came into the harbor and anchored, with a signal of distress flying. Upon boarding her, found that the master wished to go ashore. Landed him.
Nov. 25	Succor and transportation.	Umpqua River, Oregon...	Provided a destitute wayfarer with food and shelter, and when he was ready to proceed on his way, ferried him across the river.
Nov. 26	Rescue from drowning.	Old Chicago, Lake Michigan.	A man engaged in picking up driftwood on the wharf accidentally fell into the river. One of the surfmen passed him a piece of board to which he clung until the rest of the crew arrived and pulled him up on the dock in safety.
Nov. 27	Aid to injured man..	Long Branch, New Jersey.	A workman employed in building a bulkhead was severely injured on the leg by a heavy timber which fell upon him. He was brought to the station where the keeper, with the resources of the medicine chest, dressed the wounded limb and supplied him with dry clothing. He was afterwards taken home in a wagon.
Nov. 28	Property saved.....	Two Heart River, Lake Superior.	On this date and on December 2 found on the beach a quantity of flour in barrels and sacks, apparently a part of the cargo of some passing vessel. Brought the property to station and held it for owner.
Nov. 29	Rescue from drowning	Ludington, Lake Michigan.	A man belonging on board the steamer J. T. Marshall, while taking soundings along the pier, slipped and fell into river. Hearing his cries, a surfman hastened to the rescue with a skiff, got him into it, and landed him in safety. He would have been drowned but for this prompt assistance.
Nov. 30	Property saved.....	Nanset, Massachusetts....	Held for the owner a bag of clothes, an overcoat, and a quadrant found by one of the surfmen.
Dec. 1	.....do.....	Cape Henlopen, Delaware.	The patrolman found on the beach the boom, gaff, and sail of a boat belonging to the United States Light-House Service. Took the articles to the station and held them for owner.
Dec. 7	Rescue from perishing.	Coquille River, Washington.	A man under the influence of liquor was found at 2 A. M. lying on the beach, benumbed and helpless. The keeper and two surfmen carried him to a hotel and assisted in restoring him.
Dec. 12	Property saved.	Green Run Inlet, Maryland.	Found on the beach a barrel of kerosene that had drifted ashore. Brought it to station and held it for owner.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1894.			
Dec. 16	Finding lost person..	Fourth Cliff, Massachusetts.	The sunset patrol found on the beach a lad who had lost his way. As the boy was 8 miles from home, took him to station and kept him overnight.
Dec. 27	Assistance to fishermen.	Point Allerton, Massachusetts.	Assisted the lobster fishermen, whose boats had broken adrift in the storm, to secure their property, which was in danger of destruction by the heavy surf.
Dec. 27	Shelter and succor..	New Shoreham, Rhode Island.	Three persons from a wrecked sloop came to the station, where they were sheltered and cared for two days.
Dec. 27	Transportation.....	Galveston, Texas	At the request of the physician in charge of the quarantine, who stated that the naphtha launch usually employed for boarding vessels had broken down, took him in station boat to two steamers desiring to enter the harbor. After he had made the customary inspection of the vessels, set him ashore.
Dec. 29	Succor and transportation.	Mosquito Lagoon, Florida.	Two men came to the station in the afternoon, stating that they had lost their boat in the lagoon while hunting on the previous day, and desired food and transportation to the mainland. After supplying the former, the keeper launched station boat and sailed to Oak Hill, where the men were landed in the evening.
Dec. 30	Assistance to lightkeeper.	Hunniwells Beach, Maine.	In response to a signal of distress on Seguin Island, the life-saving crew launched surfboat and visited the island. Found the light-house force short-handed, on account of the absence of the keeper and sickness of the assistant. Left a surfman on the island to assist in the duties of the station, where he remained until the following day.
Dec. 31	Shelter and transportation.	Mosquito Lagoon, Florida.	Three men, who had been duck shooting during the day, came to the station at dark, and asked to be taken to the mainland. As the night was stormy, the keeper deemed it unsafe to attempt to cross the lagoon in the darkness. The men, therefore, remained at the station overnight, and next morning were taken by the keeper to their hotel at Oak Hill, on the mainland.
1895.			
Jan. 5	Shelter and succor..	Currituck Inlet, North Carolina.	A traveler, who had been taken ill while journeying down the beach, stopped at the station in the evening. Keeper drew from the stores of the medicine chest and gave him treatment, and also kept him overnight. In the morning he proceeded on his way, feeling much refreshed.
Jan. 6	Conducting boys across the ice.	Blue Point, New York....	In the afternoon two boys desired to cross the bay on the ice to reach the mainland. Sent one of the surfmen to conduct them across, it being unsafe for them to go unattended.
Jan. 9	Transportation.....	Gilberts Bar, Florida.....	A party of tourists from the yacht Lillian, anchored near the station, desired to come on shore. The keeper landed them, and afterwards placed them on board.
Jan. 10	Fresh water supplied.	.....do	A party of fishermen, desiring a supply of fresh water, came to the station for it. Keeper furnished it from station cistern.
Jan. 11	Burial of remains...	Cape Lookout, North Carolina.	The body of a colored man, that had been washed up by the sea, was found on the beach by fishermen, who notified the life-saving crew. The keeper took charge of the remains and gave them decent burial.
Jan. 13	Transportation.....	North Beach, Maryland...	A fisherman, whose craft was anchored in the bay, desired to reach her. Keeper and one of the surfmen placed him on board with a small boat.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1895.			
Jan. 15	Aid to injured man..	Long Branch, New Jersey.	In trying to move a large bench, a workman dropped it, crushing his foot. Brought him to station, where the keeper dressed the injured member with liniments and bandages from the medicine chest and sent for a doctor, who came and gave the patient further treatment. Kept the man at the station until he was able to go home.
Jan. 17	Succor afforded.....	Wash Woods, North Carolina.	A family living near the station was left destitute through the burning of their house and effects. The life-saving crew obtained a vacant house for them, and by personal effort and contribution supplied furniture, clothing, and stores for their relief.
Jan. 21	Rescue from drowning.	Louisville, Kentucky.....	An intoxicated man fell into the water between the station and the river bank. Two of the surfmen rescued him, took him into the station, and gave him needed attention.
Jan. 24	Shelter and succor..	Chester Shoal, Florida.....	A traveler on the beach, very tired and hungry, arrived at the station during the day. He received proper care, and next day the keeper obtained a pass for him to Titusville, Fla., on the steamer Canaveral.
Jan. 25	Extricating horse from mire.	Kill Devil Hills, North Carolina.	A boy came to the station and asked for help to extricate a horse from the quicksands. Sent five surfmen with proper equipments, who released the animal, after which the boy and his mother, who had been driving over the unsafe ground, proceeded on their way.
Jan. 25	Rescue from danger	Milwaukee, Lake Michigan.	At the request of the city officials, keeper obtained a volunteer crew and went out with lifeboat in tow of a tug to rescue from the intake crib a party of men who were endangered by an easterly storm. The sea was high and the weather intensely cold, so that the equipments of the boat were soon covered with ice. On arriving near the crib, anchored the lifeboat and dropped down close aboard, taking off ten men and transferring them to the tug. As the grapnel rope became entangled in the tug's propeller, and parted in consequence, it became necessary to take off remaining men while held up by the tug. This was done in two trips by receiving ten men into the boat each time, making in all thirty persons rescued from the structure. Four others preferred to remain at their posts and were, therefore, left on the crib. The life-saving crew then returned to the station in tow.
Jan. 26	Recovery of bodies..	Quonochontaug, Rhode Island.	During the prevalence of thick weather and a strong gale from the southward, patrols found the body of a man on the beach, about 5 miles east of the station, and 1 mile farther on, the body of a woman. Secured them and notified the proper authorities, who took charge of the remains. These bodies came ashore with wreckage from vessels that, it was afterwards learned, had foundered at sea.
Jan. 27	.....do.....	Point Judith, Rhode Island.	Found the body of a man on the beach amongst wreckage in the evening. Secured it in a safe place above high-water mark, and next day attended the medical examiner and undertaker while they cared for this body and two other bodies previously found. During the entire week, keeper caused a patrol to be kept up along the beach but without further result.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1895. Jan. 27	Assistance to the waterworks crib.	Cleveland, Lake Erie.....	The keeper was informed by telephone at 2 A. M. that signals were being displayed from the waterworks crib 2½ miles west of the station. As the harbor tugs were laid up for the night, keeper telephoned to fire tug and accompanied her to the crib, where the person in charge stated that ice was forming in one of the tunnels and immediate assistance was necessary to prevent a stoppage of the city water supply. Fire tug returned to harbor at 3.30 A. M., when the keeper secured the services of another tug and a diver and sent them out to the crib.
Feb. 3	Rescue from danger.	Golden Gate Park, California.	A man who had gone out upon a rock at low water was unable to get ashore on account of the incoming tide. The lookout proceeded to the place with life line and buoy and landed him safely.
Feb. 5	Property saved.....	Oregon Inlet, North Carolina.	Found drifting in the inlet a bale of shad net, which had been lost by fishermen on the night of January 26. Brought it ashore and notified the owners, who took possession of the property, valued at $100.
Feb. 6	Rescue from drowning.	Jupiter Inlet, Florida.....	A young man with a party of friends went into the surf near the station. Being unable to swim, the keeper loaned him a life-preserver, but he was nevertheless carried out by the undertow and was in danger of being overcome and drowned in the rough water, when Surfman Charles M. Carlin heroically swam out to his relief and assisted him ashore. This action was very bold, and resulted in saving the imperiled bather's life. [See letter of acknowledgment.]
Feb. 7	Provisions supplied.	Point of Woods, New York.	Two fishermen came to the station and asked for oil, coal, and provisions. Keeper furnished them with the desired supplies, when they returned to their boat.
Feb. 7	Shelter and succor..	.....do.....	Two men visited the beach to look after and recover their fishing nets, and were unable to return to the mainland on account of a thick snowstorm. They were sheltered at the station through the night.
Feb. 7	Succor afforded.....	Brazos, Texas.....	A man much exhausted arrived at the station in the morning and stated that a companion was behind on the beach, suffering from the effects of exposure. Brought the latter to the station and treated him by administering restoratives from the medicine chest and chafing his limbs. He soon recovered his normal condition, and, after resting sufficiently, both men departed.
Feb. 8	Property saved.....	Burnt Island, Maine.....	Saved lobster traps, lobster cars, and other property belonging to fishermen, valued at $50, which had been thrown on shore by storm and high tide.
Feb. 8	Shelter and succor..	Portsmouth, North Carolina.	Nine men left the schooner J. J. Taylor and came to the station on account of the ice, remaining until the 17th instant, when, the conditions being improved, they returned to their vessel.
Feb. 9	Rescue from drowning.	Gilberts Bar, Florida	While several tourists were standing on the beach, a small boy who had ventured too near the surf was caught by a receding wave and carried out beyond his depth. He was rescued by the keeper, who ran into the water after him, and was taken to the station, where he was wrapped in blankets while his clothes were dried.
Feb. 10	Shelter and succor..	Pea Island, North Carolina.	Two hunters, who were encamped on the beach 2½ miles from the station, ran out of provisions and firewood and applied at the station for succor. Cared for them forty-eight hours.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1895.			
Feb. 11	Recovery of body...	Forge River, New York...	Found the dead body of a drowned man on the beach 1½ miles west of station. Brought it to the station and notified the coroner, who took charge of it.
Feb. 12	Shelter and succor..	Point of Woods, New York.	Four men, who had come from the main land to fill an ice house, were obliged to seek shelter for the night. Gave them lodgings and cared for their horse.
Feb. 12	Succor and transportation.	Cobb Island, Virginia.....	A man on Bone Island, whose boat was fast in the ice, signaled for assistance. Finding that he needed provisions, brought him to station, gave him supplies, then transferred him to the island again.
Feb. 15	Recovery of body...	Old Chicago, Lake Michigan.	Received request to drag for the body of a boy, drowned on preceding day in the lake off the marine hospital, the corpse having drifted under the ice. Keeper cut holes in the ice near the place, and with grappling hooks soon recovered the body. Relatives of the deceased took charge of it.
Feb. 16	Succor afforded.....	Seabright, New Jersey....	While crossing the Shrewsbury River on the ice, a man fell into the water through an air hole, but extricated himself and came to the station, benumbed with cold. Gave him restoratives and other necessary attention for several hours, after which he departed.
Feb. 16	Rescue from danger.	North Manitou Island, Lake Michigan.	The U. S. mail agent and a volunteer who had gone to the mainland on the ice the previous day were seen returning with the mail. As the ice had meanwhile broken up and moved away from the shore of the island, the keeper collected a volunteer crew and went out in the surf boat; beckoned the men to come to the edge of the ice field, where they were taken into the boat and safely landed, together with the mail for the island.
Feb. 17	.....do	Old Chicago, Lake Michigan.	Seeing a party of boys skating on the outer edge of the ice, 2½ miles from shore, during a strong breeze from the southwest, keeper launched station boat and went out to the vicinity of the skaters. Soon afterwards a large cake broke away from the main body of ice, having seven boys upon it. In two trips they were safely landed on the pier. Afterwards keeper proceeded farther southward along the edge of the ice in tow of a tug, but as the skaters appeared to be going ashore, the tug returned to the harbor. Upon arriving at the station, keeper detailed a man to go along the shore to report any accidents occurring. The patrolman induced several boys to return to the land on account of the unfavorable conditions, and as the ice then appeared to be clear of skaters he returned to the life-saving station.
Feb. 18	Transportation.....	Burnt Island, Maine.....	A man living on Burnt Island desired to consult a doctor about his hand, which was lame and caused him much suffering. Took him in station boat to and from the doctor's office, where he received treatment.
Feb. 18	Recovery of body...	Long Branch, New Jersey.	While several boys were skating on the lake near the station, one of their number, a colored boy 12 years old, attempted to rescue a dog that had fallen into an air hole, and in consequence fell into the water and was drowned. A boy ran across the ice and notified some persons there, then hastened to the station and called the life-saving crew. The keeper and surfmen hurried to the place, and by using a small boat and a rake recovered the body, which had drifted underneath the ice. The body was then turned over to the parents of the deceased.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1895.			
Feb. 19	Recovery of body...	North Beach, Maryland..	While traveling along the coast with a horse and buggy, the driver, an old man, missed his way and drove out upon the bay, which was frozen over. The horse fell into an air hole and, being unable to get out, perished in that position. The driver left the vehicle, but succumbed to the cold after going a short distance. The casualty occurred at night, 3½ miles from the station, and quite a distance from the beach. When the life-saving crew were notified, on this date, that the man had not reached home, a search was made and his body found, as above noted. Brought it to the station and held it until the 21st instant, when the undertaker came and took charge of it.
Feb. 24	Provisions supplied	Chester Shoal, Florida.....	Supplied provisions to a party of fifteen persons who were delayed in their return home from a trip to the beach.
Feb. 25	Property saved	Cape Henry, Virginia.....	On this and the two succeeding days, saved property belonging to the Smith Point Light-House, which had been carried away by the ice, from its station at the mouth of the Potomac River, and was found adrift near the station. The property consisted of oil cans, lumber, rope, household furniture, books, etc. Notified the light-house inspector at Baltimore of the recovery of the articles.
Feb. 25	Extricating horse from mire.	Fort Point, California.....	In the afternoon the horse which an army officer was riding became mired in the swamp back of the station. By the use of lines extricated him.
Mar. 1	Shelter and succor..	Brazos, Texas.....	Three Mexicans who were caught in a heavy gale left their boat on Dyers Island, about a mile from the station, and sought shelter with the life-saving crew.
Mar. 3	Transportation	Old Chicago, Lake Michigan.	Received word by telephone that two men were on the south breakwater, 1 mile from the station, making signals. Keeper engaged a volunteer to assist him and went to the scene in the sailboat, where the men, whose boat had gone adrift, were taken on board and, after considerable labor under adverse conditions, safely landed. After resting for a time at the station, they went to their homes.
Mar. 5	Fire extinguished...	Wash Woods, North Carolina.	A house near the station caught fire in the evening from the chimney. Life-saving crew aroused the family, who were asleep, then pulled down the chimney and extinguished the flames, thereby saving the house from destruction.
Mar. 6	Recovery of body..	Shinnecock, New York...	One of the surfmen on patrol discovered a dead body in the surf and hauled it ashore. Keeper notified the coroner and had the body removed to the station, where an inquest was held. The remains were turned over to an undertaker.
Mar. 8	.....do.....	Umpqua River, Oregon....	Found the skeleton of a man on the beach about 6 miles north of the station, and, as it was past identification, buried it above high-water mark near the place where it was discovered.
Mar. 10	.....do.....	Plum Island, Massachusetts.	The lookout discovered a man apparently endeavoring to recover a dead body in the river. Went to the place and found that two bodies had been recovered, and that assistance was desired to land them. Landed one of the bodies and telephoned the medical examiner at Newburyport, who came with the chief of police and viewed the bodies. An undertaker took charge of them. The drowned men proved to be hunters, capsized during the previous evening while shooting ducks from a skiff.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1895.			
Mar. 10	Recovery of body....	Point Judith, Rhode Island.	A telephone message was received at the station that portions of a human body had been found on the beach about 4½ miles distant. Keeper, with one surfman, went to the place, and, after the remains had been viewed by the medical examiner, procured a box and buried them.
Mar. 12	Shelter afforded.....	Pea Island, North Carolina.	A hunting party of six men whose boat had grounded at low tide, obliging them to leave her, came to the station, where they were sheltered for the night.
Mar. 16	Shelter and succor..	Umpqua River, Oregon....	Two indigent travelers, in a famished condition, reached the station during the day. Fed and kept them overnight and next day boated them across the river, when they proceeded on their journey.
Mar. 17	Succor and clothing furnished.	Erie, Lake Erie.....	A man who had been capsized in a small boat while setting decoys in an opening of the ice in the bay was brought to the station by a companion. Removed his wet garments and chafed his limbs; supplied him with dry clothing from the store on hand at the station, and when he was fully recovered he departed.
Mar. 18	Assistance at fire.....	Point of Woods, New York.	The hotel on the Chautauqua grounds was seen to be on fire in the evening, and adjacent buildings were also involved. Life-saving crew hastened to the scene and prevented the further spread of the flames by sweeping sparks from the roofs of buildings near by and putting out fire in the grass.
Mar. 22	Transportation.....	Mosquito Lagoon, Florida.	While at Oak Hill, with the supply boat, the keeper was asked by a physician for transportation to a point on the opposite side of the lagoon, about 6 miles distant, where he was called to see a sick woman. Keeper took him within a mile of the place, whence he walked to his destination.
Mar. 23	Shelter and succor..	Umpqua River, Oregon....	An old man who had become bewildered, and had wandered for three days on the beach, arrived at the station in an exhausted condition. Gave him food, dry clothing, and lodging. Next day took him to Gardiner, where he was placed under the care of friends.
Mar. 27	Assistance at fire.....	Michigan City, Lake Michigan.	Sparks from a tug going out of the harbor in the morning set fire to the Government pier. The life-saving crew called the city fire department to the scene and assisted in extinguishing the flames. It required several hours' work to accomplish the desired result.
Mar. 31	Rescue from danger.	Santa Rosa, Florida.....	About midnight the east patrol found an intoxicated man lying at the water's edge, utterly helpless. Being unable to arouse him, the surfman returned to the station and called the crew, who brought him to the station, removed his wet clothing, and put him to bed. Next morning he was fully recovered.
Apr. 5	Rescue from drowning.	Louisville, Kentucky.....	While engaged in painting the steamer City of Louisville from a scaffold upon the outside of the vessel, one of the men fell into the river, and was in great danger of drowning. Hastened to him with station boat, but being unable to grasp him while struggling in the water, boatman Farrell sprang overboard, seized him, and both were thereupon drawn into the boat. A man who had jumped into the water to assist the drowning person was also rescued by the boat's crew, and all were safely landed at the station. [See letter of acknowledgment.]

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1895.			
Apr. 6	Medical aid given...	Brant Rock, Massachusetts.	A man who had fallen from a load of hay and received a contusion on the head, came to the station, where the keeper assisted a physician in dressing the wound, drawing upon the supplies of the medicine chest for the purpose.
Apr. 8	Property saved.....	Charlotte, Lake Ontario..	Found two overcoats on the bank of the river. Took possession and held them for owners.
Apr. 10	Finding portions of human bodies.	Point Judith, Rhode Island.	Portions of bodies having been found on the beach, keeper caused them to be removed to a safe place and notified the medical examiner. Next day, in company with the doctor, visited the spot, and, after he had viewed the remains, assisted in burying them where they lay.
Apr. 10	Recovery of body...	Louisville, Kentucky.....	Learning that a boy had been drowned, sent boat with apparatus to the scene; recovered the body and turned it over to relatives. Notified the coroner.
Apr. 10	Assistance to driver	Grand Haven, Lake Michigan.	While a man riding in a buggy was going along shore on the opposite side of the river, the buggy capsized, throwing the horse down. Station lookout reported the accident, whereupon two surfmen crossed the stream in a skiff and hastened to the place; righted the vehicle and helped up the horse.
Apr. 11	Transportation	Dam Neck Mills, Virginia.	While two men were traveling along the beach in a wagon, one of them accidentally shot himself fatally. The survivor hastened to the station, near which the shooting occurred, and called upon the life-saving crew for assistance. Keeper sent for the coroner, who held an inquest over the remains, after which two surfmen took the body to Virgina Beach in a wagon.
Apr. 11	Rescue from drowning.	Galveston, Texas.....	While discharging lumber from a barge, one of the workmen fell overboard. Rescued him with station boat and landed him safely.
Apr. 11	Recovery of body...	Cleveland, Lake Erie.....	The father of a young man, drowned on February 2, asked the keeper to search for the body of his son by going along the lake shore with a boat. The keeper did so, and found the body 4 miles from the station on the beach. Sent for an ambulance, which came and took the body away.
Apr. 15	Medical aid given...	Tathams, New Jersey.....	Keeper furnished mustard plasters and stimulants to a sick man, who was staying in a fisherman's hut near the station. He was able next day to return home.
Apr. 16	Property saved	Two Heart River, Lake Superior.	A team attached to a buggy ran away about 2 miles east of the station and fell into a sluiceway emptying into the lake. The horses broke away from the vehicle and reached the bank and the driver also escaped uninjured. Keeper with two men went to the scene with grappling gear and after working four hours recovered the buggy for owner.
Apr. 17	Recovery of body...	Louisville, Kentucky	A telephone message received at the station during the afternoon stated that a boy had been drowned near the mouth of Beargrass Creek, 2 miles away. Life-saving crew searched for and recovered the body, which was then turned over to the coroner, who had been notified.
Apr. 17	Rescue from danger.	Fort Point, California.....	A man upon an outlying rock, endangered by the rising tide, was helped ashore by one of the surfmen with the use of a heaving line.
Apr. 20	Property saved.....	Hammonds Bay, Lake Huron.	Picked up several hundred feet of lumber, lost from the deck load of a passing vessel. Informed the owner of the recovery of his property.
Apr. 21	Recovery of body...	Cape Arago, Oregon.....	The dead body of a man, drowned March 20, was found floating in the river. Keeper took it to Empire City and turned it over to the coroner.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1895.			
Apr. 22	Property saved.....	Little Beach, New Jersey..	Picked up a seine on the beach and held it for owner.
Apr. 26	Assistance at fire....	Lewes, Delaware..... ...	Patrolman discovered a dwelling on fire in the evening. He ran to the place and gave valuable assistance in removing furniture. The building was wholly consumed.
Apr. 27	Rescue from drowning.	Kewaunee, Lake Michigan.	A man, in attempting to jump on the dock from a vessel lying alongside, lost his balance and fell into the river. He was sustained by a pole passed to him from the vessel until the life-saving boat reached the place and took him out of the water.
Apr. 28	Rescue from danger.	Fort Point, California.....	By using a heaving line, the station lookout assisted two fishermen off an outlying rock, where they were endangered by the rising tide.
Apr. 29	.....do	.....do.....	Three men, who had gone out to an exposed rock at low water for the purpose of fishing, were cut off from shore when the tide rose and thereby placed in a perilous situation. One of the surfmen assisted them ashore and took them to the station, where they obtained dry clothing.
Apr. 30	Recovery of body...	Muskegon, Lake Michigan.	A boy reported at the station that his father had been drowned in Lake Muskegon, about 1½ miles from the station. Went to the scene, dragged for and recovered the body; notified the coroner, who took charge of the remains and held an inquest upon them.
Apr. 30	Rescue from drowning.	Michigan City, Lake Michigan.	A man fell from the pier opposite the station into the river. One of the surfmen launched a small skiff and rescued him.
May 2	Recovery of body...	Louisville, Kentucky.....	Word was brought to the station that a small boy had been drowned in the canal not far away. Sent a boat to the scene and recovered the body after a short search. Turned it over to the proper authorities.
May 2	.....do	Fort Point, California.....	Recovered the dead body of a man, which was found on the beach, and notified the coroner.
May 4	.....do.....	Cape Elizabeth, Maine....	Found the body of a man washed up amongst the rocks on the beach. Notified the coroner at Portland, who took charge of the remains.
May 5	Rescue from drowning.	South Haven, Lake Michigan.	A boy fell from the pier into the lake. A bystander passed him a pole, to which he clung until the life-saving crew, who hastened to the scene, arrived and rescued him.
May 5	Recovery of body...	Point Adams, Oregon.....	While in a small skiff at night overhauling fishing gear, a man became entangled in his net, fell from the boat into the water and was drowned, 3½ miles from station. In the morning the body was found at the place of the accident. Life-saving crew took it ashore and turned it over to relatives in Astoria. Notified the coroner.
May 7	Shelter and succor..	Umpqua River, Oregon...	Two sailors, en route to San Francisco, came to the station in an exhausted and destitute condition. Cared for them three days, until they were fully refreshed and able to proceed on their journey.
May 7	Recovery of body...	Golden Gate Park, California.	Word was received at the station by telephone that a man had fallen from a rock and been drowned, about 1½ miles away. Life-saving crew hastened to the scene, where they found two men endeavoring to resuscitate the body. Under the keeper's direction the Service method was put in operation, but, after prolonged effort to restore the man to consciousness, proved futile, and a doctor, who had been summoned, pronounced the man dead. Carried the body to the top of the cliff and telephoned the authorities, by whom the body was taken in charge.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1895.			
May 8	Recovery of body...	Louisville, Kentucky.....	Having learned that a man had been drowned in the Ohio River, keeper sent a boat properly equipped with dragging lines to the scene. After a short search the body was recovered.
May 9	.....do	Whales Head, North Carolina.	Found the dead body of a man on the beach 1 mile south of the station, early in the morning. Made a box and interred the remains in the sand near the place where found.
May 11	Rescue from danger.	Cleveland, Lake Erie.....	Four men, whose boat had broken its fastenings and drifted away, were seen on the east arm of the breakwater signaling for assistance. The sea was dashing over the structure, endangering them where they stood. Life-saving crew, who were engaged in assisting stranded lighters, immediately went to the aid of the imperilled men and landed them at the station with the lifeboat. Their boat was recovered by men on the beach.
May 11	Recovery of body...	Point Adams, Oregon.....	Picked up a dead body on Clatsop Spit and turned it over to the coroner.
May 18	Property saved.....	Thunder Bay Island, Lake Huron.	A party of workmen engaged in making repairs upon the light-house lost a supply of lumber and shingles while rafting them to the place of operations. Life-saving crew recovered the property and landed it as desired by the foreman in charge of the work.
May 19	Recovery of body...	Fenwick Island, Delaware.	The patrolman, while on his beat in the evening, found the dead body of a colored man on the beach about a mile from the station. Brought the corpse to the station, and on the following morning notified the coroner, who came and viewed the remains, which proved to be the body of a man drowned April 29, and was turned over to persons claiming it.
May 21	Assistance to injured man.	Galveston, Texas	A man struck his head on the bottom while diving and was rendered unconscious. He was brought to the station, where he was revived and given treatment with remedies from the medicine chest. His friends were informed of his injuries and took him from the station to the city.
May 21	Fire extinguished...	Sturgeon Bay Canal, Lake Michigan.	A dwelling house near the station caught fire during the afternoon. Life-saving crew carried water in buckets and extinguished the flames.
May 22	Recovery of body...	Charlotte, Lake Ontario..	A woman bent upon suicide jumped into the river about 1 mile from the station. When notified, the crew hastened to the scene, arriving just as the body was taken from the water by other persons. Practiced the Service method of resuscitation upon it for two hours, but respiration could not be restored. A physician, who was present, pronounced the woman dead. Notified the coroner and assisted in conveying the remains to the late home of the deceased.
May 24	Succor and transportation.	Umpqua River, Oregon...	Boated across the river two men who were in need of assistance; fed them at station and sent them to Gardiner.
May 26	Recovery of body...	Spermaceti Cove, New Jersey.	During the night the patrolman found the dead body of a man which had drifted ashore. Secured the body and notified the coroner at Long Branch, who took charge of it.
May 26	Succor afforded.....	Galveston, Texas	Keeper took a large party of friends for a sail, but became becalmed near the station at sunset. Being unable to return to the city, landed people at station and kept them overnight. Next day Dr. Blunt of the quarantine station towed sharpie with party aboard to Galveston.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1895.			
May 26	Recovery of body...	Fairport, Lake Erie.....	While three men were attempting to go around the piers on a raft made of logs, the raft broke up and one of the men sank into a deep hole, where dredging had been carried on, and was drowned. Recovered the body and worked for an hour in the effort to restore life, but without avail. Turned it over to the proper authorities.
May 26	.....do.....	Cleveland, Lake Erie.....	Learning by telephone that a man had been drowned through the capsizing of a boat in the lake 2 miles from the station, went to the place with apparatus and dragged for the body. The work was suspended several times on account of rough water, but in the afternoon, six hours from the time of the accident, and after a laborious search, the body was found. The undertaker took charge of it.
May 26	Rescue from drowning.	Old Chicago, Lake Michigan.	Hearing shouts from the north pier at 3 A. M., the surfman on watch went out in a rowboat and rescued a man who had fallen from the pier and was clinging to the piling. Brought him to the station, furnished dry clothing, and gave him hot coffee. He appeared to be fully recovered from the exposure, and later in the morning went home.
May 27	Recovery of body...	Racine, Lake Michigan...	Recovered the dead body of a man afloat in the lake and notified the coroner, who took charge of it. It was identified as that of a man missing since the 4th instant.
May 28	Transportation.....	Muskeget, Massachusetts.	Transferred to Cuttyhunk Island a sick woman, who desired to go from there to Boston for treatment in hospital.
May 28	Property saved.....	Manistee, Lake Michigan.	A steamer entering harbor at noon ran into a boom of logs moored in the river, bursting the boom and setting the logs adrift. Launched station boat and held the logs against the pier until a tug reached the scene with boom sticks. Assisted in collecting the logs, after which the tug towed them up the river.
May 31	Assistance to light keeper.	Grand Haven, Lake Michigan.	The assistant light-keeper fell from a ladder early in the evening and hurt himself badly. In response to his cries for help, went to his assistance and took him home. Left one of the surfmen to care for the light until another keeper arrived and took charge.
June 1	Transportation.....	Old Chicago, Lake Michigan.	Hearing cries from the east breakwater at 1 A.M., went out in a small boat and brought ashore a young woman whose escort had abandoned her.
June 2	Aid to injured man..	Ashtabula, Lake Erie.....	A horse became unmanageable while descending a hill near the station, ran away, broke the vehicle and injured the driver. Caught the horse; repaired the carriage temporarily; took the man to the station and dressed his wound with bandages from the medicine chest.
June 2	Rescue from danger.	Fort Point, California.....	Rescued, with the surfboat, two fishermen who were endangered upon an outlying rock, where they had gone to fish.
June 7	Shelter and succor..	Umpqua River, Oregon...	Two tired and exhausted travelers arrived at the station in the evening. Kept them overnight and ferried them across the river next day.
June 9	Recovery of bodies..	Cleveland, Lake Erie.....	Hearing cries from the vicinity of a party of bathers, went to the scene and found that three small boys had disappeared and were undoubtedly drowned. Obtained gear from the station and dragged for the bodies, two of which were soon recovered and turned over to the undertaker. Although the search for the remaining body was prolonged, the life-saving crew did not succeed in finding it. Next day it was recovered from a deep hole, into which it had sunk, by a diver.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1895.			
June 9	Recovery of body....	Louisville, Kentucky.....	Received telephone message that a small boy had been drowned in the Ohio River. Equipped a boat with proper apparatus and sent surfmen to drag for the body, which was soon recovered. Turned it over to proper authorities.
June 10	.....do	St. Joseph, Lake Michigan.	Hearing that a man had been drowned near Benton Harbor, some distance from the station, launched the surfboat, went to the place and recovered the body. After an unsuccessful attempt to resuscitate it, with the assistance of two doctors, gave it in charge of the coroner.
June 12	.....do	Corsons Inlet, New Jersey.	The body of a man, drowned May 19, washed ashore on this date. Recovered the body, notified the coroner, and telegraphed to relatives of the deceased, who came and took charge of the remains.
June 13	Rescue from drowning.	St. Joseph, Lake Michigan.	While the steamer Peerless was entering the harbor, one of her crew, in letting down a fender, fell from the deck, but clung to the fender, while the vessel kept on up the stream. Seeing the accident, launched a small boat from the station, pursued and overtook the vessel, and rescued the man, who was nearly exhausted and must soon have lost his hold. Supplied him with dry clothing at the station and placed him on board again.
June 13	.....do.....	Kenosha, Lake Michigan.	While intoxicated, a man jumped into the water from the pier. The action was seen by the lookout, who launched a small boat and rescued him. Took him to the station, and after drying his clothing he departed for Chicago.
June 19	Recovery of body...	Fairport, Lake Erie.....	A fishing boat, having in tow a dead body found floating in the lake, signaled for assistance. Launched the surf boat, went out and took charge of the body, brought it to station, and notified the coroner.
June 20	Removing obstruction to navigation	Velasco, Texas.....	In the afternoon an object resembling a dismasted vessel was seen 10 miles offshore. Keeper mustered a volunteer crew (as the station was closed for the summer), and upon reaching the place found a raft of logs and a large tree drifting about. Broke up the raft, which was a menace to passing vessels, then returned to station.
June 22	Assistance to police..	Racine, Lake Michigan...	The body of a small child was found by the police, but in recovering it the carpet in which it had been wrapped was lost in the river. Upon the request of the police officials, the life-saving crew dragged for and recovered the carpet.
June 24	Shelter afforded.....	Mosquito Lagoon, Florida.	A party of eleven persons, who came to the beach from Titusville, 20 miles distant, for surf bathing and camping, were obliged to seek shelter at the station on account of the swarms of mosquitoes infesting the locality. Sheltered them two nights.
June 24	Recovery of body...	Cleveland, Lake Erie.....	Received a telephone message in the morning saying that a man had fallen from a steamer into the river, where he had been drowned. Dragged for and recovered the body; turned it over to the undertaker.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1895.			
June 25	Recovery of body....	Racine, Lake Michigan...	When the life-saving crew was reentering the harbor from surfboat practice on the lake a crowd on the pier called to them and stated that a fisherman had fallen into the water. Recovered the body with a pike pole and endeavored to resuscitate it; called a physician, who pronounced the man dead. Notified the coroner, who held an inquest. The verdict rendered was that death resulted from epilepsy.
June 26	.....do.....	Sheboygan, Lake Michigan.	Grappled for the body of a small boy drowned in the river about a mile from the station. Recovered it and turned it over to the coroner.
June 26	Rescue from danger.	Kewaunee, Lake Michigan.	A teamster drove into the lake to water his horses but got too far out. In attempting to drive ashore the reach became uncoupled, leaving the wagon box and rear wheels in the lake. The life-saving crew made fast a purchase to the wheels and pulled them ashore, thus relieving the teamster from his dangerous situation.
June 28	Recovery of body...	Cape May, New Jersey...	Two boys reported that a body was afloat near shore not far from the station. Life-saving crew hauled it out on the beach and notified the coroner. The body proved to be that of a colored man drowned while bathing a few days previously.
June 28	Rescue from drowning.	Michigan City, Lake Michigan.	A small boy fell into the water from one of the piers. One of the surfmen launched a skiff and rescued him.
June 29	Assistance at fire....	Duluth, Lake Superior...	Fire broke out in an old church near the station, first appearing in the roof. Attempted to quench the flames with buckets, but could not keep them in check. Saved chairs, two stoves, a small Sunday school library, and other articles. The city fire department arrived and a fire tug also came to the place. Transferred hose from the tug (which could not approach close on account of shoal water) and landed firemen with the lifeboat, but in spite of all efforts the building could not be saved.
June 30	Property saved.....	Frankfort, Lake Michigan.	A crib used in the construction of the Government pier broke adrift from its moorings early in the morning. Life-saving crew recovered it and made it fast to the wharf.

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VESSELS WARNED FROM DANGER.

1894-1895.

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Vessels Warned from Danger.

The patrol system has been maintained throughout the year with the customary fidelity. Twenty vessels were warned away from dangerous proximity to the shore or obstructions to navigation by the flags of the International Code and other day signals, while two hundred and thirty instances occurred at night wherein the surfmen, by the prompt display of Coston lights, apprised imperiled craft of their danger.

The following brief tabular statement shows the number of vessels involved and the circumstances of each case, with date and place:

BY DAY SIGNALS.

Date.	Station and locality.	Circumstances of warning.
1894.		
Aug. 30	Cape Disappointment, coast of Washington.	At 1 o'clock in the afternoon, during thick weather, a steam vessel, standing too close in, was warned off by the signal gun.
Aug. 30	.....do.....	Shortly after 6 o'clock a steamer was discovered through the fog heading directly for the beach. By promptly firing a gun, she was notified of the danger, which she avoided by changing her course.
Sept. 2	Point Reyes, coast of California.	At 9 A. M., during a dense fog, a steamer was seen coming directly on shore and would have stranded but for the prompt action of the life-saving crew in firing the gun. The vessel heeded the signal by standing seaward and acknowledged the service by sounding her whistle.
Sept. 5	Point Lookout, coast of New York.	At about daylight the sunrise patrol saw a small sloop yacht close to the beach and evidently uncertain of her position. By shouting he warned the occupants of their proximity to the shore, and directed them how to steer to avoid disaster. The weather was thick at the time.
Oct. 11	Saluria, coast of Texas.....	A schooner under full sail, standing through Pass Cavallo from seaward, was seen from the station to be bearing down upon a shoal extending out from Pelican Island. Keeper immediately hoisted the International Code flags J D ("You are standing into danger"), when the vessel hauled by the wind, tacked ship and stood offshore. Life-saving crew set up ranges on the beach and by their aid the schooner crossed the bar and proceeded up the channel. A serious disaster was averted by this timely service.
Nov. 14	Oak Island, coast of New York.	A three-masted schooner that seemed likely to strand on Fire Island was notified by a two-flag signal that she was standing into danger. By changing her course without delay she avoided disaster.
Nov. 19	Saluria, coast of Texas.....	At 3 o'clock in the afternoon a schooner, which had crossed Pass Cavallo bar, was discovered upon a dangerous course leading into a bight or pocket in the coast. The danger signal was hoisted at the flagstaff, whereupon she entered the proper channel in safety.
1895.		
Jan. 7	Brentons Point, coast of Rhode Island.	During the prevalence of a dense fog in the afternoon, the day patrol, when about 2½ miles from the station, saw a schooner steering before the wind straight for the beach. He ran to the surf line, and, by shouting vigorously, attracted the attention of the persons on board, whereupon the course was at once altered. He then instructed them how to steer, and the vessel soon disappeared from view offshore.
Jan. 13	Saluria, coast of Texas.....	At daylight a schooner intending to enter Pass Cavallo was seen to be on the wrong course. A warning signal was displayed from the flag pole in front of the station, when the vessel entered the proper channel.

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Warned by day signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1895.		
Jan. 31	Hog Island, coast of Virginia.	At 10 A. M. a large steamer was seen heading for dangerous shoals. Warned her off by means of the International Code flags J D ("You are standing into danger").
Feb. 4	Atlantic City, coast of New Jersey.	In the afternoon a brig was seen standing toward the beach. Hoisted a danger signal and fired the Lyle gun twice, thereby notifying the vessel of her peril, which she avoided.
Feb. 5	South Brigantine, coast of New Jersey.	A brig, sailing too near the South Brigantine Shoals, was warned off by the International Code flags indicating proximity to danger.
Feb. 12	Bodie Island, coast of North Carolina.	A four-masted schooner, sounding a fog signal, came dangerously near the shore when passing the station at 9.30 A. M. Apprised her of danger by firing guns, when she stood farther away from the land.
Feb. 24	Atlantic City, coast of New Jersey.	Shortly after 2 o'clock in the afternoon the danger signal was hoisted upon the station flag pole to warn a passing steamer away from Brigantine Shoals, which she appeared to be approaching too closely.
Mar. 12	Brigantine, coast of New Jersey.	Guns were fired to warn off a large steamer which had approached too near the shore in the morning during foggy weather. She heeded the signals and stood off.
Mar. 18	Oak Island, coast of New York.	In the forenoon a three-masted schooner was seen pursuing a dangerous course toward Fire Island. The warning flags J D ("You are standing into danger") were run up on the station flagstaff, when the vessel turned seaward and cleared the shoals.
Mar. 28	Hog Island, coast of Virginia.	On observing the signal J D displayed from the station flag pole, a large vessel bore away from the shoals, which she was approaching, and stood out of danger.
May 4	Pamet River, coast of Massachusetts.	While on day patrol in thick weather, the surfman discovered through the fog a schooner almost in the breakers. By shouting and waving his cap, he attracted the attention of the people on board who recognized signals which he made and changed their course. The vessel, however, very narrowly escaped stranding.
May 4	Hog Island, coast of Virginia.	The signal J D was raised and kept flying until a vessel standing for the bar changed her course and went offshore.
May 16	.....do.....	The warning flags prevented the stranding of a large steamer, discovered at 2 o'clock in the afternoon, heading for the shoals. The weather at the time was stormy.

BY NIGHT SIGNALS.

1894.		
July 15	Golden Gate Park, coast of California.	During a dense fog at 2 o'clock in the morning a large steamer was discovered by the patrolman abreast the station close upon the outer breakers. Upon seeing the Coston light which was displayed by the surfman, she hauled out to seaward and avoided stranding.
July 26	Pointe Aux Barques, coast of Michigan.	In the second night watch the patrolman warned away by burning a Coston signal a steamer that appeared to be in great danger of stranding on the reef.
Aug. 5	North Manitou Island, coast of Michigan.	A vessel in danger of running ashore on the island was saved from disaster by the prompt display of a red light at half past 2 o'clock in the morning.
Aug. 6	Sturgeon Point, coast of Michigan.	Just after midnight a steamer heading for the point was sighted by the patrol. He burned a Coston signal and she stood out into the lake. The weather was smoky at the time.
Aug. 6	North Manitou Island, coast of Michigan.	Two red signals were burned to notify a steamer that she was too near the land for safety. At the second signal she hauled offshore, but barely missed stranding.
Aug. 14	Two Heart River, coast of Michigan.	At 2 A. M. the patrolman on his beat prevented a steamer from stranding by displaying a red light.
Aug. 15	Golden Gate Park, coast of California.	Shortly before midnight, while the weather was cloudy and foggy, a steam schooner was seen not more than 150 yards distant standing toward the beach, upon which she would have stranded but for the warning light which the patrolman at once displayed.
Aug. 17	Vermillion Point, coast of Michigan.	The east patrol, at 10.30 P. M., weather foggy, burned a Coston signal to a steamer in great danger of coming on shore. She turned out into the lake.
Aug. 24	Cold Spring, coast of New Jersey.	In the first night-watch a schooner, too close to Cold Spring Bar for safety, quickly changed her course when admonished of her danger by the flash of a Coston light.

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Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1894.		
Aug. 27	Grande Pointe au Sable, coast of Michigan.	At 2 A. M. patrol saw a steamer coming straight for the shore. He quickly burned his red signal, when she sheered off into the lake. The night was dark and the atmosphere smoky.
Aug. 28	Paul Gamiels Hill, coast of North Carolina.	In the next watch after midnight, during intense darkness and rainy weather, the patrolman saw the lights of a schooner close to the beach, and immediately fired a Coston signal. She at once hauled by the wind, tacked ship, and stood off. She had plainly lost her reckoning, and was so close in that she certainly would have stranded but for the warning.
Aug. 29	Erie, coast of Pennsylvania.	During the watch from 8 P. M. to midnight the patrol showed a danger signal to a steamer entering the harbor steering an unsafe course. The service was acknowledged by blasts upon the steamer's whistle.
Aug. 31	Crumple Island, coast of Maine.	At half past 1 o'clock in the morning a vessel standing toward the breakers was seen by the surfman on watch, who warned her with a danger signal, in response to which she tacked ship and avoided disaster.
Sept. 2	Knobbs Beach, coast of Massachusetts.	The sunset patrol discovered a vessel standing in toward the shore and in dangerous proximity to the outer shoals. Upon seeing his red signal, she tacked and stood off.
Sept. 2	Ottawa Point, coast of Michigan.	The patrolman burned a Coston signal between 8 o'clock and midnight to warn off a steamer that, in trying to make the harbor, got too near the Point and was in danger of stranding. She put about at once, and was soon out of danger.
Sept. 2	Vermillion Point, coast of Michigan.	Steamer running shoreward at 2 A. M., in smoky weather. Patrolman flashed a red signal, whereupon the vessel stopped, backed away from shore, and then proceeded, clear of danger.
Sept. 3	Cape Disappointment, coast of Washington.	At 2 A. M. a vessel was seen standing toward the shore. The surfman on watch struck off his danger signal, when she at once changed her course and kept away.
Sept. 4	Point Judith, coast of Rhode Island.	As the patrolman to the northward was pursuing his beat, between 8 P. M. and midnight, he saw a steamer nearing the shore. She promptly headed seaward on seeing the brilliant flash of his Coston signal.
Sept. 4	Cape Disappointment, coast of Washington.	Soon after midnight a vessel standing into danger was warned away by the surfman's red signal. The night was dark and the surf high, and doubtless a serious disaster was averted.
Sept. 5	Race Point, coast of Massachusetts.	The usual danger signal, displayed by the patrolman in the watch after midnight, warned a schooner to take a safe course.
Sept. 5	Big Kinnakeet, coast of North Carolina.	During the watch preceding sunrise a schooner was seen approaching too near the shore. When warned of her peril by the red light of a Coston signal, she tacked to seaward and soon disappeared.
Sept. 5	.....do.....	In the middle watch the patrolman warned from danger a vessel nearing the breakers. She quickly tacked ship, but narrowly escaped stranding.
Sept. 6	Pecks Beach, coast of New Jersey.	At 10 o'clock in the evening the surfman saw a vessel's light close to the beach and warned her of her peril by discharging a red light.
Sept. 7	Thunder Bay Island, coast of Michigan.	Early in the evening, while the weather was very smoky and quite dark, a steamer likely to strand on Sugar Island was saved from disaster by the burning of a torch at the station.
Sept. 9	Santa Rosa, coast of Florida.	In the midnight watch a steamer came too near the beach, about 2 miles west of the station. The patrolman saw her peril and promptly warned her with a Coston light, when she stood out to sea.
Sept. 11	Hunniwells Beach, coast of Maine.	The south patrol saw a vessel running close inshore during the first watch. He promptly flashed a danger signal, which caused her to come to anchor just clear of the breakers.
Sept. 11	Erie, coast of Pennsylvania.	At a quarter past 3 in the morning, as the patrolman was returning to the station from his watch on the beach, he saw a steamer approaching a dangerous shoal near the entrance of the harbor. By discharging his patrol signal, he warned her of the peril, which she avoided.
Sept. 15	Corsons Inlet, coast of New Jersey.	In the middle watch the patrolman used a Coston light to warn of her peril a schooner that appeared to be in danger of stranding.
Sept. 18	Short Beach, coast of New York.	A four-masted schooner was warned away from danger during the first night watch.
Sept. 21	Cuttyhunk, coast of Massachusetts.	The patrolman saw a schooner standing to the eastward, hugging the south shore of the island. Following her a short distance, he saw that she was pointed toward the low beach and was in imminent peril, whereupon he set off a Coston signal. She quickly jibed and stood out into the sound.

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Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1894.		
Sept. 23	Knobbs Beach, coast of Massachusetts.	Discovering a schooner heading in toward the beach, dangerously near the outer shoals, the patrolman discharged a danger signal, when she at once altered her course and stood seaward.
Sept. 23	Peaked Hill Bars, coast of Massachusetts.	The midnight patrol made out a vessel too near the bar for safety, and at once displayed a warning signal, when she turned seaward and soon disappeared from view.
Sept. 23	Saluria, coast of Texas.....	At 11 o'clock a vessel, whose lights indicated that she was standing into danger, increased her distance from the land upon seeing the red flash of the surfman's night signal.
Sept. 24	Nauset, coast of Massachusetts.	The first night patrol, by burning his red light, caused a vessel, approaching too near the shore for safety, to stand away upon a safe course.
Sept. 24	Metomkin Inlet, coast of Virginia.	Observing the danger signal, which was fired by the patrol in the first watch to warn her, a vessel changed her course and avoided disaster.
Sept. 25	Great Egg, coast of New Jersey.	At 1 A. M. a small vessel very near the shore tacked and stood seaward when she saw the danger signal.
Sept. 25	Turtle Gut, coast of New Jersey.	Early in the evening a steamer, which had approached too near Cold Spring Bar, was admonished of danger by a Coston light. She acknowledged the service by sounding her whistle, and headed offshore.
Sept. 25	North Beach, coast of Maryland.	A schooner, close to the bar, being promptly warned by the midnight patrol, changed her course and proceeded in safety.
Sept. 25	Erie, coast of Pennsylvania..	During the sunrise watch a schooner seeking Erie Harbor was seen by the patrol to be too close inshore. He swung his lantern vigorously and a steamer outside sounded her whistle, but no notice of these signals was taken until the surfman flashed a Coston light, when the vessel stood farther out and avoided stranding.
Sept. 26	Bellport, coast of New York..	The patrol, during the first night-watch, observed a steamer heading for the beach. He burned a Coston light, when she at once headed offshore.
Sept. 27	Turtle Gut, coast of New Jersey.	About 7.15 P. M. the sunset patrol warned off a vessel that was close to Cold Spring Bar.
Sept. 27	Wachapreague, coast of Virginia.	During the night, while light rain was falling, the patrolman saw a steamer that, from her course, appeared unaware of her proximity to the shoals. He instantly displayed a red light and the vessel, thus apprised of her peril, stood into the offing.
Sept. 28	Cape Fear, coast of North Carolina.	The watchman warned off a steamer that was in danger of stranding, early in the evening.
Sept. 28	Saluria, coast of Texas.....	Both side lights of a steamer were seen by the south patrol in the vicinity of the shoals near the entrance to Pass Cavallo, and near the breakers. He burned a Coston signal, whereupon she went offshore and came to anchor for the night. Next morning keeper set up range flags on the shore, when the vessel got under way, steamed inside, and anchored off quarantine station.
Sept. 29	Oak Island, coast of North Carolina.	The lights of a steam vessel, apparently in danger of grounding, were seen at 8 P. M. She bore away when a Coston light was discharged to warn her.
Sept. 30	Jerrys Point, coast of New Hampshire.	The sunrise patrol saw a vessel heading for rocks upon which she would have struck had he not burned his danger signal. The vessel at once came to anchor, fortunately, clear of the obstruction.
Sept. 30	Indian River Inlet, coast of Delaware.	The surfman on the southern beat, in the watch before midnight, warned a steamer going north to stand farther offshore, by burning a Coston signal. Afterwards she again shaped her course toward the land, when the north patrol, fearing she would strike, promptly discharged a signal. She then steamed out to sea and was soon lost to sight in the darkness.
Oct. 2	San Luis, coast of Texas.....	The promptness of the patrol in displaying his danger signal, at 10.30 P. M., saved a steamer from casualty. She was at the time heading for the shore, but, upon seeing the warning light, turned away from danger.
Oct. 5	North Beach, coast of Maryland.	The watchman of the midnight patrol saw a small schooner too near the beach, and warned her off with a Coston signal.
Oct. 6	Assateague Beach, coast of Virginia.	The danger signal of the patrolman admonished of her peril a vessel too near Ship Shoals. She changed her course and went clear.
Oct. 10	Quonochontaug, coast of Rhode Island.	Early in the morning a small vessel was warned away from dangerous locality by the discharge of a Coston light.
Oct. 16	Nauset, coast of Massachusetts.	A vessel, steering a course that would have resulted disastrously, escaped misfortune by heeding the danger signal of the midnight patrol.

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Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1894.		
Oct. 16	Turtle Gut, coast of New Jersey.	At about half past 4 o'clock the sunrise patrol, by flashing his danger signal, prevented the stranding of a vessel that was close upon Cold Spring Bar.
Oct. 18	Pointe Aux Barques, coast of Michigan.	Two signals were necessary to notify of her peril a large steamer that was going toward the reef off the station, about 7.45 P. M. She changed her course just in time and avoided impending disaster.
Oct. 20	Crispe, coast of Michigan.....	A large steamer with tow would undoubtedly have run aground, as the night was very dark, had not the surfman patrolling the beach discovered her peril and, by discharging a danger signal, induced her to alter her course.
Oct. 21	Vermillion Point, coast of Michigan.	At half past 7 o'clock a schooner, beating down the lake against an easterly wind, stood too far on the southerly board and was in great danger of stranding abreast the station. Seeing her peril, the keeper set off a Coston light, when she quickly went about and avoided disaster.
Oct. 21	Cape Disappointment, coast of Washington.	At 10.30 P. M., during dark and squally weather, the beach patrol made out a vessel too close to the land for safety. He promptly burned a red light, whereupon she changed her course and stood offshore.
Oct. 23	Peaked Hill Bars, coast of Massachusetts.	In the morning watch the patrolman displayed his warning signal to admonish a vessel of her peril of running on the bar. She thereupon put offshore, keeping clear of danger.
Oct. 23	Long Beach, coast of New York.	The sunrise patrol warned off a vessel that was too close in for safety.
Oct. 26	Tathams, coast of New Jersey.	Between sunset and 8 o'clock the patrolman fired his red signal to warn a vessel that she was too near shore for safety. She at once changed her course to a safe direction.
Oct. 26	Indian River Inlet, coast of Delaware.	A steamer close to the beach was warned off between 8 o'clock and midnight, by the usual danger signal.
Oct. 27	Hunniwells Beach, coast of Maine.	The south patrol burned a red light to a steamer that was running toward the beach, and thereby warned her in season to prevent disaster.
Oct. 28	Tathams, coast of New Jersey.	Two Coston lights were required to attract the attention of a vessel that was too near the beach, during the first evening watch. Upon the second warning she kept off.
Oct. 28	Indian River Inlet, coast of Delaware.	While on patrol south, from midnight to 4 A. M., the surfman discovered, through the darkness, which was augmented by a slight rain, the lights of a vessel too close to the beach for safety. Upon seeing the red signal, which he displayed immediately, she tacked offshore and went clear of danger.
Oct. 31	Pointe Aux Barques, coast of Michigan.	About 11 o'clock in the evening, a steamer that would have struck on the reef changed her course and passed along in safety, having been warned by a danger signal displayed by the patrolman.
Nov. 5	Hog Island, coast of Virginia..	Warned away from the shoals a large vessel at 10 o'clock in the evening.
Nov. 7	Atlantic City, coast of New Jersey.	At half past 1 o'clock the south patrol flashed his red signal to warn a steamer away from the beach, in response to which she kept off.
Nov. 10	Cobb Island, coast of Virginia.	At 2.20 A. M. the surfman on watch saw a schooner close to the shoals. He fired a danger signal, fortunately in season to avert disaster. The night was dark and the atmosphere smoky.
Nov. 12	Point Reyes, coast of California.	While on his patrol south, from 8 o'clock to midnight, the patrol saw a steamer that in the prevailing fog and darkness had come dangerously near the beach. He burned his red signal, and she acknowledged the warning by sounding her whistle and changing her course to seaward.
Nov. 13	Saluria, coast of Texas.....	When the south patrol, during the second watch, saw a vessel so close to the shore that she would soon have been in the breakers, he quickly struck off a Coston signal, whereby she was warned in season to avoid stranding by tacking away from the land.
Nov. 14	.....do.....	A vessel standing toward the shoals, which extend down the eastern sides of Pass Cavallo, was almost in the breakers when the station man saw her and fired a night signal. She put about and stood safely away from the dangerous locality.
Nov. 17	Cahoons Hollow, coast of Massachusetts.	At 3 A. M. a large schooner was warned offshore, which she was approaching too closely, by the danger signal of the patrolman.
Nov. 17	Townsends Inlet, coast of New Jersey.	A steamer, out of her course, was warned away from Townsends Inlet Bar by the usual night signal displayed by one of the surfmen from the station.
Nov. 20	Wachapreague, coast of Virginia.	The proximity of a steamer's lights to dangerous shoals led the surfman to discharge a Coston signal. The steamer avoided stranding by promptly changing her course.

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Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1894.		
Nov. 21	Long Beach, coast of New York.	The sunset patrol saw both side lights of a vessel close at hand, indicating that she was heading for the beach. He struck off a danger signal, when she altered her course. A high sea was running, and if the vessel had stranded, as would have been the case but for the service of the patrolman, she would probably have become a total wreck.
Nov. 21	Cape Disappointment, coast of Washington.	Surfman on watch seeing a vessel that was standing too close in for safety, at 9.30 P. M., immediately flashed red danger signal and she changed her course offshore.
Nov. 23	Vermillion Point, coast of Michigan.	A steamer dangerously near the bar was warned away at an early hour, before daylight, by the patrolman's signal.
Nov. 24	Crumple Island, coast of Maine.	At 8.30 P. M. one of the station men saw a vessel standing toward rocks and flashed a danger signal to her. She avoided mishap by instantly heading seaward.
Nov. 24	White Head, Maine.....	About 11.20 P. M. patrol discovered a vessel, which proved to be the American schooner William Wilson, steering directly toward the land, whereupon he burned his warning signal, and she came to anchor just clear of the rocks. [See services of crews, same date, page 130.]
Nov. 24	Cranberry Isles, coast of Maine.	During the night the patrolman saw a vessel very near the shore, and gave her prompt warning by burning his red signal.
Nov. 24	Pointe Aux Barques, coast of Michigan.	Patrolman displayed red Coston light to two steamers bound down Lake Huron in company, on a course that threatened to carry them upon a dangerous reef. They at once stood farther out into the lake.
Nov. 25	Race Point, coast of Massachusetts.	The west patrol of the watch before midnight warned away a vessel perilously near the shore.
Nov. 25	Ocean City, coast of New Jersey.	While a steamer with barges in tow was standing along the coast in the evening, she approached too near the bar. The patrolman signaled to her, when she hauled off to the eastward and went clear.
Nov. 26	Paramores Beach, coast of Virginia.	At 3 A. M. the flash of a Coston light, set off by the patrol, warned a schooner of her approach to danger, and she kept away in season to avoid stranding.
Nov. 27	Indian River Inlet, coast of Delaware.	The sunrise patrol on the beat to the northward caused a steamer in danger to stand out to sea, by flashing his red signal.
Nov. 27	Vermillion Point, coast of Michigan.	At 11 P. M., 4 miles east of the station, the patrol saw a steamer pursuing a dangerous course and fired a Coston light. A snow squall, however, at the moment shut off the view, and, when it had passed, the vessel appeared to be nearer shore, whereupon the patrol discharged another signal, when she turned and steamed seaward.
Nov. 29	Cobb Island, coast of Virginia.	Seeing a vessel heading inshore about 9.30 P. M., the patrol struck off his Coston signal. She at once headed away from danger.
Nov. 30	Townsends Inlet, coast of New Jersey.	A steamer with three barges in tow was seen nearing dangerous shoals at 3 A. M. The patrolman, who saw her peril, burned a warning signal, but the vessel failed to turn soon enough and struck lightly on the shoal. She cast adrift her barges, worked herself free, then picked up her tow and proceeded. Undoubtedly the prompt display of the signal prevented a more serious accident.
Dec. 3	Wachapreague, coast of Virginia.	The surfman on patrol, seeing a steamer's lights in proximity to the shoals during the night, discharged a danger signal. She changed her course to seaward and went clear.
Dec. 5	Santa Rosa, coast of Florida.	The peril of a vessel running toward the beach was discovered by the midnight patrol. He displayed the usual night signal, and she stood safely away from the land.
Dec. 7	Cuttyhunk, coast of Massachusetts.	Upon seeing the red glare of a Coston light, a vessel dangerously near the Sow and Pigs Ledges tacked seaward and proceeded in safety.
Dec. 8	Crumple Island, coast of Maine.	At half past 10 o'clock the patrolman's night signal warned away a vessel approaching too near the island.
Dec. 8	Race Point, coast of Massachusetts.	The east patrol, during the watch from midnight to 4 A. M., prevented the stranding of a vessel that had approached close to the shore.
Dec. 8	Blue Point, coast of New York.	While patrolling the beach after midnight, the surfman saw a schooner nearly on the bar, but she immediately hauled off upon discovering the red light of his Coston signal.
Dec. 11	Point Lookout, coast of New York.	During the sunrise watch, before daybreak, one of the surfmen flashed his danger signal to a vessel, which thereupon altered her course.
Dec. 11	Monmouth Beach, coast of New Jersey.	When warned of her danger by the patrol signal, a ship, standing along the coast on a course that would have caused her to strike, stood farther offshore and soon disappeared from view. The weather was stormy at the time.

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Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1894.		
Dec. 13	Turtle Gut, coast of New Jersey.	During the first watch after sunset, the surfman struck off his signal to a schooner standing too near Turtle Gut Bar, and she stood out of danger.
Dec. 14	Amagansett, coast of New York.	The evening patrolman warned off into deeper water with Coston light a tug with two barges in tow, which had inadvertently approached too near the bar.
Dec. 14	Long Beach, coast of New York.	In the evening watch, on seeing the red light of the danger signal, a vessel that had approached the shore too near for safety, increased her distance from the land.
Dec. 14	Paramores Beach, coast of Virgina.	The surfman on north patrol, at about 10 P. M., warned a steamer from a dangerous locality.
Dec. 14	.....do.....	Observing the night signal fired to warn her away, a steamer to the southward of the station, running too near the shore for safety, headed seaward.
Dec. 19	Atlantic City, coast of New Jersey.	A three-masted schooner changed her course when warned by a Coston light, at 12.30 A. M., that she was getting too near the beach for safety.
Dec. 23	Shinnecock, coast of New York.	The signal of the patrolman was heeded during the first night watch by a large schooner, standing shoreward and close in, and she shaped her course away from the land.
Dec. 23	Hog Island, coast of Virginia.	On seeing the red danger signal displayed from the shore by one of the surfmen, a large vessel, running too near the outlying shoals for safety, changed her course and went clear.
Dec. 25	High Head, coast of Massachusetts.	In the nighttime one of the surfmen discharged a Coston light and thereby cautioned a large vessel near the outer bar to shape a safer course.
Dec. 25	Nauset, coast of Massachusetts.	During the watch before midnight the surfman, when about 2 miles south of the station, saw a schooner approaching dangerously near the bar. The weather was rainy, and two signals were required to apprise the vessel of her proximity to the bar. Upon the second warning she changed to a safe course.
Dec. 25	Ilwaco Beach, coast of Washington.	Two red lights were necessary to induce a vessel that had approached too near the shore to go about and stand away from danger.
Dec. 26	Metomkin Inlet, coast of Virginia.	A disaster was averted in the mid-watch by the prompt action of the patrolman, who warned away a vessel in imminent danger of stranding.
Dec. 26	Ilwaco Beach, coast of Washington.	At 5.30 A. M., on seeing the flash of the patrolman's signal, a steamer near the breakers stood out to sea.
Dec. 27	Block Island, coast of Rhode Island.	Early in the morning, when the air was thick with falling snow, a steamer was discovered by the south patrol, dangerously close to the shore. She changed her course upon seeing the red glare of the warning signal.
Dec. 27	Atlantic City, coast of New Jersey.	Just before midnight a steamer was warned by signal that she was approaching too near the shoals, whereupon she stood farther out to sea.
Dec. 28	Cape Henry, coast of Virginia.	At half past 10 o'clock in the evening the keeper saw a large steamship coming close inshore abreast of the station. Appreciating her danger, he went close to the surf line and fired a Coston signal, but, as this did not attract attention, he discharged another. The vessel then steamed out into deep water and came to anchor.
Dec. 28	Saluria, coast of Texas.....	On the flash of the patrolman's signal at 2 A. M., a vessel, so close upon the shoals as to make her stranding extremely probable, kept offshore and avoided disaster.
Dec. 28	Point Adams, coast of Oregon..	Early in the evening the watchman's signal warned a steamer that was seen running for the beach, of impending danger. She changed her course and went clear.
Dec. 31	Race Point, coast of Massachusetts.	The east patrol, during the first night-watch, warned off a vessel that had approached too near the bar for safety.
Dec. 31	.....do.....	While on his beat to the westward, between 8 P. M. and midnight, the surfman saw a vessel heading directly for the shore. Upon seeing his signal, she turned seaward and answered the warning by burning a torch.
Dec. 31	False Cape, coast of Virginia..	Just after dark, while snow was falling, a large steamship came very near the beach. The sunset watch, who was near the surf line, saw her in season to warn her away with his danger signal.
1895.		
Jan. 3	Crumple Island, coast of Maine.	The prompt display of the patrolman's warning light caused a schooner on an unsafe course to go about and keep away from danger.
Jan. 3	Wachapreague, coast of Virginia.	A schooner standing for Dawson shoals, upon which she must soon have stranded, was warned of her danger and changed her course at once, going clear of the shoals.
Jan. 7	Long Beach, coast of New York.	The sunset patrol burned a Coston light to warn a vessel that was standing toward shore. She immediately came to anchor for the night, and was found next morning to be just clear of the breakers. Had there been any delay in showing his danger signal, the craft must have stranded, with disastrous results.

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Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1895.		
Jan. 7	Cold Spring, coast of New Jersey.	As darkness shut in at the close of the day the keeper saw a sailing vessel dangerously near the shoals abreast of the station. Upon seeing the Coston light burned by him she came to anchor.
Jan. 9	Zachs Inlet, coast of New York.	The early morning patrol saw a four-masted schooner standing head on for the beach. Knowing that she must strand unless her course was altered, he quickly fired his Coston signal, when she turned and went offshore.
Jan. 11	Chicamicomico, coast of North Carolina.	The sunset patrol warned off a steamer that was headed for the beach and in danger of stranding.
Jan. 12	Saluria, coast of Texas.....	In order to prevent a vessel from striking upon the shoals, the surfman going to the northward, at 2 A. M., burned a red light. Upon seeing the flash, she kept away from danger.
Jan. 13	Cuttyhunk, coast of Massachusetts.	At about 9 o'clock in the evening the west patrol saw a large schooner running before the wind near the beach. He discharged a danger signal and she hauled out into the sound.
Jan. 14	Chatham, coast of Massachusetts.	The patrolman, seeing a schooner bound northward close to the beach, burned his Coston light, when she stood away into deep water.
Jan. 14	Hog Island, coast of Virginia..	Near the close of the sunset watch the surfman saw a steamer almost upon the outer bar, for which she was heading. He at once signaled her and she changed her course.
Jan. 15	Tathams, coast of New Jersey.	During the first night-watch the north patrol warned away a vessel whose light was seen perilously near the shore.
Jan. 15	Metomkin Inlet, coast of Virginia.	In the next watch after midnight the surfman on patrol fired a warning signal, which caused a vessel dangerously near the beach to go offshore.
Jan. 15	Cobb Island, coast of Virginia.	A vessel was warned off by the patrolman between midnight and 4 A. M.
Jan. 15	San Luis, coast of Texas.....	The sunrise patrol, at about half past 4 o'clock, burned a Coston signal to give warning to a three-masted schooner almost in the breakers. She immediately hauled offshore and anchored until daylight.
Jan. 16	Race Point, coast of Massachusetts.	During the evening watch the station patrolman fired his signal to a vessel which had approached too near the bar. She at once changed her course and avoided danger.
Jan. 17	False Cape, coast of Virginia..	At dusk a steamship came near the shore opposite the station. Fearing that she might strand upon the beach, surfman discharged two Coston signals in quick succession to warn her away, whereupon she hauled off to seaward and went clear.
Jan. 18	Mecox, coast of New York....	Both side lights of a large schooner were seen by the patrolman between midnight and 4 A. M. He fired a danger signal, when she altered her course, showing that his timely action had prevented a casualty.
Jan. 19	Coqville River, coast of Oregon.	At dusk, during cloudy weather, and while the tide was ebbing rapidly, keeper perceived that a schooner was attempting to cross the bar. Knowing that the undertaking was fraught with great danger under such conditions, he warned her away with a Coston signal, and she awaited a more favorable opportunity for coming inside.
Jan. 20	Race Point, coast of Massachusetts.	Upon seeing the warning signal of the patrolman, a little before midnight, a schooner in close proximity to the bar turned seaward.
Jan. 21	Pamet River, coast of Massachusetts.	Shortly after midnight the north patrol warned off a vessel that was almost ashore, by displaying his danger signal.
Jan. 22	Paramores Beach, coast of Virginia.	The sunset patrol, at 7.30 P. M., warned a steamer from a dangerous position by burning a Coston light.
Jan. 23	Holly Beach, coast of New Jersey.	The usual night signal being displayed by patrolman, a vessel, appearing to be too close to the land, was notified of her peril, and stood away into deep water.
Jan. 24	Cahoons Hollow, coast of Massachusetts.	On observing the glare of the patrolman's red signal at 9 P. M., a steamer approaching the shore to the south of the station turned seaward and escaped impending danger.
Jan. 25	Nauset, coast of Massachusetts.	By the danger signal of the sunrise patrol, a schooner, that appeared to be standing too near the bar for safety, was warned away.
Jan. 29	Indian River Inlet, coast of Delaware.	The midnight watch saw a vessel pursuing a perilous course, and by flashing a Coston light warned her away from danger. The weather was thick with snow squalls and the wind fresh from eastward, accounting for her perilous approach to the land.
Jan. 30	Bellport, coast of New York..	On seeing the surfman's warning signal, just after midnight, a steamer dangerously near and headed for the beach changed her course, and stood out to sea.

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Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1895.		
Feb. 1	Cobb Island, coast of Virginia.	The early evening patrol saw a vessel approaching shore and flashed his red light. She heeded the warning and shaped a safe course at once.
Feb. 2	Short Beach, coast of New York.	The sunrise patrol, by timely action in burning his Coston light, warned off a vessel that was standing into danger.
Feb. 2	Santa Rosa, coast of Florida.	The surfman patrolling west, when about 2 miles from the station, saw a steamer near the line of breakers and hastily displayed a red signal, whereupon the vessel kept broad off and escaped disaster.
Feb. 2	.....do.....	In the second watch the east patrol discharged a danger signal to notify a steamer that she was in peril, whereupon she bore away from the land.
Feb. 5	Cuttyhunk, coast of Massachusetts.	At 6 P. M. patrolman saw a schooner driving before the heavy gale and heading for a bend in the coast, where destruction would have been inevitable. Two red signals were fired by the surfman before the schooner's attention was arrested, when she suddenly changed her course and stood safely away into the sound.
Feb. 7	Pea Island, coast of North Carolina.	Probably on account of the thick weather prevailing throughout the night, which obscured the coast line, a large schooner lost her reckoning and ran dangerously near the beach. Patrolman fired three Coston signals in quick succession before her attention was attracted, but the warning was finally heeded, and she changed her course to seaward.
Feb. 7	Golden Gate Park, coast of California.	At 2 A. M., just after a thick fog lifted, the patrolman saw a schooner very near the breakers and in imminent danger of stranding. He showed his red light, which was answered by signal from the vessel, and she let go her anchor, which saved her from going ashore.
Feb. 8	Wachapreague, coast of Virginia.	Observing the gradual approach of a steamer's lights, the surfman on patrol flashed three red signals in quick succession. She finally noticed the warning and stood offshore. The weather was stormy and a gale prevailed at the time.
Feb. 8	Paramores Beach, coast of Virginia.	The usual danger signal, displayed by the patrolman at half past 8 o'clock in the evening, prevented a large steamer, going directly toward the beach, from stranding. A serious disaster was averted by this timely action.
Feb. 9	Wachapreague, coast of Virginia.	The patrolman, seeing a vessel standing into danger during the mid-watch, warned her away by displaying a Coston signal, which was heeded in time.
Feb. 11	Jupiter Inlet, coast of Florida.	While the patrolman, north, was at the inlet, between 8 o'clock and midnight, he warned off a sloop which was attempting the passage too far to the northward. She made a second trial too far to the southward, when the surfman flashed another signal, by the light of which she seemed to gain her bearings and then set a proper course, entering the channel in safety.
Feb. 12	Point Reyes, coast of California.	At 3.30 A. M., while the weather was very thick and rainy, the south patrol discovered a schooner standing straight for the beach. He warned her with a Coston light, when she quickly changed her course and stood offshore.
Feb. 13	Hog Island, coast of Virgina.	During the second night-watch surfmen warned away from danger a steamer, whose lights indicated that she was close inshore.
Feb. 14	.....do.....	Early in the evening the surfman going south warned with his night signal a steamer standing too near the land. She went farther offshore on a safe course.
Feb. 15	.....do.....	A moving light, at 1 A. M., indicated to the patrolman that a steamer was running too close to the beach, whereupon he discharged his night signal and she changed her course to one of safety.
Feb. 15	Nags Head, coast of North Carolina.	The sunset patrol, when returning to the station from his watch on the beach, saw a vessel's light in a dangerous position, and signaled her to keep away. A response was made and she at once hauled offshore.
Feb. 15	New Inlet, coast of North Carolina.	When notified of her peril by the red flash of a Coston light, a sailing vessel, running too close to New Inlet Shoals, kept off and went clear.
Feb. 15	Jupiter Inlet, coast of Florida.	Shortly after going on duty the midnight patrol warned a steamer of her proximity to danger by discharging a night signal, which she heeded.
Feb. 15	San Luis, coast of Texas.....	During thick weather the midnight patrol observed a steamer steering a dangerous course near the beach. By flashing his danger signal, he apprised her of her peril in time to enable her to alter her course.
Feb. 16	Turtle Gut, coast of New Jersey.	In the evening a steamer was seen to be standing too near Turtle Gut Bar, and was signaled by the patrolman. She sheered off into a field of drifting broken ice, which she had evidently been trying to avoid when she incurred the danger of stranding.

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Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1895.		
Feb. 21	Jupiter Inlet, coast of Florida.	The north patrol, at 9 P. M., warned a small sailing vessel offshore.
Feb. 28	Long Beach, coast of New York.	The sunrise patrol, soon after 4 o'clock, burned a Coston light to a vessel which he supposed to be ashore, and his signal was acknowledged by the swinging of a lantern. Hastening to the station, he aroused the life-saving crew, but upon going to the locality with the surfboat, no vessel could be found. At daylight a schooner was seen in the offing, which was undoubtedly the one the surfman had warned out of danger.
Mar. 1	North Beach, coast of Maryland.	In the midnight watch a steamer, out of her proper course and near the bar south of the station, was warned of her peril by the patrolman's red light. She steered off and proceeded to the northward, where she was observed by the surfman on that beat apparently too near the line of breakers. He flashed a danger signal, and she then went away from the land.
Mar. 1	Green Run Inlet, coast of Maryland.	When going north on his night watch from the station, the patrol saw a steamer almost upon the outer bar. He discharged a Coston signal, and she avoided stranding by quickly changing her course.
Mar. 1	Popes Island, coast of Virginia.	At 1 A. M., while patrolling the beach, one of the surfmen, by the timely display of his night signal, notified a steamer that she was pursuing an unsafe course. She bore away from danger.
Mar. 4	Cold Spring, coast of New Jersey.	While walking his beat to the eastward of the station from 8 P. M. to midnight, the patrolman, by seasonably burning a danger signal, prevented a steamer from striking on Cold Spring Bar.
Mar. 5	Popes Island, coast of Virginia.	When notified by patrolman's night signal of her too near approach to land, a schooner instantly tacked ship and stood offshore.
Mar. 14	.....do.....	The surfman having the patrol south, after sunset, by exhibiting a Coston light, caused a vessel standing for the beach to tack ship and avoid danger.
Mar. 17	North Beach, coast of Maryland.	On the flash of the usual danger signal by surfman, during the watch next after midnight, a two-masted schooner near the beach so altered her course as to proceed in safety.
Mar. 18	Knobbs Beach, coast of Massachusetts.	A vessel, that was fortunately seen by the midnight patrol when pursuing a dangerous course toward the outer shoals, was warned off by the flash of a Coston light.
Mar. 18	Cobb Island, coast of Virginia.	A vessel, seen by watchman to be running for, and close to, a dangerous point on the coast, quickly changed her course upon seeing the warning glare of the night signal.
Mar. 22	New Inlet, coast of North Carolina.	Shortly after midnight patrolman, by a red light, warned a steamship of her dangerous proximity to the beach. She immediately increased her distance from the land.
Mar. 25	Long Branch, coast of New Jersey.	In order to prevent a vessel from striking on the beach, a Coston light was exhibited by the sunrise patrol. This averted an accident, as the craft made offshore.
Mar. 25	Golden Gate Park, coast of California.	The south patrol saw a steam schooner heading toward the breakers and almost ashore. He hastily set off a Coston signal, when she stopped and backed away, thereby narrowly averting disaster.
Mar. 28	Cape Elizabeth, coast of Maine.	The patrolman discovered a large schooner in dangerous proximity to rocks. She changed to a safe course upon seeing the red light of his Coston signal.
Mar. 30	Oak Island, coast of North Carolina.	The patrol along the coast to the southward saw a vessel near the beach and liable to strand. He promptly ignited a Coston light and she hauled off, going clear of danger.
Apr. 4	Popes Island, coast of Virginia.	On observing the night signal of the surfman, a vessel, imperiled by her nearness to the shore, put about and stood out to sea.
Apr. 5	North Beach, coast of Maryland.	A Coston signal, displayed by the patrolman during the second night-watch, caused a vessel that had neared the shore to change her course and go clear of danger.
Apr. 7	Point Reyes, coast of California.	A steamer, very close inshore and in great danger of striking, was discovered by the south patrol about half past 4 o'clock in the morning. His first signal probably was not seen on account of the thick fog, but the second caused the vessel to reverse her engines and back out of danger. She afterwards stood offshore.
Apr. 9	Highland, coast of Massachusetts.	The sunset patrol burned his Coston light to warn a vessel that was in danger near the beach. She avoided stranding by at once steering offshore.
Apr. 9	Shark River, coast of New Jersey.	At half past 3 o'clock in the morning the south patrol discovered a vessel too near shore for safety. On seeing the flash of his red signal, she stood away from the land and soon disappeared in the fog prevailing at the time.

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Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1895.		
Apr. 18	Tathams, coast of New Jersey.	The surfman having the first watch after nightfall, touched off his Coston light on discovering a steamer dangerously near the beach, and the vessel headed away.
Apr. 20	North Beach, coast of Maryland.	The usual danger signal had the desired effect upon a two-masted schooner that had kept too near the shore to the southward of the station.
Apr. 21	Absecon, coast of New Jersey.	At half-past 4 o'clock a vessel was admonished of danger by the north patrol. She at once tacked ship and stood seaward.
Apr. 21	Popes Island, coast of Virginia.	Shortly before 2 o'clock the south patrol prevented the stranding of a vessel by exhibiting his danger signal. She was heading directly for the beach, and would have soon been aground but for this timely warning.
Apr. 22	Santa Rosa, coast of Florida.	The midnight patrol notified a vessel of her peril in approaching the shore by burning his danger signal, and she thereupon kept away.
Apr. 24	Cahoons Hollow, coast of Massachusetts.	When about 3 miles south of the station, during the midnight watch, the patrol saw a schooner standing squarely for the beach. He displayed a Coston light, when she immediately tacked ship and stood away.
Apr. 26	Knobbs Beach, coast of Massachusetts.	The timely display of a Coston light by the patrolman, during the watch from 12 to 4 A. M., warned a vessel away from danger.
Apr. 30	Race Point, coast of Massachusetts.	The burning of a danger signal by one of the station men patrolling the beach during the night, between 8 P. M. and 12 o'clock, prevented a schooner too near the shore from stranding.
May 5	Chatham, coast of Massachusetts.	The south patrol, from 8 o'clock to midnight, saw a schooner standing toward the bar out of the usual track of vessels. He warned her of her peril, and she shaped a proper course.
May 6	Cahoons Hollow, coast of Massachusetts.	A schooner was warned off by the patrol signal at 2.30 A. M.
May 6	Assateague Beach, coast of Virginia.	The surfman on watch, just before midnight, warned a vessel of her danger of stranding on New Inlet Bar, and she stood clear.
May 7	Pecks Beach, coast of New Jersey.	At 2.15 A. M. the patrolman struck off his Coston signal to a schooner, near to the shore, that appeared to be in danger of stranding. She kept away into deep water.
May 7	Sturgeon Point, coast of Michigan.	Heeding the patrolman's warning, a steamer, quite close to a dangerous point on the coast and heading for the beach, steered farther out into the lake.
May 10	Barnegat, coast of New Jersey.	A sloop was discovered very near the beach and about to strike upon it She was notified of her peril by the usual night signal and at once went offshore. This occurred during the watch following midnight.
May 11	Vermillion Point, coast of Michigan.	Between 8 o'clock and midnight, while going to the eastward, the surfman discovered, through rifts in snow squalls obscuring the view to seaward, a steamer running close to the shore and in danger of stranding. Two Coston lights were necessary to attract her attention, when she went farther out into the lake.
May 11	.....do.....	When about three-quarters of a mile west of the station, at 11 o'clock in the evening, the patrolman saw a steamer near the outer breakers and pursuing a dangerous course. He discharged two night signals in quick succession, and she went offshore. The coast at the time was obscured by snow squalls.
May 11	Crisps, coast of Michigan.....	A blast from the steam whistle and a prompt change of course on the part of a steamer standing into danger, were the responses following the display of a red light to her, between 8 P. M. and midnight. A strong gale prevailed and the weather was thick with occasional flurries of snow.
May 11	.....do.....	By the display of a danger signal from the lookout tower at 10 P. M., a steamer running for the beach abreast the station was admonished of danger and avoided it.
May 11	.....do.....	The keeper burned a Coston signal from the station lookout at 10.45 P. M., warning away from danger a large steamer heading for the beach. The vessel acknowledged the service by a blast on her whistle and reversed her engines, backing offshore.
May 11	Two Heart River, coast of Michigan.	The east patrol warned off a steamer between 8 P. M. and midnight.
May 11	....do.....	The night being rainy the keeper kept a lookout in addition to the patrol, and, upon seeing the lights of two vessels too close in for safety, burned Coston signals, which led them to stand out to seaward.
May 11	.....do.....	The patrolman west warned of their peril two steamers which had approached close to the coast in the darkness.

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Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1895.		
May 11	Muskallonge Lake, coast of Michigan.	The keeper set off three Coston signals at the station and fired the Lyle gun to warn away from shore two large steamers bound down the lake, which had inadvertently approached to within 100 yards of the breakers, while the east patrol, who saw their danger, discharged two signals in quick succession. At the same time the surfman on the western beat signaled them to keep away. Their attention was finally attracted to their peril, and they stood farther out into the lake, after hailing the shore to acknowledge the warnings.
May 12	Assateague Beach, coast of Virginia.	By heeding the warning signal of the south patrol, between 8 P. M. and midnight, a vessel much too near the beach went clear of danger.
May 12	Cobb Island, coast of Virginia.	At 2 A. M., the surfman on duty warned a vessel, which thereupon altered her course and avoided danger.
May 13	Assateague Beach, coast of Virginia.	When she saw the red signal displayed by the night patrolman from the station, a vessel standing into danger shaped her course to seaward, and thereby avoided stranding on the shoals.
May 14	Cobb Island, coast of Virginia.	The brilliant flash of a Coston signal, by a patrolman, caused a vessel in peril, at 10 o'clock in the evening, to change her course and keep away from the land.
May 17	Amagansett, coast of New York.	A two-masted schooner, close to the bar, changed her course when warned by the night signal of the patrol, during the watch from midnight to 4 A. M.
May 17	Georgica, coast of New York..	Between midnight and 4 o'clock in the morning a vessel was sighted in a dangerous position. The surfman's red warning signal was instantly flashed, and the craft avoided disaster by promptly changing her course.
May 20	Assateague Beach, coast of Virginia.	A vessel running too near the shoals bore away when the south patrol of the second night-watch warned her of her peril by displaying a danger signal.
May 21	Crumple Island, coast of Maine.	The timely display of a signal saved a schooner from standing in the watch before midnight.
May 21	Wallops Beach, coast of Virginia.	Both side lights of a vessel were distinctly seen by the north patrol at 10 P. M., showing that she was heading shoreward. He immediately struck off a Coston signal and she went about, avoiding danger.
May 21	.....do.....	By the prompt display of a signal light, a vessel, approaching shore to the southward of the station, after 8 o'clock in the evening, was saved from stranding.
May 21	Paramores Beach, coast of Virginia.	When warned of her peril by the night signal of the north patrol, at 10 P. M., a schooner running near the shoals hauled seaward and passed out of danger.
May 21	.....do.....	During the second watch a schooner was apprised of her peril in going too near the shoals. She altered her course and proceeded in safety.
May 21	Dam Neck Mills, coast of Virginia.	By heeding the warning signal of the night patrol, a steamer, close in and standing for the shore, kept away and avoided mishap.
May 23	Jupiter Inlet, coast of Florida.	Upon observing the light of the Coston signal displayed by the surfman, a schooner standing for the beach, at 11 P. M., 2 miles south of the station, escaped injury by promptly changing her course.
May 24	Southside, coast of California.	Had not the south patrol promptly burned his Coston light to a steamer that was running directly for the beach, shortly before midnight, she would have stranded. The weather was foggy, which probably accounted for her proximity to danger.
May 27	Paramores Beach, coast of Virginia.	A steamer, warned of her nearness to the shoals by the surfman's night signal, stood out to seaward and avoided danger.
May 27	.....do.....	While walking his beat, to the northward of the station, the patrolman saw a steamer nearing the shore in a dangerous locality. He hastily fired a Coston light, which was observed on board, and the craft kept away from the land.
May 28	Point of Woods, coast of New York.	The two side lights of a steamer were seen close upon the outer bar by the patrol, from 8 o'clock to midnight. She was in imminent danger, and he instantly displayed a red signal, whereupon she went about and escaped stranding.
May 28	Ilwaco Beach, coast of Washington.	At 3 o'clock in the morning the south patrol sighted a schooner nearing the land. He fired a signal, which caused her to tack ship, and she soon drew away from the coast.
May 29	Popes Island, coast of Virginia.	In the second night watch, at 9.30 P. M., the patrolman's signal warned a sloop away from danger.

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Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1895.		
May 31	Knobbs Beach, coast of Massachusetts.	During the watch before midnight a vessel, near the outer bars off the island, appeared likely to go ashore. The surfman, who discovered her peril, immediately discharged his red signal, when the craft altered her course and proceeded in safety.
June 1	Shoalwater Bay, coast of Washington.	At 11 P. M. patrolman saw a bright light from a vessel, indicating that she was nearer the shore than safety permitted. She responded to his danger signal by sheering broad off and standing out to sea.
June 16	Umpqua River, coast of Oregon.	The patrolman saw a steamer, at 9 o'clock in the evening, standing to the southward and skirting the shore, to which she was dangerously close. She acknowledged the flash of his Coston signal by repeated blasts upon the steam whistle, and avoided further risk by standing away from the land.

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LETTERS OF ACKNOWLEDGMENT.

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Letters Acknowledging the Services of Life-Saving Crews.

The letters printed under this caption have been received during the year by various officers of the Service from masters or owners of vessels and other grateful persons in acknowledgment of valuable assistance rendered by the life-saving crews on the occasions to which the letters relate.

LELAND, MICHIGAN, *July 20, 1894.*

SIR: I desire to express my thanks to the Service, and especially to the keeper and surfmen of the North Manitou Island Life-Saving Station who were in this port on the above-named date. We got caught in a heavy northwest squall and began thumping on the bottom. We were not able to heave from the pier, when they offered their assistance. They helped me off, and but for their help she would have swamped at the pier. I must say that they saved the schooner and cargo.

Very respectfully, MARTIN GUNDERSON,
Master Schooner H. D. Moore.

Superintendent ROBBINS, *Grand Haven, Michigan.*

ROCKPORT, MAINE, *August 8, 1894.*

DEAR SIRS: It gives me great pleasure to thank the Department for the efficient aid and assistance rendered our schooner *Petrel*, when in great peril at Biddeford Pool, on the 28th of July, 1894, and to extend to Captain L. C. Totman, now in charge of that station (Fletchers Neck), our sincerest thanks for his prompt action in saving our property, and the courtesy he extended to our distressed people. His aid rendered was material and skilled labor, advice, and counsel, put in at the right moment to accomplish the best results. My heartfelt prayer is that Captain Totman may be long spared to do the noble work he is so well qualified to do.

With thanks to you all, I remain, very truly, G. T. HARKNESS,
Agent and Part Owner Schooner Petrel.

UNITED STATES LIFE-SAVING DEPARTMENT,
Portland, Maine.

The following is an indorsement, written upon the keeper's report by the father of a young man saved from drowning near the Ocean City Station, Maryland, August 7, 1894:

I desire to express my grateful appreciation of the successful efforts of Captain Dunton in saving my son from drowning. J. M. NELSON,
Baltimore, Maryland.

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PENSACOLA, FLORIDA, *September 1, 1894.*

DEAR SIR: In justice to the Service and Captain Broadbent and his crew (of the Santa Rosa Life-Saving Station), we, the undersigned, representatives of marine underwriters, desire to express our high appreciation of the efforts and skill displayed in the rescue of the crew of the Norwegian ship *Catherine.* Being eyewitnesses, we can truly say that, for untiring zeal and energy, Broadbent and his men can not be surpassed. Notwithstanding that they were shorthanded, at no time did they shirk duty, but on the contrary, in a driving storm and without food for a number of hours, the gallant life-saver and his men worked with a cheerful determination that was truly astonishing to us. Believing, under such circumstances, that it is only fair that the noble conduct of your subordinates should be brought to your attention, we, unsolicited, submit this communication.

Respectfully,

L. LE BARON,
British Lloyds Agent.
D. C. EITZEN,
Norwegian and Swedish Underwriters' Agent.

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

SOUTH HAVEN, MICHIGAN, *September 25, 1894.*

DEAR SIR: I wish to call your attention to the crew at this place. I was on the beach at Paulvill with the little yacht *Clara,* and Captain Matthews and his crew did me the best kind of service in getting her off and bringing her in here. We worked in the water all night up to 8 o'clock in the morning, and I must say that all the crew showed the best of training and good grit; I hope you will remember them as well as I always will.

With good wishes for the whole crew, I remain, your old friend,

J. R. LYNN, Sr.

Captain N. ROBBINS, *Grand Haven, Michigan.*

OCRACOKE LIFE-SAVING STATION, NORTH CAROLINA, *September 26, 1894.*

DEAR SIR: I desire to express thanks to the keeper and crew of the Ocracoke Life-Saving Station for the timely assistance rendered to the schooner *A. P. Richardson,* September 26, when stranded here on Ocracoke Beach, in landing through the surf all on board. We were taken to the station house and cared for, with dry clothes and kind attention.

S. B. NEWTON, *Master,*
NAT. GODLEY, *Mate,*
Schooner A. P. Richardson.

Keeper HOWARD, *Ocracoke Life-Saving Station.*

The following statement was published in the Southport Leader, (North Carolina,) relative to the rescue of the crew of the schooner *Elizabeth A. Baizley,* September 28, 1894:

SOUTHPORT, NORTH CAROLINA, *September —, 1894.*

To Captain Watts and Crew of the Cape Fear Life-Saving Station:

It is impossible for myself and crew to express the great gratitude we feel toward you and your men for the services and aid given us last Friday morning, when we were taken off our wrecked schooner and saved from drowning. Your promptness in rescuing us,

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and many acts of kindness afterwards, will always be remembered by myself and men with feelings too deep for expression by letter or word of mouth. Deep in our hearts we shall ever hold your acts in grateful, brotherly love.

Sincerely, yours,

H. L. SMITH,
Captain Elizabeth A. Baizley.

SOUTH CHICAGO, ILLINOIS, *September 29, 1894.*

DEAR SIR: I went on the beach at Holland, Michigan, on September 7, at about 11 o'clock in the night. It was a rough night, but as soon as I gave the signal that I was in need of help, Captain Morton of said station was there in a minute's time, and I must say for him that he gave me all the help that I needed. Further, I will say that he is one of the best captains I know of on the lake. I wish to tender my sincere thanks through you to Captain Morton, of Holland, Michigan.

Yours, respectfully,

Captain J. H. DECLUTE,
Of Schooner Laura Miller.

Captain ROBBINS,
Superintendent Eleventh Life-Saving District, Grand Haven, Michigan.

LACONA, NEW YORK, *October 2, 1894.*

DEAR SIR: Mr. Peter Hydon, the ladies, and myself wish to thank yourself and crew for your prompt, skillful help on September 30, when we lost the rudder of our boat and were nearly helpless on the lake, with a strong south wind blowing and a chop sea. The ladies wish me to thank you for getting them on shore, out of danger. Mr. Hydon and myself are under obligations and thank you and your crew for the skillful, persistent help to save our schooner yacht *Vera*. We could not have got her inside; she would have been broken up on the beach. We thank our Government for its Life-Saving Service, and it has reason to be proud of its management in the prompt, energetic, skillful help in time of danger. Please thank your crew for me, but don't forget to keep a good part of the thanks for yourself.

Yours, etc.,

FRED AUSTEN, M. D.,
Lacona, New York.

Captain FISH,
Life-Saving Service, Big Sandy Station.

BARKENTINE J. H. DEXTER, *October 4, 1894.*

DEAR SIR: I wish to convey my thanks and gratitude to you for coming to my assistance so promptly, while the weather was bad, and attending to my wants by taking a telegram to Hatteras and bringing stores off to me, and helping me by sound judgment and advice while here on this coast in distress, with rudder gone and sails split. I can only pay you in my heartfelt gratitude, and I hope and trust you will be the means of rendering aid to some other fellow who may have the misfortune to be in the same condition as myself. My opinion is that you are the right man in the right place, and I wish you all the happiness earth affords.

I am, dear sir, yours respectfully,

E. M. DEXTER, *Master.*

Mr. F. G. TEBBELL,
Keeper Life-Saving Station, Portsmouth, North Carolina.

HATTERAS, NORTH CAROLINA, *October 12, 1894.*

Captain N. A. Outten, of schooner *J. E. McNaughton*, wishes to make the following remarks in regard to services rendered by the life-saving crews of Durants and Ocracoke

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stations: They have rendered valuable services in getting schooner off and saving vessel and cargo, and I speak in highest terms of them and their services.

N. A. OUTTEN.

CAPE ELIZABETH LIFE-SAVING STATION, MAINE, *October 13, 1894.*

SIR: I can say that we have had the best of treatment since we struck on shore here that I have ever had. They have done all that lay in their power for us; there is nothing but what they have done, and I am well pleased with the treatment and care I have had. Father or mother could not treat us so well as we have been treated here.

A. W. ROBBINS,
Master Schooner Rosie and Adra.

SUPERINTENDENT FIRST LIFE-SAVING DISTRICT,
Portland, Maine.

ERIE, PENNSYLVANIA, *October 15, 1894.*

DEAR SIR: I wish to extend to you and your crew my sincere thanks for the efficient services rendered me by assisting the tug *Scott* in bringing my vessel, the *Jas. C. King*, into the port of Erie, in a water-logged condition, on October 11, 1894; the service being getting a towline to the tug and giving me men by which to handle my vessel when my own were worn out from exposure. Too much praise can not be given you and your crew for the manner in which you aided me in every particular in securing my vessel and saving myself and crew from a perilous position. And after we were safely moored alongside the pier, you took us to the station and provided us with dry clothing and comfortable quarters, where your estimable wife served us with an elegant supper, and did everything in her power to add to our comfort.

To you, your obliging and gentlemanly crew, good and kind wife, I am profoundly grateful.

Very truly, yours, O. LATOURE.

Captain JANSEN,
Erie Life-Saving Crew, Erie, Pennsylvania.

SAULT STE. MARIE, MICHIGAN, *October 22, 1894.*

DEAR SIR: I feel indebted to Captain J. H. Frahm, of Muskallonge Lake Life-Saving Station, Deer Park, Michigan, for valuable services rendered and kind treatment to me and my crew while we were ashore at that point with schooner *D. P. Dobbins* and propeller *Geo. L. Colwell.* They were both nearly on the beach and were released in forty-eight hours. It was the quickest job of the kind I ever saw, and we are very thankful to the life-saving crew for their kindness and valuable work.

Respectfully, A. C. SMITH,
Master of Propeller Geo. L. Colwell.

Captain J. G. KIAH, *Sand Beach, Michigan.*

DETROIT, MICHIGAN, *October 26, 1894.*

DEAR SIR: No doubt you have heard of my success in releasing the wrecked boats *Colwell* and *Dobbins*, at Deer Park, Michigan. Allow me to congratulate you on your selection of such a crew of life-savers as you have stationed there. I must also add that my success was greatly due to their efforts. We were unfortunate in having to work on the Sabbath day, and could not have hired men for any consideration. Captain Frahm came and offered me the gallant services of himself and crew.

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I am satisfied that at any time any vessel is in distress in that neighborhood, Captain Frahm and his noble crew will use every effort to do all they possibly can.

Yours, truly, U. GRANT GRUMMOND.

Captain J. G. KIAH,

Superintendent Tenth United States Life-Saving District, Sand Beach Michigan.

PORT HURON, MICHIGAN, *October 30, 1894.*

DEAR SIR: In coming across Saginaw Bay with the schooner *John Wesley*, loaded with lumber, on the night of the 10th of this month, blowing a gale of wind from about west-northwest, the vessel went on her beam ends and filled with water, the crew clinging to her side for three or four hours. About daylight we had drifted nearly abreast of the Pointe aux Barques Life-Saving Station, but nearly 10 miles out, and I had no hope of assistance from them, as we were so far out I did not think it possible for them to see us. They must have been keeping an excellent lookout, for they did see us and came promptly to our rescue. No praise can be too high to give the captain and crew of the Pointe aux Barques Station for coming out nearly 10 miles in a heavy sea and rescuing the whole crew of seven persons and landing them without accident. I consider that the captain and crew of the Pointe aux Barques Station are a credit to the Life-Saving Service of the Great Lakes.

Respectfully, yours, H. N. JEX,

Master Schooner John Wesley.

Captain J. G. KIAH,

Superintendent Tenth Life-Saving District, Sand Beach, Michigan.

In addition to the foregoing letter to Superintendent Kiah, Captain Jex published a card of thanks, which was reproduced in The Marine Record of October 18, 1894, under the caption:

PRAISE FOR THE LIFE-SAVERS.

Captain Jex, of the schooner *Wesley*, gives credit to the life-saving crew that took him off his vessel, and has published the following card under date of October 12, 1894:

"I wish to give my sincere thanks to the captain and crew of the Pointe aux Barques Life-Saving Station, as these brave men deserve great credit for coming out 10 miles in a heavy sea and rescuing the crew of seven persons who were on the schooner *John Wesley*, which was water-logged and on her beam ends.

"I also extend my sincere thanks to Captain Jamieson and Mr. F. White and others of the crew of the steamer *George H. Dyer*, who did all in their power to render us comfortable in our distressed condition while on board of that craft. The steamer towed the lifeboat as near Port Hope as she could, where we were all landed safely."

MANITOWOC, WISCONSIN, *November 13, 1894.*

We, the undersigned, commend the skill, nerve, and courage displayed by the Two Rivers life-savers when taking us off the steamer *Wetmore* during the southerly gale of November 12.

GEO. AMES, *Mate.*
WILBER BRIDER, *First Engineer.*
STEPHEN DRISCOLL, *Second Engineer.*
JOHN PURSER, *Cook.*
JOHN WARD, *Wheelsman.*
WM. ANDERSON, *Wheelsman.*
HENRY HAMILTON, *Watchman.*
RANSOM CLOSE, *Watchman.*
W. J. LEOD, *Fireman.*
TOM MULLEN, *Fireman.*
M. FRALEY, *Deck Hand.*
WM. THOMAS, *Deck Hand.*
Captain JOSEPH ANDERSON, *Steamer Wetmore.*

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ST. AUGUSTINE, FLORIDA, *December 10, 1894.*

DEAR SIR: I wish to express my thanks for the services rendered by Captain Carlin and his crew, who sounded the inlet at Jupiter and accompanied me to Lake Worth Inlet, while taking the steamer *Rockledge* from Jupiter to Lake Worth.

They were of great service to me, as with their help I had no trouble in getting into the inlet before a blow, which might have wrecked me. "May they live long and prosper."

Yours, truly, E. E. VAILE.

Hon. S. I. KIMBALL,

General Superintendent United States Life-Saving Service.

SAN FRANCISCO, CALIFORNIA, *December 12, 1894.*

DEAR SIR: On the morning of the 10th instant, at about 5 o'clock, while attempting to pass in over the bar at the entrance to this harbor, the schooner *William L. Beebe* was engulfed by a tremendous breaker, which carried away the wheel, rudder, spanker, and mizzen rigging, rendering the vessel unmanageable. The heavy seas constantly breaking over her after this prevented any attempt being made to repair the damage, and she drifted helplessly in over the bar and finally brought up on the beach at about 7 A. M. All hands were forced into the rigging at the time the first heavy breaker was encountered and remained there until rescued by the crews of the Golden Gate Park and Southside life-saving stations, who arrived on the beach opposite the stranded schooner in as quick time as could have been expected. The deck load of lumber had been badly shaken up by the breakers and it was not safe for anyone in the rigging to attempt to reach the deck to secure the shot line that had been sent off to us. The shot lines first sent to us fouled with wreckage, but after the fifth shot we secured the line, and in a short time the gear was set up and all hands—one at a time—were safely hauled ashore and properly cared for.

The Life-Saving Service, in my opinion, is worthy of the best wishes of all sea-faring men, and the Government should be commended for providing liberally for its maintenance. The only fault I have to find with the Service on this coast is that there are not as many stations as there should be, but I suppose this will be improved in time.

C. E. RAYNOR,

Master of Schooner William L. Beebe.

SUPERINTENDENT TWELFTH LIFE-SAVING DISTRICT,

San Francisco, California.

SCHOONER DAUNTLESS, *December 20, 1894.*

SIR: I wish to return my sincere thanks to the keepers and crews of Gull Shoal, Chicamicomico, and Little Kinnakeet life-saving stations, and especially to Captain D. M. Pugh and crew of Gull Shoal Station, Sixth District, for their prompt and speedy response to my appeal for assistance in getting the schooner *Dauntless* afloat, she having dragged her anchors and gone on the marsh about a half mile northwest of Gull Shoal Station in such a manner that, without the assistance of the life-saving force, it is impossible for me to say when I could have floated her. With many thanks, I am,

Yours, with respect, DAILY O'NEAL,

Master of Schooner Dauntless, of Edenton, North Carolina.

GENERAL SUPERINTENDENT LIFE-SAVING SERVICE,

Washington, D. C.

POPHAM BEACH, MAINE, *December 27, 1894.*

SIR: This is to certify that Captain Z. H. Spinney and crew came to my assistance on the 27th, when my vessel was on Stage Island and in the breakers. I had given up

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all hope of saving the vessel, when they came and did everything that could be done. They brought her out all right, and did everything for us that they could at the station. I wish to express my thanks for their bravery, and hope they will be as successful in all they undertake, for a braver crew can not be found than the Hunniwells Beach Life-Saving Crew.

I remain, with many thanks,

CHARLES A. BRIDGES,
Master of Sloop Annie Belle.

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

SCHOONER ANNIE AINSLIE, *January 2, 1895.*

SIR: I wish to give my card of thanks to Captain F. G. Terrell, keeper of life-saving station at Portsmouth, North Carolina, for valuable services rendered to me while my vessel was anchored and water-logged off the above station, and wish to recommend this to be published.

Captain P. MCANDREWS,
Schooner Annie Ainslie,

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

HATTERAS, NORTH CAROLINA, *January 6, 1895.*

SIR: The master and crew of the schooner *Hester A. Seward*, of Baltimore, Maryland, who were wrecked at Hatteras Inlet on the above date, wish to express our gratitude and thanks to the keeper and crew of Durant's Life-Saving Station for the prompt and faithful manner in which they responded in making the effort they did. Had it not been for the pilot boat he would have been of good service to us; but under the circumstances, could not reach us in time, as the pilot boat was on hand, lying in wait to pilot my schooner in. Keeper Burrus met us one-half mile from the wreck, and we were transferred to his boat, taken to Durant's Station, kindly treated, furnished with dry clothing, and properly cared for. We hope no blame will rest on him or crew, as they did their duty.

Yours, truly,

DIXON YOUNG, *Master.*
T. D. GRIFFISS, *Mate.*

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

HATTERAS, NORTH CAROLINA, *January 16, 1895.*

SIR: I have the honor to report for your information the following occurrence: On the morning of January 6, 1895, when running for Hatteras Bar, full of water, almost water-logged, and surf very rough, I hoisted the American ensign at my foremast head, thinking that it would call Captain Howard's attention if anything should happen. So it did. When my vessel got over the bar I thought that I could manage her all right and hauled down my flag. I saw Captain Howard and crew in the surfboat coming to render assistance. While they were coming I was spoken by pilots. There was another vessel, the *Hester A. Seward*, running for the bar. The pilot skiff went on down to the bar. The vessel that was coming in got into the breakers, and Captain Howard and crew proceeded on to her. In a few more minutes he would have got them off, but the skiff was down there already and got them off just before Captain Howard and crew arrived. A few days later Captain Howard came on board, after hearing that my schooner was leaking, to ascertain if there was anything that he could do. I told him

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nothing, as I had employed some men to keep my vessel pumped out. Many thanks to Captain Howard. I am satisfied that he did all he could.

Very respectfully, yours, J. C. SIMPSON,
Master Schooner G. T. Browning, Philadelphia, Pennsylvania.

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

OCRACOKE, NORTH CAROLINA, *January 16, 1895.*

DEAR CAPTAIN: We, the undersigned, wish to render our many thanks to Captain Howard and crew for their timely rescue of myself and two ladies while going from Hatteras, North Carolina, to Ocracoke, North Carolina, in a small skiff, during a fresh gale from south-southwest. I lost my anchor and could not manage her, and was blown ashore on a reef, where I could not get her off. I set signal for assistance, and in a few minutes Captain Howard and crew were with us; took the ladies off, hauled my boat off, and took us to the station, where we were well cared for. We might have been drowned or frozen to death, as it was in the month of January, and the wind was likely to come from the northwest at night.

Respectfully, yours, LOLAN JACKSON.
Mrs. M. L. BARNETT.
Miss ANNIE TOLSON.

Captain P. H. MORGAN,
Superintendent Sixth Life-Saving District.

OCRACOKE LIFE-SAVING STATION, NORTH CAROLINA,
January 19, 1895.

DEAR CAPTAIN: Please accept my warmest thanks, and those of my crew, for your prompt and timely arrival, at 3.30 A. M., of the 19th instant, when I was stranded on Ocracoke Beach. The vigilance of the patrol in discovering the schooner's condition, his words of cheer and comfort from shore, were indeed a kindly greeting, while your quick dispatch in getting to us, and the kindness and hospitality with which we were treated, show the efficiency of the Life-Saving Service.

CAREY PALMER,
Captain Schooner S. Warren Hall.

Captain JOS. W. HOWARD,
Keeper Ocracoke Life-Saving Station.

NEWPORT NEWS, VIRGINIA, *January 24, 1895.*

DEAR SIR: I wish to extend my sincere thanks to Captain J. E. Johnson and crew, for their timely assistance rendered me January 19, 1895, while ashore on Hog Island Shoal. They quickly arrived at my vessel and rendered all possible assistance, for which I kindly thank them.

Yours, very truly, W. H. HASKELL,
Master Schooner Nathan Lawrence.

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

ASSATEAGUE, VIRGINIA, *January 27, 1895.*

MY DEAR SIR: I wish to express my thanks to you and your noble crew for the aid and assistance you rendered me on the night of January 18, 1895. I shall never forget

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your manly and heroic work, as the wind was blowing a gale with a very contrary and rough sea at the time; and also your kindness while at the station.

Captain W. H. McCARTY,
Schooner Sophia Godfrey.

Captain JAMES T. TRACY,
Assateague Beach Life-Saving Station.

CROSBY TRANSPORTATION COMPANY,
MUSKEGON, MICHIGAN, *January 28, 1895.*

DEAR SIR: In justice to the Life-Saving Service, I hereby have the honor to acknowledge the timely and very acceptable services rendered by H. J. Woods, keeper of Muskegon Life-Saving Station, and one member of his crew, to the steamer *Nyack*, which stranded in the channel between the harbor piers, on the 19th instant, whereby it was necessary to get lines fast to the pier, make soundings, land passengers, etc.

The night was dark, weather cold, and the piers covered with ice and snow. However, their services were rendered with cheerfulness and dispatch, together with the knowledge of available places to make lines fast, greatly expediting the steamer's release, all of which is highly appreciated and well worthy of acknowledgment.

Yours, respectfully,
E. J. CROSBY,
General Manager.

Captain N. ROBBINS,
Superintendent Eleventh Life-Saving District, Grand Haven, Michigan.

AVON, NORTH CAROLINA, *February 11, 1895.*

SIR: I beg leave to commend to your honor four of the surfmen of the Big Kinnakeet Life-Saving Station, viz: C. R. Hooper, E. F. Miller, J. A. Farrow, and H. T. Scarborough, for their undaunted bravery and heroism in rescuing Mr. C. Rollinson from perishing in the cold, and risking their own lives to the utmost extremity in going to his rescue.

On the morning of February 9, when this coast was visited by a heavy storm of snow and freezing, such as is seldom witnessed in this section, the schooner *Dexter* was seen, lying opposite Big Kinnakeet Life-Saving Station, with a flag flying, indicating distress, while the storm still raged at a freezing temperature. Upon receiving information of her distress at the station the surfmen were immediately dispatched to the scene, and upon arriving at the shore and seeing the position of the schooner, blocked with ice, and knowing the man on board must be suffering by reason of the severity of the cold, they immediately proceeded to his rescue. They proceeded toward him in a small skiff, about 10 feet long, which they first cut out of the ice—everything on shore being entirely submerged—but despite the cold and ice which they encountered, they were determined to rescue him from his perishing berth. Surely they must have suffered untold agonies, being exposed as they were, hauling their little boat through the cold on the ice, and anon we could see them breaking through the ice to their armpits and their clothes freezing on them; yet, despite all their sufferings, they accomplished their purpose, and had their man safely to land within forty minutes.

I witnessed the scene myself, and I have every reason to believe, seeing their heroic deeds, that they would willingly have given their own lives in attempting to rescue him who was then in distress and in need of their assistance.

Allow me to tender my congratulations to the four surfmen for their noble act. The Life-Saving Service is surely without precedent, and the four surfmen who have so nobly acted their part are worthy of its admiration.

I am, sir, your obedient servant,
C. T. WILLIAMS.
GENERAL SUPERINTENDENT UNITED STATES LIFE-SAVING SERVICE.

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ASSATEAGUE BEACH LIFE-SAVING STATION, VIRGINIA,
February 12, 1895.

DEAR SIR: We, the undersigned, hereby express our heartfelt gratitude to you and your brave and efficient crew for the great service you rendered us in rescuing us from the wreck of the schooner *Sunbeam*, on February 8, 1895, on Assateague Beach, Virginia, and wish to say that we think it was perfectly wonderful how a man of your age could endure the fatigue of battling with the cold, snow, and ice for seven long hours, in which yourself and all of your crew were frost-bitten. You never wearied until myself and crew were safely housed in the life-saving station. We thank you, also, for the kind treatment received at the station, from you and your crew, while we were compelled by the cold storm to stay there.

JAMES F. STILES, *Captain*,
HERBERT STILES, *Mate*.
Tuckerton, New Jersey.

Captain JAMES F. TRACY,
Keeper Life-Saving Station.

ASSATEAGUE BEACH LIFE-SAVING STATION, VIRGINIA,
February 12, 1895.

DEAR SIR: We, the undersigned, captain and crew of the schooner *Water Lily*, which was wrecked on Assateague Beach in a terrible gale on February 8, 1895, wish hereby to express our heartfelt gratitude for the service rendered to us by yourself and brave crew in the assistance you rendered us, and the kind treatment we received from you while we were compelled to stay at the life-saving station through the cold storm, and also for the assistance you and your crew rendered us in saving what we did from the wreck.

JAMES PETERSON, *Master*.
JOHN F. M'RAE.
CHEST. ROSS.
HARRY GREEN.

Captain JAMES F. TRACY,
Keeper Assateague Beach Life-Saving Station.

HATTERAS INLET, NORTH CAROLINA, *February 12, 1895.*

SIR: I hereby tender my heartfelt thanks to Captain James W. Howard and crew, of the Ocracoke Station, for the noble assistance rendered to me and my crew and vessel, the schooner *Annie C. Thomas*, when near Hatteras Inlet, on February 8, 1895. We encountered a very heavy gale of wind, ice, and snow, and went aground with anchors out, after which we set a signal. Captain Howard and crew came to our relief and rendered great assistance in running out anchors and doing all in their power for the safety of our vessel. Captain Howard then invited us to his station, where he thought we would be more comfortable. He then offered to render any assistance that he could, gave us wood, water, and other such things as we needed, and, on February 11, took us to the station and treated us with all the kindness that could be given.

I am glad to know that the Service has such a noble keeper and crew as Captain Howard and his crew. I hope they will long live to render service to poor seamen on the coast.

A. W. PRICE, *Master*,
A. P. WILLIAMS,
P. W. MIDGETT,
Schooner Annie C. Thomas.

GENERAL SUPERINTENDENT UNITED STATES LIFE-SAVING SERVICE.

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Letters, similar to the foregoing, expressing grateful appreciation of assistance rendered by the keeper and crew of the Ocracoke Life-Saving Station on February 8, 1895, and subsequent dates, were received from the masters and crews of the schooners *Annie Lee*, *Early*, *F. M. Isabella*, *Maggie J. A.*, *I. D. Jane*, *Lilly May*, sloop *Anaconda*, and a sloop unnamed.

AVON, NORTH CAROLINA, *February 14, 1895.*

SIR: On February 14 I was logged up with ice off Hatteras Banks, about 3 miles from land and without assistance, and being in a dangerous position I hoisted my flag at 8 A. M. At 9.30 A. M. the keeper and crew of Little Kinnakeet Life-Saving Station were discovered beating their way through the ice, coming to my assistance. They reached me at 11 o'clock, almost exhausted, wet, and cold. They took me in their boat and proceeded to shore, which we safely but narrowly reached at 1 P. M.

To the keeper and crew of Little Kinnakeet I owe my life, knowing that had it not been for their heroic labor and risk in endeavoring to take me ashore, I surely must have perished in consequence of the cold and dangerous position in which I was placed.

In conclusion, allow me to congratulate them for their kindness.

I am, your obedient servant,

H. C. MILLER,
Master and Owner Sloop Inez, of Avon, North Carolina.

GENERAL SUPERINTENDENT UNITED STATES LIFE-SAVING SERVICE.

SABINE PASS, TEXAS, *February 18, 1895.*

SIR: I feel I owe to the Life-Saving Service, and especially to Captain John Dillon and crew of the Sabine Pass Life-Saving Station, thanks for my life and the lives of my crew. The heroic work done by the Sabine Pass crew in rescuing the crew of the wrecked schooner *G. G. O.* on February 9, 1895, is a credit to the Service. The schooner went against the east jetty in a southeast gale and began pounding to pieces on the rocks, and immediately filled with water. It was scarcely thirty minutes from the time we struck until the lifeboat was alongside and had taken us off safely. The captain of the vessel, being dangerously sick at the time, was taken off with great difficulty and removed to the station, where he remained for two weeks before he could be removed to the hospital. The crew also assisted in stripping the vessel of her canvas and gear and every movable thing that could be saved. Too much praise can not be said of Captain Dillon and his crew, to whom we owe a great debt. We remain,

Yours, truly, FRED A. NEWCOMB, *Master.*
WILLIAM HILL.

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

TUCKERTON, NEW JERSEY, *February 28, 1895.*

DEAR SIR: I herein wish to express my sincere thanks for the service rendered myself and crew (when driven ashore at Assateague, Virginia, on the night of February 7, 1895, in the schooner *Sunbeam*, during that awful blizzard) by Captain James T. Tracy and his brave crew of Assateague Beach Life-Saving Station, Virginia, and for the kind treatment we received while we were compelled to remain at the station. I hope they will receive from the Government pay for the provisions they furnished us

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while we were compelled to stay there for fourteen days, shut off from the mainland by ice in the bay.

The life crew were caught in the ice while trying to rescue us in the lifeboat, and compelled to stay there over seven hours in the coldest of that blizzard, until rescued by a volunteer crew headed by Captain John L. Anderton, keeper of Assateague Light-House.

I also wish to thank Captain James Rider and crew of Little Beach Station, and Captain Jarvis B. Rider and crew of Little Egg Station, on the New Jersey coast, for valuable services rendered me when driven ashore in a northeast storm at Little Egg Harbor October 28, 1894, in the schooner *Sunbeam*.

I will be glad when I can be of any service to you or the grandest of all services, which you ably superintend.

Very truly, yours, Captain JAMES F. STILES,
Tuckerton, New Jersey.

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

HOTEL PONCE DE LEON, ST. AUGUSTINE, FLORIDA, *March 1, 1895.*

DEAR SIR: I would like to express my gratitude to the United States Life-Saving Service for saving my life at Jupiter, Florida. While staying at the above resort a few weeks ago, I visited the life-saving station at that point, and during my visit there I went in bathing with a few friends and some of the crew; and, as I was unable to swim, Captain Carlin very kindly loaned me a life preserver, which I put on. I then went into the surf. The ocean was very high that day, and when I tried to get back to the beach the undertow was so strong that I could not make any progress. I was being carried out to sea, and with the waves breaking over my head, I was gradually getting faint, when Surfman Charles M. Carlin saw my distress and swam out and brought me ashore. I was slightly exhausted, and, not being able to swim, would probably have been carried to sea and drowned had not Mr. Carlin seen me.

My home address is 76 Danforth avenue, Jersey City, New Jersey, and if there is ever any occasion for a good word for the Life-Saving Service, kindly let me know.

Yours sincerely, HARRISON STEWART.

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

ASSATEAGUE, VIRGINIA, *March 6, 1895.*

We, the crew of the steamship *Oakdene*, do herein return our warmest and best thanks to Captain Tracy and the crew of the lifeboat for their prompt attention and assistance, in the face of the severe weather and very heavy surf, in coming to our aid, and also for their usefulness and kindness whilst among them. We hope they may live long to perform the noble and high duty which means so much to the unfortunate mariner, as well as to the nation at large.

J. JOHNSON, *Mate.*

NEWBERN, NORTH CAROLINA, *March 10, 1895.*

SIR: The captain and crew of the schooner *Edward S. Stearns*, which stranded on Hatteras Bar, March 4, 1895, wish to express our heartfelt thanks to the keeper and crew of Durant's Life-Saving Station for their timely assistance in coming to our rescue, and for their service in coming through the breakers before daylight in the morning, as the sea was high and dangerous. Our vessel was on fire and it was impossible for us to

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remain on board much longer, but had we undertaken to land in our own boat no doubt we never should have reached the shore. While I have read much of the Life-Saving Service, I never did fully appreciate the value of its noble work as much as I do now, and the kind treatment we have received from keeper and crew since landing, and the faithful manner in which discipline is carried out at the station. We wish also to thank the crew of the Ocracoke Station for their assistance in trying to save our personal effects.

S. P. HEAL, *Captain.*
T. J. MUNROE, *Mate.*

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

PROVINCETOWN, MASSACHUSETTS, *March 17, 1895.*

DEAR SIR: Feeling indebted to the gallant crew of Pamet River Life-Saving Station for services rendered us on the afternoon of Friday, March 15, 1895, we are in duty bound to acknowledge to you—who, as chief of the grand organization known as the Life-Saving Service, must feel gratified at the performance of brave or humane deeds by men enrolled in this real "Salvation army"—our gratitude to, and admiration for, the members, rank and file, of the Service.

We, desirous of giving honor where honor is due, state that on Friday, March 15, 1895, while we were assisting at the floating of the stranded schooner *Charles A. Campbell*, ashore abreast Pamet River Station, *Truro*, our boat (belonging to the steamer *Peter B. Bradley*) was capsized in the heavy surf, and that, but for the meritorious action of your captain, John H. Rich, and crew, who plunged boldly in to our rescue, our lives would have ended in the surf.

This tribute to the zeal and efficiency of your brave men is wholly deserved.

Yours, ELISHA RICH.
ARTHUR L. RICH.
E. G. LAVENDER.

BOSTON, MASSACHUSETTS, *March 19, 1895.*

DEAR SIR: I wish to express, through you, my thanks to Captain John H. Rich, of the Pamet River Life-Saving Station, and also to his crew, for the prompt and efficient services rendered in assisting in the saving of life and property at the time my vessel was ashore on Cape Cod, near their station, March 14, 15, and 16, 1895.

Very truly, yours, E. S. ROBINSON,
Master Schooner Chas. A. Campbell.

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

MANITOWOC, WISCONSIN, *March 26, 1895.*

DEAR SIR: I inclose you herewith a list of the crew of the steam barge *E. A. Shores, Jr.* I must tender to you my most heartfelt thanks for your gentlemanly aid rendered in our accident and hope that, in case any unfortunate circumstance should arise in which you may require aid, I shall be able to reciprocate.

Yours, truly, LOUIS OLSEN, *Captain.*

CAPTAIN OF LIFE-SAVING SERVICE,
Racine, Wisconsin.

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LOUISVILLE, KENTUCKY, *April 9, 1895.*

KIND SIR: Having been an eyewitness to the rescuing of Allan Pool, who fell in the river from my boat on the 5th day of April, 1895, about 5 o'clock P. M., I desire to attest my sincere appreciation of the prompt manner in which the life-saving crew came to his assistance, and the meritorious and fearless performance of Boatman Ed. Farrell in plunging overboard into the river and rescuing Pool from certain death. Long live the life-savers! They merit my greatest approbation.

Most respectfully, yours, JOHN BRENNEN,
Captain Steamer City of Louisville.

Captain WM. DEVAN,
United States Life-Saving Station, Louisville, Kentucky.

The following is an extract from a letter of considerable length, dated at Louisville, April 17, 1895, addressed by Mr. William Boa to Keeper Devan of the Louisville Station, relative to a rescue effected by the life-saving crew at the falls of the Ohio on April 16, of which the writer of the letter was an eyewitness:

In the first place, the fishermen started out for their homes below the falls, intending to go down the Kentucky chute, but, instead of heading up stream, they went almost straight across and were caught in the strong current above the dam before they reached the shute. When too late they turned up stream, and for a time held their ground. The alarm was then given, and one of your crews went after them, which all seemed to be done in an instant, yet, when they reached the fishermen and caught on to their skiff, it was apparent that they were doomed to go over the dam, which, in another breath, they did, and then for a few seconds all was lost to view. Finally the men and skiffs began bouncing out of the undertow. One of your men swam to your skiff, which righted up, got into it, and with one oar tried to paddle towards another who had to swim for life, while the fishermen and one of your men clung to the other skiff which seemed to be upside down. In the meantime, and much quicker than I can tell it, the second crew started down the mouth of the canal and jumped the wing dam, just like a deer going over a fence, and in less than five minutes from the time the first crew went over they were all picked up, beginning with the poor fellow who had nothing to cling to. The whole party were picked up before they were much over halfway to the bridge. I have been engaged in several perilous situations saving life myself, and having witnessed the bravery of the first, and splendid judgment of the second crew in yesterday's performance, I feel it my privilege as a citizen to speak a word of praise to the heroes of the occasion.

STEAMSHIP NEWBOROUGH, OF WEST HARTLEPOOL.

WASH WOODS LIFE-SAVING STATION,
NORTH CAROLINA, *April 22, 1895.*

On Wednesday, April 17, 1895, at 11 P. M., the above ship stranded on Wash Flats. Shortly after stranding a heavy gale from the north-northeast sprang up, and a heavy sea broke over the ship. We made signal of distress, which was quickly answered from the shore. At 5 A. M., Thursday, the 18th, the Wash Woods life-saving crew, under the command of Captain Corbel, fired the rocket line over the ship; at 6.30 A. M. landed the first man, and by 11 A. M. got all hands ashore (twenty-three men all told), when every man was treated kindly, with dry clothing from the Women's National Relief Association, and nourishing food. We beg here to record our grateful thanks to

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the patrolman (J. C. Waterfield) on duty for his promptness in answering our signal of distress, which gave us courage and confidence that we would be succored from our perilous position. We also beg to thank the gallant Captain Corbel and his noble crew (also Captain O'Neal and crew for their assisting in our rescue) for the efficient and prompt manner in which they handled the apparatus and landed every man safely, in the face of a heavy gale and very high sea; and last, but not least, we beg to record our thanks to the cook of the station for his promptness in administering to our inner man.

D. JENKINS, *Master.*
G. STORM, *First Mate.*
ROBERT GARBUTT, *Second Officer.*
ALFRED NASH, *Chief Engineer.*
TREVOR E. WILLIAMS, *Second Engineer.*

SAN FRANCISCO, CALIFORNIA, *May 13, 1895.*

DEAR SIR: Words can not express my gratitude to you for the interest you have shown and the orders you gave to those under your command to make a diligent search along the beach for my lost daughter, which I am confident they did willingly and faithfully. I think the reason they have failed to find her is that she must be buried in those treacherous quicksands along the beach among the rocks. Thanking you for all the kindness you have shown me and your efforts in my behalf, I remain,

Yours, most sincerely, Captain WM. HUGHES and family.

Captain MORTON,
Golden Gate Park Life-Saving Station.

LITTLE TWO HEART RIVER, MICHIGAN, *May 14, 1895.*

SIR: This is to certify that the life-saving crew at this place is first class and up to the times. The schooner *J. J. Barlum* came to anchor off this place Saturday night at 8 P. M. It was then blowing a gale from the north-northwest, with a blinding snow-storm. It was a terribly cold night, but the crew patrolled the beach all night in the efforts to assist us if we should be driven ashore, and at daylight next morning they came off to see if they could do anything for us, which they did in sending a dispatch to Sault Ste. Marie for a tug. They also came off in the afternoon and next morning to see if they could not do something for us; they were willing to do anything in their power to aid us. I can not praise Captain McCormick too much for his conduct toward us.

H. W. PHILLIPS,
Master Schooner J. J. Barlum.

JEROME G. KIAH,
Superintendent Tenth Life-Saving District.

GALVESTON, TEXAS, *June 4, 1895.*

DEAR SIR: This letter is to certify that the service rendered by the life-saving crew on the night of the 30th ultimo, to the barge *Waul*, was both prompt and efficient. The barge had shown signals of distress during the afternoon, but owing to the enormous sea running and her exposed position immediately on the crest of the bar, it was impossible to communicate with the crew or to ascertain whether the vessel or the lives of the crew were in serious danger, until you established communication by means of shooting lines across the vessel and brought back their answer that both vessel and crew were all right.

The vessel being old and a tremendous sea running at the time, the men could not

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have reached shore by any other means than your life-saving apparatus, had the vessel been leaking badly, as was supposed.

The thanks of ourselves and all of the men are due yourself and crew for the prompt and cheerful assistance rendered under such difficulties.

Yours, truly, O'CONNOR & SMOOT.

Captain HAINES,
Galveston Life-Saving Station.

LOUISVILLE, KENTUCKY, *June 25, 1895.*

DEAR SIR: It is with the warmest feelings of heartfelt gratitude that myself and son tender you and your brave men our warmest thanks for the prompt assistance rendered us upon the occasion of the steamer *Sherley* backing down over us, while engaged in fishing from a small boat at anchor in the river, on the evening of June 22. Had it not been for the vigilance, promptness, and bravery of your gallant men, I am certain we would have found watery graves, and we feel, through God's providence and the noble act of your gallant men, our lives were saved. To you and to them our prayer shall be, God bless you, and may you and your brave men live long lives of peace, happiness, health, and prosperity is our heartfelt wish of gratitude.

Respectfully, GEO. H. KICE, *Father.*

Captain WM. DEVAN, ALVIN F. KICE, *Son.*
Keeper of Life-Saving Station.

PORT GREVILLE, CUMBERLAND CO., NOVA SCOTIA,
July 10, 1895.

DEAR SIR: At 11.30 o'clock on the night of May 25 the British schooner *Lizzie B.* was wrecked on Libbie Island Bar. Sunday, the 26th, Captain L. E. Wright, of Cross Island Life-Saving Station, came to our assistance, helping us to carry off anchor, raft deck load, etc. He, with his men and ourselves, worked, taking care of wreck and cargo up to Wednesday, the 29th, when the wreck was sold by the insurance agent, Mr. Fred W. Thurlow, of Cutler, Maine. That night myself and crew were taken to the life-saving station and received very kindly by Captain and Mrs. Wright. Everything was in perfect order. I might say I found Captain Wright a perfect gentleman, in every sense of the word. He and his crew did all in their power to help us.

Thinking you would like to hear of this and feeling I would like to acknowledge the kindness, I am,

Yours, very respectfully, W. A. HOWARD,

Mr. J. M. RICHARDSON, *Master Schooner Lizzie B.*
Superintendent First Life-Saving District, Portland, Maine.

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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. light-house 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, May 17, 1877. (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 Gilhooly	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. Rpt., 1880.)	do	Mar. 2, 1880
Cheney R. Prouty	Indianola, Tex	Rescuing three men from a capsized boat on the Texas coast, May 5, 1878, after almost superhuman exertions. (An. Rpt., 1880.)	Gold medal	Mar. 16, 1880
Thomas Farley	Metropolitan police, 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 light-house, Lake Huron, and two of his assistants, April 15, 1883. (An. Rpt., 1883.)	Gold medal	June 7, 1883
Alfred Cardran	do	do	do	Do.
Alfred M. Palmer	Second lieutenant, U. S. Army.	Rescue of two persons, father and son, from drowning at Angel Island, 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. 8, 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 B. 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. 21, 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, 1888. (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 Taconia, 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. Medals were also bestowed upon Keeper Johnson and his crew, named below, by the Spanish Government, and their acceptance was authorized by Congress. (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.

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Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
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.
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.

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Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
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.	Silver medal...	June 4, 1892
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.	.....do.....	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 steam-launch 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 great personal 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 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, the ice bending and almost giving way 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 caused by 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 Porte des Morts 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, March 24, 1892, 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
Dr. Joseph B. Graham	Savannah, Ga	Rescuing in a small boat with the assistance of Peter Dodge, a colored man, three men from the British bark Mary E. Chapman, stranded on Stone Horse Reef, Tybee Island, Georgia, February 24, 1894. The heroic example of Dr. Graham and his boatman inspired others to persist, in the face of adverse conditions, in efforts which were finally successful, to rescue seven men remaining on board the imperilled vessel.	Gold medal	Aug. 4, 1894.
Peter Dodge	do	do	Silver medal	Do.

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Award of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
James Russell.....	Quartermaster, U. S. revenue cutter Forward.	Bravely rescuing April 2, 1894, a ship's boy who had fallen overboard and was drifting with the tide into deep water. Russell sprang from the deck, encumbered by his clothing and shoes, dived for the lad, who had sunk beneath the surface, recovered him and swam toward the vessel with his charge until aid therefrom reached them.	Silver medal..	Sept. 26, 1894.

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TABLE OF CASUALTIES

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

Season of 1894-1895.

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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.
1894.					
July 3	Browns Island Ledges	White Head	Sc. Thomas Borden,* Fall River, Mass.	Grant	209
July 8	Two miles northwest of station.	Cross Island	Sailboats (2), Cutler, Me.		
July 17	Wood Island	Jerrys Point	Sc. Edgar Randall,† Beverly, Mass.	Kenney	68
July 22	One mile northwest of station.	Fletchers Neck	Slp. yt. Nemo, Boston, Mass.		
July 28	One and one-half miles north of station.	do	Sc. Petrel, Rockport, Me.	Davis	105
July 29	Two miles southwest of station.	Burnt Island	Sc. Sandy Point, Stockton, Me.	Grant	92
Aug. 8	McGees Island	do	Slp. Wayward, Boston, Mass.	Sears	41
Aug. 18	Richmonds Island	Cape Elizabeth	Sc. Abbie M. Deering, Gloucester, Mass.	Blackford	101
Sept. 1	Negro Island Ledge	Fletchers Neck	Sc. Fannie W. Freeman, Gloucester, Mass.	Poole	95
Sept. 2	Five miles east of station	White Head	Sc. Silver Heels, Rockland, Me.	Quinlan	134
Sept. 3	Hoopers Island Rocks	Burnt Island	Str. James Woodall, Tappahannock, Va.	Bussell	154
Sept. 20	Hay Island Ledge	White Head	Sc. Effie J. Simmons, Thomaston, Me.	Dunn	256
Oct. 5	Spruce Head Island	do	Sc. Ira B. Ellems, Rockland, Me.	Marston	306
Oct. 9	One mile east of station	do	Slp. Little Nellie, St. George, Me.		
Oct. 10	Two and one-half miles northwest of station.	Cranberry Isles	Sc. Independence, Machias, Me.	Mitchell	41
Oct. 10	Trundys Reef	Cape Elizabeth	Sc. Rosie and Adra, Machias, Me.	Robbins	118
Oct. 10	Broad Cove	do	Sc. Laura Cox, Isaacs Harbor, Nova Scotia.	McMillen	49
Oct. 12	Three miles southwest of station.	Quoddy Head	Sc. Lizzie B.,‡ St. John, New Brunswick.	Belyea	71
Oct. 13	Dry Ledge	Burnt Island	Sc. Marion Hill,* Boston, Mass.	Armstrong	231
Oct. 18	Maple Juice Cove	Burnt Island	Sc. Effie J. Simmons, Thomaston, Me.	Dunn	256
Oct. 27	Black Island Ledge	do	Sc. Edith M. Prior, Gloucester, Mass.	Prior	111
Nov. 2	Wormells Ledge	Quoddy Head	Slp. Nancy Hanks, Lubec, Me.		
Nov. 5	Coxs Head	Hunniwells Beach.	Sc. Tempest, Bath, Me.	Cavis	8
Nov. 6	Julias Cove	Quoddy Head	Sc. Mayflower, Windsor, Nova Scotia.	Kerney	148
Nov. 6	Crowells Ledge	do	Sc. Lydia B., St. Andrew, New Brunswick.	Calder	18
Nov. 6	Dix Island	White Head	Sc. Carrie May, Rockland, Me.	Elwell	35
Nov. 7	Negro Island Bar	Fletchers Neck	Sloop, Kennebunk, Me.		
Nov. 21	Spruce Head Ledge	White Head	Sc. Northern Light, Machias, Me.	French	52
Nov. 23	One mile west-southwest of station.	Quoddy Head	Slp. Fancy, Grand Manan, New Brunswick.		
Nov. 24	Two hundred and fifty yards southeast of station.	White Head	Sc. William Wilson, New York City.	McNeil	267
Nov. 27	Seven miles northeast of station.	Crumple Island	Sc. Diana, Jonesport, Me.	Beasley	51
Nov. 28	Muscle Ridge Channel	White Head	Sc. Willard Saulsbury, Bangor, Me.	Hardy	170

* 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 1894–95.

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.
Kennebunkport to Rockland, Me.	.....	$3,500	.....	$3,500	$3,400	$100	6	6	.....	.....	.....
Machias to Cutler, Me.	Lumber....	75	$50	125	120	5	2	2	.....	.....	.....
Beverly, Mass., to Portsmouth, N. H.	.....	9,000	.....	9,000	9,000	.....	14	14	.....	.....	.....
Pleasure trip	.....	700	.....	700	680	20	7	7	.....	.....	.....
Rockport, Me., to Boston, Mass.	Lime.....	1,500	1,200	2,700	2,700	.....	5	5	.....	.....	.....
Bangor, Me., to Boston, Mass.	Lumber ...	1,600	1,200	2,800	2,400	400	4	4	.....	.....	.....
Port Clyde to Portland, Me.	.....	15,000	.....	15,000	15,000	.....	9	9	.....	.....	.....
Fishing trip	.....	4,000	.....	4,000	3,500	500	18	18	.....	.....	.....
.....do.....	.....	3,500	.....	3,500	3,500	.....	16	16	.....	.....	.....
Vinal Haven, Me., to New York City.	Stone.....	5,000	500	5,500	.....	5,500	5	5	.....	.....	.....
Fishing trip	.....	15,000	.....	15,000	15,000	.....	27	27	.....	.....	.....
Portland to Rockland, Me.	.....	9,000	.....	9,000	8,900	100	5	5	.....	.....	.....
Spruce Head to Vinal Haven, Me.	Stone.....	16,000	4,000	20,000	20,000	.....	8	8	.....	.....	.....
South Thomaston to Port Clyde, Me.	.....	100	.....	100	90	10	2	2	.....	.....	.....
Addison to Rockland, Me.	Wood.....	300	100	400	350	50	3	3	.....	.....	.....
Calais, Me., to North Falmouth, Mass.	Lumber ...	800	2,000	2,800	2,200	600	4	4	.....	.....	.....
Isaacs Harbor, Nova Scotia, to Portland, Me.	Canned berries.	1,000	4,000	5,000	4,600	400	4	4	.....	.....	.....
St. John, New Brunswick, to Thomaston, Me.	Wood.....	2,000	320	2,320	2,220	100	4	4	.....	.....	.....
New York to Bangor, Me.	Coal	8,000	1,500	9,500	9,500	.....	6	6	.....	.....	.....
Rockland, Me., to New York City.	Lime	5,000	2,800	7,800	.....	7,800	6	6	.....	.....	.....
Bremen to Black Island, Me.	.....	10,000	.....	10,000	10,000	.....	20	20	.....	.....	.....
Fishing trip.....	.....	600	.....	600	600	.....	3	3	.....	.....	.....
Dragged anchor and stranded.	.....	100	.....	100	.....	100	1	1	.....	.....	.....
Parrsboro, Nova Scotia, to Portland, Me.	Coal	2,000	500	2,500	.....	2,500	5	5	.....	5	20
From fishing trip for shelter.	.....	500	.....	500	400	100	6	6	.....	6	6
Vinalhaven to Rockland, Me.	.....	2,500	.....	2,500	2,480	20	2	2	.....	.....	.....
Portland to Kennebunk, Me.	Salt	300	15	315	315	.....	1	1	.....	.....	.....
Millbridge, Me., to Boston, Mass.	Laths.....	1,000	500	1,500	1,450	50	3	3	.....	.....	.....
Grand Manan, New Brunswick, to Eastport, Me.	Fish	100	25	125	120	5	2	2	.....	.....	.....
New York City to Machiasport, Me.	Coal	4,000	2,240	6,240	6,240	.....	6	6	.....	.....	.....
Jonesport to Jonesboro, Me.	.....	450	.....	450	300	150	4	4	.....	.....	.....
New York City to Bangor, Me.	Coal.....	1,500	1,350	2,850	2,800	50	5	5	.....	.....	.....

‡ Dismasted, requiring the assistance of the life-saving crew.
§ Disabled.

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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.
1894.					
Nov. 28	Three-quarters of a mile north of station.	Fletchers Neck....	Sc. A. J. Miller, Saco, Me.	Garland	111
Dec. 3	Harts Island Bar.....	Burnt Island.....	Sc. Eben H. King, Eastport, Me.	Hilyard	106
Dec. 10	Aldens Rock.....	Cape Elizabeth....	Bk. Vilora H. Hopkins, New York City.	Lord	977
Dec. 27	Six miles east-northeast of station.	Crumple Island...	Sc. Erie, Jacksonville, Fla.	Williams....	230
Dec. 27	Three-quarters of a mile east of station.	Hunniwells Beach.	Slp. Annie Belle,* Portland, Me.	Bridges.....	10
Dec. 27	Three-quarters of a mile north of station.	Fletchers Neck....	Sc. Idaho, South West Harbor, Me.	Clark.....	86
Dec. 28	Three-quarters of a mile east of station.	Hunniwells Beach.	Sc. George H. Mills,* Providence, R. I.	Aldrich.....	296
1895.					
Jan. 14	Four miles north-northeast of station.	Burnt Island.....	Sc. Chaparal,* St. George, Me.	Pierson	41
Jan. 14	.....do.....	.....do	Sc. Sea Queen, Thomaston, Me.	Staples	18
Jan. 14	.....do.....	.....do	Sc. Willie Smith,* Portland, Me.	Murphy.....	32
Jan. 14	.....do.....	.....do	Sc. Clara A. Marston,* South West Harbor, Me.	Colewell....	22
Jan. 14	Gerrish Island Flats.....	Jerrys Point.....	Sc. Hortensia, Boston, Mass.	Cole.....	178
Jan. 26	Small Point Beach.....	Hunniwells Beach.	Sc. E. F. Willard, Portland, Me.	York	58
Feb. 6	Two miles west-northwest of station.	Cranberry Isles...	Slp. Ethel M., Cranberry Isles, Me.	.....	.....
Feb. 8	Seal Harbor.....	White Head.....	Slp. Laura G., South Thomaston, Me.	.....	.....
Feb. 8	Three-quarters of a mile north of station.	Fletchers Neck....	Sc. Addie Emma, Gloucester, Mass.	Foley,.....	37
Feb. 8	Two miles northeast of station.	Jerrys Point.....	Sc. Nathan Lawrence,† Fall River, Mass.	Haskell	771
Feb. 9	One-half mile west-northwest of station.	Fletchers Neck....	Sc. Mary Farrow, Belfast, Me.	Condon.....	100
Feb. 21	Two miles northeast of station.	Quoddy Head.....	Sc. William Todd, Calais, Me.	Campbell...	135
Mar. 7	One-half mile east-southeast of station.	White Head.....	Sc. Cora C. Meader,* Boothbay, Me.	Brewer.....	98
Mar. 14	Stage Island.....	Fletchers Neck....	Sc. Good Templar, Boston, Mass.	Lurchin.....	57
Mar. 17	Hart Island Bar.....	Burnt Island.....	Sc. Centennial, St. John, New Brunswick.	Bishop.....	124
Mar. 25	Gerrish Island.....	Jerrys Point.....	Sc. Robert Byron, Camden, Me.	Thurston....	96
Apr. 9	Spruce Head Island.....	White Head.....	Slp. Jenny Lind, Rockland, Me.	Grant.....	56
Apr. 12	One and one-eighth miles northeast of station.	.....do.....	Sc. Sarah, Belfast, Me...	Alley.....	97
Apr. 18	Dogfish Ledges.....	Cross Island.....	Sc. John Johnson, Boston, Mass.	Clark.....	315
Apr. 29	Ledge, 1½ miles west of station.	Cranberry Isles...	Slp. Ethel M., Cranberry Isles, Me.	.....	.....
May 1	Great Ledge, Moosabec Reach.	Crumple Island...	Slp. Millie G., Millbridge, Me.	Greenlaw ..	11
May 11	Marshalls Point.....	Burnt Island.....	Sc. Genevra, St. John, New Brunswick.	Adams	99
May 24	Two miles east of station..	Quoddy Head.....	Sc. Carrie Belle, Calais, Me.	Johnson	26
May 25	Seven miles southwest of station.	Cross Island.....	Sc. Lizzie B., Parrsboro, Nova Scotia.	Howard.....	95

*In dangerous position, from which life-saving crew extricated her.
†No assistance required of the life-saving crew.

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of casualties, season of 1894–95—Continued.

OF 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.
Saco, Me., to Boston, Mass.	Brick.....	$5,000	$7,000	$12,000	$12,000	.....	5	5	.....	.....	.....
Eastport, Me., to New York City.	Fish.....	2,000	9,000	11,000	10,900	$100	7	7	.....	.....	.....
Portland, Me., to Buenos Ayres, South America.	Lumber ...	10,000	10,000	20,000	10,500	9,500	14	14	.....	.....	.....
Canary Islands to Sidney, Cape Breton.	.....	14,000	.....	14,000	13,000	1,000	6	6	.....	.....	.....
Broke from moorings..	.....	500	.....	500	500	.....	2	2	.....	.....	.....
Boston, Mass., to Boothbay, Me.	Fertilizers	600	400	1,000	.....	1,000	3	3	.....	3	15
Bristol, R. I., to Bear River, Nova Scotia.	.....	3,000	.....	3,000	3,000	.....	6	6	.....	.....	.....
Dragging anchor.....	.....	1,000	.....	1,000	1,000	.....	2	2	.....	.....	.....
Rockland to Port Clyde, Me.	.....	1,000	.....	1,000	900	100	3	3	.....	.....	.....
Tremont to Port Clyde, Me.	.....	1,000	.....	1,000	1,000	.....	7	7	.....	.....	.....
Prospect Harbor to Portland, Me.	.....	1,500	.....	1,500	1,500	.....	2	2	.....	.....	.....
Boston, Mass., to Machiasport, Me.	.....	2,000	.....	2,000	1,900	100	6	6	.....	.....	.....
Matinicus Rock to Small Point, Me.	.....	2,000	.....	2,000	.....	2,000	9	9	.....	.....	.....
Broke from moorings..	.....	500	.....	500	500	.....	.....	.....	.....	.....	.....
On fishing trip.....	.....	400	.....	400	400	.....	1	1	.....	.....	.....
.....do.....	Fish	2,000	150	2,150	.....	2,150	8	8	.....	8	12
Newport News, Va., to Portland, Me.	Coal	18,000	4,000	22,000	20,000	2,000	8	8	.....	.....	.....
Bucksport, Me., to Boston, Mass.	Hay	1,000	1,100	2,100	2,100	.....	4	4	.....	.....	.....
Portland to Calais, Me.	Oil	3,000	900	3,900	3,900	.....	5	5	.....	.....	.....
Belfast to Boothbay, Me.	.....	4,500	.....	4,500	4,500	.....	3	3	.....	.....	.....
Eastport, Me., to Boston, Mass.	Fish	1,200	1,000	2,200	2,200	.....	3	3	.....	.....	.....
St. John, New Brunswick, to New York.	Lumber ...	2,000	2,500	4,500	4,500	.....	5	5	.....	.....	.....
Boston, Mass., to Belfast, Me.	Corn...	1,500	1,600	3,100	3,100	.....	4	4	.....	.....	.....
Frankfort to Seal Harbor, Me.	.....	1,500	.....	1,500	1,200	300	2	2	.....	.....	.....
Boothbay to Bangor, Me.	Guano	1,500	5,250	6,750	6,750	.....	3	3	.....	.....	.....
Boston, Mass., to Hillsborough, New Brunswick.	.....	5,000	....	5,000	4,950	50	6	6	.....	.....	.....
Lying in harbor.....	.....	500	....	500	500	.....	1	1	.....	.....	.....
Eastport to Millbridge, Me.	.....	400	....	400	375	25	3	3	.....	.....	.....
St. John, New Brunswick, to Boston, Mass.	Lumber....	1,000	1,400	2,400	2,400	.....	5	5	.....	.....	.....
Calais to Lubec, Me...	.....do	300	70	370	340	30	2	2	.....	.....	.....
Two Rivers, Nova Scotia, to Gloucester, Mass.	.....do	5,000	1,000	6,000	2,900	3,100	4	4	.....	.....	.....

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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.
1895.					
May 26	One mile southwest of station.	Burnt Island.....	Sc. Delaware, * Boston, Mass.	Levensaler	65
May 28	Three and one-half miles east-northeast of station.	Quoddy Head.....	Sc. William Slater, Belfast, Me.	Lord	222
May 30	Three-quarters of a mile northwest of station.	Crumple Island...	Sc. Lexington, Machias, Me.	Thompson	185
June 13	Three-quarters of a mile west-northwest of station.	Burnt Island.....	Sc. Mary B. Rogers, † Bath, Me.	Brown.....	92
June 17	One-half mile east-northeast of station.	Fletchers Neck....	Sc. Anna H. Mason, Gloucester, Mass.	Wonson.....	31
	Total.....				

DISTRICT NO. 2.—EMBRACING

1894.					
July 2	Common Flats.....	Monomoy	Sc. Enola C., Boston, Mass.	Lightbody.	65
July 6	One mile north by west of station.	Muskeget	Slp. Traveler, Nantucket, Mass.	West	6
July 29	Two and one-quarter miles south-southeast of station.	Knobbs Beach.....	Slp. yt. Planchette, Haverhill, Mass.	.....	.....
Aug. 16	One and one-half miles south of station.	Fourth Cliff.....	Yacht ‡	.....	.....
Aug. 27	.....do	Brant Rock	Slp. Petrel, Quincy, Mass.	.....	.....
Aug. 28	Pollock Rip.....	Monomoy	Sc. Sarah D. Fell, Philadelphia, Pa.	Loveland...	581
Sept. 3	Two miles south of station.	Knobbs Beach.....	Sl. yt. Wayward, Boston, Mass.	Tuttle.....	20
Sept. 5	Three miles south-south-east of station.	Chatham	Sc. Mary J. Castner, Philadelphia, Pa.	Willetts	433
Sept. 9	Pollock Rip.....	Monomoy	Bkn. Henry Norwell, New York City.	Cushman ..	534
Sept. 16	Three-quarters of a mile northeast of station.	Muskeget	Small boat	.....	.....
Sept. 20	Salisbury Point.....	Plum Island.....	Catboat, Haverhill, Mass.	.....	.....
Sept. 25	Common Flats.....	Monomoy.....	Sc. Edith and May, Machias, Me.	Kelley.....	129
Sept. 30	One hundred and fifty yards north of station.	Cuttyhunk	Catboat, Cuttyhunk, Mass.	.....	.....
Oct. 10	One-half mile southwest of station.	Point Allerton	St. yt. Nadia, Boston, Mass.	.....	.....
Oct. 10	One and one-half miles northwest of station.	Chatham	Sc. Leander F. Gould, Chatham, Mass.	Bearse.....	71
Oct. 10	Kill Pond Bar.....	Monomoy.....	Sc. O. D. Witherell, Dennis, Mass.	Chase.....	631
Oct. 10	.....do	.....do	Sc. Light of the East, Ellsworth, Me.	Smith.....	147
Oct. 12	Pollock Rip.....	..... do	Sc. Calvin B. Orcutt, Perth Amboy, N.J.	Pierce	953
Oct. 13	Five and three-quarter miles west-southwest of station.	Cuttyhunk	Sc. Fred Jackson, Portland, Me.	Norwood...	293
Oct. 16	Shovelful Shoal.....	Monomoy	Sc. Ellen Morrison, Bangor, Me.	Nye	172
Oct. 17	Near Toddy Rocks.....	Point Allerton.....	Slp. yt. Adventure, Boston, Mass.	.....	.....

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

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of casualties, season of 1894–95—Continued.

OF 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.
Boston, Mass., to Rockport, Me.	.....	$800	.....	$800	$800	.....	4	4	.....	.....	.....
Apple River, Nova Scotia, to New York.	Lumber ...	5,000	$2,000	7,000	6,700	$300	6	6	.....	.....	.....
Salem, Mass., to Machias, Me.	.....	10,000	.....	10,000	10,000	.....	6	6	.....	.....	.....
Wiscasset to Bangor, Me.	.....	1,500	.....	1,500	1,500	.....	4	4	.....	.....	.....
Fishing trip.....	Fish.....	1,500	150	1,650	1,575	75	10	10	.....	.....	.....
.....	.....	235,825	69,820	305,645	265,255	40,390	382	382	.....	22	53

COAST OF MASSACHUSETTS.

Boston to Chatham, Mass.	.....	2,500	.....	2,500	2,150	350	15	15	.....	.....	.....
Tuckernuck to Nantucket, Mass.	.....	200	.....	200	200	.....	7	7	.....	7	7
Haverhill to Ipswich, Mass.	.....	300	.....	300	280	20	3	3	.....	.....	.....
Duxbury to Marshfield, Mass.	.....	30	.....	30	30	.....	2	2	.....	.....	.....
Cruising	.....	700	.....	700	700	.....	2	2	.....	.....	.....
Somes Sound, Me., to Philadelphia, Pa.	Stone.....	15,000	2,000	17,000	17,000	.....	8	8	.....	.....	.....
Biddeford, Me., to Boston, Mass.	.....	2,000	.....	2,000	1,600	400	11	11	.....	4	4
North Weymouth, Mass., to Philadelphia, Pa.	Iron ore...	12,000	2,500	14,500	.....	14,500	7	7	.....	7	7
Philadelphia, Pa., to Rockland, Me.	Coal	10,000	4,000	14,000	13,500	500	9	9	.....	.....	.....
Pleasure trip.....	.....	10	.....	10	10	.....	1	1	.....	.....	.....
Broke from moorings..	.....	50	.....	50	50	.....	.....	.....	.....	.....	.....
Calais, Me., to Chatham, Mass.	Lumber ...	7,000	1,800	8,800	8,800	.....	4	4	.....	.....	.....
Adrift.....	.....	125	.....	125	125	.....	.....	.....	.....	.....	.....
.....do.....	.....	1,500	.....	1,500	1,490	10	.....	.....	.....	.....	.....
Fishing cruise.....	.....	4,000	.....	4,000	3,975	25	14	14	.....	.....	.....
Perth Amboy, N. J., to Portland, Me.	Coal.....	10,000	3,500	13,500	9,500	4,000	9	9	.....	.....	.....
Franklin, Me., to Philadelphia, Pa.	Stone.....	4,000	1,500	5,500	800	4,700	5	5	.....	.....	.....
Philadelphia, Pa., to Portland, Me.	Coal.....	35,000	5,500	40,500	40,500	.....	9	9	.....	.....	.....
Frankfort, Me., to New York City.	Stone.....	5,000	2,000	7,000	6,800	200	5	5	.....	.....	.....
Bangor, Me., to New London, Conn.	Lumber....	1,000	2,000	3,000	1,500	1,500	5	5	.....	.....	.....
Boston to Lynn, Mass..	.....	200	.....	200	185	15	3	3	.....	.....	.....

‡ No assistance required of life-saving crew.
† In distress, requiring the assistance of the life-saving crew.
¶ In perilous position, from which life-saving crew extricated her.

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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.					
Oct. 18	Three and one-half miles north-northeast of station.	Orleans	Slp. Renie,* Pawtucket, R. I.		
Oct. 18	Near Handkerchief Shoal.	Monomoy	Sc. John Lenthall, Portsmouth, N. H.	Plummer	144
Oct. 20	Browns Island Shoals	Gurnet	Sc. Zeppie, Plymouth, Mass.	Thomas	12
Oct. 21	Two and one-half miles north of station.	Orleans	Sc. Hattie I. Phillips, Boston, Mass.	O'Brien	102
Oct. 31	Two and one-half miles west of station.	Davis Neck	Sc. F. A. Smith, Boston, Mass.	Barnes	77
Nov. 2	Monomoy Point	Monomoy	Slp. Elgin, Bourne, Mass.	Healy	7
Nov. 5	Five-eighths of a mile west by north of station.	Cuttyhunk	Catboat, Newport, R. I.		
Nov. 12	One-quarter mile west-northwest of station.	do	Catboat, South Dartmouth, Mass.		
Nov. 24	One mile north-northwest of station.	Pamet River	Sc. Lettie G. Howard, Gloucester, Mass.	Howard	60
Nov. 27	Handkerchief Shoal	Monomoy	Sc. Maria O. Teel, Boston, Mass.	Johnstone	1,126
Nov. 29	Three miles east by south of station.	do	Sc. Royal Arch, New Haven, Conn.	Wentworth	422
Nov. 30	One and two-third miles northwest of station.	Point Allerton	Sc. Miranda, Gloucester, Mass.	Diggins	103
Nov. 30	Two miles south by east of station.	Chatham	Sc. Samos,* Boston, Mass.	Mayo	395
Dec. 20	One-quarter mile east-southeast of station.	Surfside	Fish boat, Nantucket, Mass.		
Dec. 22	Handkerchief Shoal	Monomoy	Sc. Laura L. Sprague, Marblehead, Mass.	Wixon	594
Dec. 23	Pollock Rip	Monomoy	Sc. Henry A. Litchfield, Rockland, Me.	Dove	638
Dec. 27	Seven miles east of station.	Chatham	Sc. Alianza,* Turks Island, West Indies.	Glass	359
Dec. 30	Two and one-quarter miles north of station.	North Scituate	Sc. Cardigan, St. John, New Brunswick.	Bronfield	74
1895.					
Jan. 3	Three-quarters of a mile west of station.	Race Point	Sc. Addison Center, Provincetown, Mass.	Cahoon	75
Jan. 5	One mile east of Peaked Hill Bar Station.	Peaked Hill Bar, High Head and Race Point.	Sc. Job H. Jackson, Jr., Perth Amboy, N. J.	Whittier	1,159
Jan. 13	One-half mile east by south of station.	Cuttyhunk	Sc. Moss Rose, Lunenburg, Nova Scotia.	Lohnes	149
Jan. 26	Three miles south-southwest of station.	Race Point	Sc. Julia S. Bailey, Gardner, Me.	Browkins	323
Jan. 26	Seven-eighths of a mile northwest of station.	Cuttyhunk	Sc. Amelia Powell, New Bedford, Mass.	Cornell	9
Jan. 27	Seven miles south of station.	Chatham	Sc. Chanticleer,† Provincetown, Mass.	Areys	61
Feb. 6	Eight miles north-northeast of Orleans Station.	Orleans and Chatham.	Sc. William Smith, Boston, Mass.	Donovan	468
Feb. 7	Seven miles south-southeast of station.	Chatham	Sc. Celina,† Bath, Me.	Murray	661
Feb. 10	Handkerchief Shoal	Monomoy	Sc. Prudent, St. John, New Brunswick.	Dickson	124
Feb. 17	Ipswich Bar	Knobbs Beach	Sc. G. M. Hopkins, Boston, Mass.	Spittenber	74
Feb. 23	Three miles south of station.	Nauset	Sc. Charles A. Briggs, Fall River, Mass.	Briggs	758
Mar. 14	Two hundred yards northeast of station.	Pamet River	Sc. Charles A. Campbell, New York City.	Robinson	1,576
Mar. 15	Browns Island Shoals	Gurnet	Sc. Eddie A. Minot, Boston, Mass.	Morrison	15
Mar. 15	Three hundred yards east-southeast of station.	Pamet River	Boat belonging to str. Peter C. Bradley, Provincetown, Mass.		

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

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of casualties, season of 1894–95—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 station.	Days' succor afforded.
Providence, R. I., to Boston, Mass.	.....	$400	.....	$400	$360	$40	2	2	.....	.....	.....
Bangor, Me., to Pawtucket, R. I.	Lumber....	1,500	$1,800	3,300	3,200	100	4	4	.....	.....	.....
Fishing trip.....	.....	500	.....	500	475	25	3	3	.....	.....	.....
.....do.....	Fish.....	8,000	1,500	9,500	9,500	.....	20	20	.....	.....	.....
Essex to Boston, Mass.	Sand.....	2,000	100	2,100	2,050	50	5	5	.....	.....	.....
Provincetown to Bourne, Mass.	.....	450	.....	450	435	15	1	1	.....	1	3
Fishing trip.....	Fish.....	500	10	510	510	.....	2	2	.....	2	4
Adrift	.....	300	.....	300	300	.....	.....	.....	.....	.....	.....
Fishing trip.....	Fish	5,000	300	5,300	4,950	350	14	14	.....	14	15
Newport News, Va., to Boston, Mass.	Coal	30,000	7,000	37,000	36,700	300	10	10	.....	.....	.....
Port Johnson, N. J., to Boston, Mass.	.....do	7,000	3,000	10,000	.....	10,000	7	7	.....	3	3
Georges Bank to Boston, Mass.	Fish.....	9,000	350	9,350	9,150	200	19	19	.....	.....	.....
Perth Amboy, N. J., to Salem, Mass.	Coal	6,000	2,000	8,000	8,000	.....	6	6	.....	.....	.....
Fishing trip.....	Fish.....	20	10	30	20	10	2	2	.....	2	2
Lynn, Mass., to Norfolk, Va.	.....	20,000	.....	20,000	20,000	.....	8	8	.....	.....	.....
Perth Amboy, N. J., to Portland, Me.	Coal	3,000	3,000	6,000	6,000	.....	10	10	.....	.....	.....
Halifax, Nova Scotia, to New York City.	Lumber ...	4,000	2,500	6,500	5,800	700	7	7	.....	.....	.....
Halifax, Nova Scotia, to Boston, Mass.	Fish	2,000	2,000	4,000	4,000	.....	6	6	.....	.....	.....
Fishing trip	.....do	2,000	500	2,500	2,500	.....	18	18	.....	.....	.....
Norfolk, Va., to Portland, Me.	Coal	30,000	5,725	35,725	.....	35,725	9	9	.....	9	198
Providence, R. I., to Boston, Mass.	.....	6,000	.....	6,000	2,000	4,000	7	7	.....	3	3
Elizabethport, N. J., to Portland, Me.	Coal	5,000	2,000	7,000	6,650	350	6	6	.....	6	6
Parted moorings.....	.....	300	.....	300	275	25	.....	.....	.....	.....	.....
Port Eaton, N. Y., to Boston, Mass.	Sand.....	1,200	225	1,425	1,325	100	2	2	.....	.....	.....
St. John, New Brunswick, to New York.	Lumber ...	20,000	6,000	26,000	25,800	200	8	8	.....	.....	.....
Wiscasset, Me., to Washington, D. C.	Ice.....	10,000	800	10,800	10,500	300	9	9	.....	.....	.....
St. John, New Brunswick, to New York City.	Lumber ...	4,000	3,000	7,000	6,600	400	5	5	.....	.....	.....
Ipswich to Boston, Mass.	Sand.....	1,800	115	1,915	1,900	15	4	4	.....	.....	.....
Newport News, Va., to Boston, Mass.	Coal	8,000	5,000	13,000	13,000	.....	8	8	.....	.....	.....
Boston, Mass., to Philadelphia, Pa.	.....	65,000	.....	65,000	64,500	500	11	11	.....	.....	.....
Fishing trip	.....	500	.....	500	500	.....	5	5	.....	.....	.....
Capsized in harbor.....	.....	15	.....	15	15	.....	3	3	.....	.....	.....

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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.
1895.					
Mar. 28	Two miles south-southeast of station.	Point Allerton.....	Bg. Onolaska, Boston, Mass.	Emory	495
Mar. 29	One mile south of station.	Chatham	Sc. Oliver Schofield, Boston, Mass.	Brockway..	394
Mar. 30	Pollock Rip	Monomoy	Sc. Henry Withington, Dennis, Mass.	Fisk.....	528
Apr. 5	Shovelful Shoal.....	.....do	Sc. Bessie Parker, St. John, New Brunswick.	Lewis.....	227
Apr. 10	Plum Island Point.....	Plum Island.....	Sc. James Baker, Boston, Mass.	Hagerty.....	63
Apr. 10	Great Ledge, Buzzards Bay.	Cuttyhunk.....	Sc. Lizzie W. Hannum, Gloucester, Mass.	Sanchez.....	75
Apr. 16	One mile southwest of station.	Davis Neck.....	Small boat.....	.....	.....
Apr. 20	One hundred and fifty yards north of station.	Cuttyhunk.....	Catboat Agnes, New Bedford, Mass.	.....	.....
Apr. 24	Two miles north of station.	Orleans.....	Sc. Lizzie M. Center, Gloucester, Mass.	Smith.....	82
May 12	Old Man Ledge	Cuttyhunk.....	Sc. John Proctor, Boston, Mass.	Chase.....	499
May 19	Handkerchief Shoal.....	Monomoy	Sc. A. M. Burnham,* Gloucester, Mass.	Lindstrom	63
May 25	Shovelful Shoal	.....do	Sc. Grace C. Hadley, Gloucester, Mass.	Riley.....	67
June 5	Three and three-quarter miles southwest by south of station.	.....do	Bg. Rocky Glen, Boston, Mass.	Colbeth.....	400
June 24	One mile east-southeast of station.	Cuttyhunk.....	Sc. Calabria, Nassau, New Providence.	Grant.....	530
June 30	One-half mile north of station.	Plum Island.....	Sc. Mary G. Powers, Boston, Mass.	Powers.....	134
	Total	.....	.....	.....	.....

DISTRICT NO. 3.—EMBRACING

1894.					
July 20	One mile south of station..	Coney Island.....	Sc. Rebecca M., New York City.	Pinckney...	23
July 23	One-quarter mile northwest of station.	... ...do.....	Catboat, Sheepshead Bay, N. Y.	.....	.....
Aug. 21	One-eighth mile southeast of station.	New Shoreham	Sc. J. G. Pierson, New York City.	Hinehez.....	69
Sept. 3	Two and one-quarter miles west of station.	Quonochontaug...	Sc. Fannie Whitmore, Rockland, Me.	Campbell...	618
Sept. 6	One and one-half miles west of station.	Bellport	Str. Sorrento, Hamburg, Germany.	Jurgensen..	2,371
Sept. 8	One-quarter mile east of Mecox Station.	Mecox and Georgica.	Sc. John K. Souther, Thomaston, Me.	Thompson.	994
Sept. 23	Two and one-half miles west-southwest of station.	Fire Island.....	Catboat, Bay Shore, N. Y.	.....	.....
Oct. 2	One and one-quarter miles south-southeast of station.	Coney Island.....	Slp. Orient, New York City.	Vreeland...	13
Oct. 7	Fire Island Bar	Fire Island.....	Sc. Farmer, New York City.	Hendrickson.	32
Oct. 10	Three miles northeast of station.	Narragansett Pier.	Sc. Leonessa, Belfast, Me.	Fickett.....	214
Oct. 10	One-third mile south of station.	.....do.....	Scow No. 15	.....	.....
Oct. 10	.....do.....	.....do.....	Scow No. 17	.....	.....
Oct. 10	Two hundred yards east-southeast of station.	New Shoreham ...	Sc. L. O. Foster, Newport, R. I.	Sanders.....	35

* No assistance by life-saving crew.

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of casualties, season of 1894–95—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.
Baltimore, Md., to Boston, Mass.	Coal	$10,000	$2,000	$12,000	$12,000		8	8			
Boston, Mass., to Philadelphia, Pa.		2,000		2,000	1,925	$75	7	7			
Philadelphia, Pa., to Boston, Mass.	Coal	8,000	3,200	11,200	11,200		7	7			
St. John, New Brunswick, to New York City.	Lumber	7,000	2,400	9,400	8,160	1,240	7	7		1	1
Dragged anchors and stranded.		1,200		1,200	1,200		4	4			
Lynn to New Bedford, Mass.	Miscellaneous.	1,600	8,500	10,100	300	9,800	6	6			
Capsized in harbor		25		25	25		1	1			
Dragged anchor and stranded.		400		400	400						
Fishing grounds		5,700		5,700	5,200	500	16	16			
Norfolk, Va., to Boston, Mass.	Pig iron	6,000	8,000	14,000	13,500	500	7	7			
Fishing grounds		4,300		4,300	4,300		12	12			
do		3,000		3,000	3,000		12	12			
Puerto Rico, West Indies, to Boston, Mass.	Sugar	7,000	18,000	25,000	24,500	500	9	9			
New York to Windsor, Nova Scotia.		6,000		6,000	5,900	100	10	10			
Boston to Newburyport, Mass.		10,000		10,000	8,200	1,800	23	23			
		436,325	113,835	550,160	456,020	94,140	469	469		59	253

COASTS OF RHODE ISLAND AND LONG ISLAND.

Port Jefferson to Rockaway, N. Y.	Sand	4,000	50	4,050	3,900	150	4	4			
Pleasure trip		100		100	100		2	2			
New Haven, Conn., to Block Island, R. I.		800		800	800		9	9			
Philadelphia, Pa., to Providence, R. I.	Coal	26,000	3,750	29,750	29,750		10	10			
Glasgow, Scotland, to New York City.	General	71,515	78,080	149,595	148,595	1,000	155	155			
Baltimore, Md., to Boston, Mass.	Coal	25,000	4,600	29,600	29,600		8	8		8	16
Fishing trip		200		200	175	25	2	2		2	2
do		2,500		2,500	2,500		7	7			
Haverstraw to Bay Shore, N. Y.	Brick	1,000	210	1,210	1,210		2	2			
New York City to Bangor, Me.	Coal	3,000	1,200	4,200		4,200	5	5			
Saunderstown to Point Judith, R. I.		7,000		7,000	6,000	1,000	3	3			
do		7,000		7,000	7,000		2	2			
Providence to Block Island, R. I.	General	1,000	850	1,850	1,000	850	4	4		4	4

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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.					
Oct. 10	One hundred and fifty yards southeast of station.	New Shoreham...	Catboat Bessie Fiske, Newport, R. I.	Dodge.....	5
Oct. 10	.....do.....	.....do.....	Slp. Lizzie, Stonington, Conn.	Rathburn ..	8
Oct. 10	.....do.....	.....do.....	Sc. Maria,* New London, Conn.	Smith.....	20
Oct. 10	Two miles northwest of Hither Plain Station.	Hither Plain and Ditch Plain.	Slp. Maria D., Greenport, N. Y.	Parsons.....	13
Oct. 10	One-half mile north of station.	Point of Woods...	Catboat Eldorado, Patchogue, N. Y.	.....	.....
Oct. 10	One-eighth mile east of station.	Coney Island.....	Slp. Mary Jane, New York City.	Chamberlin.	16
Oct. 11	One mile west of station..	Rockaway	Catboat, Rockaway Park, N. Y.	.....	.....
Oct. 18	Two miles east-southeast of station.	Point Lookout.....	Catboat Wallie A. Silsbe, New York City.	Dayton.....	6
Oct. 21	Napatree Point	Watch Hill.....	Sc. Agricola, New York City.	Berry	68
Oct. 22	Four miles west of station.	.....do	Sc. Allan, Machias, Me.	Sawyer.....	75
Oct. 23	Three miles east of Rockaway Station.	Rockaway and Long Beach.	Catboat Annie B., Rockaway, N. Y.	.....	.....
Oct. 27	Two and one-half miles west-southwest of station.	Fire Island.....	Slp. Marcey Brown, Sayville, N. Y.	.....	.....
Nov. 1	Three miles west of station.	.....do	Catboat Southside, Patchogue, N. Y.	Price	6
Nov. 1	One-half mile east-southeast of station.	Coney Island	Slp. Egress, New York City.	Rowe	19
Nov. 2	Six miles north-northwest of station.	New Shoreham ...	Slp. Red Rover, Stonington, Conn.	Boyton	10
Nov. 2	Three miles west of station.	Fire Island.....	Sc. L. V. Ostrom, Patchogue, N. Y.	Gerard	31
Nov. 5	One-quarter mile west-northwest of station.	Eatons Neck.....	Sc. Salmon Washburn, Fall River, Mass.	Mathison...	89
Nov. 6	Two and three-quarter miles north of station.	Block Island.....	Sc. Eddie H. Weeks, Newport, R. I.	Willis	19
Nov. 7	Six miles west by north of station.	New Shoreham ...	Slp. Edna, New London, Conn.	Silva	9
Nov. 9	One-half mile southeast of station.	Long Beach.....	Sc. Massasoit, Fall River, Mass.	Babbitt.....	1,378
Nov. 12	Three miles west of station.	Fire Island.....	Sc. Kennebec, Bath, Me.	Marr	188
Nov. 21	Jones Inlet.....	Short Beach.....	Slp. Kit Carson, Patchogue, N. Y.	Swezey.....	15
Nov. 22	Fire Island Inlet.....	Oak Island.....	Sc. Ellen M. Miller,† Patchogue, N. Y.	Raynor.....	20
Nov. 25	Two miles north of station.	Hither Plain	Sc. Oriole, New Bedford, Mass.	Crapo	250
Dec. 6	One-quarter mile south of Napeague Station.	Napeague and Amagansett.	Sc. Mary B. Baird, Philadelphia, Pa.	Fisher..	909
Dec. 6	Three miles west of station.	Long Beach.....	Sc. Florida, Lunnenburg, Nova Scotia.	Brinkman..	147
Dec. 27	One hundred and fifty yards southeast of station.	New Shoreham ...	Slp. Cassia, New Bedford, Mass.	Smith.....	9
Dec. 27	.....do.....	.....do	Slp. Nettie, Newport, R. I.	Ryder.....	7
Dec. 27	One mile east of station...	Eatons Neck.....	Sc. Izetta, Bangor, Me..	Rollins	200
Dec. 29	Two and one-half miles north-northeast of station.	Fire Island.....	Str. H. L. Brown, Patchogue, N. Y.	Yarrington.	7

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

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of casualties, season of 1894–95—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.
Broke from moorings.	.....	$700	.....	$700	$650	$50	.....	.....	.....	.....	.....
Stonington, Conn., to Block Island, R. I.	Fishing tackle.	600	$50	650	10	640	3	3	.....	3	3
Fishing trip	Fish, fishing tackle, and bait.	1,000	100	1,100	1,100	.....	3	3	.....	.....	.....
.....do.....	Fish	1,000	60	1,060	1,060	.....	3	3	.....	.....	.....
Dragged anchor.....	.....	600	.....	600	600	.....	.....	.....	.....	.....	.....
Parted cables.....	.....	600	.....	600	550	50	2	2	.....	.....	.....
Broke from moorings..	.....	75	.....	75	35	40	.....	.....	.....	.....	.....
New York City to Patchogue, N. Y.	Oysters.....	700	35	735	735	.....	3	3	.....	.....	.....
New Bedford, Mass., to New York City.	Lumber ...	2,000	1,600	3,600	3,200	400	4	4	.....	.....	.....
Steuben, Me., to Rondout, N. Y.	.....do.....	2,000	1,200	3,200	1,600	1,600	4	4	.....	.....	.....
Fishing trip	.....	400	.....	400	300	100	2	2	.....	.....	.....
....	.....	300	....	300	300	.....	.....	.....	.....	.....	.....
Jersey City, N. J., to Babylon, N. Y.	Coal	500	30	530	530	.....	2	2	.....	.....	.....
Port Liberty, N. J., to Rockaway Beach, N. Y.	.....do.....	500	90	590	590	.....	2	2	.....	.....	.....
Fishing trip	Fish and fishing tackle.	400	100	500	450	50	3	3	.....	3	6
Elizabethport, N. J., to Islip, N. Y.	Coal	1,600	300	1,900	1,780	120	4	4	.....	.....	.....
Taunton, Mass., to New York City.	.....	1,500	.....	1,500	.....	1,500	3	3	.....	3	6
Fishing trip	Fish	1,800	75	1,875	75	1,800	5	5	.....	.....	.....
New London, Conn., to Block Island, R. I.	.....	700	.....	700	700	.....	3	3	.....	.....	.....
Newport News, Va., to Fall River, Mass.	Coal	41,000	8,040	49,040	48,040	1,000	11	11	.....	10	10
Richmond, Me., to Patchogue, N. Y.	Lumber ...	4,000	3,000	7,000	7,000	.....	5	5	.....	.....	.....
Sayersville, N. J., to Sayville, N. Y.	Brick.....	800	50	850	845	5	2	2	.....	.....	.....
Baldwin to Fire Island, N. Y.	Fish	2,500	100	2,600	2,600	.....	3	3	.....	.....	.....
Providence, R. I., to New York City.	Barrels	2,000	300	2,300	300	2,000	5	5	.....	4	4
Philadelphia, Pa., to Boston, Mass.	Coal	20,000	5,000	25,000	24,850	150	9	9	.....	9	18
Colon, United States of Colombia, to New York City.	Cocoanuts and ivory nuts.	6,000	6,000	12,000	12,000	.....	8	8	.....	8	8
Fishing trip	Fish and fishing tackle.	500	150	650	300	350	2	2	.....	2	4
....do.....	.....	400	....	400	210	190	3	3	.....	3	6
Bangor, Me., to New York City.	Granite....	6,000	1,200	7,200	4,400	2,800	6	6	.....	6	16
Bay Shore to Fire Island, N. Y.	.....	600	.....	600	600	.....	5	5	.....	2	4

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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.					
Dec. 30	One-half mile northwest of station.	Point of Woods...	Slp. Lucy Bell, Patchogue, N. Y.	Bishop.....	21
1895.					
Jan. 13	Two and three-quarter miles west by north of station.	Brentons Point...	Sc. Eva L. Leonard, Boston, Mass.	Moore.....	115
Jan. 14	Three-quarters of a mile southwest of Zachs Inlet Station.	Jones Beach, Short Beach, Zachs Inlet and Oak Island.	Bge. Seth Low, New York City.	Dottridge...	406
Feb. 6	One-half mile east of station.	Moriches.....	Bg. Gem, St. Martin, West Indies.	Denzey.....	189
Feb. 8	One-eighth mile east of station.	Lone Hill.....	Sc. Louis V. Place, New York City.	Squeirs.....	735
Feb. 8	Two miles east of Lone Hill Station.	Lone Hill and Blue Point.	Sc. John B. Manning, New York City.	Sprague.....	1,190
Feb. 10	One-quarter mile north by east of station.	Brentons Point....	Slp. Two Sisters, Newport, R. I.	.....	.....
Mar. 26	Jones Inlet Bar.....	Short Beach.....	Str. Mareca,* London, England.	Rhode.....	2,211
Mar. 28	Three miles northwest of station.	Bellport.....	Catboat Ella B., Patchogue, N. Y.	.....	.....
Apr. 14	Point of Eatons Neck.....	Eatons Neck.....	Str. International,* Philadelphia, Pa.	.....	400
Apr. 27	Five miles north of station.	New Shoreham ...	Sc. G. E. Bentley,* Parrsboro, Nova Scotia.	Bentley.....	250
Apr. 27	Two miles west of Tiana Station.	Tiana and Quogue.	Str. North Erin, London, England.	Williams...	2,078
May 4	Three miles southeast of station.	Coney Island.....	Sc. Richard K. Fox, New York City.	Nicolay.....	48
May 8	One and one-half miles northeast of station.	Brentons Point....	Catboat West Wind, Newport, R. I.	.....	.....
May 31	Two and one-half miles east-southeast of station.	Point Lookout.....	Sc. Fannie, New York City.	Losee	30
June 2	One and one-quarter miles west of station.	Quonochontaug...	Sc. Jennie, New London, Conn.	Kruse	30
June 11	Fishers Island.....	Watch Hill.....	Bg. Olinda, Oporto, Portugal.	De Roza.....	1,479
	Total	.....	.....	.....	.....

DISTRICT NO. 4.—EMBRACING

1894.					
July 3	Northside, Hereford Inlet.	Hereford Inlet.....	Slp. yt. Minerva, Philadelphia, Pa.	.....	.....
July 10	Absecon Inlet.....	Atlantic City.....	Sc. Katie G. Robinson, Somers Point, N. J.	Robert.....	299
July 12	Point of Sandy Hook.....	Sandy Hook.....	Yt. Venus, Fire Island, N. Y.	.....	.....
July 22	Two miles east of station..	Seabright.....	Sc. Robert H. Mitchell, Baltimore, Md.	Pratt.....	164
July 24	One and one-half miles north of station.	Little Egg.....	Catboat Allegro, Green Bank, N. J.	.....	.....
July 26	One and three-quarter miles east of station.	Ocean City.....	Sharpie, Longport, N. J.	.....	.....
Aug. 10	Point of Sandy Hook.....	Sandy Hook.....	Sailboat, New York City.	.....	.....
Aug. 10	Hereford Bar.....	Hereford Inlet.....	Sc. H. and J. Blenderman, New York City.	McLean	498

* No assistance required of life-saving crew.

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of casualties, season of 1894–95—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.
Amboy, N. J., to Patchogue, N. Y.	Coal.....	$1,000	$150	$1,150	$1,150	.....	2	2	.....	2	4
Hoboken, N. J., to Newport, R. I.	.....do	4,000	800	4,800	400	$4,400	4	4	.....	3	11
Perth Amboy, N. J., to Boston, Mass.	.....do	15,000	6,600	21,600	600	21,000	5	3	2	3	8
St. Martin, West Indies to New York City.	Salt.....	2,500	700	3,200	.....	3,200	9	9	.....	9	36
Baltimore, Md., to New York City.	Coke	30,000	3,600	33,600	.....	33,600	8	2	6	2	2
Providence, R. I., to Norfolk, Va.	.....	25,0000	.....	25,000	19,000	6,000	9	9	.....	9	36
Adrift.....	.....	700	.....	700	700	.....	.....	.....	.....	.....	.....
Mediterranean Sea to New York City.	Fruit	40,000	50,000	90,000	90,000	....	24	24	.....	.....	....
Bellport to Patchogue, N. Y.	....	150	.....	150	135	15	1	1	.....	1	1
Boston, Mass., to Philadelphia, Pa.	.....	30,000	.....	30,000	29,860	140	16	16	.....	.....	.....
St. John, New Brunswick, to New York City.	Lumber ...	12,000	4,500	16,500	16,000	500	7	7	.....	.....	.....
Palermo, Sicily, to New York City.	Fruit and sulphur.	40,000	55,000	95,000	95,000	.....	24	24	.....	.....	.....
On a cruise.....	.....	7,000	.....	7,000	5,000	2,000	8	8	.....	8	8
Fishing trip.....	Lobsters...	100	15	115	.....	115	1	1	.....	1	1
Northport to Freeport, N. Y.	Oysters.....	1,000	1,200	2,200	2,200	.....	2	2	.....	.....	.....
New London, Conn., to Vineyard Haven, Mass.	.....	1,000	.....	1,000	875	125	3	3	.....	.....	.....
Oporto, Portugal, to New York City.	Cork wood and barrels.	50,000	7,000	57,000	6,500	50,500	29	29	.....	.....	.....
.....	.....	509,340	245,785	755,125	613,460	141,665	470	462	8	105	214

COAST OF NEW JERSEY.

Bristol, Pa., to Anglesea, N. J.	.....	1,000	.....	1,000	1,000	.....	2	2	.....	.....	.....
Kennebec, Me., to Atlantic City, N. J.	Ice.....	4,000	1,000	5,000	4,000	1,000	5	5	.....	.....	.....
Pleasure trip.....	.....	300	.....	300	300	.....	3	3	.....	.....	.....
New York City to Norfolk, Va.	Salt.....	5,000	1,030	6,030	.....	6,030	5	5	.....	.....	.....
Green Bank to Beach Haven, N. J.	.....	800	.....	800	790	10	4	4	.....	.....	.....
Fishing trip.....	.....	100	.....	100	90	10	2	2	.....	.....	.....
New York City to Spermaceti Cove, N. J.	.....	100	.....	100	100	.....	4	4	.....	.....	.....
Richmond, Me., to Philadelphia, Pa.....	Ice.....	7,500	1,150	8,650	7,100	1,550	7	7	.....	.....	.....

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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.
1894.					
Aug. 13	One-half mile south-southeast of station.	Hereford Inlet	Slp. May Flower, Port Morris, N. J.	Hughes	10
Aug. 30	North bar of Cold Spring Inlet.	Turtle Gut	Yt. Mae, Crisfield, Md.		
Sept. 1	Three-quarters of a mile south-southeast of station.	Atlantic City	Sc. Mary Ella, Atlantic City, N. J.	Swift	29
Sept. 3	One mile southwest of station.	Spermaceti Cove	Slp. yt. Viking, New York City.	McDonald	16
Sept. 4	One-quarter mile north of station.	Barnegat	Str. Young America, New York City.	Fleming	25
Sept. 10	Three-quarters of a mile northeast of station.	Atlantic City	Yt. Patrol, Atlantic City, N. J.		
Sept. 10	One-half mile east of station.	Tathams	Slp. yt. Penrose, Avalon, N. J.	Townsend	9
Sept. 14	One and three-quarter miles west-southwest of station.	Great Egg	Slp. Pauline, Petersburg, N. J.		
Oct. 4	One and one-half miles northeast of station.	Atlantic City	Fish boat, Atlantic City, N. J.		
Oct. 7	Point of Sandy Hook	Sandy Hook	Slp. Annie F., Hoboken, N. J.		
Oct. 7	Two and one-half miles east-northeast of station.	Little Beach	Str. Goldsboro,* Philadelphia, Pa.	Pennington	681
Oct. 7	One mile north of station.	Little Egg	Slp. John Manning, New York City.	Sammons	13
Oct. 10	Two miles north of Seabright Station.	Seabright and Spermaceti Cove.	Sc. Maria Louisa, New York City.	Erickson	43
Oct. 10	One-third mile east of station.	Ocean City	Sc. Lu Rena Reed, Somers Point, N. J.	Risley	28
Oct. 16	One-half mile south-southwest of Cape May Station.	Cape May and Cold Spring.	Bg. Katahdin, Bangor, Me.	Phillips	213
Oct. 28	One mile north of station.	Little Beach	Sc. Sunbeam, Tuckerton, N. J.	Stiles	22
Nov. 10	One mile northeast of Ship Bottom Station.	Ship Bottom and Harveys Cedars.	Bgn. Richard T. Greene, Boston, Mass.	Schliene	300
Nov. 12	Absecon Bar	Atlantic City and Absecon.	Sc. William H. Davenport, Phippsburg, Me.	Stacy	256
Nov. 22	Romer Shoals	Sandy Hook	Sc. F. Grenville Russell, Hartford, Conn.	Weed	173
Nov. 27	Two miles northeast of Ship Bottom Station.	Ship Bottom and Harveys Cedars.	Slp. Nellie,† Kingsbury, N. J.	Anderson	5
Nov. 28	Delaware Bay	Cape May, Cold Spring, and Hereford Inlet.	Slp. Starlight, Bridgeton, N. J.	Vannite	19
Nov. 30	One mile west-southwest of station.	Turtle Gut	Sc. Eugene H. Cathrall, Bridgeton, N. J.	Smith	42
Dec. 22	South Bar, Hereford Inlet	Hereford Inlet and Tathams.	Sc. P. T. Barnum, Bridgeport, Conn.	Blake	668
Dec. 22	One and one-half miles south of station.	Tathams	Sc. Rodman R. Nickerson, Newport, R. I.	Sprague	509
1895.					
Jan. 13	Romer Shoals.	Sandy Hook	Sc. D. M. Anthony, Boston, Mass.	Moore	556
Jan. 25	One-half mile north of station.	Spermaceti Cove	Bkn. Beatrice, Barbados, West Indies.	Brown	288
Feb. 9	One and one-quarter miles south of station.	Little Egg	Sc. Stephen Woolsey, New York City.	Scherer	33
Feb. 24	Brigantine Shoals	South Brigantine and Brigantine.	Str. Bea Bellido, Newcastle, England.	Young	1,914
Mar. 7	Two and one-half miles northeast of station.	Sandy Hook	Str. Havel, Bremen, Germany.	Jungst	6,963
Mar. 12	Romer Shoals	do	Str. F. W. Vosburgh, New York City.	Cutler	94

* No assistance required of life-saving crew.
† In distress and disabled.

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of casualties, season of 1894–95—Continued.

COAST OF NEW JERSEY—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Fishing trip		$1,000		$1,000	$1,000		10	10			
Crisfield, Md., to Cape May City, N. J.		250		250	250		3	3			
New York City to Atlantic City, N. J.	Brick	900	$200	1,100	1,060	$40	2	2			
New York City to Highland Beach, N. J.		3,000		3,000	2,500	500	3	3			
Atlantic City, N. J., to New York City.		1,000		1,000	1,000		6	6			
Fishing trip		3,000		3,000	2,975	25	1	1			
Avalon to Hereford Inlet, N. J.		1,000		1,000	925	75	10	10			
Petersburg to Atlantic City, N. J.	Vegetables	150	30	180	55	125	2	2			
Fishing trip		15		15	15		2	2			
do		200		200	200		4	4			
New York City to Philadelphia, Pa.	Merchandise.	20,000	12,000	32,000	32,000		16	16			
Perth Amboy to West Creek, N. J.	Merchandise.	500	150	650	650		2	2			
Fishing trip	Fish	3,500	400	3,900		3,900	8	8			
New York City to English Creek, N. J.	Coal	800	200	1,000		1,000	3	3			
Bangor, Me., to Philadelphia, Pa.	Laths	2,000	1,800	3,800	3,500	300	6	6			
New York City to Tuckerton, N. J.	Coal	1,000	50	1,050	1,050		2	2		2	4
New York City to Wilmington, N. C.	Salt	10,000	1,000	11,000	10,000	1,000	8	8		8	32
Kennebec, Me., to Atlantic City, N. J.	Ice	16,000	1,500	17,500	17,500		6	6			
Portland, Conn., to Philadelphia, Pa.	Stone	4,000	2,000	6,000		6,000	6	6		6	6
Kingsbury to Little Egg Harbor, N. J.		450		450	450		2	2			
Adrift	Oysters	300	100	400	360	40					
Cape May, N. J., to Philadelphia, Pa.	Sand	2,000	35	2,035	2,035		3	3			
Bridgeport, Conn., to Philadelphia, Pa.		35,000		35,000	35,000		9	9			
Salem, Mass., to Philadelphia, Pa.	Paving Stone.	30,000	3,000	33,000		33,000	8	7	1		
Philadelphia, Pa., to Boston, Mass.	Coal	12,000	2,400	14,400	13,400	1,000	8	8			
New York City to Wilmington, N. C.		2,000		2,000		2,000	8	8		8	18
Fishing trip	Fish	3,500	150	3,650	3,650		8	8		8	8
Philadelphia, Pa., to New York City.		100,000		100,000	100,000		27	27			
Bremen, Germany, to New York City.	General	1,300,000	500,000	1,800,000	1,800,000		680	680			
New York City to Sandy Hook, N. J.		20,000		20,000		20,000	7	7			

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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.
1895.					
Mar. 18	Romer Shoal	Sandy Hook	Sc. Margaret, Machias, Me.	Robinson	117
Mar. 23	One-half mile north of station.	Little Beach	Sc. Vigilant,* Tuckerton, N. J.	Marshall	8
Apr. 17	One-half mile southwest of station.	Townsends Inlet	Slp. yt. Dora, Townsends Inlet, N. J.	Avery	9
Apr. 20	Romer Shoal	Sandy Hook	Sc. Lester A. Lewis, Bangor, Me.	Crosby	250
May 6	One-half mile south of station.	Monmouth Beach	Str. Lumen, Liverpool, England.	Nicholson	2357
May 9	Two miles southwest by south of station.	Great Egg	Sc. John Anna, Somers Point, N. J.	Bailey	29
May 11	North Shoal, Absecon Inlet.	Atlantic City	Sc. Mary Ella, Somers Point, N. J.	Swift	29
May 11	North Bar, Hereford Inlet.	Hereford Inlet	St. yt. Elva G. Harvey, Philadelphia, Pa.	Brower	17
May 13	Outer Bar, Absecon Inlet	Atlantic City and Absecon.	Sc. Centennial, Baltimore, Md.	Thorington.	113
May 17	Barnegat Shoals	Barnegat and Forked River.	Sc. D. B. Mayhew, New York City.	Patterson	24
June 10	One-third mile north of station.	Hereford Inlet	Slp. yt. Dora, Sea Isle City, N. J.	Piefer	8
	Total				

DISTRICT NO. 5.—EMBRACING COAST BETWEEN

1894.					
July 21	Two and one-half miles west-northwest of station.	North Beach	Sc. Tuckahoe, Bishopville, Md.		
Sept. 1	Seven miles northeast of Assateague Beach Station.	Assateague Beach and Popes Island.	Sc. Sarah C. Smith, Philadelphia, Pa.	Corson	297
Oct. 11	Three miles offshore	Cape Henlopen	Sc. Sea Foam, Wilmington, Del.	Chandler	13
Oct. 16	Three miles northeast of station.	Paramores Beach	Sailboat, Wachapreague, Va.		
Oct. 17	South end of Williams Shoal.	Wallops Beach	Sailboat W. L. Willis, Chincoteague, Va.		
Oct. 18	Two miles east of station	Metomkin Inlet	Sailboat Lillie Smith, Folly Creek, Va.		
Oct. 19	One-half mile southwest of station.	do	Slp. Sam Jones, Chincoteague, Va.		
Oct. 28	One quarter mile northeast of station	Cobbs Island	Sc. Nettie and Lena, Camden, N. J.	Hand	32
Oct. 31	Three miles southeast of station.	Wachapreague	Sailboat, Wachapreague, Va.		
Nov. 5	Carters Bar	Cobbs Island	Sc. Benjamin M. Wallace,† New York City.	Peterson	61
Nov. 11	South end of Cedar Island.	Wachapreague	Slp. Sachem, Chincoteague, Va.	Figs	9
Nov. 29	Isaac Shoals	Smith Island	Sc. Rosa Lee, Cape Charles City, Va.	McKown	32
Dec. 16	Four miles north of station.	Fenwick Island	Bg. Odorilla, Philadelphia, Pa.	Dasey	419
1895.					
Jan. 6	South end of Cedar Island.	Wachapreague	Sc. Sarah Blum, Cape Charles City, Va.	Sturgis	11
Jan. 18	One mile south of station	Assateague Beach	Sc. Sophia Godfrey, Bridgeton, N. J.	McCarty	257
Jan. 19	Six miles southeast of station.	Hog Island	Sc. Nathan Lawrence, Fall River, Mass.	Haskell	771

* On fire. Life-saving crew saved her from destruction.
† Taken off by the schooner Mascot.

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of casualties, season of 1894–95—Continued.

COAST OF NEW JERSEY—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Norfolk, Va., to New York City.	Corn..... ..	$3,000	$3,740	$6,740	$6,640	$100	5	5	.....	.....	.....
Cruising.....	.....	400	.....	400	370	30	.....	.....	.....	.....	.....
Townsends Inlet, N. J., to Philadelphia, Pa.	.....	700	.....	700	700	.....	3	3	.....	.....	....
Norfolk, Va., to New York City.	Lumber ...	5,000	3,000	8,000	4,000	4,000	6	6	.....	.....	.....
Shields, England, to New York City.	.....	70,000	.....	70,000	70,000	.....	35	35	....	.....	.....
Tuckahoe, N. J., to New York City.	Wood	500	150	650	650	.....	2	2	.....	.....	.....
Hampton Bar to Atlantic City, N. J.	Oysters.....	1,000	800	1,800	.....	1,800	3	3	.....	.....	.....
Fishing trip	.....	3,000	....	3,000	3,000	.....	5	5	.....	.....	.....
Haverstraw, N.Y., to Atlantic City, N. J.	Brick.....	3,000	800	3,800	3,800	.....	3	3	.....	.....	.....
Fishing trip	.....	1,000	.....	1,000	1,000	.....	6	6	.....	.....	.....
Parted moorings and stranded.	.....	1,000	.....	1,000	1,000	.....	2	2	.....	.....	.....
.....	.....	1,680,965	536,685	2,217,650	2,134,115	83,535	962	961	1	32	68

CAPE HENLOPEN AND CAPE CHARLES.

Georges Island Landing to St. Martins River, Md.	Shells.....	300	50	350	325	25	3	3	.....	.....	.....
Georgetown, S. C., to Boston, Mass.	Lumber ...	3,000	3,500	6,500	6,500	.....	7	7	.....	.....	.....
Milton, Del., to Millville, N. J.	.....do	400	200	600	50	550	4	†4	.....	2	4
Fishing trip	.....	20	.....	20	20	.....	3	3	.....	.....	.....
.....do	Fish	75	5	80	50	30	2	2	.....	.....	.....
.....do	....	35	.....	35	30	5	3	3	.....	3	3
.....do	Oysters.....	300	25	325	325	.....	2	2	.....	.....	.....
James River, Va., to Maurice River, N. J.	.....do	2,500	300	2,800	2,800	.....	3	3	.....	.....	.....
Wachapreague to Paramores Beach, Va.	.....	10	.....	10	.....	10	1	1	.....	1	1
.....do	.....	7,000	.....	7,000	6,200	800	12	12	.....	.....	.....
Cobb Island to Franklin City, Va.	Clams	500	100	600	600	.....	4	4	.....	.....	.....
Brighton to Norfolk, Va.	Oysters.....	800	100	900	900	.....	3	3	.....	.....	.....
Fernandina, Fla., to New York City.	Phosphate rock.	6,000	4,000	10,000	.....	10,000	9	9	.....	.....	.....
Norfolk to Folly Creek, Va.	.....	500	.....	500	500	....	2	2	.....	.....	.....
New York City to Suffolk, Va.	Salt	2,000	1,600	3,600	2,800	800	6	6	.....	3	9
Boston, Mass., to Newport News, Va.	.....	30,000	.....	30,000	30,000	.....	9	9	.....	.....	.....

‡ No assistance required of life-saving crew.

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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.
1895.					
Jan. 22	One mile west of station..	Popes Island.....	Sailboat Gertie, Boxiron, Md.	.....	.....
Feb. 8	Two miles southeast of station.	Assateague Beach	Sc. Sunbeam, Tuckerton, N. J.	Stiles.	22
Feb. 8	Two and one-half miles south of station.	Assateague Beach	Sc. Water Lily, New York City.	Peterson ...	7
Feb. 8	Four miles southwest of station.	Cobb Island.....	Slp. Georgia Lee, Chincoteague, Va.	Ward	7
Feb. 12	Shoals 6½ miles south by west of station.	Paramores Beach	Str. Elise Marie, Hamburg, Germany.	Reiners.....	3,568
Feb. 13	Two miles southeast of station.	Wachapreague.....	Sc. Bonita,* Chincoteague, Va.	Price.....	62
Feb. 13	Eight miles north of station.	Cobb Island.....	Sc. Hudgins and Hurst, Newport News, Va.	Bishop.....	12
Feb. 15	Four hundred yards northwest of station.	.....do.....	Slp. Clarra Combs, Cape Charles, Va.	Cobb	14
Mar. 2	Three miles northeast of Assateague Beach Station.	Assateague Beach and Popes Island.	Str. Oakdene, Sunderland, England.	Sandale	1,594
Mar. 5	One-quarter mile west of station.	Lewes .....do.....	Slp. Alert, Somers Point, N. J.	Gale.....	11
Mar. 17	Seven miles east of station.	Metomkin Inlet...	Sc. Zimri S. Wallingford, Portsmouth, N. H.	Higbee	296
Mar. 25	One mile west-northwest of station.	Popes Island.....	Sailboat Richard, Chincoteague, Va.	.....	.....
Apr. 7	Two miles east-southeast of station.	Hog Island.....	Sc. Janie T. Lewis, Onancock, Va.	Mears	25
Apr. 11	One and one-half miles north-northeast of station.	Wallops Beach.....	Slp. Lillie Mason, Chincoteague, Va.	.....	.....
Apr. 23	One and one-quarter miles south-southeast of station.	Metomkin Inlet...	Sc. Kate Tracy, Chincoteague, Va.	.....	.....
Apr. 26	One and one-half miles east-northeast of station.	Wallops Beach.....	Sc. Samuel Filmore, Chincoteague, Va.	Johnson.....	6
Apr. 28	Two miles north-northeast of station.	Lewes	Sc. A. H. Howe, New York City.	Carle	477
Apr. 29	Isaac Shoals.....	Smith Island.....	Sc. Henry Parker, New York City.	Crammer...	226
May 14	One-quarter mile east of station.	Wachapreague	Slp. yt. Midnight, New York City.	Johnson.....	6
May 15	One-half mile south of station.	.....do.....	Sc. Ella Robbins, Tuckerton, N. J.	Parker	26
June 30	Two miles north-northeast of station.	Lewes	Str. Walker Armington, Rockland, Me.	Drinkwater.	914
	Total	.....	.....	.....	.....

DISTRICT NO. 6.—EMBRACING COAST

1894.					
Sept. 16	One and three-quarter miles northwest of station.	Cape Henry.....	Str. John I. Brady, Baltimore, Md.	Freeburger.	119
Sept. 26	One-half mile southwest of station.	Ocracoke.....	Sc. A. P. Richardson, Richmond, Va.	Newton	78
Sept. 28	Frying Pan Shoals.....	Cape Fear.....	Sc. Elizabeth A. Baizley, Camden, N. J.	Smith.....	373
Sept. 30	Fifteen miles south of station.	Portsmouth	Bkn. J. H. Dexter,† Liverpool, Nova Scotia.	Dexter.....	540
Oct. 9	Abreast of station.....	Pea Island	Sailboat, Oregon Inlet, N. C.	.....	.....

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

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of casualties, season of 1894–95—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.
....	.....	$35	.....	$35	$35	.....	1	1	.....	.....	.....
Wachapreague, Va., to New York City.	Oysters.....	1,000	$275	1,275	675	$600	3	3	.....	3	42
Norfolk, Va., to New York City.	.....	1,300	.....	1,300	.....	1,300	4	4	.....	4	56
Chincoteague to Franklin City, Va.	.....	300	.....	300	300	.....	3	3	.....	3	33
Hamburg, Germany, to Baltimore, Md.	.....	60,000	.....	60,000	60,000	.....	35	35	.....	8	8
New Haven, Conn., to Wachapreague, Va.	.....	1,000	.....	1,000	1,000	....	4	4	.....	.....	.....
Adrift.....	.....	400	.....	400	400	.....	3	3	.....	3	18
.....do.....	.....	1,000	.....	1,000	1,000	.....	3	3	.....	.....	.....
Hamburg, Germany, to Baltimore, Md.	Salt and cement.	30,000	16,000	46,000	.....	46,000	20	20	.....	6	13
Atlantic City, N. J., to Norfolk, Va.	Gunners' supplies.	1,200	300	1,500	1,500	.....	3	3	.....	.....	.....
Georgetown, S. C., to Boston, Mass.	Lumber ...	6,000	5,000	11,000	.....	11,000	7	7	.....	.....	.....
Chincoteague to Popes Island, Va.	.....	80	.....	80	80	....	1	1	.....	.....	.....
Machipongo to Chincoteague, Va.	Oysters.....	2,500	200	2,700	2,700	.....	3	3	.....	.....	.....
Adrift.....	.....	200	.....	200	200	.....	.....	.....	.....	.....	.....
Folly Creek to Chincoteague, Va.	Oysters.....	500	90	590	590	.....	2	2	.....	.....	.....
Cobb Island to Chincoteague, Va.	.....do.....	400	50	450	445	5	3	3	.....	.....	.....
Philadelphia, Pa., to Allens Point, Conn.	Coal	5,000	1,200	6,200	....	6,200	7	7	.....	.....	.....
New York City to Norfolk, Va.	.....	6,000	.....	6,000	.....	6,000	6	6	.....	6	12
Norfolk, Va., to New York City.	.....	500	.....	500	.....	500	3	3	.....	3	9
Wachapreague, Va., to Tuckerton, N. J.	Oysters.....	1,200	100	1,300	1,300	.....	3	3	.....	.....	.....
Providence, R. I., to Newport News, Va.	.....	40,000	.....	40,000	40,000	.....	13	13	.....	.....	.....
....	.....	212,055	33,095	245,150	161,325	83,825	200	200	.....	45	208

BETWEEN CAPE HENRY AND CAPE FEAR.

Cruising for a tow.....	.....	20,000	.....	20,000	20,000	.....	8	8	.....	.....	.....
New York to Newbern, N. C.	.....	3,000	.....	3,000	....	3,000	5	5	.....	5	20
Charleston, S. C., to Baltimore, Md.	Phosphate rock.	16,000	3,700	19,700	.....	19,700	7	7	.....	6	7
Cuba to New York City.	Cedar, fustic, and honey.	40,000	15,000	55,000	55,000	.....	9	9	.....	.....	.....
Adrift	.....	150	.....	150	125	25	.....	.....	.....	.....	.....

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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.
1894.					
Oct. 10	One-half mile northwest of Gull Shoal Station.	Gull Shoal, Chicamicomico, and Little Kinnakeet.	Sc. Dauntless, Edenton, N.C.	O'Neal.....	15
Oct. 10	Olivers Reef.....	Durants and Ocracoke.	Sc. J. C. McNaughton, Philadelphia, Pa.	Outten.....	154
Oct. 10	One mile north-northwest of station.	Big Kinnakeet.....	Sc. Osprey, * Newbern, N.C.	Hooper	10
Oct. 10	One-half mile west-northwest of Little Kinnakeet Station.	Little Kinnakeet and Big Kinnakeet.	Sc. Henrietta, Elizabeth City, N.C.	.....	.....
Oct. 10	Three miles south-southwest of station.	Oak Island.....	Bg. Ogir, Farsund, Norway.	Salvesen....	547
Oct. 12	One mile west of Oregon Inlet.	Oregon Inlet and Pea Island.	Slp. Mary Elizabeth, Roanoke Island, N.C.	.....	.....
Oct. 22	Two and one-half miles south by east of station.	Pea Island	Sailboat Fancy, Manteo, N.C.	.....	.....
Oct. 27	Two miles northeast of station.	Portsmouth	Sc. John R. P. Moore, Beaufort, N.C.	Pickett	99
Nov. 4	Two and one-half miles northwest of station.	Oregon Inlet.....	Sc. Ida, Beaufort, N.C.	Perkins.....	10
Nov. 6	One-half mile northwest of Big Kinnakeet Station.	Big Kinnakeet and Little Kinnakeet.	Sc. Maggie J. A., Newbern, N.C.	Scarborough.	10
Nov. 22	Four miles west-northwest of station.	Cape Fear.....	Str. Dorset,† Bristol, England.	Felters	2,637
Nov. 24	Two miles north of station.	Oregon Inlet.....	Fish boat Frisky, Roanoke Island, N.C.	.....	.....
Nov. 28	Two hundred yards north of Oregon Inlet Station.	Oregon Inlet and Pea Island	Slp. Frances Ann, Roanoke Island, N.C.	.....	.....
Nov. 28	Four miles north-northwest of station.	Little Kinnakeet..	Slp. Tildon, Big Kinnakeet, N.C.	.....	.....
Dec. 5	One and one-half miles northwest of station.	Big Kinnakeet.....	Slp. Petrel.....	.....	.....
Dec. 12	Four miles northwest of station.	Kill Devil Hills...	Sailboat.....	.....	.....
Dec. 17	Three hundred yards south-southwest of station.	Oak Island.....	Sc. Pearl, Wilmington, N.C.	.....	.....
Dec. 27	Two miles west of station.	Currituck Inlet....	Sc. Lucy Ray, Elizabeth City, N.C.	Parker	10
Dec. 27	Three and one-half miles south by west of Chicamicomico Station.	Chicamicomico, Gull Shoal and New Inlet.	Sc. Lou Willis, Edenton, N.C.	O'Neal.....	15
Dec. 27	One and one-quarter miles southwest of station.	Big Kinnakeet.....	Sc. Avoset, Hatteras, N.C.	....	.....
Dec. 27	Fourteen miles southwest of Ocracoke Station.	Ocracoke and Portsmouth.	Sc. Richard S. Spofford, Boston, Mass.	Hawes.....	489
Dec. 28	Two miles west-northwest of station.	Whales Head.....	Slp. Lurline, Norfolk, Va.	Forbes.....	6
Dec. 31	Three and one-half miles south by east of station.	Portsmouth	Sc. Annie Ainslie,‡ Philadelphia, Pa.	McAndrews.	304
1895.					
Jan. 6	Four miles east of Ocracoke Station.	Ocracoke and Durants.	Sc. Hester A. Seward, Baltimore, Md.	Younger....	158
Jan. 13	Four miles north-northeast of station.	Portsmouth	Sc. Maggie Sutphen, Norfolk, Va.	Huffler	16
Jan. 16	Three miles from station..	Ocracoke.....	Sailboat Mermaid, Smyrna, N.C.	.....	.....
Jan. 19	Four and one-half miles southwest of station.	.....do	Sc. S. Warren Hall, Wilmington, Del.	Palmer.....	160
Jan. 20	Three-quarters of a mile north-northwest of station.	Kill Devil Hills ...	Bge. Trinidad Sugar Co., No. 1, Boston, Mass.	Folett	* 84

* Stranded, October 10, 1894. Got off on March 9, 1895.
† No assistance required of life-saving crew.
‡ In distress, requiring assistance.

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of casualties, season of 1894–95—Continued.

BETWEEN CAPE HENRY AND CAPE FEAR—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Pasquotank River to Gull Shoal, N. C.	.....	$600	.....	$600	$575	$25	2	2	.....	.....	.....
Scranton, N. C., to New York City.	Lumber ...	10,000	$1,350	11,350	10,350	1,000	5	5	.....	.....	.....
Dragged anchors and stranded.	.....	200	.....	200	125	75	2	2	.....	.....	.....
Parted cables and stranded.	Fish.....	200	35	235	235	.....	.....	.....	.....	.....	.....
Hull, England, to Wilmington, N. C.	.....	9,000	.....	9,000	.....	9,000	11	11	.....	11	55
Dragged anchors and stranded.	.....	400	.....	400	400	.....	4	4	.....	.....	.....
Parted her moorings.	.....	150	.....	150	125	25	.....	.....	.....	.....	.....
Newbern, N. C., to New York City.	Lumber ...	1,800	600	2,400	2,400	.....	5	5	.....	.....	.....
Powells Point to Oregon Inlet, N. C.	Wood.....	400	50	450	450	.....	2	2	.....	.....	.....
Fouled anchors and stranded.	.....	800	.....	800	800	.....	.....	.....	.....	.....	.....
Wilmington, N. C., to Liverpool, England	Cotton.....	70,000	220,000	290,000	290,000	.....	24	24	.....	.....	.....
Capsized and sunk.....	Fish net...	140	60	200	200	.....	2	.....	2	.....	.....
Fishing trip.....	.....do.....	200	50	250	250	.....	3	3	.....	3	3
Indian Town to Big Kinnakeet, N. C.	Corn.....	150	60	210	210	.....	2	2	.....	.....	.....
New York City to Florida.	.....	400	.....	400	400	.....	4	4	.....	.....	.....
Capsized.....	.....	75	.....	75	75	.....	1	1	.....	.....	.....
Lockwoods Folly to Southport, N. C.	Clams	200	50	250	250	.....	2	2	.....	.....	.....
Dragged anchor and stranded.	.....	600	.....	600	600	.....	.....	.....	.....	.....	.....
.....do.....	.....	1,000	.....	1,000	1,000	.....	.....	.....	.....	.....	.....
.....do.....	.....	200	.....	200	200	.....	2	2	.....	.....	.....
Boston, Mass., to Union Island, Ga.	.....	32,000	.....	32,000	.....	32,000	8	7	1	.....	.....
Dragged anchor and stranded.	.....	200	.....	200	200	.....	.....	.....	.....	.....	.....
Savannah, Ga., to Philadelphia, Pa.	Lumber ...	8,000	2,000	10,000	4,200	5,800	7	7	.....	4	8
Georgetown, S. C., to Baltimore, Md.	Shingles...	6,400	2,500	8,900	200	8,700	6	6	.....	.....	.....
Portsmouth, Va., to Ocracoke, N. C.	.....	500	.....	500	500	.....	4	4	.....	.....	.....
Parted cables and stranded.	.....	70	.....	70	70	.....	3	3	.....	3	3
Atlantic City, N. J., to Bogue Sound, N. C.	.....	3,000	.....	3,000	500	2,500	6	6	.....	.....	.....
Baltimore, Md., to Trinidad, Cuba.	Coal	5,000	250	5,250	5,250	.....	2	2	.....	2	8

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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.
1895.					
Jan. 20	Two and one-half miles south-southeast of station.	Kill Devil Hills....	Str. Manati, Boston, Mass.	Norfolk	21
Jan. 20	Two and one-half miles north-northwest of station.	Nags Head.....	Bge. Trinidad Sugar Co., No. 2, Boston, Mass.	McIntyre....	84
Jan. 20	One mile east by north of station.	Oak Island.....	Sc. John B., Wilmington, N. C.	Bowen	8
Jan. 25	Two miles south-southeast of Kill Devil Hills Station.	Kill Devil Hills, Nags Head, and Kitty Hawk.	Str. I. J. Merritt, New York City.	Wolcott	273
Feb. 7	Three-quarters of a mile northwest of Big Kinnakeet Station.	Big Kinnakeet and Little Kinnakeet.	Sc. Little Sampson, Newbern, N. C.	Miller.....	7
Feb. 8	One mile south of station..	Kitty Hawk.....	Skiffs (2), Kitty Hawk Bay, N. C.	.....	.....
Feb. 8	One and one-half miles south-southwest of Chicamicomico Station.	Chicamicomico, New Inlet, and Gull Shoal.	Sc. Dauntless, Edenton, N. C.	O'Neal.....	15
Feb. 8	Three-quarters of a mile northwest of station.	Big Kinnakeet.....	Slp. Nettie, Elizabeth City, N. C.	.....	.....
Feb. 8	Three-quarters of a mile northwest of Big Kinnakeet Station.	Big Kinnakeet and Little Kinnakeet.	Sc. Topaz, Hatteras, N. C.	.. ..	.....
Feb. 8	One and one-half miles north of station.	Ocracoke.....	Slp. Anaconda, Newbern, N. C.	Scarborough.	15
Feb. 8	.....do	.....do	Sc. Annie C. Thomas, Newbern, N. C.	Price	6
Feb. 8	.....do	.....do	Sc. F. M. Isabella, Newbern, N. C.	Scarborough.	9
Feb. 8	.....do	.....do	Slp. I. D. Jane, Kinnakeet, N. C.	.....	.....
Feb. 8	.....do	.....do	Sc. Lilly May, Kinnakeet, N. C.	.....	.....
Feb. 8	.....do	.....do	Sc. Little Betty, Kinnakeet, N. C.	.....	.....
Feb. 8	.....do	.....do	Sc. Early, Kinnakeet, N. C.	.....	.....
Feb. 8	.....do	.....do	Sc. Annie Lee, Kinnakeet, N. C.	.....	.....
Feb. 8	.....do	.....do	Sc. Maggie J. A., Newbern, N. C.	Scarborough.	10
Feb. 8	Three miles northeast of station.	.....do	Sc. Henrietta, Kinnakeet, N. C.	.....	.....
Feb. 9	One and one-quarter miles northwest of station.	Big Kinnakeet.....	Sc. Dexter,* Beaufort, N. C.	Balance.....	6
Feb. 9	Three miles north by west of station.	Cape Lookout.....	Sharpie.....	.....	.....
Feb. 13	Four miles northwest of station.	Little Kinnakeet..	Slp. Inez,* Avon, N. C..	.....	.....
Feb. 17	Frying Pan Shoals.....	Cape Fear and Oak Island.	Sc. Greenleaf Johnson, New Haven, Conn.	Woodruff...	390
Feb. 25	Oyster Point, northwest of station.	Durants	Slp. Eliza Ellen, Newbern, N. C.	Gaskins.....	10
Feb. 28	Three-quarters of a mile east-northeast of station.	Oak Island.....	Sc. Annie O. Lee, Shallotte, N. C.	.....	.....
Mar. 1	Frying Pan Shoals.....	Cape Fear.....	Bk. Wodan, Dantzic, Germany.	Arend.....	479
Mar. 2	Seven and one-half miles east-northeast of station.	Portsmouth	Sc. Etta M. Barter, Thomaston, Me.	Bunker.....	273
Mar. 4	Five and one-half miles southwest by west of Durants Station.	Durants and Ocracoke.	Sc. Edward S. Stearns, Rockport, Me.	Neale.....	338
Mar. 4	Three and one-half miles east of station.	Portsmouth	Sc. Sallie Bissell, Charleston, S. C.	Gredick.....	52

* In distress, requiring assistance.

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of casualties, season of 1894–95—Continued.

BETWEEN CAPE HENRY AND CAPE FEAR—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Baltimore, Md., to Trinidad, Cuba.	.....	$12,500	.....	$12,500	$12,500	.....	2	2	.....	2	8
.....do.....	Coal	5,000	$175	5,175	5,175	.....	2	2	.....	2	10
Wilmington to Shallotte, N. C.	Merchandise.	400	150	550	550	.....	2	2	.....	1	1
Norfolk, Va., to Kill Devil Hills, N. C.	Wrecking gear.	75,000	25,000	100,000	75,000	$25,000	26	26	.....	26	130
Cape Hatteras to Elizabeth City, N. C.	.....	400	.....	400	400	.....	1	1	.....	.....	.....
Pleasure trip.....	.....	10	.....	10	10	.....	4	4	.....	.....	.....
Dragged anchors and stranded.	.....	600	.....	600	660	.....	1	1	.....	.....	.....
Parted chains and stranded.	.....	400	.....	400	400	.....	2	2	.....	.....	.....
Dragged anchors and stranded.	.....	400	.....	400	400	.....	2	2	.....	.....	.....
.....do.....	Oysters.....	600	40	640	640	.....	3	3	.....	3	12
.....do.....	.....do	400	40	440	440	.....	3	3	.....	3	3
.....do.....	.....do	400	40	440	440	.....	4	4	.....	4	4
.....do.....	.....do	200	30	230	230	.....	4	4	.....	4	16
.....do.....	.....do	200	30	230	230	.....	2	2	.....	2	8
.....do.....	.....do	300	40	340	340	.....	3	3	.....	3	12
.....do.....	.....do	300	40	340	340	.....	3	3	.....	3	12
.....do.....	.....do	300	40	340	340	.....	2	2	.....	2	8
.....do.....	.....do	400	30	430	430	.....	3	3	.....	3	12
.....do.....	.....do	500	100	600	550	50	2	2	.....	2	6
Hatteras to Elizabeth City, N. C.	Eggs.....	300	60	360	360	.....	1	1	.....	.....	.....
Parted cable and stranded.	.....	50	.....	50	50	.....	.....	.....	.....	.....	.....
Pingleton to Big Kinnakeet, N. C.	Oysters.....	200	50	250	200	50	2	2	.....	2	2
Brunswick, Ga., to New York City.	Lumber ...	10,500	2,250	12,750	8,000	4,750	7	7	.....	.....	.....
Hatteras to Elizabeth City, N. C.	Oysters.....	300	25	325	325	.....	2	2	.....	.....	.....
Shallotte to Southport, N. C.	Clams	150	30	180	180	.....	2	2	.....	.....	.....
Martinique, West Indies, to Wilmington, N. C.	.....	8,000	.....	8,000	8,000	.....	11	11	.....	11	33
Charleston, S. C., to New York City.	Lumber...	6,000	3,000	9,000	.....	9,000	8	8	.....	.....	.....
Rockport, Me., to Charleston, S. C.	Lime and hay.	16,000	2,000	18,000	.....	18,000	7	7	.....	7	44
Charleston, S. C., to Newbern, N. C.	Acid phosphate.	3,000	700	3,700	.....	3,700	5	5	.....	5	20

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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.
1895.					
Mar. 10	Jack Shoal, Pamplico Sound.	New Inlet and Pea Island.	Sc. yt. Haze, Edenton, N. C.	Heath.....	11
Mar. 30	Two and one-half miles north by west of Bodies Island station.	Bodies Island and Nags Head.	Sc. Laura Nelson, Norfolk, Va.	Stoddard...	89
Apr. 10	Ten miles east-northeast of station.	Portsmouth.....	Sc. George L. Fessenden,* Bridgeton, N. J.	Lawrence..	414
Apr. 13	One-half mile south of station.	Paul Gamiels Hill.	Barge, Norfolk, Va.....	.....	.....
Apr. 14	Howards Reef.....	Ocracoke.....	Sc. Addie Henry, Newbern, N. C.	Hill	73
Apr. 18	Two miles north-northeast of Wash Woods Station.	Wash Woods, False Cape, and Currituck Inlet.	Str. New Borough, West Hartlepool, England.	Jenkins.....	1,795
May 5	Two and one-quarter miles northwest of station.	Cape Henry.....	Sc. Vandalia, New London, Conn.	Baetrez.....	53
May 16	One and one-half miles south-southeast of Little Island Station.	Little Island, Dam Neck, and False Cape.	Bkn. Josephine, Baltimore, Md.	McLean.....	940
May 22	One-half mile north of station.	Cape Lookout.....	Sc. Three Pot, Beaufort, N. C.	Moore.....	11
	Total	.....	.....	.....	.....

DISTRICT NO. 7.—EMBRACING COASTS OF SOUTH

1894.					
July 25	Four miles south of station.	Fort Lauderdale..	Slp. Speed, Key West, Fla.	.....	.....
Aug. 18	One and one-half miles northwest of station.	Gilberts Bar.....	Catboat Margaret.....	.....	.....
Dec. 4	Lake Worth Inlet.....	Jupiter Inlet.....	Str. Lillian, St. Augustine, Fla.	Canntee	17
Dec. 20	One mile northwest of station.	Mosquito Lagoon..	Yawl Ollie, Jacksonville, Fla.	Scott.....	5
1895.					
Jan. 3	Three miles west of station.	Chester Shoal.....	St. yt. Canaveral, Boston, Mass.	Jeffords.....	26
Jan. 8	Two miles northwest of station.	Morris Island.....	Catboat Maud King, Morris Island, S. C.	.....	.....
Jan. 11	Six miles east-northeast of station.	.....do.....	Str. Michigan, †Louisburg, Norway.	Svendsen ..	2,833
Jan. 19	One mile north of station.	Jupiter Inlet.....	Sc. Emma C. Lawrence, St. Augustine, Fla.	Simonson ..	20
Feb. 7	Abreast of station.....	Mosquito Lagoon..	Sloop.....	.....	.....
Feb. 28	One mile north of station.	Jupiter Inlet.....	Slp. Sprogie, Jupiter Inlet, Fla.	.....	.....
Feb. 28	.....do.....	.....do.....	Yawl Watauga, New York City.	Hansen	18
Mar. 10	.....do.....	.....do.....	Slp. Sans Souci, Palatka, Fla.	.....	.....
Mar. 13	.....do.....	.....do.....	Sc. Ruby Dye, St. Augustine, Fla.	Mooney.....	12
Mar. 20	.....do.....	.....do.....	Naphtha launch Alice, Sanford, Fla.	.....	.....
Mar. 21	Three hundred yards north of station.	Chester Shoal.....	Sc. Rowana, Key West, Fla.	Smith..... ...	16
Mar. 26	One mile north of station.	Jupiter Inlet.....	Slp. Janet, Fort Pierce, Fla.	.....	.....
Apr. 20	One-half mile north of station.	Indian River Inlet.	Sc. Nathan Cleaves, Portland, Me.	Verrey	80
May 16	Drunken Dick Shoal.....	Morris Island.....	Sc. Ev. Nichols, Savannah, Ga.	.....	.....
	Total	.....	.....	.....	.....

* In distress, requiring assistance. †No assistance required of life-saving crew.

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of casualties, season of 1894–95—Continued.

BETWEEN CAPE HENRY AND CAPE FEAR—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Elizabeth City to New Inlet, N. C.	.....	$600	.....	$600	$600	.....	4	4	.....	.....	.....
Fishing trip.....	Ice.....	4,000	$60	4,060	.....	$4,060	12	12	.....	12	24
Philadelphia, Pa., to Charleston, S. C.	Coal.....	6,000	2,000	8,000	8,000	.....	9	9	.....	.....	.....
Broke adrift and stranded.	.....	4,000	.....	4,000	2,000	2,000	.....	.....	.....	.....	.....
Newbern to Ocracoke, N. C.	Lumber...	1,000	600	1,600	.....	1,600	5	5	.....	.....	.....
Tampa, Fla., to Newport News, Va.	Phosphate rock.	160,000	14,000	174,000	119,000	55,000	23	23	.....	23	171
Fishing trip.....	.....	3,000	.....	3,000	3,000	.....	11	11	....	.....	.....
Rio de Janeiro, Brazil, to Baltimore, Md.	Coffee.....	35,000	181,140	216,140	57,195	158,945	13	13	.....	13	60
Dragged anchors and stranded.	.....	800	.....	800	800	.....	3	3	.....	.....	.....
.....	.....	588,045	477,375	1,065,420	701,415	364,005	332	329	3	167	700

CAROLINA, GEORGIA, AND EASTERN FLORIDA.

New River Inlet to Key West, Fla.	Fish	400	50	450	450	.....	2	2	.....	.....	.....
Capsized and sunk.....	.....	150	....	150	150	.....	4	4	.....	.....	.....
Jupiter to Lake Worth, Fla.	.....	5,000	.....	5,000	5,000	.....	4	4	.....	.....	.....
Jacksonville to Melbourne, Fla.	.....	500	.....	500	500	.....	3	3	.....	.....	.....
Titusville to Canaveral, Fla.	.....	3,000	.....	3,000	3,000	.....	3	3	.....	.....	.....
Morris Island to Charleston, S. C.	.....	45	.....	45	45	.....	1	1	.....	1	1
Charleston, S. C., to Liverpool, England.	Cotton.....	75,000	150,000	225,000	225,000	.....	27	27	.....	.....	.....
Lake Worth to St. Augustine, Fla.	.....	2,500	.....	2,500	2,500	.....	4	4	.....	.....	.....
Dragged ashore at night.	.....	200	.....	200	200	.....	(‡)	.....	.....	19	19
Lake Worth to Hobe Sound, Fla.	.....	800	.....	800	800	.....	2	2	.....	.....	.....
Indian River to Lake Worth, Fla.	.....	5,000	.....	5,000	5,000	.....	3	3	.....	.....	.....
Palatka to Lake Worth, Fla.	.....	150	.....	150	150	.....	2	2	.....	.....	.....
Lake Worth to Titusville, Fla.	....	500	.....	500	500	.....	3	3	.....	.....	.....
Jupiter to Lake Worth, Fla.	.....	2,600	.....	2,600	2,600	.....	2	2	.....	.....	.....
Biscayne to Jacksonville, Fla.	.....	500	.....	500	375	125	4	4	.....	4	4
Indian River to Lake Worth, Fla.	Miscellaneous.	100	50	150	50	100	1	1	.....	.....	.....
Indian River Inlet to Jacksonville, Fla.	Fishing outfits.	3,000	2,000	5,000	.....	5,000	6	6	....	.....	.....
Fishing trip.....	.....	1,000	.....	1,000	.....	1,000	6	6	.....	.....	.....
....	.....	100,445	152,100	252,545	246,320	6,225	77	77	.....	24	24

‡ No one on board when the casualty occurred.

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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.
1894.					
July 3	Fourteen miles east-northeast of station.	Sabine Pass	Sc. Antoinette, Galveston, Tex.	Thomas	19
July 12	Thirty-five miles west of station.	do	Sc. Folly, Sabine Pass, Tex.	McReynolds.	18
Aug. 7	One and one-half miles west of station.	Santa Rosa	Slp. Catharine, Christiania, Norway.	Svensen	1,409
Aug. 21	One mile northwest of station.	do	Catboat, Fort Barrancas, Fla.		
Oct. 7	Three miles southwest of station.	Velasco	Str. Elfrida, Newcastle, England.	Burgess	1,445
Oct. 8	One and one-half miles east of station.	Santa Rosa	Sc. Mary Potter, Pensacola, Fla.	Pratt	36
Oct. 8	Four miles north-northeast of station.	Saluria	Slp. Mattie, Pass Cavallo, Tex.		
Oct. 14	Aransas Pass	Aransas	Sc. Leman No. 8, Lake Charles, La.	Bryant	60
Oct. 21	One mile south-southwest of station.	Galveston	Sc. Caro Piper, Galveston, Tex.	Harms	30
Oct. 26	One-quarter mile northwest of station.	Sabine Pass	Sc. Ella L. Davenport, Bath, Me.	Dunton	543
Oct. 30	Five miles west-southwest of station.	Galveston	Slp. Edna Freiberg, Galveston, Tex.	Moore	5
Nov. 5	Five and one-half miles south-southeast of station.	Sabine Pass	Sc. Star, Galveston, Tex.	Newman	33
Nov. 7	Two and one-half miles northwest of station.	Galveston	Slp. Edna Freiberg, Galveston, Tex.	Danforth	5
Nov. 9	San Luis Pass	San Luis	Sc. Susie, Galveston, Tex.	Lock	21
Nov. 11	Three and one-half miles north of station.	Santa Rosa	Sloop, Pensacola, Fla.		
Nov. 13	One and one-half miles north-northeast of station.	Galveston	Str. Georgios Michalinos,* Piræus, Greece.	Pittas	1,094
Nov. 15	One mile south-southwest of station.	San Luis	Sc. Rosalie, Galveston, Tex.	Lock	28
Nov. 16	Five miles south of station.	do	Sc. Josephine D.,† Galveston, Tex.	Stewart	16
Nov. 20	Three and one-half miles north by east of station.	Saluria	Sc. Ellen, Galveston, Tex.	McBride	34
Dec. 14	Six miles north of station.	Saluria	Sc. Annie Root, Lake Charles, La.	Pirsen	47
Dec. 26	Three miles east-northeast of station.	Galveston	Bge. Monroe, Galveston, Tex.		310
Dec. 26	do	do	Bge. Van Buren, Galveston, Tex.		319
1895.					
Jan. 5	One mile southwest of station.	do	Sc. Estella, Galveston, Tex.	Babcock	39
Jan. 8	One and one-half miles southwest of station.	do	Sc. Dave Freeman, Galveston, Tex.	Sorenson	24
Jan. 13	Four and one-half miles north-northeast of station.	Santa Rosa	Catboat, Fair Point, Fla.		
Jan. 25	One hundred yards northwest of station.	Galveston	Sc. Dave Freeman, Galveston, Tex.	Sorenson	24
Jan. 28	One-half mile southwest of station.	do	Sc. C. H. Moore, Lake Charles, La.	Ford	49
Jan. 29	One mile southwest of station.	do	Sc. Ellen, Galveston, Tex.	Bankson	34
Feb. 7	Five-eighths of a mile northwest of station.	Brazos	Sc. Garnock, Lake Charles, La.	Teresera	73
Feb. 7	Two and one-half miles west-southwest of station.	do	Sc. C. Braisted, Brownsville, Tex.		
Feb. 7	One-half mile northwest of station.	do	Str. Santiago, ‡Brownsville, Tex.	Kennedy	168

* Vessel on fire. † Disabled, requiring the assistance of life-saving crew.

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of casualties, season of 1894–95—Continued.

COAST OF THE UNITED STATES.

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.
Galveston, Tex., to Lake Charles, La.	General ...	$1,200	$50	$1,250	.....	$1,250	12	12	.....	12	21
Galveston to Sabine Pass, Tex.	.....do	3,000	400	3,400	$3,200	200	8	8	.....	.....	.....
Marseilles, France, to Pensacola, Fla.	.....	25,000	.....	25,000	.....	25,000	18	18	.....	18	18
Fort Barrancas to Santa Rosa, Fla.	.....	200	.....	200	200	.....	4	4	.....	.....	.....
Shields, England, to Velasco, Tex.	.....	140,000	.....	140,000	116,000	24,000	23	23	.....	.....	.....
Fishing trip	Fish	2,000	30	2,030	1,980	50	5	5	.....	5	5
Parted moorings and stranded.	.....	500	.....	500	500	.....	.....	.....	.....	.....	.....
Corpus Christi, Tex., to Lake Charles, La.	.....	4,000	.....	4,000	3,900	100	5	5	.....	.....	.....
Fishing trip	.....	1,500	.....	1,500	1,500	.....	3	3	.....	.....	.....
Sabine Pass, Tex., to Boston, Mass.	Lumber ...	30,000	7,000	37,000	37,000	....	8	8	.....	.....	.....
Galveston to Smith Point, Tex.	.....	350	.....	350	350	.....	3	3	.....	.....	.....
Galveston to Orange, Tex.	.....	800	.....	800	.....	800	3	3	.....	3	30
Dragged anchor and sunk.	.....	350	.....	350	310	40	.....	.....	.....	.....	.....
Orange to Velasco, Tex.	Lumber ...	900	400	1,300	1,300	.....	2	2	.....	.....	.....
Pleasure trip	.....	40	....	40	40	.....	6	6	.....	.....	.....
Lying in harbor.....	Cotton.....	175,000	92,000	267,000	260,900	6,100	23	23	.....	.....	.....
San Luis to Velasco, Tex.	Lumber ...	1,200	400	1,600	1,600	.....	3	3	.....	.....	.....
Galveston to San Bernard River, Tex.	Brick.....	800	140	940	925	15	2	2	.....	.....	.....
Beaumont to Matagorda, Tex.	Lumber ...	1,000	960	1,960	1,960	.....	2	2	.....	.....	.....
Threspolarius to Corpus Christi, Tex.	Hay	2,000	250	2,250	2,250	.....	3	3	.....	.....	.....
Parted moorings and stranded.	Stone.....	10,000	2,000	12,000	12,000	.....	2	2	.....	.....	.....
.....do.....	.....do.....	10,000	2,000	12,000	12,000	.....	.....	.....	.....	.....	.....
Returning to Galveston, Tex.	Miscellaneous.	700	300	1,000	1,000	.....	28	28	.....	.....	.....
Galveston, Tex., to shipping outside of bar.	Provisions.	400	50	450	450	.....	4	4	.....	.....	.....
Pensacola to Fair Point, Fla.	.....	150	.....	150	150	.....	2	2	.....	.....	.....
Galveston, Tex., to shipping outside of bar.	Provisions.	400	30	430	380	50	3	3	.....	.....	.....
Dragged anchors and stranded.	Lumber ...	1,500	450	1,950	1,950	....	3	3	.....	.....	.....
Galveston, Tex., to Lake Charles, La.	General ...	1,000	4,000	5,000	5,000	.....	3	3	.....	.....	.....
.....	.....do	2,300	3,000	5,300	5,175	125	12	12	.....	.....	.....
Parted moorings and stranded.	.....	1,500	.....	1,500	.....	1,500	(‡)	.....	.....	.....	.....
Dragged anchors and stranded.	General ...	12,000	500	12,500	12,500	.....	10	10	.....	.....	.....

‡ No one on board. ⁂ No assistance required of life-saving crew.

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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.
1895.					
Feb. 7	One-half mile northwest of station.	Brazos	Slp. K. T., Point Isabel, Tex.	Baker	5
Feb. 9	Four miles east-south-east of station.	Sabine Pass	Sc G. G. O., Saugatuck, Ill.	Newcomb..	9
Feb. 11	Six miles northeast of station.	Aransas	Sc. Rosina,† Galveston, Tex.	Wright	38
Feb. 15	One-third of a mile southeast of station.	Sabine Pass	Yawl		
Feb. 16	Two miles east of station	do	Sc. Homeless Girl, Beaumont, Tex.	Hurley	5
Feb. 26	Five miles east of station..	Galveston	Str. Francisca, ‡ Bilboa, Spain.	Arribi	2,854
Mar. 1	Three-quarters of a mile east of station.	Sabine Pass	Slp. Susie, Sabine Pass, Tex.		
Mar. 1	One-half mile west-south-west of station.	Galveston	Str. Hygeia, Galveston, Tex.		48
Mar. 2	One-third of a mile west-southwest of station.	do	Sc. Ella, Galveston, Tex.	McBride	34
Mar. 7	One and one-half miles east-southeast of station.	Sabine Pass	Sc. Flora Woodhouse, New Orleans, La.	Hall	266
Mar. 21	One-third of a mile east-northeast of station.	Brazos	Sc. Emma Thornton,§ Lake Charles, La.	Newman	58
Mar. 31	One mile south-south-west of station.	Galveston	Sc. Chas. Fowler, Galveston, Tex.	Bedes	173
Apr. 5	Five miles west-south-west of station.	Velasco	Str. Edna, Galveston, Tex.	McNeal	24
Apr. 5	One and one-quarter miles northwest by west of station.	Brazos	Catboat Lizzie, Point Isabel, Tex.		
Apr. 6	Three and one-half miles west-southwest of station.	San Luis	Sc. Foam, Galveston, Tex.	O'Neal	20
Apr. 8	Five-eighths of a mile northeast of station.	Brazos	Sc. Leman No. 3,‖ Lake Charles, La.	Westland	60
	Total				

DISTRICT NO. 9.—EMBRACING

1894.					
July 4	One mile west of station..	Cleveland	Slp. yt. Avoset,¶ Cleveland, Ohio.	Alma	31
July 6	One-eighth mile west of station.	do	Catboat, Cleveland, Ohio.		
July 12	One and one-half miles west of station.	Fort Niagara	Yt. Mirage, Toronto, Ontario.		
July 18	One and one-half miles east of station.	Charlotte	St. launch Infanta,** Charlotte, N. Y.	Golding	5
July 20	One hundred yards west of station.	Cleveland	Slp. Ripple, Cleveland, Ohio.		
July 21	do	do	Naphtha launch, Cleveland, Ohio.		
July 29	One-quarter mile west of station.	do	Yt. Nina, Cleveland, Ohio.		
Aug. 3	One-quarter mile south-west of station.	do	Yt. Sunshine, Cleveland, Ohio.		
Aug. 8	One-third of a mile east of station.	Charlotte	Sailboat, Charlotte, N. Y.		
Aug. 9	Eighty yards southwest of station.	Cleveland	Yt. Natana, Cleveland, Ohio.		
Aug. 11	Four miles north of station.	Charlotte	Yt. Idler, Rochester, N. Y.		

* No one on board.
† In distress, requiring the assistance of the life-saving crew.
‡ No assistance required of life-saving crew.
§ In dangerous position, requiring the assistance of the life-saving crew.

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of casualties, season of 1894-95—Continued.

COAST OF THE UNITED STATES—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Dragged ashore during a gale.	.....	$300	.....	$300	$300	.....	(*)	.....	.....	.....	.....
Chicago, Ill., to Galveston, Tex.	.....	1,200	.....	1,200	.....	$1,200	4	4	.....	4	27
Corpus Christi to Galveston, Tex.	.....	6,000	.....	6,000	6,000	.....	2	2	.....	.....	.....
Adrift	.....	60	.....	60	60	.....	2	2	.....	.....	.....
.....do	Oysters.....	400	$25	425	405	20	2	2	.....	.....	.....
Sunk on outside bar	Cotton.....	130,000	84,000	214,000	175,000	39,000	35	35	.....	...	.....
Oyster grounds at Sabine Pass.	Oysters.....	200	10	210	195	15	3	3	.....	.....	.....
Lying at wharf	.....	15,000	.....	15,000	15,000	.....	.....	.....	.....	.....	.....
Galveston to Sabine Pass, Tex.	.....	1,000	.....	1,000	1,000	.....	3	3	.....	.....	.....
Sabine Pass, Tex., to Sagua, Mexico.	Lumber....	7,000	4,000	11,000	11,000	.....	7	7	.....	.....	.....
.....	.....	1,800	.....	1,800	1,800	.....	13	13	.....	.....	.....
Morgan City, La., to Galveston, Tex.	Lumber....	6,000	1,200	7,200	7,200	.....	7	7	.....	.....	.....
Capsized and sunk	.....	1,200	.....	1,200	1,150	50	.....	.....	.....	.....	.....
Point Isabel to Brazos Santiago, Tex.	.....	40	.....	40	35	5	2	2	.....	.....	.....
Galveston to Quintana, Tex.	Slate.....	1,500	500	2,000	2,000	.....	2	2	.....	.....	.....
Lake Charles, La., to Point Isabel, Tex.	Lumber....	1,000	850	1,850	1,750	100	5	5	.....	.....	.....
		602,490	204,545	807,035	707,415	99,620	287	287	.....	42	101

LAKES ERIE AND ONTARIO.

Lying at anchor	.....	3,000	.....	3,000	2,700	300	5	5	.....	.....	.....
Fishing trip	.....	30	.....	30	.....	30	3	3	.....	.....	.....
Oswego, N. Y., to Niagara, Ontario.	.....	1,000	.....	1,000	1,000	.....	3	3	.....	.....	.....
Pleasure trip	.....	2,500	.....	2,500	1,000	1,500	5	5	.....	.....	.....
Adrift	.....	200	.....	200	200	.....	.....	.....	.....	.....	.....
.....do	.....	800	.....	800	800	.....	.....	.....	.....	.....	.....
Pleasure trip	.....	50	.....	50	50	.....	2	2	.....	.....	.....
Parted lines and stranded.	.....	400	.....	400	400	.....	.....	.....	.....	.....	.....
Pleasure trip	.....	25	.....	25	25	.....	2	2	.....	.....	.....
.....do	.....	200	.....	200	200	.....	1	1	.....	.....	.....
.....do	.....	250	.....	250	250	.....	5	5	.....	.....	.....

‖ No assistance by life-saving crew.
¶ Vessel on fire.
**** In distress.**

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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.
1894.					
Aug. 20	Three-quarters of a mile north by west of station.	Fort Niagara	Sailboat, Fort Niagara, N. Y.		
Aug. 21	One-half mile northwest of station.	Cleveland	Slp. yt. Fleetwing, Cleveland, Ohio.	Storey	8
Aug. 22	One hundred yards west of station.	Charlotte	Slp. Nenuphar, Charlotte, N. Y.		
Aug. 26	One and one-half miles southwest of station.	Cleveland	Slp. yt. Fleetwing, Cleveland, Ohio.	Storey	8
Aug. 31	Four miles south by east of station.	Buffalo	Sc. James L. Ketchum, Port Huron, Mich.	Bellangy	414
Sept. 9	Horseshoe Reef	do	Str. Puritan, Buffalo, N. Y.	Gilbert	409
Sept. 15	One hundred yards northwest of station.	Cleveland	Catboat, Cleveland, Ohio.		
Sept. 23	Six miles east of station	Charlotte	Slp. yt. Edna, * Charlotte, N. Y.		
Sept. 26	One-half mile northeast of station.	Charlotte	Skiffs (3), Charlotte, N. Y.		
Sept. 27	Near Indiana Chute, Falls of the Ohio.	Louisville	Shanty boat, Lawrenceburg, Ind.		
Sept. 29	Above cross dam, Falls of the Ohio.	do	Shanty boat, Cincinnati, Ohio.		
Sept. 30	Four miles south of station.	Big Sandy	Sc. yt. Vera,† Little Sandy, N. Y.		
Oct. 10	One-half mile east of station.	Fairport	Sc. Columbian,‡ Cleveland, Ohio.	Tripp	356
Oct. 10	Eighty yards northwest of station.	Cleveland	Slp. yt. Sparkle, Cleveland, Ohio.		
Oct. 11	Twelve miles northwest of station.	Erie	Sc. James C. King,‡ Port Huron, Mich.	Leture	512
Oct. 11	One-quarter mile north of station.	Cleveland	Sc. Tasmania, Cleveland, Ohio.	Searles	979
Oct. 14	One and one-half miles east of station.	Ashtabula	Bge. No. 132, Buffalo, N. Y.	Holdridge	1,311
Oct. 14	One hundred yards southwest of station.	Cleveland	Yct. Iris, Cleveland, Ohio.		
Oct. 19	One-quarter mile west-northwest of station.	Erie	Slp. Carmencita, Erie, Pa.		
Oct. 26	One-quarter mile west of station.	Big Sandy	Sc. Fiat, Cape Vincent, N. Y.	Jenkins	88
Oct. 28	Three miles northwest of station.	Charlotte	Slp. yt. Edner, Charlotte, N. Y.		
Nov. 3	One-third of a mile north of station.	Cleveland	Sc. John J. Barlum, Cleveland, Ohio.	Brock	1,185
Nov. 3	Three-quarters of a mile southwest of station.	Erie	Str. Monohanset, Port Huron, Mich.	Black	573
Nov. 4	Indiana Chute, Falls of the Ohio.	Louisville	Skiff, Louisville, Ky.		
Nov. 11	One mile south-south-west of station.	Erie	St. launch Sappho, Erie, Pa.		
Nov. 17	Indiana Chute, Falls of the Ohio.	Louisville	Skiff, Louisville, Ky.		
Nov. 24	Two hundred yards northeast of station.	Oswego	Sc. Baltic, Hamilton, Ontario.	Beard	164
Nov. 25	Twenty-eight miles west of station.	Cleveland	Sc. Senator Blood,‡ Cleveland, Ohio.	May	231
Nov. 27	One hundred yards northeast of station.	Oswego	Sc Daniel G. Fort, Oswego, N. Y.	Gordon	340
1895.					
Jan. 9	Above cross dam, Falls of the Ohio.	Louisville	Flat, Jeffersonville, Ind.		
Jan. 11	Falls of the Ohio	do	Str. Major McKenzie, Louisville, Ky.	Pryor	80
Jan. 12	Wing dam, Falls of the Ohio.	do	Flat, Louisville, Ky		
Jan. 23	Three-quarters of a mile east of station.	Fairport	Rowboat, Fairport, Ohio.		

* In distress.
†Disabled, requiring the assistance of the life-saving crew.
‡In perilous position, requiring the assistance of the life-saving crew.

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of casualities, season of 1894–95—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.
Fishing trip	Nets	$70	$40	$110	$110		3	1	2		
Cleveland to Put in Bay, Ohio.		1,200		1,200	1,200		2	2			
Pleasure trip		50		50	50		1	1			
Dragged anchor and struck pier.		1,200		1,200	1,200		3	3			
Buffalo, N. Y., to Bay City, Mich.	Coal	12,000		12,000	12,000		9	9			
Grand Island to Buffalo, N. Y.		40,000		40,000	40,000		257	257			
Adrift		60		60	60						
Pleasure trip		600		600	600		4	4			
Adrift		75		75	75						
Lawrenceburg, Ind., to Green River, Ky.	Household goods.	75	25	100	100		6	6			
	do	75	325	400	400		2	2			
Big Sandy to Little Sandy, N. Y.		300		300	295	$5	7	7			
Cleveland to Ashtabula, Ohio.		3,000		3,000	3,000		7	7			
Adrift		300		300	270	30					
Manistee, Mich., to Tonawanda, N. Y.	Lumber	8,000	5,460	13,460	11,460	2,000	7	7			
Ashland, Wis., to Cleveland, Ohio.	Iron ore	35,000	2,375	37,375	31,375	6,000	6	6		3	3
West Superior, Wis., to Ashtabula, Ohio.	do	65,000	7,190	72,190	58,890	13,300	7	7			
Filled and capsized		60		60	50	10					
Pleasure trip		150		150	150		1	1			
Oswego to Woodville, N. Y.	General	2,000	300	2,300	2,300		3	3			
Pleasure trip		600		600	600		3	3			
Two Harbor, Mich., to Cleveland, Ohio.	Iron ore	35,000	5,000	40,000	40,000		8	8			
Buffalo, N. Y., to Erie, Pa.		40,000		40,000	40,000		13	13			
Pleasure trip		5		5	5		2	2			
do		400		400	400		3	3			
do		5		5	5		2	2			
Bay of Quinte, Ontario, to Oswego, N. Y.	Barley	3,000	7,000	10,000	100	9,900	6	6		6	71
Kellys Island to Cleveland, Ohio.	Stone	8,000	1,200	9,200	9,200		6	6			
Ogdensburg to Oswego, N. Y.		4,500		4,500		4,500	7	7			
Jeffersonville, Ind., to Louisville, Ky.		5		5	5		1	1			
Adrift		7,000		7,000	7,000		1	1			
Lying at wharf	Coal	400	50	450	450		7	7			
Hunting for ducks		15		15		15	2	2			

‡ Disabled, requiring the assistance of the life-saving crew and a tug.

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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.
1895.					
Jan. 29	Above cross dam, Falls of the Ohio.	Louisville	Skiff, Jeffersonville, Ind.		
Mar. 9	Wing dam, Falls of the Ohio.	do	Barges (2), Pittsburg, Pa.		
Mar. 10	do	do	Skiff No. 2, Louisville, Ky.		
Mar. 10	do	do	Skiff No. 3, Louisville, Ky.		
Apr. 1	Above cross dam, Falls of the Ohio.	do	Skiff, Jeffersonville, Ind.		
Apr. 16	One and one-half miles west of station.	Cleveland	Str. Butcher Boy, Cleveland, Ohio.		
Apr. 16	Cross dam, Falls of the Ohio.	Louisville	Skiff, Clarksville, Ind.		
Apr. 16	do	do	Small boat, Louisville, Ky.		
Apr. 21	Three-quarters of a mile west of station.	Cleveland	Skiff, Cleveland, Ohio		
Apr. 28	Four miles northeast of station.	do	Str. Transfer, Detroit, Mich.	David	1,511
May 3	Two hundred yards west-southwest of station.	Erie	Rowboat, Erie, Pa.		
May 4	Three hundred yards west of station.	Oswego	Str. Guide,* Oswego, N. Y.	Cronley	48
May 11	One mile southwest by south of station.	Erie	Sailboat, Erie, Pa.		
May 11	Two miles east-northeast of station.	Cleveland	Lighters (2),† Cleveland, Ohio.		500
May 13	One-quarter mile south-southwest of station.	Erie	Fish boat Angler, Erie, Pa.		
May 19	do	do	Catboat Thomas Schneider, Erie, Pa.		
May 20	Three miles southeast of station.	Point Marblehead.	Yt. Elsie, Marblehead, Ohio.		
May 23	Above cross dam, Falls of the Ohio.	Louisville	Flat, Louisville, Ky.		
May 29	Six miles north of station.	Ashtabula	Str. H. E. Runnels,‡ Port Huron, Mich.	Larrabee	862
May 30	One-quarter mile south-west of station.	Erie	Canoe, Erie, Pa.		
June 7	Seventy yards northeast of station.	Cleveland	Str. St. Magnus, Hamilton, Ontario.	Clifford	854
June 7	One hundred and forty yards north of station.	Ashtabula	St. yt. Alice B., Ashtabula, Ohio.	Stradder, Jr.	
June 9	Six hundred yards north of station.	Charlotte	Canoe, Charlotte, N. Y.		
June 11	Horseshoe Reef	Buffalo	Str. Eli Shriver, Jr., Buffalo, N. Y.	Gilbert	26
June 16	Five miles southwest of station.	Cleveland	Sloop yacht,‡ Cleveland, Ohio.		
June 16	Three-quarters of a mile southwest of station.	Erie	Sailboat,‡ Erie, Pa.		
June 18	One-quarter of a mile southwest of station.	Cleveland	St. yt. Say When, Cleveland, Ohio.	Todd	87
June 22	One hundred yards northwest of station.	Louisville	Skiff, Louisville, Ky.		
June 24	Sturgeon Point	Ashtabula	Str. Iroquois, Cleveland, Ohio.	Jones	1,699
June 27	Abreast of station	Cleveland	Scow No. 2, Cleveland, Ohio.		
June 30	Three-quarters of a mile north of station.	Fort Niagara	Yt. Aggie, Oakville, Ontario.		
	Total				

* Destroyed by fire.
† In perilous position, requiring the assistance of the life-saving crew.

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of casualties season of 1894–95—Continued.

ERIE AND ONTARIO—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.
Jeffersonville, Ind., to Louisville, Ky.	.....	$10	.....	$10	$10	.....	2	2	.. ..	.....	.....
New Orleans, La., to Pittsburg, Pa.	.....	1,000	.....	1,000	600	$400	3	3	.....	.....	.....
Louisville to Portland, Ky.	.....	45	.....	45	45	.....	3	3	.....	.....	.....
.....do.....	.....	45	.....	45	45	.....	4	4	.....	.....	.....
Jeffersonville, Ind., to Louisville, Ky.	.....	10	....	10	10	.....	2	2	.....	.....	.....
.....	Fish	1,200	$200	1,400	1,400	.....	4	4	.....	.....	.....
Louisville, Ky., to Clarksville, Ind.	.....	20	.....	20	20	....	3	3	.....	.....	.....
.....	.....	50	.....	50	50	.....	3	3	.....	.....	.....
Adrift.....	....	20	.....	20	20	.....	.....	.....	.....	.....	.....
Blown ashore while lying in harbor.	Sand.....	15,000	200	15,200	15,200	.....	7	7	.....	.....	.....
Capsized in harbor.....	.....	20	.....	20	20	.....	3	3	.....	.....	.....
Lying in harbor.....	.....	1,500	.....	1,500	....	1,500	.....	.....	.....	.....	.....
Pleasure trip	.....	25	.....	25	25	.....	4	4	.....	.....	.....
....	Piling	1,200	500	1,700	1,700	....	8	8	.....	.....	.....
Fishing trip	Fish	250	125	375	375	.....	2	2	.....	.....	.....
Pleasure trip.....	.....	300	.....	300	300	.....	2	2	.....	.....	.....
Parted moorings and stranded.	.....	75	.....	75	50	25	.....	.....	.....	.....	.....
.....do.	.....	5	.....	5	5	.....	2	2	.....	.....	.....
Buffalo, N. Y., to Lake Linden, Mich.	Coal	55,000	3,000	58,000	28,000	30,000	17	17	.....	.....	.....
Capsized in harbor.....	.....	25	.....	25	25	.....	1	1	.....	.....	.....
Toledo, Ohio, to Hamilton, Ontario.	Corn and iron.	25,000	22,000	47,000	20,000	27,000	28	28	.....	1	1
Capsized in harbor.....	.....	1,500	.....	1,500	1,495	5	2	2	.....	.....	.....
Pleasure trip..... ...	.....	5	.....	5	5	.....	3	2	1	.....	.....
....	.....	5,000	.....	5,000	5,000	.....	3	3	.....	.....	.....
Cleveland to Rocky River, Ohio.	.....	60	.....	60	60	.....	3	3	.....	.....	.....
....	.....	60	.....	60	60	.....	3	3	.....	.....	.....
Cleveland to Rocky River, Ohio.	.....	80,000	.....	80,000	72,000	8,000	31	31	.....	22	22
Fishing trip.....	.....	10	....	10	10	.....	2	2	.....	2	2
Ashland, Wis., to Ashtabula, Ohio.	Iron ore...	100,000	5,700	105,700	105,600	100	18	18	.....	.....	.....
Capsized in harbor.....	.....	600	.....	600	500	100	1	1	.....	.....	.....
Oakville, Ontario, to Niagara, N. Y.	.....	2,000	.....	2,000	2,000	.....	6	6	.....	.....	.....
.....	.....	566,635	60,690	627,325	522,605	104,720	582	579	3	34	99

‡ On fire. ‡ Crew rescued by persons near by; life-saving crew picked up the boat.

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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.
1894.					
July 7	Sand Beach Harbor.....	Sand Beach.....	Sc. Montpelier, Port Huron, Mich.	Ebert.....	290
July 21	Two miles northeast of station.	Ottawa Point.....	Fish boat, East Tawas, Mich.	.....	.....
July 28	Three miles west of station.	Grindstone City.*	Sc. Go Look,* Port Huron, Mich.	Jones.....	19
Aug. 1	Three-quarters of a mile west-southwest of station.	Middle Island.....	St. yt. Wanka,† East Saginaw, Mich.	Carter.....	13
Aug. 1	Eighteen miles south of station.	Sturgeon Point....	Sc. Mary Amelia,‡ Detroit, Mich.	Henry.....	95
Aug. 2	Two miles southwest of station.	Thunder Bay Island.	Fish boat Ida,* Alpena, Mich.	.....	.....
Aug. 2	Two-fifths of a mile northwest of station.	.....do.....	Sc. W. T. Chappell, Port Huron, Mich.	Young.....	40
Aug. 2	.....do.....	.....do.....	Scow Sunnyside, Port Huron, Mich.	Frederickson.	36
Aug. 2	One mile west of station..	Middle Island.....	Sc. Dakotah,† Detroit, Mich.	Chokie.....	281
Aug. 26	Twelve miles northeast of station.....	Ship Canal.....	Str. Valerie, Marquette, Mich.	York.....	59
Aug. 27	Burnt Cabin Point Reef...	Grindstone City and Pointe aux Barques.	Sc. Wyandotte, Toledo, Ohio.	Potter.....	321
Aug. 27	.....do.....	.....do.....	Sc. H. C. Sprague, Toledo, Ohio.	Bellfore.....	317
Aug. 27	.....do.....	.....do.....	Sc. Wm. Case, Toledo, Ohio.	Potter.....	267
Aug. 27	.....do.....	.....do.....	Str. Germania, Port Huron, Mich.	Hannon.....	363
Sept. 3	Three miles northeast of station.	Ship Canal.....	Str. A. W. Colton, Detroit, Mich.	Brashan.....	93
Sept. 7	One and one-half miles northwest of station.	Thunder Bay Island.	Str. Mahoning, Buffalo, N. Y.	Durker.....	2,189
Sept. 13	North Point Reef..... ...	.....do.....	Str. Enterprise, St. Catharines, Ontario.	Walter.....	915
Sept. 21	Burnt Cabin Point Reef...	Grindstone City...	Sc. Go Look, Port Huron, Mich.	Jones.....	19
Sept. 22	One-half mile northwest of station.	Thunder Bay Island.	Fish boat Maggie, Alpena, Mich.	.....	.....
Sept. 22	Eagle River Reef.....	Ship Canal.....	Str. James Pickands, Cleveland, Ohio.	Beach.....	1,546
Sept. 26	One-quarter mile south-southwest of station.	Marquette.....	Slp. yt. Keewaden, Marquette, Mich.	Jopling.....	10
Sept. 30	One-half mile east of station.	Thunder Bay Island.	Sc. Guiding Star, Detroit, Mich.	Bolton.....	18
Sept. 30	One mile northwest of station.	.....do.....	Sloop yacht Presque Isle, Mich.	.....	.....
Oct. 3	Three miles south of station.	Bois Blanc.....	Sc. C. C. Barnes, Toledo, Ohio.	Nickerson..	583
Oct. 11	Saginaw Bay, 10 miles from station.	Pointe aux Barques.	Sc. John Wesley, Port Huron, Mich.	Jex.....	302
Oct. 13	One-eighth of a mile west of station.	Muskallonge Lake.	Sc. D. P. Dobbins, Detroit, Mich.	Clute.....	448
Oct. 13	.....do.....	.....do.....	Str. Geo. L. Colwell, Detroit, Mich.	Smith.....	491
Oct. 14	Nine miles south-south-east of station.	Pointe aux Barques.	Sc. H. A. Hawgood,‡ Cleveland, Ohio.	Owen.....	1,277
Oct. 14	One mile from station.....	Middle Island.....	Sc. Southampton,† Kingston, Ontario.	Buckley.....	319
Oct. 27	Two and three-quarter miles north-northeast of station.	Thunder Bay.....	Str. D. M. Wilson, Buffalo, N. Y.	Hollister...	758
Nov. 9	Eight miles southwest of station.	Ottawa Point.	Sc. George Davis, Port Huron, Mich.	Stockman..	15
Nov. 11	One-half mile west of station.	Middle Island.....	Sc. Delta,‡ Marquette, Mich.	McGowan..	269

* Dismasted, requiring assistance of the life-saving crew.
† In distress, requiring the assistance of the life-saving crew.
‡ Water logged, requiring the assistance of the life-saving crew and a tug.

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of casualties, season of 1894–95—Continued.

LAKES HURON AND SUPERIOR.

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.
Marquette, Mich., to Tonawanda, N. Y.	Lumber ...	$2,000	$4,500	$6,500	$6,400	$100	7	7	.....	.....	.....
Parted line and stranded.	.....	150	.....	150	150	.....	2	2	.....	.....	.....
Port Hope to East Tawas, Mich.	Hay and cattle.	200	215	415	390	25	2	2	.....	.....	.....
Detroit to Mackinaw, Mich.	.....	8,000	.....	8,000	8,000	.....	10	10	.....	8	8
Black River to Port Huron, Mich.	Lumber ...	700	700	1,400	1,200	200	5	5	.....	.....	.....
Fishing trip	Fish and nets.	200	200	400	390	10	3	3	.....	.....	.....
Alpena to Thunder Bay Island, Mich.	.....	1,000	.....	1,000	1,000	.....	302	302	.....	.....	.....
.....do.....	.....	500	.....	500	500	.....	3	3	.....	.....	.....
Cleveland, Ohio, to Detour, Mich.	Coal.....	2,000	1,500	3,500	3,000	500	7	7	.....	.....	.....
Isle Royale to Houghton, Mich.	.....	6,000	.....	6,000	5,200	800	45	45	.....	.....	.....
Bay Mills, Mich., to Cleveland, Ohio.	Lumber ...	9,000	5,775	14,775	8,775	6,000	8	8	.....	8	16
.....do.....	.....do..	10,000	8,000	18,000	16,400	1,600	7	7	.....	.....	.....
.....do.....	..... do.....	5,000	2,300	7,300	6,870	430	7	7	.....	7	14
.....do.....	.....do	18,000	12,000	30,000	30,000	.....	14	14	.....	.....	.....
Ontonagon to Houghton, Mich.	.....	15,000	.....	15,000	14,700	300	63	63	.....	23	23
Duluth, Minn., to Erie, Pa.	Provisions.	160,000	80,000	240,000	237,500	2,500	24	24	.....	.....	.....
Fort Williams to Kingston, Ontario.	Wheat.....	20,000	14,000	34,000	.....	34,000	13	13	.....	2	2
Port Hope to East Tawas, Mich.	Hay	200	150	350	350	.....	2	2	.....	.....	.....
Sugar Island to Alpena, Mich.	.....	200	.....	200	200	.....	2	2	.....	.....	.....
Duluth, Minn., to South Chicago, Ill.	Iron ore...	85,000	3,200	88,200	.....	88,200	15	15	.....	.....	.....
Adrift.....	.....	3,000	.....	3,000	2,990	10	.....	.....	.....	.....	.....
Hammonds Bay to Alpena, Mich.	Wood.....	500	70	570	545	25	3	3	.....	.....	.....
Presque Isle to North Point, Mich.	.....	200	.....	200	200	.....	3	3	.....	.....	.....
Toledo, Ohio, to Racine, Wis.	Coal.....	4,000	2,375	6,375	6,135	240	7	7	.....	.....	....
Cheboygan, Mich., to Buffalo, N. Y.	Lumber....	4,000	3,000	7,000	2,000	5,000	7	7	.....	.....	.....
Deer Park, Mich., to Cleveland, Ohio.	.....do	15,000	1,000	16,000	5,900	10,100	7	7	.....	.....	.....
.....do.....	.....	24,000	.....	24,000	9,000	15,000	12	12	.....	.....	.....
Ashland, Wis., to Cleveland, Ohio.	Iron ore....	45,000	5,000	50,000	50,000	.....	7	7	.....	.....	.....
Sarnia to Manitoulin Island, Ontario.	Provisions	1,000	500	1,500	1,200	300	8	8	.....	.....	.....
Cleveland, Ohio, to Milwaukee, Wis.	Coal	35,000	2,500	37,500	.....	37,500	14	14	.....	14	28
Sebewaing to Au Sable, Mich.	Apples, butter, etc.	400	500	900	300	600	2	2	.....	2	8
Tomson to Detroit, Mich.	Lumber....	12,000	10,000	22,000	22,000	.....	7	7	.....	.....	.....

§ Disabled, requiring the assistance of the life-saving crew.

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United States Life-Saving Service.—Table

DISTRICT NO. 10.—EMBRACING LAKES

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1894.					
Nov. 11	One and one-quarter miles west-southwest of station.	Middle Island.....	Sc. John Martin,* Cleveland, Ohio.	Richard.....	938
Nov. 16	Eight miles west-southwest of station.	Bois Blanc	Fish boat, Bois Blanc Island, Mich.	.....	.....
Nov. 18	Eight miles northwest of station.	.....do	Sc. Gracie Belle, Grand Haven, Mich.	Osley.....	36
Nov. 24	One mile southeast of station.	Sand Beach.....	Sc. Volunteer, Port Huron, Mich.	Ziem	31
Nov. 27	Reef 7 miles northwest of station.	Middle Island.....	Str. Servia, Cleveland, Ohio.	Ahlstrom..	1,425
1895.					
Apr. 29	Kenosha Reef.....	Thunder Bay Island.	Sc. John Kilderhouse, Chicago, Ill.	Blaney	501
May 3	Eight miles east-northeast of station.	.....do	Str. Angler,† Port Huron, Mich.	Lincoln.....	19
May 5	Sixteen miles northwest of station.	Hammonds Bay...	Str. A. McVittie, Ogdensburg, N. Y.	Williams...	2,047
May 7	Burnt Cabin Point Reef...	Grindstone City...	Sc. Volunteer, Port Huron, Mich.	Ziem	31
May 11	Two miles east of station..	Two Heart River..	Sc. John J. Barlum,† Cleveland, Ohio.	Pillips.....	1,185
May 13	Two and one-half miles southeast of station.	Middle Island.....	Sc. J. B. Kitchen, Cleveland, Ohio.	Titus	287
May 14	Nine miles south-southeast of station.	Pointe aux Barques.	Str. Linden, Port Huron, Mich.	McLeod.....	709
May 14	Eight miles north of station.	Sturgeon Point....	Sc. Andrew Jackson, Port Huron, Mich.	Gleason.....	198
June 4	North Point.....	Thunder Bay Island.	Str. Wayne Isbell, Port Huron, Mich.	Hepburn....	31
June 5	Three miles southeast of station.	Ottawa Point.....	Sc. Clara, Port Huron, Mich.	Purdy	7
June 5	One mile southwest of station.	.....do	Sailboat	.....	.....
June 18	Five miles south of station.	Sturgeon Point....	Sc. Marine City, Port Huron, Mich.	Young.....	338
June 25	One mile north by east of station.	Duluth.....	Sc. Sam Flint, † Port Huron, Mich.	Sevens.....	499
	Total.....				

DISTRICT NO. 11.—EMBRACING

1894.					
July 2	Four miles east of station.	Two Rivers	Sc. Dan Mabee, Milwaukee, Wis.	Nelson.....	194
July 3	One mile northeast of station.	Chicago	Skiff, Chicago, Ill.....	.....	.....
July 4	Two miles southwest of station.	South Haven.....	Sailboat, South Haven, Mich.	.....	.....
July 4	One-half mile east of station.	Milwaukee	Yt. Lincoln, ‡ Milwaukee, Wis.	.....	.....
July 10	Seventy yards south of station.	South Haven.....	Str. Myrtle M. Ross, Grand Haven, Mich.	Smith.....	129
July 13	Racine Reef.....	Racine	Str. P. J. Ralph, Port Huron, Mich.	Leisk.....	967
July 13	One-half mile northeast of station.	Sheboygan	Small boat, Sheboygan, Wis	.....	.....
July 15	One-half mile southeast of station.	Michigan City.....	Dredge Michigan City, Michigan City, Ind.	.....	.....
July 16	Opposite station.....	Muskegon	Rowboat, Muskegon, Mich.	.....	.....

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

†Disabled, requiring the assistance of the life-saving crew and a tug.

‡Dismasted.

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of casualties, season of 1894–95—Continued.

HURON AND SUPERIOR—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Buffalo, N. Y., to Duluth, Minn.	Coal	$23,000	$12,600	$35,600	$35,600		8	8			
Sunk at moorings		100		100	80	$20					
Dragged anchor and stranded.		300		300	275	25					
Dragged anchor	Hay	600	175	775	775		3	3			
Buffalo, N. Y., to Chicago, Ill.	Coal	125,000	13,200	138,200	99,800	38,400	14	14			
Collingwood, Ontario, to Alpena, Mich.		13,000		13,000	13,000		7	7		4	4
Fishing trip	Fish	2,000	30	2,030	1,880	150	7	7			
Cleveland, Ohio, to Chicago, Ill.	Coal	90,000	8,000	98,000	95,000	3,000	21	21			
Au Sable to Grindstone City, Mich.	Lumber	500	450	950	950		2	2			
Cleveland, Ohio, to Duluth, Minn.		65,000		65,000	65,000		8	8			
Alabaster, Mich., to South Chicago, Ill.	Plaster	5,000	1,470	6,470	5,290	1,180	6	6		6	22
Lake Linden, Mich., to Black Rock, N. Y.	Copper ore.	75,000	250,000	325,000	320,000	5,000	14	14			
Port Huron to Alpena, Mich.		3,000		3,000	2,950	50	7	7			
Alpena to Rogers City, Mich.		5,000		5,000	5,000		7	7			
To Cassville, Mich.	Lumber	100	50	150	150		2	2			
do	do	50	25	75	75		2	2		2	2
Detroit to Alpena, Mich.	do	2,000	1,900	3,900	3,900		9	9			
Duluth, Minn., to Tonawanda, N. Y.	do	12,000	10,000	22,000	21,900	100	9	9			
		908,900	455,385	1,364,285	1,112,920	251,365	744	744		76	127

LAKE MICHIGAN.

Frankfort, Mich., to Milwaukee, Wis.	Wood	3,000	300	3,300	2,300	1,000	8	8			
Adrift		25		25	25		2	2			
do		40		40	40		2	2			
do		500		500	500		8	8			
Muskegon, Mich., to Chicago, Ill.	Lumber	8,000	1,300	9,300	7,225	2,075	8	4	4	2	3
Chicago, Ill., to Duluth, Minn.		60,000		60,000	60,000		17	17			
Pleasure trip		25		25	25		2	2		2	2
		12,000		12,000	12,000		6	6			
Pleasure trip		25		25	25		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.
1894.					
July 20	Fourteen and one-half miles east of station.	North Manitou Island.	Sc. H. D. Moore, Milwaukee, Wis.	Gundsson..	143
July 29	Near station.....	Milwaukee	Fish boat, Milwaukee, Wis.	.....	.....
Aug. 1	One hundred yards southwest of station.	Ludington.....	Sc. Mary E. Packard, Chicago, Ill.	Anderson..	101
Aug. 1	One-quarter mile southeast of station.	Kewaunee	Sailboat, Kewaunee, Wis.	.....	.....
Aug. 2	One and one-half miles from station.	Sheboygan.....	Small boat, Sheboygan, Wis.	.....	.....
Aug. 7	Five miles from station...	North Manitou Island.	Sc. Anna P. Grover, Toledo, Ohio.	Davis.....	247
Aug. 9	Three miles north of station.	Point Betsey.....	Sc. Magdalena, *Grand Haven, Mich.	Ludwig.....	74
Aug. 9	Three and one-half miles south-southwest of station.	Manistee..	Slp. Grace, Filer City, Mich.	.....	.....
Aug. 9	Sheboygan Harbor.....	Sheboygan.....	Sc. Three Bells, Grand Haven, Mich.	Sullivan	60
Aug. 11	Four and one-quarter miles south of station.	North Manitou Island.	Str. St. Joseph, Milwaukee, Wis.	Neff.....	304
Aug. 11	Two and one-half miles southeast of station.	North Manitou Island.	Str. Lackawanna, Buffalo, N. Y.	Wenheimer.	2,016
Aug. 12	One-quarter of a mile west of station.	Ludington.....	Skiff, Ludington, Mich..	.....	.....
Aug. 12	Two hundred yards southeast of station.	St. Joseph.....	Str. Richmond, Grand Haven, Mich.	Baswell.....	21
Aug. 14	One-eighth mile west-southwest of station.	Manistee.	Slp. yt. Clara, Manistee, Mich.	.....	.....
Aug. 16	One-half mile south of station.	Chicago	Slp. May, Chicago, Ill...	.....	.....
Aug. 17	One-fifth of a mile east of station.	Racine	Sc. Caledonia, Milwaukee, Wis.	Johnson.....	52
Aug. 18	One-quarter mile southeast of station.	Chicago	Yawl, Chicago, Ill.....	.....	.....
Aug. 25	One mile northeast of station.	.....do	Str. Lady M., Chicago, Ill.	.....	.....
Aug. 26	One and one-half miles east of station.	.....do	Slp. Storm King, Chicago, Ill.	.....	.....
Aug. 27	Fourteen miles southeast of station.	North Manitou Island.	Str. Florida, Buffalo, N. Y.	McAdams..	2,103
Aug. 27	Two hundred yards northwest of station.	Kewaunee.....	Sc. Mariner, Milwaukee, Wis.	Nelson	31
Aug. 29	Five miles north of station.	Ludington.....	Sc. George L. Wrenn, Chicago, Ill.	Brown.....	214
Sept. 2	One and one-half miles southeast of station.	Sheboygan.....	Sc. George Steele, Chicago, Ill.	Achaper.....	271
Sept. 3	Three miles north of station.	Point Betsey.....	Sc. Maggie M. Avery, Grand Haven, Mich.	Hunt.....	13
Sept. 6	Two hundred yards south of station.	Sheboygan.....	Slp. Harry Narland, Milwaukee, Wis.	.....	.....
Sept. 8	One-quarter mile north of station.	Holland.....	Sc. Laura Miller, Chicago, Ill.	De Clute ...	56
Sept. 8	Eight miles south of station.	South Haven.....	Slp. Clara, Chicago, Ill..	Lynn.....	8
Sept. 9	Reef 1 mile northeast of station.	Sheboygan.....	Str. Nyack, Buffalo, N. Y.	.....	.....
Sept. 9	Reef 1 mile northeast of station.	Sheboygan.....	Sc. Quickstep, Milwaukee, Wis.	Olson.....	282
Sept. 10	South Point	Milwaukee.....	Sc. Baltic, Chicago, Ill...	McAvoy...	916
Sept. 12	Two and one-quarter miles east of station.	Chicago	Str. Yosemite, Chicago, Ill.	.....	90
Sept. 14	One hundred yards southwest of station.	Kenosha.....	Skiff, Kenosha, Wis.....	.....	.....
Sept. 20	White Lake.....	White River...	Str. Joseph Heald,† Milwaukee, Wis.	Waitman...	44
Sept. 20	One-third of a mile southeast of station.	Evanston.....	Canoe, Evanston, Ill.....	.....	.....

*In distress. †Destroyed by fire at the dock; crew on shore at the time.

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of casualties, season of 1894–95—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.
Leland, Mich., to Milwaukee, Wis.	Lumber...	$5,000	$3,000	$8,000	$8,000	.....	5	5	.....	.....	.....
Pleasure trip	.....	200	.....	200	.....	$200	13	13	.....	.....	.....
Benton Harbor to Pierport, Mich.	.....	1,000	.....	1,000	1,000	.....	4	4	.....	.....	.....
Capsized	.....	50	.....	50	50	.....	3	3	.....	.....	.....
Fishing trip	.....	5	.....	5	5	.....	6	6	.....	.....	.....
Chicago, Ill., to Portage, Mich.	.....	4,000	.....	4,000	1,800	2,200	6	6	.....	2	6
Grand Traverse to Muskegon, Mich.	Lumber...	1,000	1,500	2,500	2,200	300	3	3	.....	.....	.....
Manistee to Hamlin, Mich.	.....	35	.....	35	35	.....	4	4	.....	4	4
Milwaukee to Sturgeon Bay, Wis.	.....	500	.....	500	490	10	3	3	.....	.....	.....
Brevoort River, Mich., to Milwaukee, Wis.	Cedar posts.	75,000	1,500	76,500	76,500	.....	16	16	.....	.....	.....
Buffalo, N. Y., to Chicago, Ill.	Coal.....	250,000	9,000	259,000	259,000	.....	38	38	.....	.....	.....
Pleasure trip	.....	5	.....	5	5	.....	1	1	.....	.....	.....
In St. Joseph Harbor	.....	2,500	.....	2,500	1,500	1,000	3	3	.....	.....	.....
Manistee to Hamlin Lake, Mich.	.....	50	.....	50	50	.....	4	4	.....	.....	.....
Pleasure trip	.....	150	.....	150	150	.....	2	2	.....	.....	.....
Manistee, Mich., to Racine, Wis.	Lumber...	1,200	700	1,900	1,900	.....	3	3	.....	.....	.....
Adrift	.....	35	.....	35	35	.....	.....	.....	.....	.....	.....
Parted towline	.....	350	.....	350	350	.....	1	1	.....	1	1
Pleasure trip	.....	275	.....	275	255	20	4	4	.....	.....	.....
Buffalo, N. Y., to Chicago, Ill.	Coal.....	100,000	30,000	130,000	127,400	2,600	27	27	.....	.....	.....
Sunk at dock	.....	800	.....	800	800	.....	.....	.....	.....	.....	.....
Muskegon to Ludington, Mich.	Provisions.	3,000	400	3,400	2,950	450	14	14	.....	.....	.....
Masonville, Mich., to Chicago, Ill.	Cedar ties.	3,500	3,000	6,500	6,200	300	7	7	.....	.....	.....
Edgewater to Manistee, Mich.	Lumber...	100	200	300	255	45	2	2	.....	.....	.....
Milwaukee to Green Bay, Wis.	.....	300	.....	300	300	.....	3	3	.....	.....	.....
Chicago, Ill., to Holland, Mich.	.....	800	.....	800	500	300	5	5	.....	.....	.....
..... do	.....	150	.....	150	120	30	2	2	.....	.....	.....
Milwaukee to Sheboygan, Wis.	.....	25,000	.....	25,000	25,000	.....	412	412	.....	.....	.....
Menominee, Mich., to Milwaukee, Wis.	Lumber...	21,000	3,500	24,500	24,500	.....	7	7	.....	.....	.....
Cleveland, Ohio, to Milwaukee, Wis.	Coal.....	50,000	2,500	52,500	48,240	4,260	8	8	.....	.....	.....
Sunk in harbor	.....	45,000	.....	45,000	43,000	2,000	10	10	.....	10	5
Capsized	.....	10	.....	10	10	.....	1	1	.....	.....	.....
.....	.....	5,000	.....	5,000	.....	5,000	.....	.....	.....	.....	.....
Pleasure trip	.....	5	.....	5	5	.....	1	1	.....	1	1

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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.					
Sept. 23	Ten miles south of station.	Manistee	Sc. Sea Lion, Milwaukee, Wis.	Eisenhardt	65
Sept. 23	One-quarter mile southwest of station.	Grand Haven	Sc. Agnes L. Potter, Chicago, Ill.	Frobisher	279
Sept. 23	One and one-half miles east of station.	Holland	Str. Mabel Bradshaw,* Grand Haven, Mich.	Grant	332
Sept. 24	Hyde Park Reef	Chicago and Old Chicago.	Str. Iron King, Detroit, Mich.	Miller	1,703
Sept. 26	One hundred yards east of station.	Muskegon	St. yt. Hattie Ray, Muskegon, Mich.		
Sept. 26	One-half mile east of station.	Evanston	Sc. Ingeborg M. Forrest,† Chicago, Ill.	Anderson	174
Sept. 30	Two miles from station	North Manitou Island.	Sc. Sunrise,† Chicago, Ill.	Dandy	439
Sept. 30	One and one-half miles north of station.	Grande Pointe au Sable.	Sc. May Cornell, Grand Haven, Mich.	Murphy	8
Oct. 6	One-quarter of a mile south of station.	South Haven	Str. Lorain L., Grand Haven, Mich.	Swails	191
Oct. 7	One-half mile northeast of station.	Old Chicago	Catboat,‡ Chicago, Ill.		
Oct. 12	Two miles east of station	Holland	Sc. Alice Royce, Grand Haven, Mich.	Waring	14
Oct. 19	Off station	Pentwater	Slp. Sprite, Pentwater, Mich.		
Oct. 13	Seven miles south by west of station.	North Manitou Island.	Sc. Alva Bradley, Cleveland, Ohio.	Peterson	934
Oct. 21	One-quarter mile southeast of station.	Two Rivers	Small boat, Two Rivers, Wis.		
Oct. 25	One-third of a mile west of station.	Grand Haven	Sc. Maria, Grand Haven, Mich.	Mulligan	9
Nov. 2	One-half mile south of station.	Grande Pointe au Sable.	Slp. D. McConnell, White Lake, Mich.		
Nov. 2	Two hundred yards west of station.	Grand Haven	Sc. Laura Miller, Chicago, Ill.	De Clute	56
Nov. 8	Three miles northeast of station.	Racine	Fish boat Sea Fox, Racine, Wis.		
Nov. 9	Two hundred yards west of station.	Grand Haven	Sc. Kate E. Howard, Chicago, Ill.	Thompson.	97
Nov. 10	One-quarter mile south of station.	Racine	Fish boat Fleetwing, Racine, Wis.		
Nov. 12	Reef 16 miles south of Two Rivers Station.	Two Rivers and Sheboygan.	Str. W. L. Wetmore, Cleveland, Ohio.	Anderson	320
Nov. 13	Hyde Park Reef	Chicago	Str. Monteagle, Oswego, N. Y.	Cummings.	1,273
Nov. 15	Three hundred yards west of station.	Ludington	Sc. Apprentice Boy, Chicago, Ill.	Piles	209
Nov. 15	Two hundred yards southwest of station.	do	Sc. D. S. Austin, Buffalo, N. Y.	Cassidy	282
Nov. 15	Three-quarters of a mile west by south of station.	Grand Haven	Sc. Antelope, Chicago, Ill.	Johnson	32
Nov. 15	Three hundred yards west of station.	do	Sc. Alert, Grand Haven, Mich.	Bloomslater.	18
Nov. 15	Eighteen miles north of station.	Sheboygan	Str. W. L. Wetmore, Cleveland, Ohio.	Anderson	320
Nov. 16	Eight miles south of station.	Milwaukee	Sc. San Diego, Detroit, Mich.	Morey	309
Nov. 16	do	do	St. John Oades, Detroit, Mich.		1,455
Nov. 24	Eighteen miles north of station.	Sturgeon Bay Canal.	Sc. City of Grand Rapids, Milwaukee, Wis.	Anderson	187
Nov. 26	Three hundred yards west of station.	Pentwater	Sc. Lottie Mason, Grand Haven, Mich.	Pratt	69
Nov. 26	One-quarter mile southeast of station.	Two Rivers	Sc. Speed, Milwaukee, Wis.	Stein	40

*Disabled, requiring assistance.
†Disabled and water-logged, requiring assistance.
‡Crew picked up by a tug. Life-saving crew saved the boat.

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of casualties, season of 1894–95—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.
Manistee to Holland, Mich.	Lumber ...	$1,500	$500	$2,000	$500	$1,500	4	4	.....	.....	.....
Chicago, Ill., to Manistee, Mich.	.....	3,500	.....	3,500	3,300	200	5	5	.....	.....	.....
Chicago, Ill., to Holland, Mich.	General ...	25,000	2,000	27,000	26,800	200	37	37	.....	.....	.....
South Chicago to Chicago, Ill.	.....	90,000	.....	90,000	90,000	.....	18	18	.....	.....	.....
Adrift	.....	2,000	.....	2,000	2,000	.....	.....	.....	.....	.....	.....
Manistee, Mich., to Chicago, Ill.	Lumber ...	4,000	2,500	6,500	6,450	50	7	7	.....	.....	.....
Bay City, Mich., to Chicago, Ill.	Salt	2,000	1,500	3,500	2,700	800	8	8	.....	.....	.....
Manistee to Holland, Mich.	Shingles....	300	70	370	40	330	2	2	.....	2	10
South Haven, Mich., to Chicago, Ill.	Fruit	8,000	350	8,350	8,300	50	13	13	.....	.....	.....
Capsized in harbor.....	.....	50	.....	50	45	5	3	3	.....	.....	.....
Holland, Mich., to Chicago, Ill.	Fruit	1,000	250	1,250	1,250	.....	2	2	.....	.....	.....
Adrift	.....	45	.....	45	45	.....	.....	.....	.....	.....	.....
Fairport, Ohio, to Milwaukee, Wis.	Steel	20,000	25,000	45,000	.....	45,000	7	7	.....	.....	.....
Adrift	.....	15	.....	15	15	.....	.....	.....	.....	.....	.....
South Chicago, Ill., to Grand Haven, Mich.	.....	150	.....	150	150	.....	2	2	.....	.....	.....
Pentwater to Montague, Mich.	.....	40	.....	40	40	.....	1	1	.....	1	2
White Lake to Holland, Mich.	Lumber ...	1,000	800	1,800	800	1,000	3	3	.....	.....	.....
Fishing trip.....	Fish nets..	300	100	400	400	.....	2	2	.....	.....	.....
White Hall to Holland, Mich.	Lumber ...	2,000	400	2,400	2,300	100	4	4	.....	.....	.....
Adrift	.....	150	.....	150	150	.....	.....	.....	.....	.....	.....
Cleveland, Ohio, to Milwaukee, Wis.	Coal	35,000	3,750	38,750	24,715	14,035	13	13	.....	.....	.....
Chicago to South Chicago, Ill.	.....	60,000	.....	60,000	45,000	15,000	14	14	.....	.....	.....
Chicago, Ill., to Ludington, Mich.	.....	3,000	.....	3,000	3,000	.....	7	7	.....	.....	.....
.....do.....	.....	6,000	.....	6,000	3,000	3,000	7	7	.....	.....	.....
South Chicago, Ill., to White Hall, Mich.	.....	400	.....	400	.....	400	3	.....	3	.....	.....
South Chicago, Ill., to Grand Haven, Mich.	.....	400	.....	400	300	100	2	2	.....	2	2
Cleveland, Ohio, to Milwaukee, Wis.	Coal	.....	.....	.....	.....	.....	‖17	‖17	.....	.....	.....
Buffalo, N. Y., to Chicago, Ill.	.....do	21,000	6,000	27,000	20,000	7,000	7	7	.....	.....	.....
.....do.....	.....do	95,000	6,500	101,500	91,500	10,000	15	15	.....	.....	.....
Ford River, Mich., to Chicago, Ill.	Lumber ...	3,000	2,600	5,600	5,300	300	7	7	.....	.....	.....
Manistee to South Haven, Mich.	Lumber ...	600	450	1,050	1,040	10	3	3	.....	.....	.....
Manistee, Mich., to Sheboygan, Wis.	.....do	600	400	1,000	200	800	3	3	.....	3	3

‡ In distress.

‖ These had gone on board to get the vessel afloat. The vessel stranded on November 12.

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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.					
Nov. 27	One-quarter mile west of station.	Frankfort	Str. Ann Arbor, No. 2, Toledo, Ohio.	Douty	1,145
Nov. 29	Three hundred and thirty yards west of station.	White River	Sc. Jessie Winter, Grand Haven, Mich.	Wood	56
Dec. 2	One-eighth mile east of station.	Racine	Str. Samuel Marshall, Buffalo, N. Y.	Kenney	755
1895.					
Jan. 13	Six miles north of station.	Chicago	Str. George T. Burroughs,* Chicago, Ill.	Jones	130
Jan. 19	Two hundred and sixty yards southwest of station.	Muskegon	Str. Nyack, Buffalo, N. Y.	Lyman	1,257
Mar. 9	Racine Reef	Racine	St. bge. A. E. Shores, Jr., Milwaukee, Wis.	Olsen	530
Mar. 22	One-quarter mile southeast of station.	Two Rivers	Fish boat, Two Rivers, Wis.		
Apr. 5	Two hundred and fifty yards east of station.	Holland	Sc. Addie, Grand Haven, Mich.	Ingram	30
Apr. 22	One mile east of station	Sheboygan	Small boat, Sheboygan, Wis.		
Apr. 26	Abreast of Racine Harbor.	Racine	Sc. Magdalena, Grand Haven, Mich.	Ludwig	74
May 1	Four miles southwest of Grande Pointe au Sable Station.	Grande Pointe au Sable and Ludington.	Str. Lloyd S. Porter,† Port Huron, Mich.	Madden	536
May 3	Seven miles south of station.	North Manitou Island.	Str. A. A. Parker, Detroit, Mich.	Hutton	1,661
May 3	One-third of a mile southwest of station.	St. Joseph	Rowboat, St. Joseph, Mich.		
May 11	Three hundred yards south of station.	Muskegon	Sc. H. M. Avery, Grand Haven, Mich.	Smith	34
May 12	One-quarter mile south of station.	Chicago	Sailboat, Chicago, Ill.		
May 13	Eight miles south of station.	Manistee	Sc. Day Spring,‡ Grand Haven, Mich.	Ludwig	87
May 13	Three hundred yards from station.	Muskegon	Sc. Una, Grand Haven, Mich.	Kemp	44
May 13	One-half mile south of station.	South Haven	Sc. H. M. Avery, Grand Haven, Mich.	Smith	34
May 13	One-quarter mile east of station.	Old Chicago	Fish boat, Chicago, Ill.		
May 13	One and one-half miles south of station.	Sheboygan	Sc. Quickstep, Milwaukee, Wis.	Jacobson	282
May 19	One-quarter mile west of station.	South Haven	Sailboat Pearl, South Haven, Mich.		
May 26	Eight miles west of station.	North Manitou Island.	Str. Alva, Cleveland, Ohio.	Holmes	2,420
May 26	Sixty-five yards northwest of station.	Milwaukee	Sailboat, Milwaukee, Wis.		
May 27	Thirteen miles southeast of station.	North Manitou Island.	Sc. Ingeborg M. Forrest, Chicago, Ill.	Paulson	174
May 28	Ludington Harbor	Ludington	Skiff, Ludington, Mich.		
May 29	Milwaukee Harbor	Milwaukee	Sailboat		
June 3	One mile south of station	Frankfort	Sc. E. M. Peck, Detroit, Mich.	Cherneleton.	1,809
June 3	East of station	Sheboygan	Small boat, Sheboygan, Wis.		
June 11	Seven miles north of station.	Two Rivers	Sc. Mariner, Milwaukee, Wis.	Morris	31
June 12	North Point	Milwaukee	Str. Skater, Grand Haven, Mich.	Richardson.	238
June 12	do	do	Str. Pueblo, Milwaukee, Wis.	Stalker	1,349
June 13	One mile south of station.	Grande Pointe au Sable.	Slp. yt. Viking, Muskegon, Mich.		
June 29	Seventy yards west of station.	Two Rivers	Rowboat, Two Rivers, Wis.		
	Total				

*Disabled, requiring assistance. †In distress.

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of casualties, season of 1894-95—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 station.	Days' succor afforded.
Menominee to Frankfort, Mich.	Lumber ...	$200,000	$19,000	$219,000	$219,000	.....	33	33	.....	.....	.....
Manistee to St. Joseph, Mich.	.....do	900	600	1,500	1,500	.....	3	3	.....	.....	.....
Buffalo, N. Y., to Racine, Wis.	Coal	25,000	5,000	30,000	30,000	.....	14	14	.....	.....	.....
Chicago to Lake View crib, in harbor.	Brick..	12,000	600	12,600	12,600	.....	7	7	.....	.....	.....
Milwaukee, Wis., to Muskegon, Mich.	Merchandise.	60,000	10,000	70,000	70,000	.....	27	27	.....	.....	.....
Chicago, Ill., to Milwaukee, Wis.	Wheat.....	40,000	15,000	55,000	40,000	$15,000	18	18	.....	14	14
Fishing trip.....	.....	125	.....	125	125	.....	3	3	.....	.....	.....
Holland to Ludington, Mich.	.....	800	.....	800	800	.....	3	3	.....	.....	.....
Adrift.....	.....	10	.....	10	10	.....	2	2	.....	.....	.....
Manistee, Mich., to Chicago, Ill.	Laths.....	1,000	300	1,300	1,300	.....	5	5	.....	.....	.....
Ludington, Mich., to Sandusky, Ohio.	Lumber ...	45,000	2,000	47,000	43,900	3,100	14	14	.....	.....	.....
Chicago, Ill., to Buffalo, N. Y.	Wheat.....	90,000	46,800	136,800	129,600	7,200	14	14	.....	.....	.....
Capsized.....	.....	20	.....	20	20	.....	2	2	.....	.....	.....
Manistee to South Haven, Mich.	Lumber....	1,000	500	1,500	1,450	50	3	3	.....	... ..	.....
Capsized.....	.....	35	.....	35	35	.....	3	3	.....	3	3
Muskegon to Manistee, Mich.	.....	2,000	.....	2,000	2,000	.....	4	4	.....	.....	.....
Menominee, Wis., to South Haven, Mich.	Lumber ...	700	500	1,200	1,200	.....	3	3	.....	.....	.....
Manistee to South Haven, Mich.	.....do.....	1,000	310	1,310	1,160	150	3	3	.....	.....	.....
Adrift.....	.....	25	....	25	25	.....	.....	.....	.....	.....	.....
Milwaukee, Wis., to Menominee, Mich.	.....	3,000	.....	3,000	2,000	1,000	7	7	.....	5	5
Pleasure trip	.....	40	.....	40	35	5	2	2	.....	.....	.....
Chicago, Ill., to Ashland, Mich.	.....	150,000	.....	150,000	130,000	20,000	19	19	.....	1	1
Pleasure trip	.....	100	.....	100	100	.....	3	3	.....	3	3
To Chicago, Ill.....	Cedar posts.	3,000	2,000	5,000	5,000	.....	5	5	.....	.....	.....
Crossing harbor.....	.....	10	.....	10	10	.....	1	1	.....	.....	.....
Capsized.....	.....	25	.....	25	25	.....	3	3	.....	.....	.....
Milwaukee, Wis., to Two Harbors, Minn.	.....	150,000	.....	150,000	150,000	....	17	17	.....	.....	.....
Capsized.....	.....	5	.....	5	5	.....	2	2	.....	.....	.....
Kewaunee to Milwaukee, Wis.	Lumber ...	600	700	1,300	1,300	.....	4	4	.....	.....	.....
Wilwaukee to Whitefish Bay, Wis.	.....	10,000	.....	10,000	10,000	.....	30	30	.....	.....	.....
Buffalo, N. Y., to Milwaukee, Wis.	Coal	70,000	5,000	75,000	73,350	1,650	12	12	.....	.....	.....
Muskegon to Hamlin, Mich.	.....	350	.....	350	350	....	5	5	.....	.....	.....
Capsized	.....	10	.....	10	10	.....	1	1	.....	.....	.....
.....	.....	1,932,440	218,380	2,150,820	1,980,995	169,825	1,163	1,156	7	56	6

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

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United States Life-Saving Service.—Table

DISTRICT NO. 12—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1894.					
July 17	Three miles southwest of station.	Point Adams	Fish boat, Astoria, Oreg.		
July 19	Three miles west of station.	...do	Fish boat, Astoria, Oreg.		
July 27	Three and one-half miles northwest of station.	...do	Fish boat, Astoria, Oreg.		
Aug. 19	One and one-half miles northeast of station.	...do	Fish boat, Astoria, Oreg.		
Aug. 31	Clatsop Beach	...do	Bk. Glencairn, Glasgow, Scotland	Kerr	1,564
Oct. 6	Entrance to Siuslaw River.	Umpqua River	Sc. S. Danielson, San Francisco, Cal.	Gruggel	88
Oct. 29	One-half mile southeast of station.	Humboldt Bay	Str. Excelsior, San Francisco, Cal.		524
Nov. 24	Five and one-quarter miles north of station.	Point Adams	Slp. Kentmere, London, England.	Bays	2,457
Dec. 10	One and one-half miles northwest of South Side Station.	South Side, Golden Gate Park, and Fort Point.	Sc. William L. Beebe, San Francisco, Cal.	Raynar	296
1895.					
Jan. 4	One-half mile north by east of Point Bonita.	Fort Point	Sc. Sampson, San Francisco, Cal.	Hamson	217
Feb. 1	Three miles west of station.	...do	Sc. C. T. Hill,* San Francisco, Cal.	Forest	140
Feb. 9	One mile west of station.	...do	Skiff, San Francisco, Cal.		
Feb. 19	Three-quarters of a mile east of station.	Shoalwater Bay	Str. J. M. Coleman, Port Townsend, Wash.	Olsen	79
Apr. 7	One and one-half miles southeast of station.	...do	Sc. Sea Light, Hoquian, Wash.	Peterson	20
Apr. 21	One and three-quarter miles north of station.	Fort Point	Small boat, San Francisco, Cal.		
May 8	Peacock Spit	Cape Disappointment.	Fish boat, Astoria, Oreg.		
May 11	...do	...do	Fish boat, Astoria, Oreg.		
May 12	Three and one-half miles southwest of station.	...do	Fish boat,† Astoria, Oreg.		
May 25	Peacock Spit	Cape Disappointment.	Fish boats (2), Astoria, Oreg.		
May 27	One mile west-southwest of station.	Fort Point	Fish boat, San Francisco, Cal.		
May 30	Republic Spit	Cape Disappointment.	Fish boat, Astoria, Oreg.		
May 30	Clatsop Spit	Point Adams	Fish boat, Astoria, Oreg.		
June 6	...do	...do	Fish boat, Astoria, Oreg.		
June 11	Four miles northwest of station.	...do	Fish boat, Astoria, Oreg.		
June 21	One and three-quarter miles south of station.	Point Reyes	Sc. Rachel, San Francisco, Cal.	Mayer	84
	Total				

* In dangerous position, from which life-saving crew assisted to extricate her, thereby saving her from probable destruction.
† In great danger.

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of casualties, season of 1894–95—Continued.

PACIFIC COAST—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	Fish and nets.	$100	$200	$300	$295	$5	2	2	.....	.....	.....
.....do	.....do	150	150	300	300	.....	2	2	.....	.....	.....
.....do	.....	150	.....	150	150	.....	2	2	.....	.....	.....
Adrift	Barrels	200	50	250	250	.....	.....	.....	.....	.....	.....
Rodondo, Cal., to Portland, Oreg.	.....	75,000	.....	75,000	75,000	.....	24	24	.....	.....	.....
Acme, Oreg., to San Francisco, Cal.	Lumber	6,000	2,000	8,000	3,000	5,000	6	6	.....	.....	.....
Usal to Eureka, Cal.	Lumber and railroad iron.	60,000	1,000	61,000	60,700	300	18	18	.....	.....	.....
Portland, Oreg., to Queenstown, Ireland.	Wheat	72,000	72,000	144,000	144,000	.....	36	36	.....	.....	.....
Fort Blakely, Wash., to San Francisco, Cal.	Lumber	10,000	3,800	13,800	3,000	10,800	9	9	.....	.....	.....
From wrecking a steamer at Point Bonita.	Old iron	40,000	1,000	41,000	.....	41,000	13	10	3	.....	.....
San Francisco, Cal., to Willapa Harbor, Wash.	.....	9,000	.....	9,000	9,000	.....	7	7	.....	.....	.....
Adrift	.....	30	.....	30	30	.....	4	4	.....	.....	.....
Broke from moorings	.....	14,000	.....	14,000	14,000	.....	6	6	.....	.....	.....
Grays Harbor to South Bend, Wash.	.....	5,000	.....	5,000	5,000	.....	3	3	.....	.....	.....
Fishing trip	.....	100	.....	100	100	.....	1	1	.....	.....	.....
.....do	Fishing gear.	200	200	400	400	.....	2	1	1	.....	.....
.....do	.....do	200	250	450	450	.....	2	2	.....	.....	.....
.....do	.....do	200	250	450	450	.....	2	2	.....	.....	.....
Fishing trip	Fishing gear.	400	500	900	900	.....	4	4	.....	.....	.....
.....do	.....	75	.....	75	70	5	1	1	.....	.....	.....
.....do	Fishing gear.	200	250	450	450	.....	2	2	.....	.....	.....
.....do	.....	375	.....	375	375	.....	2	2	.....	.....	.....
.....do	Fish and nets.	130	255	385	200	185	2	2	.....	.....	.....
.....do	.....	100	.....	100	100	.....	.....	.....	.....	.....	.....
San Francisco to Fishermans Bay, Cal.	Merchandise.	8,000	500	8,500	200	8,300	5	5	.....	5	10
.....	.....	301,610	82,405	384,015	318,420	65,595	155	151	4	5	10

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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	68	$235, 825	$69, 820
District No. 2	68	436, 325	113, 635
District No. 3	60	509, 340	245, 785
District No. 4	49	1, 680. 965	536, 685
District No. 5	37	212, 055	33, 095
District No. 6	71	584, 045	477. 375
District No. 7	18	100, 445	152, 100
District No. 8	47	602, 490	204, 545
District No. 9	75	566, 635	60, 690
District No. 10	50	908, 900	455, 385
District No. 11	107	1, 932, 440	218, 380
District No. 12	25	301, 610	82, 405
Aggregate	675	8, 075, 075	2, 650, 100

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of casualties, season of 1894–95—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.
$305,645	$265,255	$40,390	382	382	.....	29	60	7
550,160	456,020	94,140	469	469	.....	65	259	6
755,125	613,460	141,665	470	462	8	117	226	10
2,217,650	2,134,115	83,535	962	961	1	41	77	8
245,150	161,325	83,825	200	200	....	64	227	9
1,065,420	701,415	364,005	332	329	3	198	875	11
252,545	246,320	6,225	77	77	.....	50	77	2
807,035	707,415	99,620	287	287	.....	49	108	5
627,325	522,605	104,720	582	579	3	37	102	3
1,364,285	1,112,920	251,365	744	744	.....	76	127	3
2,150,820	1,980,995	169,825	1,163	1,156	7	59	68	5
384,015	318,420	65,595	155	151	4	18	26	4
10,725,175	9,220,265	1,504,910	5,823	5,797	26	*803	*2,232	73

*These figures include 136 persons to whom succor was given, who were not on the vessels embraced in the tables, and 310 days of such succor, as follows:

District No. 1,	7 persons	7 days.	
District No. 2,	6 persons	6 days.	
District No. 3,	12 persons	12 days.	
District No. 4,	9 persons	9 days.	
District No. 5,	19 persons	19 days.	
District No. 6,	31 persons	175 days.	
District No. 7,	26 persons	53 days.	
District No. 8,	7 persons	7 days.	
District No. 9,	3 persons	3 days.	
District No. 11,	3 persons	3 days.	
District No. 12,	13 persons	16 days.	
Total.....	136	310	

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APPROPRIATIONS AND EXPENDITURES.

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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, 1895.

Appropriation—Life-Saving Service, 1895.

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	1,800.00	
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	
		$21,600.00
For salaries of 253 keepers of life-saving and lifeboat stations and of houses of refuge, including the Old Chicago Station		220,500.00
For pay of crews of surfmen employed at the life-saving and lifeboat stations, including the Old Chicago Station, 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 their maintenance; and contingent expenses, including freight, storage, repairs to apparatus, labor, medals, stationery, newspapers for statistical purposes, advertising, and miscellaneous expenses that can not be included under any other head, of life-saving stations on the coasts of the United States		1,089,047.50

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For pay of crews of surfmen employed at the life-saving and lifeboat stations, including the Old Chicago Station, 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 their maintenance; and contingent expenses, including freight, storage, repairs to apparatus, labor, medals, stationery, newspapers for statistical purposes, advertising, and miscellaneous expenses that can not be included under any other head, of life-saving stations on the coasts of the United States (appropriated by deficiency act of March 2, 1895)..... $56,819.00

$1,145,866.50

Total..... 1,387,966.50

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, 1894, to June 30, 1895.....	$1,500.00	
District No. 2, July 1, 1894, to June 30, 1895.....	1,500.00	
District No. 3, July 1, 1894, to June 30, 1895.....	1,800.00	
District No. 4, July 1, 1894, to June 30, 1895.....	1,800.00	
District No. 5, July 1, 1894, to June 30, 1895.....	1,500.00	
District No. 6, July 1, 1894, to June 30, 1895.....	1,800.00	
District No. 7, July 1, 1894, to June 30, 1895.....	1,500.00	
District No. 8, July 1, 1894, to June 30, 1895.....	1,800.00	
District No. 9, July 1, 1894, to June 30, 1895.....	1,800.00	
District No. 10, July 1, 1894, to June 30, 1895.....	1,800.00	
District No. 11, July 1, 1894, to June 30, 1895.....	1,800.00	
District No. 12, July 1, 1894, to June 30, 1895.....	1,800.00	
Salary of assistant superintendent, District No. 3, from July 1, 1894, to June 30, 1895.....	1,200.00	
		$21,600.00
Salaries of 241 keepers, Districts Nos. 1 to 12, inclusive, quarter ending September 30, 1894.....	53,547.58	
Salaries of 243 keepers, Districts Nos. 1 to 12, inclusive, quarter ending December 31, 1894.....	53,567.13	
Salaries of 244 keepers, Districts Nos. 1 to 12, inclusive, quarter ending March 31, 1895.....	53,916.79	
Salaries of 245 keepers, Districts Nos. 1 to 12, inclusive, quarter ending June 30, 1895.....	54,316.49	
		215,347.99
Pay of surfmen in District No. 1, from August 21, 1894, to May 31, 1895.....	44,075.14	
Pay of surfmen in District No. 2, from August 24, 1894, to May 31, 1895.....	88,388.03	
Pay of surfmen in District No. 3, from August 22, 1894, to May 31, 1895.....	136,346.76	
Pay of surfmen in District No. 4, from August 22, 1894, to May 31, 1895.....	147,284.64	
Pay of surfmen in District No. 5, from August 23, 1894, to May 31, 1895.....	64,325.36	
Pay of surfmen in District No. 6, from August 24, 1894, to May 31, 1895.....	111,101.53	
Pay of surfmen in District No. 7, from August 24, 1894, to May 31, 1895.....	5,844.57	

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Pay of surfmen in District No. 8, from August 23, 1894, to May 31, 1895	$27,451.75	
Pay of surfmen in District No. 9, from July 1, 1894, to June 30, 1895	41,144.42	
Pay of surfmen in District No. 10, from July 1 to December 10, 1894, and from April 16 to June 30, 1895	57,626.12	
Pay of surfmen in District No. 11, from July 1 to December 15, 1894, and from April 1 to June 30, 1895	93,078.65	
Pay of surfmen in District No. 12, from July 1, 1894, to June 30, 1895	67,454.76	
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	462.80	
Pay of volunteer surfmen for assistance to the keepers and crews of certain stations at wrecks which occurred during the active season:		
District No. 4	6.00	
District No. 6	99.43	
District No. 9	18.00	
District No. 11	15.00	
District No. 12	3.00	
Pay of surfmen for services at wrecks which occurred at periods when crews were not required to reside at the stations:		
District No. 1	51.50	
District No. 2	26.00	
District No. 3	42.00	
District No. 4	108.00	
District No. 5	24.00	
District No. 8	58.50	
District No. 9	9.00	
District No. 11	198.00	
		$885,242.96
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882	6,037.55	
Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882	4,501.04	
Pay of widows and others under the provisions of section 8 of the act approved May 4, 1882	5,780.63	
		16,319.22
Apparatus	19,409.18	
Books, charts, stationery, advertising, etc	1,368.67	
Care of stations pending appointment of keepers	446.47	
Compensation for special services, labor, etc	21,810.16	
Draft animals	6,902.29	
Equipments	7,470.25	
Freight, packing, storage, telegraphing, etc	4,449.82	
Fuel and water for stations	16,749.78	
Furniture	3,486.64	
Medals	12.00	
Medicines	42.54	
Rebuilding, repair, and improvement of stations	33,566.91	
Recording conveyances	10.31	
Removal of stations	1,950.00	
Rent of offices of inspector and superintendents	3,568.58	
Repairs to apparatus, equipments, and furniture	1,919.31	
Sites for stations	2,612.23	
Subsistence of persons rescued from wrecked vessels	208.20	
Supplies	11,225.65	
Transporting apparatus to and from wrecks, from stations where horses are not kept	325.95	
Traveling expenses of officers	9,532.80	
		147,067.74
Total expenditures from appropriation "Life-Saving Service, 1895"		1,285,577.91
Balance of available funds July 1, 1895		102,388.59
		1,387,966.50

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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, 1894	$97,692.52
To which repayments have been made amounting to	6,021.30
Total available funds	103,713.82

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

"Life-Saving Service, 1894," available as above		$103,713.82
Salary of superintendent of Fourth Life-Saving District, from January 1 to March 31, 1894		$450.00
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	$191.65	
Pay of surfmen for services at wrecks which occurred at periods when crews were not required to reside at the stations:		
District No. 1	43.50	
District No. 2	6.00	
District No. 3	33.00	
District No. 4	96.00	
District No. 5	11.00	
District No. 6	57.00	
District No. 8	15.00	
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	175.00	
		628.15
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882	5,818.79	
Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882	2,741.07	
Pay of widows and others under the provisions of section 8 of the act approved May 4, 1882	2,326.41	
		10,886.27
Apparatus	19,749.97	
Books, charts, stationery, advertising, etc	107.69	
Care of stations pending appointment of keepers	2.50	
Compensation for special services, labor, etc	1,304.57	
Draft animals	28.75	
Equipments	3,120.57	
Freight, packing, storage, telegraphing, etc	1,251.43	
Fuel and water for stations	75.22	
Furniture	195.12	
Lithographing and engraving	1.50	
Medicines	27.75	
Rebuilding, repair, and improvement of stations	22,580.89	
Rent of offices of inspector and superintendents	1,051.43	
Repairs to apparatus, equipments, and furniture	706.03	
Sites for stations	73.50	
Subsistence of persons rescued from wrecked vessels	20.40	
Supplies	1,151.19	
Transporting apparatus to and from wrecks from stations where horses are not kept	183.67	
Traveling expenses of officers	906.74	
		52,538.92
Total expenditures from appropriation "Life-Saving Service, 1894"		64,503.34
Balance of available funds July 1, 1895		39,210.48
		103,713.82

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There also remained unexpended at the beginning of the fiscal year from appropriation of 1893, the following:

"Life-Saving Service, 1893"	$29,088.03

The expenditures from this balance during the last year, made in payment of indebtedness standing over from the fiscal year ending June 30, 1893, were as follows:

"Life-Saving Service, 1893," available as above		$29,088.03
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882	$483.09	
Pay of widows and others under the provisions of section 8 of the act approved May 4, 1882	234.84	
Books, charts, stationery, advertising, etc	31.63	
Equipments	49.50	
Freight, packing, storage, telegraphing, etc	63.88	
Rebuilding, repair, and improvement of stations	2.70	
Supplies	35.25	
Traveling expenses of officers	78.90	
Total expenditures from appropriation "Life-Saving Service, 1893"		979.79
Balance unexpended, carried to the surplus fund, June 30, 1895		28,108.24

In "An act making appropriations to supply deficiencies in the appropriations for the fiscal year ending June 30, 1895, and for prior years, and for other purposes," approved March 2, 1895, the following appears:

For reimbursement of the keeper and crew of the life-saving station at Cahoons Hollow, near Wellfleet, Mass., for loss of their personal property at the time of the burning of the station, February 25, 1893	$516.50

This sum has been paid to the keeper and crew.

At the beginning of the fiscal year there was available from the appropriation "Site, Long Branch Life-Saving Station," $13,946.24, and, as there were no expenditures during the year from this appropriation, the balance on hand June 30, 1895, remained the same.

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, 1894	$5,440.36
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	231.84
Total available funds	5,672.20

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

The total net expenditures for the maintenance of the Life-Saving Service during the fiscal year ending June 30, 1895, were therefore as follows:

"Life-Saving Service, 1895"	$1,285,577.91
"Life-Saving Service, 1894"	64,503.34

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"Life-Saving Service, 1893"		$979.79
"Life-Saving Service," 1895, and for prior years		516.50
		1,351,577.54
Less the following:		
Repayment to appropriation "Life-Saving Service, 1894"	$6,021.30	
Excess of deposits, appropriation "Rebuilding and Improving Life-Saving Stations (proceeds of sales)"	231.84	
		6,253.14
Total net expenditures of the Service		1,345,324.40

There remained standing to the credit of the respective appropriations at the close of the fiscal year ending June 30, 1895, available as heretofore stated, the following balances:

"Life-Saving Service, 1895"	$102,388.59
"Life-Saving Service, 1894"	39,210.48
"Life-Saving Service, 1893"	28,108.24
"Site, Long Branch Life-Saving Station"	13,946.24
"Rebuilding and Improving Life-Saving Stations (proceeds of sales)"	5,672.20

The foregoing statement of the net expenditures for the maintenance of the Life-Saving Service for the fiscal year ending June 30, 1895, differs from the expenditures by warrants in the following particulars:

Net expenditures by warrants		$1,345,388.97
To which should be added the following amounts, as shown on page 292 of the report for 1894, viz:		
In hands of disbursing clerk June 30, 1894—		
"Site, Long Branch Life-Saving Station"	$860.80	
Repayment to appropriation "Life-Saving Service, 1893"	5,120.45	
		5,981.25
		1,351,370.22
Less the following:		
Amounts expended by disbursing clerk for which he had not been reimbursed at the closeof the fiscal year, 1894, as stated on page 292 of the report for 1894—		
"Life-Saving Service, 1893"	.80	
"Life-Saving Service, 1894"	795.65	
Amounts in hands of disbursing clerk, June 30, 1895—		
"Life-Saving Service, 1895"	3,793.30	
"Site, Long Branch Life-Saving Station"	860.80	
Amounts reappropriated and expended by warrants not included in the foregoing statements	595.27	
		6,045.82
Net expenditures from appropriations for the year		1,345,324.40

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, 1895"	$37,780.00

EXPENDITURES.

Compensation of officers and employees, office of Life-Saving Service	$37,443.28	
Amount unexpended	336.72	
		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.

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 31st of May following, inclusive.

Upon the lake coasts the stations are manned from the opening until the close of navigation, and upon the Pacific Coast they are 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.

All 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 on board, 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.

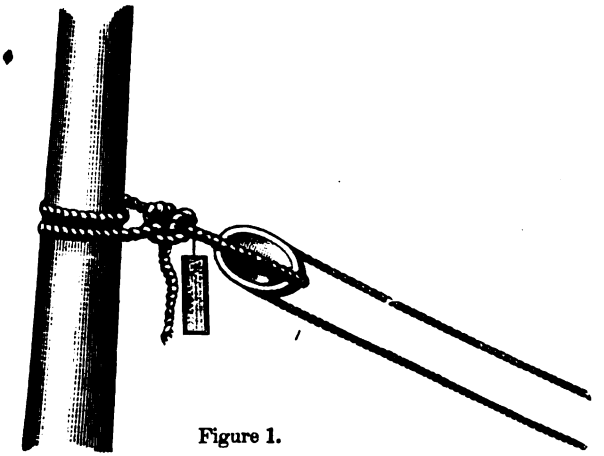

Figure 1.

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.

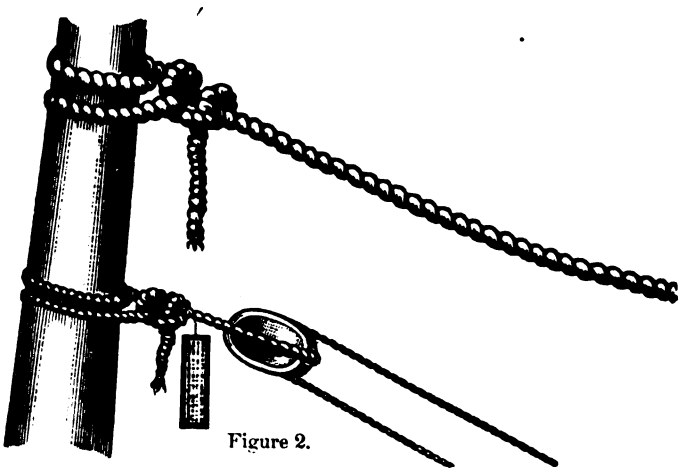

Figure 2.

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.

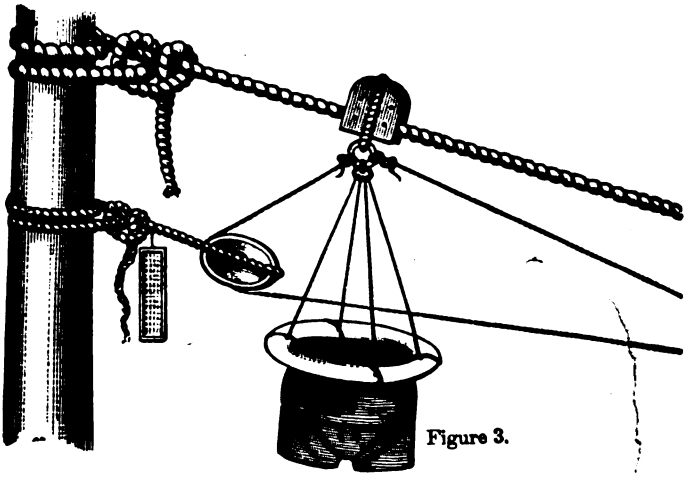

Figure 3.

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. George 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
Manomet 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.	Approximate position.* 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.	⅓ 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.	Approximate position.* 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.	2⅛ miles south of Sandy Hook light	40 25 40	73 59 00
Seabright	N. J.	About a mile south of Navesink light	40 22 50	73 58 30
Monmouth Beach	N. J.	About a mile south of Seabright	40 20 30	73 58 30
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.	2⅛ 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.	2⅛ 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.	2¼ 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.	5⅛ 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.	3⅛ 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
Avalon	N. J.	3¾ miles southwest from Ludlam Beach light	39 05 50	74 43 10
Tathams	N. J.	2½ miles northeast from Hereford Inlet light	39 02 30	74 45 50
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.	⅓ 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.	Approximate position.* 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	1⅛ 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	13½ 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	1⅛ 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 30	75 42 45
Cobb Island	Va	South end of Cobb 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	½ 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	½ 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.	Approximate position.* 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
Portsmouth	N. C.	Northeast end of Portsmouth Island	35 04 00	76 03 05
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.

Sullivans Island	S. C.	At Moultrieville, Sullivans Island, at north end of harbor jetty.	32 45 30	79 51 05
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.	16 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.	At St. Lucie Rocks, 2 miles north of Gilberts Bar Inlet.	27 12 00	80 09 50
Jupiter Inlet	Fla.	1 mile south of inlet	26 55 40	80 04 00
Orange Grove †	Fla.	5½ miles south of Lake Worth, 27 miles south of Lake Worth Inlet, and 37 miles south of Jupiter.	26 27 30	80 03 20
Fort Lauderdale †	Fla.	4 miles north of New River Inlet	26 08 00	80 06 00
Biscayne Bay †	Fla.	6 miles north of Norris 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.		
Duluth	Minn	On Minnesota Point, Upper Duluth		

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

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ELEVENTH DISTRICT.

LAKE MICHIGAN.

Name of station.	State.	Locality.	Approximate position.*	
			Latitude, north.	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.		
Old Chicago	Ill	In the harbor		
Evanston	Ill	On the 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 to 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	3⅓ 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.)—If the jaws are clinched, separate them, and keep the mouth open by



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

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

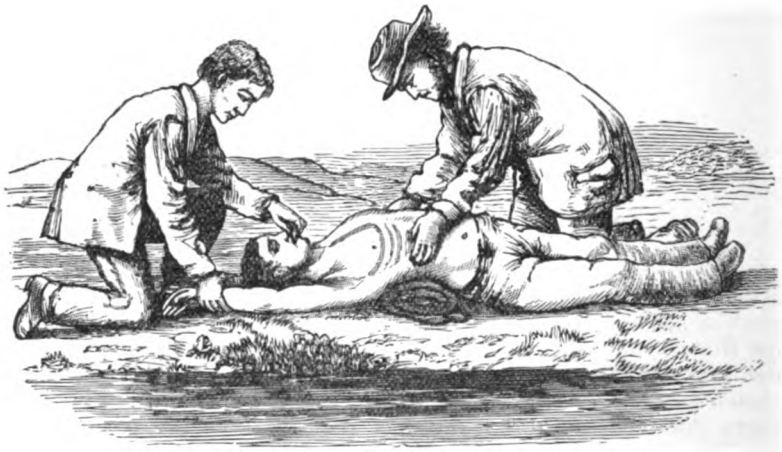

FIG. II.—*Showing the position and action of the operator, in alternately producing artificia expiration and inspiration of air.*

handkerchief wrapped closely around the forefinger; turn the patient on the back, the roll of clothing being so placed beneath the body as to raise the pit of the stomach above the level of any other part. 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.

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

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WRECKS AND OTHER CASUALTIES.

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

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 10, 1895.

REMARKS EXPLANATORY OF THE WRECK STATISTICS FOR THE YEAR 1894–95.

The following is the twenty-second 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.

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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. *Founderings*—Embracing founderings which resulted from the leaking or capsizing of vessels, but not those which resulted from collision, stranding, or striking any sunken wreck, or against piers, snags, or ice.

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

3. *Collisions*—Embracing all collisions between vessels only.

4. *Other causes*—Embracing disasters resulting from various causes, as follows, viz:

Fire, irrespective of results;
Scuttling, or any intentional damage to 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 water logged, missing, and abandoned vessels.

ADDITIONAL STATISTICS FOR THE FISCAL YEAR ENDING JUNE 30, 1894.

Since the publication of the annual statement for the fiscal year ending June 30, 1894, information has been received of the occurrence of disasters during the year to one hundred and two American vessels, involving the loss of one hundred and thirty-nine lives; also the loss of twenty-four lives on twenty-one vessels suffering no other casualty.

Disasters to vessels and divisions in which they occurred.

Nature of disaster, etc.	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
Founderings:						
Vessels	6	.....	.....	1	2	9
Tonnage	569	.....	.....	20	232	821
Passengers	.....	.....	.....	.....	.....	.....
Crews	9	.....	.....	3	17	29
Lives lost	2	.....	.....	.....	17	19
Strandings:						
Vessels	8	4	4	2	4	22
Tonnage	2,761	740	778	47	840	5,166
Passengers	.....	.....	4	.....	.....	4
Crews	48	37	22	3	28	138
Lives lost	.....	.....	.....	.....	.....	.....
Collisions:						
Vessels	8	6	4	2	2	22
Tonnage	3,616	4,189	2,988	472	13,736	25,001
Passengers	6	.....	.....	.....	1,025	1,031
Crews	49	61	45	6	400	561
Lives lost	.....	.....	.....	.....	.....	.....

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Disasters to vessels, etc.—Continued.

Nature of disaster, etc.	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
Other causes:						
Vessels	8	4	4	12	21	49
Tonnage	868	974	967	2,159	6,757	11,725
Passengers	2	.....	.....	2	2	6
Crews	39	48	27	100	279	493
Lives lost	15	1	.....	.....	104	120
Totals:						
Vessels	30	14	12	17	29	102
Tonnage	7,814	5,903	4,733	2,698	21,565	42,713
Passengers	8	.....	4	2	1,027	1,041
Crews	145	146	94	112	724	1,221
Lives lost	17	1	.....	.....	121	139
Vessels totally lost:						
Vessels	15	2	2	6	12	37
Tonnage	965	36	376	237	1,908	3,522
Passengers	.....	.....	.....	.....	.....	.....
Crews	33	7	9	11	149	209
Lives lost	3	.....	.....	.....	121	124
Vessels damaged:						
Vessels	15	12	10	11	17	65
Tonnage	6,849	5,867	4,357	2,461	19,657	39,191
Passengers	8	.....	4	2	1,027	1,041
Crews	112	139	85	101	575	1,012
Lives lost	14	1	.....	.....	.....	15
Vessels not damaged:						
Vessels	3	2	2	5	9	21
Tonnage	224	1,691	902	1,881	6,643	11,341
Passengers	.....	.....	.....	165	.....	165
Crews	6	30	28	81	158	303
Lives lost	5	3	2	5	9	24
Aggregate:						
Vessels	33	16	14	22	38	123
Tonnage	8,038	7,594	5,635	4,579	28,208	54,054
Passengers	8	.....	4	167	1,027	1,206
Crews	151	176	122	193	882	1,524
Lives lost	22	4	2	5	130	163

Of the lives lost, reported above, one was lost from the schooner *Centennial*, of Shieldsboro, Mississippi, which was wrecked by striking the wharf at Waveland, Mississippi, October 1, 1893. The schooners *Alice McGuigin*, with a crew of seven, *Angeline*, with a crew of seven, and *New Union*, with a crew of five, of Shieldsboro, Mississippi, which sailed from Pearlington to Ship Island, Mississippi, were lost, with all on board, in the gale of October 2, 1893. One was lost from the barkentine *Retriever*, of Port Townsend, Washington, off San Francisco, California, during a heavy gale, which carried away spars and rigging, on November 17, 1893; seventeen were lost from the schooner *Mascot*, of San Francisco, California, which left her home port on December 15, 1893, on a sealing and hunting voyage, since which time she has not been heard from and is supposed to have been lost off the coast of Japan. The schooners *San Diego* and *Mary H. Thomas*, of San Francisco, California, the former having a crew of fifteen and the latter a crew of twenty-three, sailed from Bonin Island, (Magellan Archipelago,) on a hunting and fishing trip, since which time they have not been heard from and are supposed to have been lost in a cyclone off the coast of Japan, in February, 1894. Sixteen were lost from the schooner *Ambrose H. Knight*, of Gloucester, Massachusetts, which sailed from her home port on March 12, 1894, for Iceland, since which time she has not been heard from; twenty-two were lost from the schooner *Matthew Turner*, of San Francisco, California, which sailed from Bonin Island, (Magellan Archipelago,) on a hunting trip, and was lost off the coast of Japan, in April, 1894; eleven were lost from the schooner

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Unga, of San Francisco, California, while on a hunting and fishing voyage, the vessel having foundered in a typhoon off the coast of Japan, April 24, 1894; six were lost from the schooner *S. A. Rudolph*, of Philadelphia, Pennsylvania, which is supposed to have foundered off Cape Cod, Massachusetts, in April, 1894; one was lost from the bark *Lottie Mason*, while on passage from Auckland, New Zealand, to New York, on June 15, 1894; five were lost from the bark *Mary S. Ames*, of New Bedford, Massachusetts, which was abandoned in a sinking condition, while on passage from Java to Africa, on June 17, 1894; two were lost from the schooner *Ocean Eagle*, of Boston, Massachusetts, which foundered near Newburyport, Massachusetts, on June 24, 1894; and twenty-four lives were lost from vessels sustaining no damage, as follows: Thirteen fell overboard; one fell into the hold; two were lost by swamping of a small boat; two were washed overboard; one was knocked overboard by sails; one was lost while engaged in capturing a whale, and four were lost overboard during gales.

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, 1894.

Nature of disaster, etc.	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
FOUNDERINGS.						
Number of vessels	52	1	20	21	16	110
Tonnage of vessels partially damaged	986	.....	321	1,392	.....	2,699
Tonnage of vessels totally lost	4,309	13	8,023	1,060	3,867	17,272
Value of vessels ..... dollars	247,600	500	297,065	97,425	109,600	752,190
Value of cargoes ..... do	42,205	5	32,930	71,275	32,315	178,730
Loss to vessels ..... do	154,200	500	294,065	60,925	109,600	619,290
Loss to cargoes ..... do	35,895	5	30,370	710	32,315	99,295
Insurance on vessels ..... do	72,800	.....	203,485	39,500	48,695	364,480
Insurance on cargoes ..... do	22,895	.....	19,565	.....	23,000	65,460
Laden	30	1	15	10	11	67
In ballast	22	.....	5	11	5	43
Unknown whether laden or not	.....	.....	.....	.....	.....	.....
Wrecks involving total loss	36	1	18	16	16	87
Casualties involving partial and unknown damage	16	.....	2	5	.....	23
Number of passengers	35	.....	.....	35	7	77
Number in crews	201	1	150	163	120	635
Total on board	236	1	150	198	127	712
Number of lives lost	89	.....	51	6	39	185
STRANDINGS.						
Number of vessels	239	30	117	31	51	468
Tonnage of vessels partially damaged	48,589	5,736	75,491	4,006	7,345	141,167
Tonnage of vessels totally lost	38,772	6,909	10,759	2,068	11,715	70,213
Value of vessels ..... dollars	5,066,105	792,350	4,905,760	294,225	864,620	11,923,060
Value of cargoes ..... do	1,287,065	603,375	842,415	88,015	597,940	3,418,810
Loss to vessels ..... do	1,732,645	609,605	659,200	66,075	668,055	3,735,580
Loss to cargoes ..... do	544,700	124,375	178,310	19,645	149,440	1,016,470
Insurance on vessels ..... do	1,761,765	162,250	3,068,570	95,700	396,490	5,484,775
Insurance on cargoes ..... do	338,315	55,000	363,025	54,250	440,380	1,250,970
Laden	155	18	87	17	38	315
In ballast	84	12	30	14	11	151
Unknown whether laden or not	.....	.....	.....	.....	2	2
Wrecks involving total loss	132	12	32	16	37	229
Casualties involving partial and unknown damage	107	18	85	15	14	239
Number of passengers	818	273	24	148	28	1,291
Number in crews	1,949	494	1,168	417	745	4,773
Total on board	2,767	767	1,192	565	773	6,064
Number of lives lost	75	38	18	6	34	171

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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.

Nature of disaster, etc.	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
COLLISIONS.						
Number of vessels	281	12	76	52	32	453
Tonnage of vessels partially damaged	174,560	10,065	79,208	25,265	42,481	331,579
Tonnage of vessels totally lost	2,257	193	5,392	429	566	8,837
Value of vessels.....dollars	11,462,525	393,000	5,645,300	1,085,100	2,328,000	20,913,925
Value of cargoes.....do	1,276,710	29,880	478,675	121,270	544,690	2,451,225
Loss to vessels.....do	332,615	27,345	452,835	48,850	72,975	934,620
Loss to cargoes.....do	21,645	3,680	106,650	12,790	4,100	148,865
Insurance on vessels.....do	5,804,875	104,885	3,495,170	312,500	1,848,215	11,565,645
Insurance on cargoes.....do	959,770	.....	359,635	75,000	86,590	1,480,995
Laden	100	8	41	21	16	186
In ballast	143	3	26	16	4	192
Unknown whether laden or not	38	1	9	15	12	75
Wrecks involving total loss	10	1	6	3	4	24
Casualties involving partial and unknown damage	271	11	70	49	28	429
Number of passengers	6,673	2	435	808	1,028	8,946
Number in crews	2,935	153	1,049	519	629	5,285
Total on board	9,608	155	1,484	1,327	1,657	14,231
Number of lives lost	5	.....	31	.....	1	37
OTHER CAUSES.						
Number of vessels	155	21	121	115	210	622
Tonnage of vessels partially damaged	52,156	7,816	67,588	24,344	106,629	258,533
Tonnage of vessels totally lost	2,140	961	7,479	9,665	23,792	44,037
Value of vessels.....dollars	4,783,805	567,500	4,161,700	1,689,845	5,845,625	17,048,475
Value of cargoes.....do	675,870	19,950	1,118,760	405,265	3,302,035	5,521,880
Loss to vessels.....do	396,680	94,550	563,970	658,620	1,573,575	3,287,395
Loss to cargoes.....do	37,695	5,670	166,910	82,230	601,520	894,025
Insurance on vessels.....do	2,622,300	100,800	2,361,870	751,400	2,448,380	8,284,750
Insurance on cargoes.....do	469,060	12,000	775,140	178,800	1,125,190	2,560,190
Laden	71	8	88	45	174	386
In ballast	84	13	33	70	36	236
Unknown whether laden or not	.....	.....	.....	.....	.....	.....
Wrecks involving total loss	23	9	23	40	63	158
Casualties involving partial and unknown damage	132	12	98	75	147	464
Number of passengers	1,499	47	237	2,470	719	4,972
Number in crews	1,465	209	1,171	2,115	3,010	7,970
Total on board	2,964	256	1,408	4,585	3,729	12,942
Number of lives lost	50	1	10	17	332	410
RECAPITULATION.						
Number of vessels	727	64	334	219	309	1,653
Laden	356	35	231	93	239	954
In ballast	333	28	94	111	56	622
Unknown whether laden or not	38	1	9	15	14	77
Wrecks involving total loss	201	23	79	75	120	498
Casualties involving partial and unknown damage	526	41	255	144	189	1,155
Number of passengers	9,025	322	696	3,461	1,782	15,286
Number in crews	6,550	857	3,538	3,214	4,504	18,663
Total on board	15,575	1,179	4,234	6,675	6,286	33,949
Number of lives lost	219	39	110	29	406	*803
Total tonnage vessels partially damaged.	276,291	23,617	222,608	55,007	156,455	733,978
Total tonnage vessels lost	47,478	8,076	31,653	13,212	39,940	140,359
Aggregate	323,769	31,693	254,261	68,219	196,395	874,337
Total value of vessels .....dollars	21,560,035	1,753,350	15,009,825	3,166,595	9,147,845	50,637,650
Total value of cargoes.....do	3,281,850	653,210	2,472,780	685,825	4,476,980	11,570,645
Aggregate .....do	24,841,885	2,406,560	17,482,605	3,852,420	13,624,825	62,208,295
Total losses to vessels.....do	2,616,140	732,000	1,970,070	834,470	2,424,205	8,576,885
Total losses to cargoes.....do	639,935	133,730	482,240	115,375	787,375	2,158,655
Aggregate .....do	3,256,075	865,730	2,452,310	949,845	3,211,580	10,735,540
Total insurance on vessels.....do	10,261,740	367,935	9,129,095	1,199,100	4,741,780	25,699,650
Total insurance on cargoes.....do	1,790,040	67,000	1,517,365	308,050	1,675,160	5,357,615
Aggregate .....do	12,051,780	434,935	10,646,460	1,507,150	6,416,940	31,057,265

*In addition to the number of lives lost, here reported, 338 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 1,141.

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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 1893–94 and 1894–95, with the percentage of increase or decrease of the latter compared with the former:

	1893–94.	1894–95.	Per cent of—	
Number of vessels involved:				
Atlantic and Gulf coasts	697	643	Decrease,	7.75
Pacific coast	50	62	Increase,	24.00
Great Lakes	322	256	Decrease,	20.50
Rivers	202	189	Decrease,	6.44
At sea and in foreign waters	280	287	Increase,	2.50
Aggregate	1,551	1,437	Decrease,	7.35
Value of vessels and cargoes:				
Atlantic and Gulf coasts	24,553,120	21,181,495	Decrease,	13.73
Pacific coast	2,024,910	1,392,445	Decrease,	31.23
Great Lakes	17,325,475	15,138,445	Decrease,	12.62
Rivers	3,738,300	3,776,765	Increase,	1.03
At sea and in foreign waters	10,887,500	14,388,725	Increase,	32.16
Aggregate	58,529,305	55,877,875	Decrease,	4.53
Losses to vessels and cargoes:				
Atlantic and Gulf coasts	3,190,445	2,324,390	Decrease,	27.14
Pacific coast	833,035	471,825	Decrease,	43.37
Great Lakes	2,423,900	2,179,245	Decrease,	10.10
Rivers	907,875	879,350	Decrease,	3.14
At sea and in foreign waters	3,034,730	3,484,510	Increase,	14.82
Aggregate	10,389,985	9,339,310	Decrease,	10.11
Tonnage of vessels involved:				
Atlantic and Gulf coasts	315,955	297,240	Decrease,	5.92
Pacific coast	25,790	21,029	Decrease,	18.46
Great Lakes	249,528	217,063	Decrease,	13.01
Rivers	65,521	57,739	Decrease,	11.88
At sea and in foreign waters	174,830	197,258	Increase,	12.83
Aggregate	831,624	790,329	Decrease,	4.97
Tonnage of vessels totally lost:				
Atlantic and Gulf coasts	46,513	38,628	Decrease,	16.95
Pacific coast	8,040	4,700	Decrease,	41.54
Great Lakes	31,277	20,034	Decrease,	35.95
Rivers	12,975	11,034	Decrease,	14.96
At sea and in foreign waters	38,032	59,006	Increase,	55.15
Aggregate	136,837	133,404	Decrease,	2.51

On the 30th of June, 1895, the total number of registered, enrolled, and licensed vessels belonging to the United States was 23,240, with a total tonnage of 4,635,960. Of this number, 1,377 vessels, having a total tonnage of 714,752, met with casualties during the year, being 5.93 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, 1895, the number of each class which have met with disasters during the year, and the ratio of casualties to the number of vessels:

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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	6,554	549	As 1 to 11.94
Sailing vessels	14,643	785	As 1 to 18.65
Canal boats	680	1	As 1 to 680.00
Barges	1,363	42	As 1 to 32.45
Total	23,240	1,377	As 1 to 16.88

During the year 375 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-four foreign vessels, having an aggregate tonnage of 62,706, met with disasters in American waters during the year. The nationalities, values involved, etc., of these vessels are given in certain of the accompanying tables.

Besides the foreign vessels above reported, six others collided with American vessels at sea, involving a tonnage of 12,871.

In addition to the lives lost in the disasters to vessels which are embraced in the tables, 299 persons perished by drowning or by accident on board out of crews employed on 271 different vessels. In these cases neither vessels nor cargoes suffered damage, the persons drowned having been lost overboard or having perished by the capsizing of small boats in which they had left their vessels to attend fishing trawls or for other purposes. In some instances lives were lost by falling to the deck from aloft and by being struck by spars, tackling, etc., falling or swinging, owing to the giving way of rigging. These vessels are not included in any of the tables except 64 and 65.

The following exhibit shows the number of persons on board vessels suffering casualties, the number of lives lost, the ratio of those lost to the number on board, and the ratio of lives lost to the number of casualties for the last twenty 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 2.35
1894–95	1,437	27,233	*689	As 1 to 39.53	As 1 to 2.09

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

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The following table is the same as the foregoing, 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
1894–95	1,150	21,787	*197	As 1 to 110.59	As 1 to 5.84

*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, 1895.

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, 1895, 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	46	$2,327,400	1	21	$124,225	2	1	44	$90,040	.....	3	11	$5,485	.....	13
August	36	1,130,250	6	18	70,415	2	6	34	89,425	.....	8	4	1,025	.....	22
September	57	1,946,015	4	41	381,150	.....	4	52	148,505	.....	9	20	19,655	.....	25
October	93	1,672,950	4	59	179,960	2	5	87	302,220	1	9	38	41,005	.....	28
November	76	2,163,120	2	50	809,550	.....	2	72	226,720	.....	6	27	29,910	.....	25
December	49	1,373,450	5	30	577,310	.....	6	45	147,505	.....	9	18	21,880	.....	18
January	45	1,750,000	4	24	99,280	1	4	44	201,285	.....	5	17	38,500	.....	12
February	68	1,246,425	4	44	223,955	2	3	68	202,000	.....	4	30	79,050	.....	19
March	30	557,050	2	17	173,005	1	2	30	103,670	.....	2	11	31,115	.....	9
April	45	1,134,200	1	25	147,340	1	1	41	184,820	.....	5	15	55,110	1	11
May	23	559,400	2	13	488,300	.....	2	22	64,690	.....	3	8	128,535	.....	7
June	37	1,650,900	3	13	395,845	.....	3	31	103,370	.....	9	5	8,860	.....	11
Total	605	17,511,160	38	355	3,670,335	11	39	570	1,864,250	1	72	204	460,130	1	200

* 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, 1895, 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	7	37	1	2	47	732	19,418	874	681	.....
August	6	28	6	2	42	1,653	20,782	404	378	1
September	13	39	5	4	61	2,997	30,670	840	614	9
October	48	40	4	5	97	6,832	21,265	547	524	12
November	27	45	2	4	78	4,406	25,445	186	643	6
December	18	27	6	3	54	2,849	24,129	137	398	8
January	15	29	4	1	49	4,851	22,262	1,398	483	22
February	23	45	3	1	72	4,432	29,498	32	435	25
March	11	19	2	.....	32	2,791	12,984	47	282	1
April	10	31	1	4	46	3,620	22,416	302	324	1
May	8	14	2	1	25	1,237	9,345	30	175	.....
June	6	25	2	7	40	2,228	20,398	2,133	423	.....
Total	192	379	38	34	643	38,628	258,612	6,930	5,360	85

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TABLE 3.—*Abstract of returns of disasters to vessels on the* ATLANTIC *and* GULF *coasts during the year ending June 30, 1895, 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	27	$1,156,025	5	$133,700	$1,289,725	17	14	3	5	23
August	14	526,400	3	17,300	543,700	17	9	11	14	16
September	28	404,400	15	235,300	639,700	18	9	15	21	16
October	35	667,405	22	92,020	759,425	52	24	10	20	31
November	33	867,300	18	377,775	1,245,075	36	15	9	19	26
December	24	875,850	10	429,185	1,305,035	14	5	16	21	18
January	25	1,097,550	9	135,665	1,233,215	14	5	10	15	20
February	31	546,350	19	144,315	690,665	28	11	13	19	23
March	18	256,500	7	72,890	329,390	9	6	5	7	12
April	22	259,015	15	100,070	359,085	15	3	9	9	19
May	12	410,300	8	196,640	606,940	8	3	5	4	10
June	20	687,350	5	166,850	854,200	15	3	5	8	24
Total	289	7,754,445	136	2,101,710	9,856,155	243	107	111	162	238

TABLE 4.—*Abstract of returns of disasters to vessels on the* ATLANTIC *and* GULF *coasts during the year ending June 30, 1895, distinguishing the* NATURE *of each casualty.*

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered	3	1	4	6	4	4	5	6	2	.....	.....	2	37
Stranded	10	8	23	46	27	23	18	29	11	19	13	7	234
Collided	22	20	24	26	30	24	20	13	12	20	6	24	241
Abandoned	2	.....	.....	2	1	.....	.....	.....	.....	.....	.....	.....	5
Capsized	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	2
Damage to hull, masts, rigging, etc	1	2	2	4	5	1	1	5	.....	1	1	1	24
Damage to machinery	3	6	3	.....	1	.....	2	1	1	1	1	2	21
Explosion of naptha	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Fire	6	3	3	5	5	2	3	3	4	3	1	4	42
Ice	.....	.....	.....	.....	.....	.....	.....	12	1	.....	.....	.....	13
Sprung a leak	.....	2	.....	.....	.....	.....	.....	1	.....	.....	1	.....	4
Struck bridge, sunken wreck, wharf, etc	.....	.....	2	2	5	.....	.....	.....	1	1	2	.....	13
Miscellaneous	1	.....	.....	4	.....	.....	.....	2	.....	.....	.....	.....	6
Total	47	42	61	97	78	54	49	72	32	46	25	40	643

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TABLE 5.—*Abstract of returns of disasters (excluding collisions) to vessels on the* ATLANTIC *and* GULF *coasts during the year ending June 30, 1895, 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	.....	9	1	.....	10
Darkness	.....	6	1	.....	7
Fog	.....	29	1	.....	30
Gales, hurricanes, etc	18	87	29	.....	134
Heavy sea	1	6	4	.....	11
Snowstorms	.....	7	.....	.....	7
Total of class 1	19	144	36	.....	199
CLASS 2.—*Causes connected with vessels, equipments, or stowage:*					
Defective hull, masts, rigging, etc	.....	.....	2	.....	2
Error in chronometer	.....	1	.....	.....	1
Error in compass	.....	2	.....	.....	2
Total of class 2	.....	3	2	.....	5
CLASS 3.—*Causes connected with navigation and seamanship:*					
Errors of masters, officers, and crews	.....	29	.....	.....	29
Errors of pilots	.....	7	1	.....	8
Total of class 3	.....	36	1	.....	37
CLASS 4.—*Causes connected with machinery or boilers:*					
Damage to machinery	.....	.....	21	.....	21
Total of class 4	.....	.....	21	.....	21
CLASS 5.—*Other causes:*					
Absence of lights or buoys	.....	3	.....	.....	3
Capsized	1	.....	1	.....	2
Explosion of naphtha	.....	.....	1	.....	1
Fire	.....	.....	41	.....	41
Ice	.....	8	13	.....	21
Misstayed	.....	4	.....	.....	4
Spontaneous combustion	.....	.....	1	.....	1
Sprung a leak	15	12	1	.....	28
Struck bridge, rock, sunken wreck, wharf, etc	.....	6	7	.....	13
Water-logged	1	1	.....	.....	2
Miscellaneous	1	12	5	.....	18
Unknown	.....	5	1	.....	6
Total of class 5	18	51	71	.....	140
Aggregate	37	234	131	.....	402

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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, 1895, showing the number of vessels* COLLIDED *and distinguishing the* CAUSE *of each disaster.*

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Accidental	.....	.....	2	1	.....	.....	.....	2	.....	2	.....	2	9
Bad management	1	.....	.....	.....	1	.....	.....	.....	.....	1	.....	.....	3
Carelessness	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Darkness	.....	2	.....	.....	1	2	.....	2	.....	1	.....	.....	8
Errors in judgment	.....	.....	2	.....	.....	2	2	.....	.....	.....	.....	.....	6
Error of pilot	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
"Fault of other vessel"	12	10	4	8	13	6	4	.....	4	4	3	8	76
Fault of tug towing	2	2	2	2	6	.....	.....	1	.....	1	.....	2	18
Fog	4	.....	8	4	3	4	6	.....	2	2	2	4	39
High and baffling winds	.....	2	2	6	.....	.....	.....	.....	.....	2	.....	1	13
Misunderstanding signals	.....	.....	.....	.....	.....	1	.....	2	2	4	.....	.....	9
Snowstorms	.....	.....	.....	.....	.....	.....	.....	3	.....	.....	.....	.....	3
Tides, currents, etc	.....	.....	.....	.....	.....	.....	4	.....	2	.....	.....	6	12
Unavoidable	1	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	2
Miscellaneous	.....	.....	1	2	.....	.....	.....	1	.....	.....	.....	.....	4
Unknown	2	4	3	2	5	8	4	2	2	3	1	1	37
Total	22	20	24	26	30	24	20	13	12	20	6	24	241

TABLE 7.—*Abstract of returns of disasters to vessels on the* ATLANTIC *and* GULF *coasts during the year ending June 30, 1895, 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	1	2	2	2	2	1	6	8	1	4	.....	4	33
Barks	1	.....	2	1	1	2	.....	1	.....	1	1	.....	10
Barkentines	.....	.....	2	.....	.....	.....	1	1	.....	.....	.....	.....	4
Brigs	.....	.....	.....	2	1	1	.....	2	.....	.....	.....	1	7
Brigantines	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Canal boats	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Ferryboats	.....	.....	1	2	2	3	4	4	1	5	1	7	30
Schooners	19	20	36	67	52	31	25	44	13	24	14	13	358
Scows	.....	.....	.....	1	.....	.....	1	.....	.....	.....	1	1	4
Ships	.....	2	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
Sloops	.....	2	1	2	3	2	1	1	1	1	.....	.....	14
Steamers	22	9	8	16	11	7	8	8	12	8	5	10	124
Steam barges	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Steam canal boats	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Steamships	1	5	5	4	6	7	3	.....	4	2	2	4	43
Steam yachts	1	1	.....	.....	.....	.....	.....	2	.....	1	.....	.....	5
Yachts	1	.....	1	.....	.....	.....	.....	.....	.....	.....	1	.....	3
Total	47	42	61	97	78	54	49	72	32	46	25	40	643

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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, 1895, 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									2	1	3
British barkentines													1												1		1
British brigantines					1																				1		1
British schooners						1		1	2		2	2		1		1				2		1			4	9	13
British ships						1																				1	1
British steamships				3		2		1				4		2			1	1		1		1			1	15	16
Dutch brigs															1										1		1
French barks						1																				1	1
German barkentines					1																				1		1
German steamships						1																				1	1
Greek steamships										1																1	1
Norwegian barks							1												1						2		2
Norwegian ships			1																						1		1
Portuguese steamships																							1		1		1
Spanish steamships																1										1	1
Total			1	3	3	6	1	2	2	1	3	6	1	3	1	3	1	1	1	3		2	1		15	30	45
Aggregate			4		9		3		3		9		4		4		2		4		2		1		45		

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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, 1895, 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	9	4	6	3	6	19	6	11	7	7	5	2	3	12	5	3	4	1	1	6	3	2	3	73	58	131
Over 50 and not exceeding 100 tons	2	5	.....	4	2	9	10	7	5	11	5	3	3	3	1	.....	4	3	4	6	.....	2	.....	4	36	57	93
Over 100 and not exceeding 200 tons	1	5	1	6	.....	8	9	7	5	9	1	5	3	6	3	11	1	3	.....	9	1	4	2	3	27	76	103
Over 200 and not exceeding 300 tons	.....	4	.....	4	2	3	3	3	2	6	.....	4	1	4	2	4	1	.....	1	3	.....	1	.....	5	12	41	53
Over 300 and not exceeding 400 tons	1	2	.....	.....	4	1	1	.....	1	3	2	6	3	.....	1	3	1	1	.....	1	.....	.....	1	2	15	19	34
Over 400 and not exceeding 500 tons	.....	3	.....	2	2	1	2	8	1	.....	2	2	.....	1	1	4	.....	.....	1	4	.....	1	.....	.....	9	26	35
Over 500 and not exceeding 600 tons	.....	2	.....	1	.....	4	2	1	.....	2	1	.....	1	4	.....	1	.....	1	1	2	.....	.....	.....	4	5	22	27
Over 600 and not exceeding 700 tons	.....	1	.....	1	.....	3	2	5	1	2	.....	.....	.....	3	.....	1	.....	1	.....	.....	.....	.....	.....	4	3	21	24
Over 700 and not exceeding 800 tons	.....	.....	.....	2	.....	2	.....	.....	.....	1	.....	.....	.....	.....	3	6	.....	1	1	1	.....	.....	...	1	4	14	18
Over 800 and not exceeding 900 tons	.....	3	.....	.....	.....	.....	.....	3	.....	.....	.....	2	.....	1	.....	1	.....	.....	.....	2	.....	1	.....	1	.....	14	14
Over 900 and not exceeding 1,000 tons	.....	.....	.....	1	.....	1	.....	1	.....	.....	.....	2	.....	.....	.....	2	.....	.....	.....	1	1	.....	.....	3	1	11	12
Over 1,000 and not exceeding 1,100 tons	.....	.....	.....	.....	.....	.....	.....	1	1	.....	.....	2	.....	2	.....	2	.....	.....	.....	2	.....	.....	.....	.....	1	9	10
Over 1,100 and not exceeding 1,200 tons	.....	1	.....	.....	.....	2	.....	.....	.....	2	.....	.....	2	.....	.....	1	.....	.....	.....	1	.....	.....	.....	.....	2	7	9
Over 1,200 and not exceeding 1,300 tons	.....	.....	.....	.....	.....	1	.....	.....	.....	2	..	.....	.....	.....	.....	2	.....	3	.....	.....	.....	1	.....	...	.....	9	9
Over 1,300 and not exceeding 1,400 tons	.....	1	.....	.....	.....	.....	.....	.....	.....	1	.....	1	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	3	4
Over 1,400 tons	.....	3	1	6	.....	7	.....	4	.....	5	.....	4	.....	5	.....	4	1	3	.....	3	.....	3	1	3	3	50	53
Unknown	.....	1	.....	3	.....	.....	.....	3	.....	.....	.....	.....	.....	2	.....	2	.....	1	.....	.....	.....	1	.....	1	.....	14	14
Total	7	40	6	36	13	48	48	49	27	51	18	36	15	34	23	49	11	21	10	36	8	17	6	34	192	451	643
Aggregate	47		42		61		97		78		51		49		72		32		46		25		40		643		

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, 1895, 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	5	3	8	10	6	5	4	4	1	3	2	2	53
Over 3 and not exceeding 7 years	4	2	9	7	12	11	10	17	5	10	1	.....	88
Over 7 and not exceeding 10 years	.....	1	4	9	7	2	2	5	1	1	2	3	37
Over 10 and not exceeding 14 years	9	8	14	9	9	3	9	14	12	8	4	6	105
Over 14 and not exceeding 20 years	6	11	13	12	7	9	4	3	1	4	5	4	79
Over 20 and not exceeding 25 years	12	7	3	16	15	9	9	9	5	7	5	12	109
Over 25 and not exceeding 30 years	4	4	3	14	10	9	3	8	4	5	1	6	71
Over 30 and not exceeding 35 years	2	.....	3	8	3	3	2	2	1	2	1	3	30
Over 35 and not exceeding 40 years	3	1	.....	1	5	1	2	.....	1	3	.....	2	19
Over 40 and not exceeding 45 years	.....	.....	1	1	1	.....	1	4	.....	2	2	1	13
Over 45 and not exceeding 50 years	.....	1	.....	1	2	1	.....	.....	.....	1	1	.....	7
Over 50 years	.....	1	2	4	1	.....	1	.....	.....	.....	.....	.....	9
Unknown	2	3	1	5	.....	1	2	6	1	.....	1	1	23
Total	47	42	61	97	78	54	49	72	32	46	25	40	643

TABLE 11.—*Abstract of returns of disasters to vessels on the* ATLANTIC *and* GULF *coasts during the year ending June 30, 1895, showing the number of vessels and distinguishing their* CARGOES.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast	23	16	16	31	26	18	20	23	12	19	10	24	238
Coal	5	3	12	14	12	6	12	13	3	6	3	4	93
Copper ore	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Cotton, cotton seed, etc	.....	.....	1	.....	1	1	.....	1	.....	2	.....	.....	6
Fertilizers	2	.....	1	3	3	2	.....	.....	1	2	.....	1	15
Fish, oysters, etc	2	1	3	6	5	5	4	8	2	3	2	.....	41
Fruit, coffee, nuts, spices, etc	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1	.....	*2
Grain	1	.....	.....	.....	.....	1	.....	.....	.....	1	.....	.....	3
Ice	1	2	2	.....	.....	.....	.....	1	1	.....	.....	.....	7
Iron and iron ore	.....	.....	2	2	1	.....	.....	1	.....	.....	1	1	8
Lead ore	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Lime	.....	.....	1	1	1	.....	.....	2	1	.....	1	.....	7
Live stock	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Logwood	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Lumber, timber, etc	3	5	5	15	11	6	1	7	2	8	2	1	66
Merchandise (general)	3	3	1	5	3	3	1	2	3	.....	2	1	27
Petroleum	1	.....	.....	1	.....	.....	.....	1	.....	.....	.....	.....	3
Provisions	1	.....	1	2	1	.....	.....	3	.....	1	.....	1	10
Salt	1	.....	.....	1	1	.....	2	1	1	.....	.....	.....	7
Sand, plaster, etc	.....	1	1	1	3	.....	1	.....	.....	.....	.....	.....	7
Stone, brick, etc	1	2	4	8	2	6	1	.....	1	.....	.....	1	26
Sugar, molasses, etc	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	1	3
Tar, etc	.....	.....	.....	.....	1	.....	.....	.....	1	1	.....	.....	3
Wood	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1	.....	2
Miscellaneous	2	3	4	1	4	.....	3	3	1	2	.....	2	25
Unknown	1	6	4	5	2	6	4	3	2	1	2	3	39
Total	47	42	61	97	78	54	49	72	32	46	25	40	643

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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	37	4,709	1,140	5,849	30	6	1	28	9	3	135	138	27
Strandings	234	22,861	48,276	71,137	169	65	.....	109	125	242	1,586	1,828	34
Vessels collided	241	4,933	160,698	165,631	100	103	38	18	223	4,688	2,407	7,095	17
Other causes	131	6,125	48,498	54,623	67	64	.....	37	94	1,997	1,232	3,229	7
Total	643	38,628	258,612	297,240	366	238	39	192	451	6,930	5,360	12,290	85

* 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, 1895, 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	3	$18,200	.....	2	$7,175	.....	.....	3	$18,200	.....	.....	2	$375	.....	.....
August	5	260,000	.....	2	8,700	.....	.....	5	40,350	.....	.....	1	250	.....	1
September	2	14,200	.....	1	8,380	.....	.....	2	4,500	.....	.....	.....	.....	.....	1
October	11	123,400	.....	8	7,880	.....	.....	10	32,550	.....	1	6	2,285	.....	2
November	9	378,000	.....	6	8,380	.....	.....	9	215,980	.....	.....	4	4,300	.....	2
December	7	63,300	.....	5	22,500	.....	.....	7	22,400	.....	.....	1	800	.....	4
January	4	106,000	.....	2	4,400	.....	.....	4	36,500	.....	.....	2	4,025	.....	.....
February	6	119,470	.....	1	300	.....	.....	6	12,510	.....	.....	1	300	.....	.....
March	2	20,000	.....	1	210	.....	.....	2	3,500	.....	.....	1	50	.....	.....
April	4	33,000	.....	2	2,300	.....	.....	4	30,500	.....	.....	2	1,300	.....	.....
May	5	130,000	1	2	14,000	.....	1	5	31,000	.....	1	.....	.....	.....	3
June	3	39,000	.....	3	3,650	.....	.....	3	9,500	.....	.....	2	650	.....	1
Total	61	1,304,570	1	35	87,875	.....	1	60	457,490	.....	2	22	14,335	.....	14

* 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, 1895, 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	3	.....	.....	.....	3	590	.....	1	18	.....
August	2	3	.....	.....	5	368	3,180	2	95	.....
September	1	1	.....	.....	2	26	1,295	.....	16	.....
October	6	4	.....	1	11	500	1,056	23	74	1
November	3	6	.....	.....	9	1,997	1,754	32	123	.....
December	3	4	.....	.....	7	347	1,128	20	50	.....
January	3	1	.....	.....	4	265	424	.....	44	3
February	1	5	.....	.....	6	83	4,551	18	71	5
March	1	1	.....	.....	2	10	165	2	11	.....
April	3	1	.....	.....	4	279	72	1	48	12
May	2	3	1	.....	6	151	2,249	88	80	.....
June	1	2	.....	.....	3	84	455	15	29	1
Total	29	31	1	1	62	4,700	16,329	202	659	22

TABLE 15.—*Abstract of returns of disasters to vessels on the* PACIFIC *coast during the year ending June 30, 1895, 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	$12,450	1	$7,000	$19,450	1	1	.....	.....	1
August	2	215,000	.....	.....	215,000	2	1	1	1	3
September	2	13,000	1	7,000	20,000	.....	.....	.....	.....	1
October	5	18,700	1	4,455	23,155	6	7	.....	.....	3
November	2	10,000	.....	.....	10,000	3	5	4	1	3
December	4	25,500	2	11,400	36,900	3	3	.....	.....	2
January	3	16,000	.....	.....	16,000	1	2	.....	.....	2
February	1	400	.....	.....	400	3	1	2	.....	5
March	1	9,500	.....	.....	9,500	1	1	.....	.....	1
April	3	11,500	1	2,000	13,500	1	1	.....	.....	2
May	1	2,000	1	2,500	4,500	4	1	1	1	3
June	1	1,000	.....	.....	1,000	2	3	.....	.....	.....
Total	27	335,050	7	34,355	369,405	27	26	8	3	26

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TABLE 16—*Abstract of returns of disasters to vessels on the* PACIFIC *coast during the year ending June 30, 1895, 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	3	3	.....	8	3	4	1	1	1	3	1	1	29
Collided	.....	2	.....	.....	2	.....	.....	2	.....	.....	4	.....	10
Capsized	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Damage to hull, masts, rigging, etc	.....	.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....	2
Damage to machinery	.....	.....	.....	.....	.....	1	.....	3	.....	.....	1	1	6
Explosion of naphtha	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Fire	.....	.....	1	.....	1	1	2	.....	.....	.....	.....	1	6
Struck snag	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Miscellaneous	.....	.....	1	1	3	.....	.....	.....	.....	.....	.....	.....	5
Total	3	5	2	11	9	7	4	6	2	4	6	3	62

TABLE 17.—*Abstract of returns of disasters (excluding collisions) to vessels on the* PACIFIC *coast during the year ending June 30, 1895, 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, and tides	.....	1	.....	.....	1
Fog	.....	4	.....	.....	4
Gales, hurricanes, etc	.....	11	4	.....	15
Heavy sea	.....	8	1	.....	9
Total of class 1	.....	24	5	.....	29
CLASS 3.—*Causes connected with navigation and seamanship:*					
Errors of masters, officers, or crews	.....	1	.....	.....	1
Errors of pilots	.....	2	.....	.....	2
Total of class 3	.....	3	.....	.....	3
CLASS 4.—*Causes connected with machinery or boilers:*					
Damage to machinery	.....	.....	6	.....	6
Total of class 4	.....	.....	6	.....	6
CLASS 5.—*Other causes:*					
Capsized	.....	.....	1	.....	1
Explosion of naphtha	.....	.....	1	.....	1
Fire	.....	.....	6	.....	6
Ice	.....	1	.....	.....	1
Struck snag	.....	.....	1	.....	1
Miscellaneous	1	1	2	.....	4
Total of class 5	1	2	11	.....	14
Aggregate	1	29	22	.....	52

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

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TABLE 18.—*Abstract of returns of disasters to vessels on the* PACIFIC *coast during the year ending June 30, 1895, 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"	.....	1	.....	.....	.....	.....	.....	1	.....	.....	1	.....	3
Fog	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	2
Misstayed	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Misunderstanding signals	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	2
Unknown	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Total	.....	2	.....	.....	2	.....	.....	2	.....	.....	4	.....	10

TABLE 19.—*Abstract of returns of disasters to vessels on the* PACIFIC *coast during the year ending June 30, 1895, 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	.....	3
Barkentines	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Ferryboats	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Schooners	1	2	.....	6	2	4	1	3	.....	3	1	1	24
Sloops	1	.....	.....	1	.....	.....	.....	.....	1	.....	1	.....	4
Ships	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Steamers	.....	1	1	4	5	2	3	2	1	1	2	2	24
Steamships	.....	1	.....	.....	2	.....	.....	.....	.....	.....	1	.....	4
Total	3	5	2	11	9	7	4	6	2	4	6	3	62

TABLE 20.—*Abstract of returns of disasters to foreign vessels on the* PACIFIC *coast during the year ending June 30, 1895, showing* NATIONALITY *and* DESCRIPTION, *and distinguishing those* TOTALLY LOST *and those* PARTIALLY DAMAGED.

Nationality and rig.	November.		May.		Total.		
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Aggregate.
British barks	.....	.....	.....	1	.....	1	1
British steamships	1	.....	1	.....	2	.....	2
Total	1	.....	1	1	2	1	3
Aggregate	1		2		3		

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TABLE 21.—*Abstract of returns of disasters to vessels on the* PACIFIC *coast during the year ending June 30, 1895, 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	.....	1	.....	2	1	.....	2	2	.....	2	.....	.....	1	1	.....	.....	.....	1	.....	.....	.....	12	4	16
Over 50 and not exceeding 100 tons	.....	.....	.....	.....	.....	.....	2	.....	1	1	.....	2	.....	.....	1	.....	.....	.....	2	1	.....	1	1	.....	7	5	12
Over 100 and not exceeding 200 tons	.....	.....	.....	1	.....	.....	1	2	.....	1	.....	.....	.....	.....	.....	.....	.....	1	1	.....	1	.....	.....	1	3	6	9
Over 200 and not exceeding 300 tons	.....	.....	.....	.....	.....	.....	1	.....	1	1	1	.....	1	.....	.....	2	.....	.....	.....	.....	.....	1	.....	.....	4	4	8
Over 300 and not exceeding 400 tons	.....	.....	1	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	2	3
Over 400 and not exceeding 500 tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	3
Over 500 and not exceeding 600 tons	1	.....	.....	1	.....	.....	.....	1	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	3	4
Over 600 and not exceeding 700 tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
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	1
Over 1,200 and not exceeding 1,300 tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Over 1,300 and not exceeding 1,400 tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 1,400 tons	.....	.....	.....	1	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1	2	3
Unknown	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	3	.....	2	3	1	1	6	5	3	6	3	4	3	1	1	5	1	1	3	1	2	4	1	2	29	33	62
Aggregate	3		5		2		11		9		7		4		6		2		4		6		3		62		

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, 1895, 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	1	1	2	1	.....	.....	.....	1	12
Over 3 and not exceeding 7 years	1	.....	.....	3	3	1	2	2	.....	1	3	1	17
Over 7 and not exceeding 10 years	.....	.....	.....	1	1	2	.....	1	.....	1	1	1	8
Over 10 and not exceeding 14 years	.....	1	.....	3	.....	.....	.....	.....	1	1	.....	.....	6
Over 14 and not exceeding 20 years	1	1	.....	.....	2	2	.....	1	.....	1	.....	.....	8
Over 20 and not exceeding 25 years	.....	.....	.....	1	.....	1	.....	.....	.....	.....	.....	.....	2
Over 25 and not exceeding 30 years	.....	1	1	.....	2	.....	.....	1	.....	.....	2	.....	7
Over 30 and not exceeding 35 years	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 35 and not exceeding 40 years	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Over 40 and not exceeding 45 years	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 45 and not exceeding 50 years	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 50 years	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Unknown	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Total	3	5	2	11	9	7	4	6	2	4	6	3	62

TABLE 23.—*Abstract of returns of disasters to vessels on the* PACIFIC *coast during the year ending June 30, 1895, 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	1	3	3	2	2	5	1	2	3	.....	26
Coal	.....	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	2
Fish	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Grain	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Live stock	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Lumber, timber, etc	.....	.....	.....	4	1	2	.....	.....	1	.....	1	1	10
Merchandise (general)	1	.....	.....	.....	2	2	.....	1	.....	1	1	1	9
Provisions	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Stone	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Sugar	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Wood	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	2
Miscellaneous	.....	1	.....	.....	2	.....	2	.....	.....	.....	.....	1	6
Unknown	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Total	3	5	2	11	9	7	4	6	2	4	6	3	62

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	.....	165	165	1	.....	.....	.....	1	2	11	13	.....
Strandings	29	4,365	3,611	7,976	18	11	.....	23	6	6	275	281	20
Vessels collided	10	123	4,049	4,172	3	6	1	1	9	45	129	174	.....
Other causes	22	212	8,504	8,716	13	9	.....	5	17	149	244	393	2
Total	62	4,700	16,329	21,029	35	26	1	29	33	202	659	861	22

*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, 1895, 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	$1,090,700	1	13	$180,400	1	1	14	$21,800	.....	3	4	$1,925	2	9
August	43	2,476,500	1	27	284,370	.....	1	38	125,180	.....	6	9	17,170	4	15
September	53	2,129,460	.....	32	313,380	4	.....	51	321,635	.....	2	13	57,390	.....	23
October	29	1,061,000	.....	21	391,655	.....	.....	26	140,665	.....	3	12	50,050	.....	9
November	51	1,822,900	.....	41	378,505	.....	.....	49	277,635	.....	2	20	35,115	.....	21
December	3	147,000	.....	1	225,000	.....	.....	3	6,500	.....	.....	.....	.....	.....	1
January	1	150,000	.....	1	20,000	.....	.....	1	150,000	.....	.....	1	20,000	.....	.....
February	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
March	6	68,200	.....	3	15,730	.....	.....	5	9,800	.....	1	2	10,015	.....	1
April	7	438,500	.....	6	268,020	.....	.....	7	59,150	.....	.....	3	30,345	.....	3
May	33	2,581,500	.....	23	730,345	1	.....	31	639,115	.....	2	12	160,650	.....	12
June	11	293,000	1	7	72,280	.....	1	10	26,450	.....	2	3	18,655	.....	5
Total	258	12,258,760	3	175	2,879,685	6	3	235	1,777,930	.....	21	79	401,315	6	99

* 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, 1895, 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	2	12	1	2	17	396	15,094	1	225	9
August	2	36	2	4	44	1,191	37,932	399	543	.....
September	14	37	.....	2	53	5,294	33,297	350	582	11
October	3	23	.....	3	29	2,015	20,730	2	295	8
November	9	40	.....	2	51	2,250	36,326	.....	537	6
December	.....	3	.....	.....	3	.....	2,828	.....	23	.....
January	1	.....	.....	.....	1	1,123	.....	1	25	26
February	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
March	.....	5	.....	1	6	.....	825	3	34	.....
April	1	6	.....	.....	7	1,088	7,548	.....	81	1
May	7	24	.....	2	33	6,644	35,184	44	489	14
June	1	9	1	1	12	33	7,265	.....	138	1
Total	40	195	4	17	256	20,034	197,029	800	2,972	76

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TABLE 27.—*Abstract of returns of disasters to vessels on the* GREAT LAKES *during the year ending June 30, 1895, 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	8	$710,000	6	$42,300	$752,300	7	3	2	6	2
August	24	1,910,105	16	176,085	2,086,190	18	5	2	7	16
September	26	1,373,250	21	257,140	1,630,390	24	5	3	10	17
October	14	536,000	13	353,690	889,690	14	2	1	6	8
November	31	1,241,170	19	281,005	1,522,175	18	10	2	12	10
December	3	116,200	1	225,000	341,200	.....	.....	.....	.....	2
January	.....	.....	.....	.....	.....	1	1	.....	.....	.....
February	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
March	1	1,600	1	15,000	16,600	4	2	1	.....	3
April	5	277,125	3	136,200	413,325	2	.....	.....	3	1
May	24	1,907,300	7	371,200	2,278,500	5	3	4	14	9
June	7	202,690	4	31,335	234,025	3	.....	2	4	4
Total	143	8,275,440	91	1,888,955	10,164,395	96	31	17	62	72

TABLE 28.—*Abstract of returns of disasters to vessels on the* GREAT LAKES *during the year ending June 30, 1895, distinguishing the* NATURE *of each casualty.*

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered	1	.....	2	3	2	.....	1	.....	.....	1	1	.....	11
Stranded	2	17	29	11	28	.....	.....	.....	1	.....	16	3	107
Collided	8	14	10	4	8	.....	.....	.....	2	2	8	6	62
Capsized	.....	.....	.....	1	1	.....	.....	.....	.....	.....	.....	1	3
Damage to hull, masts, rigging, etc	.....	.....	4	4	4	.....	.....	.....	.....	.....	2	.....	14
Damage to machinery	.....	4	1	1	1	1	.....	.....	1	.....	.....	.....	9
Explosion of boiler and bursting of steam pipes.	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	.....	2
Fire	3	6	3	3	3	2	.....	.....	2	1	3	2	28
Ice	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	2
Sprung a leak	.....	1	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
Struck bridge, sunken wreck, pier, etc	3	1	.....	1	3	.....	.....	.....	.....	1	1	.....	10
Water-logged	.....	1	1	1	.....	.....	.....	.....	.....	.....	1	.....	4
Miscellaneous	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Total	17	44	53	29	51	3	1	.....	6	7	33	12	256

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TABLE 29.—*Abstract of returns of disasters (excluding collisions) to vessels on the* GREAT LAKES *during the year ending June 30, 1895, 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, and tides	.....	2	.....	.....	2
Darkness	.....	17	.....	.....	17
Fog	.....	20	.....	.....	20
Gales, hurricanes, etc	5	26	16	.....	47
Heavy sea	3	3	2	.....	8
Snowstorms	.....	6	.....	.....	6
Total of class 1	8	74	18	.....	100
CLASS 2.—*Causes connected with vessels, equipments, or stowage:*					
Errors in compass	.....	1	.....	.....	1
Defective chart	.....	1	.....	.....	1
Total of class 2	.....	2	.....	.....	2
CLASS 3.—*Causes connected with navigation and seamanship:*					
Errors of masters, officers, or crews	.....	3	.....	.....	3
Errors of pilots	.....	3	1	.....	4
Total of class 3	.....	6	1	.....	7
CLASS 4.—*Causes connected with machinery or boilers:*					
Damage to machinery	.....	.....	9	.....	9
Explosion of boiler and bursting of steam pipes	.....	.....	2	.....	2
Total of class 4	.....	.....	11	.....	11
CLASS 5.—*Other causes:*					
Absence of lights or buoys	.....	5	.....	.....	5
Fire	.....	.....	28	.....	28
Ice	.....	.....	2	.....	2
Misstayed	.....	1	.....	.....	1
Sprung a leak	3	.....	4	.....	7
Struck bridge, pier, rock, sunken wreck, etc	.....	3	10	.....	13
Miscellaneous	.....	16	2	.....	18
Total of class 5	3	25	46	.....	74
Aggregate	11	107	76	.....	194

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TABLE 30.—*Abstract of returns of disasters to vessels on the* GREAT LAKES *during the year ending June 30, 1895, 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	2	.....	2	.....	.....	.....	.....	.....	.....	2	7
Carelessness	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Darkness	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
"Fault of other vessel"	3	5	.....	.....	1	.....	.....	.....	1	.....	1	.....	11
Fault of tug towing	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Fog	2	2	2	.....	2	.....	.....	.....	.....	.....	6	.....	14
High and baffling winds	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	2
Misunderstanding signals	.....	.....	1	2	2	.....	.....	.....	.....	.....	.....	2	7
Unavoidable	.....	2	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
Miscellaneous	2	1	.....	.....	.....	.....	.....	.....	1	2	.....	1	7
Unknown	1	2	2	.....	1	.....	.....	.....	.....	.....	.....	1	7
Total	8	14	10	4	8	.....	.....	.....	2	2	8	6	62

TABLE 31.—*Abstract of returns of disasters to vessels on the* GREAT LAKES *during the year ending June 30, 1895, 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	1	.....	.....	.....	.....	.....	.....	.....	4
Ferryboats	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Schooners	6	12	29	12	23	.....	.....	.....	1	1	7	1	92
Scows	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Sloops	.....	.....	1	.....	.....	.....	1	.....	.....	.....	.....	.....	2
Steamers	11	24	20	14	24	2	.....	.....	4	6	24	11	140
Steam canal boats	.....	1	1	.....	.....	.....	.....	.....	1	.....	.....	.....	3
Steamships	.....	5	2	.....	2	1	.....	.....	.....	.....	2	.....	12
Unknown	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Total	17	44	53	29	51	3	1	.....	6	7	33	12	256

TABLE 32.—*Abstract of returns of disasters to foreign vessels on the* GREAT LAKES *during the year ending June 30, 1895, showing* NATIONALITY *and* DESCRIPTION *and distinguishing those* TOTALLY LOST *and those* PARTIALLY DAMAGED.

Nationality and rig.	September.		October.		November.		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.	
British schooners	.....	.....	.....	1	1	.....	.....	.....	.....	.....	1	1	2
British steamers	1	.....	.....	1	.....	.....	.....	1	.....	1	1	3	4
Total	1	.....	.....	2	1	.....	.....	1	.....	1	2	4	6
Aggregate	1		2		1		1		1		6		

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TABLE 33.—*Abstract of returns of disasters to vessels on the* GREAT LAKES *during the year ending June 30, 1895, 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	.....	.....	.....	6	4	1	.....	3	3	4	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1	.....	1	1	9	16	25
Over 50 and not exceeding 100 tons	1	.....	.....	3	2	3	.....	.....	.....	1	.....	1	.....	.....	.....	.....	.....	4	.....	.....	1	1	.....	1	4	14	18
Over 100 and not exceeding 200 tons	.....	2	1	.....	1	3	.....	2	2	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	.....	.....	4	11	15
Over 200 and not exceeding 300 tons	.....	2	.....	4	2	3	.....	.....	2	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	2	.....	2	5	14	19
Over 300 and not exceeding 400 tons	1	1	.....	3	1	4	1	4	1	8	.....	1	.....	.....	.....	.....	.....	.....	.....	1	1	1	.....	.....	5	23	28
Over 400 and not exceeding 500 tons	.....	.....	.....	2	.....	6	.....	2	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13	13
Over 500 and not exceeding 600 tons	.....	.....	.....	3	.....	.....	.....	2	.....	1	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	2	.....	.....	.....	9	9
Over 600 and not exceeding 700 tons	.....	1	.....	1	1	2	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	2	1	9	10
Over 700 and not exceeding 800 tons	.....	.....	.....	.....	1	2	1	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	2	6	8
Over 800 and not exceeding 900 tons	.....	2	.....	1	.....	2	.....	3	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	.....	1	.....	15	15
Over 900 and not exceeding 1,000 tons	.....	.....	.....	1	.....	2	1	2	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	.....	.....	3	6	9
Over 1,000 and not exceeding 1,100 tons	.....	.....	1	2	.....	1	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	2	4	6
Over 1,100 and not exceeding 1,200 tons	.....	.....	.....	2	1	.....	.....	1	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	3	5
Over 1,200 and not exceeding 1,300 tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	2	.....	7	7
Over 1,300 and not exceeding 1,400 tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	2	2
Over 1,400 tons	.....	6	.....	13	1	10	.....	6	.....	10	.....	1	.....	.....	.....	.....	.....	.....	.....	4	2	12	.....	.....	3	62	65
Unknown	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	2
Total	2	15	2	42	14	39	3	26	9	42	.....	3	1	.....	.....	.....	.....	6	1	6	7	26	1	11	40	216	256
Aggregate	17		44		53		29		51		3		1		.....	.....	6		7		33		12		256		

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, 1895, showing the number of vessels and distinguishing* AGE.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 3 years	3	6	5	5	4	.....	1	.....	2	2	10	1	39
Over 3 and not exceeding 7 years	4	16	9	4	9	.....	.....	.....	2	1	9	1	55
Over 7 and not exceeding 10 years	1	2	4	1	6	2	.....	.....	.....	.....	.....	1	17
Over 10 and not exceeding 14 years	2	7	3	7	7	.....	.....	.....	.....	2	4	3	35
Over 14 and not exceeding 20 years	.....	2	6	.....	7	.....	.....	.....	2	1	.....	1	19
Over 20 and not exceeding 25 years	2	2	13	7	12	1	.....	.....	.....	1	5	2	45
Over 25 and not exceeding 30 years	3	5	7	3	2	.....	.....	.....	.....	.....	2	2	24
Over 30 and not exceeding 35 years	.....	.....	1	2	3	.....	.....	.....	.....	.....	2	.....	8
Over 35 and not exceeding 40 years	1	3	4	.....	1	.....	.....	.....	.....	.....	1	1	11
Over 40 and not exceeding 45 years	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Over 45 and not exceeding 50 years	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 50 years	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Unknown	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Total	17	44	53	29	51	3	1	.....	6	7	33	12	256

TABLE 35.—*Abstract of returns of disasters to vessels on the* GREAT LAKES *during the year ending June 30, 1895, 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	16	17	8	10	2	.....	.....	3	1	9	4	72
Coal	4	11	10	4	13	.....	.....	.....	.....	.....	4	2	48
Copper ore	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1	.....	2
Explosives	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Grain	.....	2	4	1	10	.. ..	.....	.....	1	5	4	2	29
Iron and iron ore	4	5	5	5	2	.....	.....	.....	.....	.....	6	.....	27
Lumber, timber, etc	3	6	6	8	12	.....	.....	.....	1	.....	4	3	43
Merchandise (general)	1	.....	2	.....	.....	1	.....	.....	.....	.....	1	.....	5
Provisions	1	2	2	1	2	.....	1	.....	.....	.....	2	.....	11
Salt	.....	1	1	.....	1	.....	.....	.....	.....	1	.....	.....	4
Sand, plaster, etc	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	.....	2
Stone, brick, etc	1	.....	2	.....	1	.....	.....	.....	1	.....	.....	.....	5
Wood	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Miscellaneous	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	.....	2
Unknown	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	3
Total	17	44	53	29	51	3	1	.....	6	7	33	12	256

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TABLE 36.—*Abstract of returns of disasters to vessels on the* GREAT LAKES *during the year ending June 30, 1895, 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	6	9	10	.....	.....	.....	1	4	4	1	46
Lake Huron	1	5	7	5	9	.....	.....	.....	.....	2	9	2	40
Lake Michigan	5	12	25	9	21	2	1	.....	5	.....	9	4	93
Lake Ontario	.....	2	1	1	3	.....	.....	.....	.....	.....	1	1	9
Lake Superior	.....	5	4	4	3	.....	.....	.....	.....	.....	2	3	21
Lake St. Clair	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	2
Straits of Mackinac	.....	1	4	.....	.....	.....	.....	.....	.....	.....	2	.....	7
Detroit River	4	2	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
St. Clair River	1	.....	.....	.....	3	1	.....	.....	.....	1	.....	.....	6
St. Marys River	2	9	4	1	2	.....	.....	.....	.....	.....	5	1	24
Total	17	44	53	29	51	3	1	.....	6	7	33	12	256

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	11	4,535	204	4,739	11	.....	.....	9	2	3	88	91	49
Strandings	107	3,667	101,205	104,872	84	23	.....	14	93	79	1,267	1,346	1
Vessels collided	62	7,295	50,320	57,615	37	22	3	7	55	441	757	1,198	14
Other causes	76	4,537	45,300	49,837	49	27	.....	10	66	277	860	1,137	12
Total	256	20,034	197,029	217,063	181	72	3	40	216	800	2,972	3,772	76

*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, 1895, 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	$440,550	1	5	$43,155	.....	1	18	$72,095	.....	2	4	$4,155	.....	2
August	17	240,520	1	2	5,425	1	1	17	100,255	.....	1	1	425	.....	3
September	21	279,100	.....	9	20,805	.....	.....	20	85,550	.....	1	5	3,685	.....	4
October	10	439,715	1	2	7,425	2	1	10	30,475	.....	1	3	1,825	.....	2
November	14	226,950	1	6	62,300	2	1	14	22,300	.....	1	2	6,030	.....	7
December	13	128,400	.....	6	18,725	1	.....	12	43,700	.....	1	5	5,935	.....	2
January	21	296,000	1	5	75,025	1	1	21	91,750	.....	1	2	47,860	.....	5
February	17	193,100	.....	3	7,695	.....	.....	16	68,500	.....	1	3	1,095	.....	.....
March	23	268,700	.....	14	205,825	1	.....	23	69,570	.....	.....	11	62,415	.....	4
April	12	572,000	1	5	118,700	.....	1	12	75,740	.....	1	3	13,340	.....	3
May	8	78,500	1	1	5,000	2	1	9	36,100	.....	.....	1	2,500	.....	3
June	7	43,100	.....	1	50	.....	.....	7	34,000	.....	.....	1	50	.....	.....
Total	182	3,206,635	7	59	570,130	10	7	179	730,035	.....	10	41	149,315	.....	35

* 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, 1895, 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	1	1	20	394	6,241	568	242	.....
August	5	12	1	.....	18	881	3,798	224	307	.....
September	6	14	1	.....	21	913	4,673	230	201	1
October	2	8	1	.....	11	159	3,913	195	235	.....
November	4	10	.....	1	15	311	3,467	112	242	.....
December	6	6	1	.....	13	992	1,613	36	211	.....
January	6	15	1	.....	22	2,021	7,993	335	344	.....
February	6	10	.....	1	17	931	3,152	.....	81	.....
March	13	10	.....	.....	23	2,024	3,778	68	492	9
April	3	9	1	.....	13	879	5,983	177	304	1
May	2	7	.....	.....	9	369	1,972	79	145	.....
June	5	2	.....	.....	7	1,160	122	4	32	3
Total	62	117	7	3	189	11,034	46,705	2,028	2,836	14

TABLE 40.—*Abstract of returns of disasters to vessels on the* RIVERS *of the United States during the year ending June 30, 1895, 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	14	$235,625	1	$30,000	$265,625	4	3	2	2	14
August	8	67,335	.....	.....	67,335	8	2	2	2	14
September	12	57,950	1	3,000	60,950	9	5	.....	3	12
October	7	157,900	1	50,000	207,900	3	1	1	3	6
November	9	82,500	1	58,000	140,500	3	3	3	5	6
December	8	71,500	2	2,500	74,000	4	3	1	2	6
January	14	164,500	3	46,000	210,500	6	2	2	2	15
February	8	69,800	.....	.....	69,800	9	2	.....	1	14
March	10	92,000	7	52,160	144,160	13	4	.....	4	8
April	7	167,800	2	51,250	219,050	3	1	3	3	7
May	7	47,500	1	5,000	52,500	.....	.....	2	3	5
June	6	24,000	.....	.....	24,000	1	1	.....	.....	6
Total	110	1,238,410	19	297,910	1,536,320	63	27	16	30	113

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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, 1895, distinguishing the* NATURE *of each casualty.*

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered	1	1	2	1	2	.....	4	2	2	1	.....	2	18
Stranded	.....	1	2	3	1	4	3	1	4	.....	.....	.....	19
Collided	6	2	4	2	6	.....	4	2	.....	6	.....	.....	32
Capsized	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Damage to hull, masts, rigging, etc	.....	.....	1	.....	1	.....	2	.....	.....	.....	.....	.....	4
Damage to machinery	1	1	1	.....	.....	.....	3	.....	3	1	2	.....	12
Explosion of boilers and bursting of steam pipes.	.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Fire	6	7	9	2	4	5	2	4	7	2	4	4	56
Ice	.....	.....	.....	.....	.....	.....	2	8	.....	.....	.....	.....	10
Sprung a leak	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Struck bridge, snag, wharf, etc	6	5	1	3	.....	4	2	.....	5	2	3	1	32
Miscellaneous	.....	.....	.....	.....	1	.....	.....	.....	1	.....	.....	.....	2
Total	20	18	21	11	15	13	22	17	23	13	9	7	189

TABLE 42.—*Abstract of returns of disasters (excluding collisions) to vessels on the* RIVERS *of the United States during the year ending June 30, 1895, 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:*					
Fog	.....	2	.....	.....	2
Gales, hurricanes, etc	3	2	3	.....	8
Total of class 1	3	4	3	.....	10
CLASS 3.—*Causes connected with navigation and seamanship:*					
Errors of masters, officers, or crews	.....	2	.....	.....	2
Errors of pilots	.....	1	1	.....	2
Total of class 3	.....	3	1	.....	4
CLASS 4.—*Causes connected with machinery or boilers:*					
Damage to machinery	.....	.....	12	.....	12
Explosion of boiler and bursting of steam pipes	.....	.....	2	.....	2
Total of class 4	.....	.....	14	.....	14
CLASS 5.—*Other causes:*					
Absence of lights or buoys	.....	1	.....	.....	1
Fire	.....	.....	55	.....	55
Heavy sea	1	.....	.....	.....	1
Ice	.....	.....	10	.....	10
Spontaneous combustion	.....	.....	1	.....	1
Sprung a leak	10	1	2	.....	13
Struck bridge, rock, snag, wharf, etc	.....	4	30	.....	34
Miscellaneous	3	5	4	.....	12
Unknown	1	1	.....	.....	2
Total of class 5	15	12	102	.....	129
Aggregate	18	19	120	.....	157

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, 1895, showing the number of vessels* COLLIDED *and distinguishing the* CAUSE *of each disaster.*

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Bad management	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Darkness	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	2
Error in judgment	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Errors of pilots	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
"Fault of other vessel"	4	.....	3	.....	2	.....	.....	1	.....	2	.....	.....	12
Fault of tug towing	.....	2	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	3
Fog	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
Unavoidable	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Miscellaneous	.....	.....	.....	.....	1	.....	.....	1	.....	.....	.....	.....	2
Unknown	.....	.....	.....	1	1	.....	2	.....	.....	2	.....	.....	6
Total	6	2	4	2	6	.....	4	2	.....	6	.....	.....	32

TABLE 44.—*Abstract of returns of disasters to vessels on the* RIVERS *of the United States during the year ending June 30, 1895, showing the number of vessels and distinguishing their* DESCRIPTION.

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Barges	.....	1	.....	1	1	.....	.....	.....	.....	.....	.....	.....	3
Brigs	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Ferryboats	1	.....	.....	.....	.....	.....	3	1	1	.....	.....	.....	6
Schooners	4	1	2	1	3	4	2	6	1	2	.....	1	27
Sloops	.....	.....	1	.....	.....	.....	.....	2	1	.....	.....	.....	4
Steamers	15	16	18	9	11	9	16	8	20	9	9	5	145
Steamships	.....	.....	.....	.....	.....	.....	1	.....	.....	1	.....	.....	2
Steam yachts	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Total	20	18	21	11	15	13	22	17	23	13	9	7	189

TABLE 45.—*Abstract of returns of disasters to foreign vessels on the* RIVERS *of the United States during the year ending June 30, 1895, showing* NATIONALITY *and* DESCRIPTION, *and distinguishing those* TOTALLY LOST *and those* PARTIALLY DAMAGED.

NOTE.—No disasters to foreign vessels on the rivers of the United States have been reported during the year.

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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, 1895, 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	1	2	.....	2	3	1	2	2	1	3	.....	1	2	3	3	7	1	1	.....	.....	3	3	1	26	17	43
Over 50 and not exceeding 100 tons	1	3	.....	4	2	1	.....	1	.....	1	.....	2	1	1	2	3	4	1	.....	2	.....	.....	1	1	11	20	31
Over 100 and not exceeding 200 tons	2	2	.....	3	1	2	1	2	2	3	1	2	2	5	.....	.....	.....	2	1	2	1	1	.....	.....	11	24	35
Over 200 and not exceeding 300 tons	.....	.....	2	.....	.....	1	.....	.....	.....	1	.....	1	.....	.....	.....	1	.....	1	.....	.....	1	.....	.....	.....	3	5	8
Over 300 and not exceeding 400 tons	.....	4	1	.....	.....	4	.....	2	.....	.....	2	1	1	4	.....	2	1	.....	.....	2	.....	1	.....	.....	5	22	27
Over 400 and not exceeding 500 tons	.....	2	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	.....	.....	.....	.....	.....	5	5
Over 500 and not exceeding 600 tons	.....	.....	.....	1	1	1	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	2	.....	1	.....	.....	.....	.....	1	7	8
Over 600 and not exceeding 700 tons	.....	.....	.....	.....	.....	3	.....	.....	.....	1	.....	1	.....	1	.....	.....	.....	1	1	.....	.....	1	.....	.....	1	8	9
Over 700 and not exceeding 800 tons	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	1	.....	.....	.....	.....	.....	1	.....	.....	1	4	5
Over 800 and not exceeding 900 tons	.....	1	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	3	3
Over 900 and not exceeding 1,000 tons	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1	.....	1	3	4
Over 1,000 and not exceeding 1,100 tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 1,100 and not exceeding 1,200 tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	.....	1	1	.....	.....	.....	.....	.....	.....	.....	2	2	4
Over 1,200 and not exceeding 1,300 tons	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Over 1,300 and not exceeding 1,400 tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 1,400 tons	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	3	3
Unknown	.....	.....	.....	1	.....	.....	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	3
Total	4	16	5	13	6	15	2	9	4	11	6	7	6	16	6	11	13	10	3	10	2	7	5	2	62	127	189
Aggregate	20		18		21		11		15		13		22		17		23		13		9		7		189		

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, 1895, 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	3	1	1	4	1	1	1	5	3	1	.. ...	25
Over 3 and not exceeding 7 years	5	2	2	1	2	2	2	2	5	2	2	.....	27
Over 7 and not exceeding 10 years	1	4	2	.....	.....	3	7	2	2	2	2	3	28
Over 10 and not exceeding 14 years	2	3	4	4	1	4	4	6	3	1	1	.....	33
Over 14 and not exceeding 20 years	4	1	6	.....	4	1	2	3	3	3	2	1	30
Over 20 and not exceeding 25 years	2	3	4	.....	2	.....	4	2	3	1	1	1	23
Over 25 and not exceeding 30 years	1	.....	.....	3	.....	.....	2	1	2	1	.....	.....	10
Over 30 and not exceeding 35 years	1	.....	1	.....	1	1	.....	.....	...	.....	.....	2	6
Over 35 and not exceeding 40 years	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 40 and not exceeding 45 years	.....	1	.....	.....	.....	.....	.....	.....	.....	.. ...	.....	.....	1
Over 45 and not exceeding 50 years	.....	.....	1	.....	.....	1	.....	.....	.....	.....	.....	.....	2
Over 50 years	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Unknown	.....	1	.....	1	1	.....	.....	.....	.....	.....	.....	.....	3
Total	20	18	21	11	15	13	22	17	23	13	9	7	189

TABLE 48.—*Abstract of returns of disasters to vessels on the* RIVERS *of the United States during the year ending June 30, 1895, showing the number of vessels and distinguishing their* CARGOES.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast	14	14	12	6	6	6	15	14	8	7	5	6	113
Coal	1	.....	1	.....	1	1	1	.....	1	.....	.....	.....	6
Cotton, cotton seed, etc	.....	.....	1	1	1	.....	1	.....	4	.....	1	.....	9
Fertilizers	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Fish, oysters, etc	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Fruit	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Grain	2	.....	.....	.....	1	.....	.....	.....	1	2	.....	.....	6
Iron, iron ore, etc	.....	.....	.....	.....	.....	.....	.....	1	.....	1	.....	.....	2
Live stock	.....	1	.....	.....	.....	1	.....	.....	1	.....	.....	.....	3
Lumber, timber, etc	.....	.....	2	.....	1	1	1	1	.....	.....	.....	.....	6
Merchandise (general)	1	.....	3	.....	3	.....	... ..	.....	3	.....	.....	.....	10
Provisions	1	.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....	3
Stone, brick, etc	.....	.....	.....	1	.....	1	.....	1	1	.....	.....	.....	4
Sugar, molasses, etc	.....	.....	.....	.....	.....	.....	1	.....	.....	1	.....	1	3
Wood	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Miscellaneous	.....	2	.....	2	.....	2	1	.....	3	1	2	.....	13
Unknown	1	1	.....	1	1	.....	1	.....	.....	1	1	.....	7
Total	20	18	21	11	15	13	22	17	23	13	9	7	189

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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, 1895, distinguishing the* RIVERS *on which they occurred.*

Rivers.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Arkansas	....	.....	1	.....	.....	.....	1	.....	.....	.....	.....	.....	2
Bayou Têche, Louisiana	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Bayou Tensas, Louisiana	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Cape Fear	1	1	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	3
Chester, Maryland	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Columbia, Oregon	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Cowlitz, Washington	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Delaware	4	2	5	3	1	2	5	2	.....	4	3	2	33
Grand River, Michigan	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Houston, Louisiana	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Hudson	1	.....	1	3	.....	1	.....	1	1	1	.....	.....	9
James	.....	2	2	.....	2	.....	.....	4	.....	.....	.....	1	11
Kanawha, (Great) West Virginia	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1	2
Kanawha, (Little) West Virginia	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Mississippi	3	6	2	3	3	6	3	3	4	2	.....	.....	35
Missouri	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Monongahela	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Ocklawaha	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Ohio	4	4	4	1	5	1	4	4	7	4	4	.....	42
Ouachita	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Passaic, New Jersey	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Penobscot	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Potomac	.....	.....	.....	.....	2	1	.....	2	1	.....	.....	1	7
Red, Louisiana	.....	.....	.....	.....	.....	.....	1	.....	3	.....	1	.....	5
Rio Grande	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Saco, Maine	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
St. Johns, Florida	1	.....	1	.....	.....	.....	2	.....	.....	.....	.....	.....	4
St. Lawrence	2	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	4
San Joaquin, California	.....	.....	2	.....	.....	.....	1	.....	.....	.....	.....	.....	3
Snohomish, Washington	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Tennessee	.....	.....	.....	1	.....	1	.....	.....	.....	2	.....	.....	4
Tensas, Louisiana	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Wabash	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
White, Arkansas	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	.....	2
White, Indiana	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
White, Louisiana	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Willamette, Oregon	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Total	20	18	21	11	15	13	22	17	23	13	9	7	189

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	18	584	571	1,155	3	15	.....	9	9	18	99	117	3
Strandings	19	1,508	6,993	8,501	13	6	.....	5	14	239	528	767	1
Vessels collided	32	8	13,893	13,901	14	12	6	1	31	671	286	957	.....
Other causes	120	8,934	25,248	34,182	39	80	1	47	73	1,100	1,923	3,023	10
Total	189	11,034	46,705	57,739	69	113	7	62	127	2,028	2,836	4,864	14

* 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 51.—*Abstract of returns of disasters to American vessels* AT SEA *and in* FOREIGN WATERS *during the year ending June 30, 1895, 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	6	$109,000	.....	3	$73,000	.....	1	5	$41,930	.....	1	2	$35,000	.....	2
August	5	125,400	.....	2	40,000	1	.....	5	15,300	.....	.....	1	10,000	.....	2
September	30	1,303,075	1	24	268,835	2	1	30	208,495	.....	1	15	93,400	.....	12
October	42	967,550	1	38	1,137,630	.....	1	42	204,800	.....	1	22	128,980	.....	17
November	20	443,200	.....	15	262,640	1	.....	20	157,120	.....	.....	7	67,610	.....	9
December	25	723,500	.....	21	402,100	.....	.....	25	364,800	.....	.....	12	28,850	.....	9
January	17	663,500	.....	13	543,905	2	.....	17	128,900	.....	.....	9	26,330	.....	6
February	61	989,060	.....	49	513,685	3	.....	59	640,870	.....	2	40	228,155	1	11
March	25	372,940	.....	19	363,145	.....	2	24	150,905	.....	1	12	27,295	.....	9
April	21	319,500	1	17	134,840	3	1	21	113,650	.....	1	11	20,180	.....	10
May	17	572,400	4	13	246,250	.....	4	15	497,065	.....	6	5	190,200	.....	12
June	11	3,473,000	.....	6	340,570	2	1	11	50,300	.....	.....	3	54,375	.....	6
Total	280	10,062,125	7	220	4,326,600	14	11	274	2,574,135	.....	13	139	910,375	1	105

*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, 1895, 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	4	1	.....	6	575	2,005	.....	73	.....
August	2	3	.....	.....	5	371	2,552	.....	74	.....
September	11	19	1	.....	31	5,312	17,717	102	467	32
October	15	27	1	.....	43	7,009	23,096	89	527	83
November	9	11	.....	.....	20	4,679	6,640	11	279	.....
December	14	11	.....	.....	25	8,863	11,130	31	329	49
January	8	9	.....	.....	17	4,199	12,409	228	329	13
February	31	28	.....	2	61	14,914	11,956	89	612	112
March	11	13	1	.....	25	3,000	9,808	46	271	22
April	9	12	1	.....	22	2,857	11,895	6	208	11
May	5	10	4	2	21	6,192	7,882	122	299	170
June	3	8	.....	.....	11	1,037	21,160	653	601	.....
Total	119	155	9	4	287	59,008	138,250	1,377	4,069	492

TABLE 53.—*Abstract of returns of disasters to American vessels* AT SEA *and in* FOREIGN WATERS *during the year ending June 30, 1895, 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	3	$44,000	3	$68,600	$112,600	1	.....	2	1	2
August	3	10,250	1	10,000	20,250	1	.....	1	2	2
September	18	787,625	7	178,700	966,325	11	9	2	11	4
October	20	347,050	16	549,000	896,050	14	8	9	15	4
November	17	337,950	6	63,135	401,085	.....	3	3	7	4
December	14	292,450	9	44,000	336,450	11	3	.....	9	4
January	10	251,725	6	42,980	294,705	5	1	2	8	2
February	40	474,540	25	210,695	685,235	12	7	9	20	9
March	17	116,600	7	168,145	284,745	5	2	3	12	4
April	13	152,900	6	78,840	231,740	3	2	6	13	1
May	12	93,700	5	114,900	208,600	4	5	5	7	4
June	8	1,885,200	3	252,875	2,138,075	2	.....	1	6	2
Total	175	4,793,990	94	1,781,870	6,575,860	69	40	43	111	42

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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, 1895, distinguishing the* NATURE *of each casualty.*

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered	.....	.....	.....	4	3	2	2	3	1	.....	1	.....	16
Stranded	2	3	9	4	5	7	7	10	5	7	3	2	64
Collided	4	.....	4	2	.....	.....	.....	.....	2	4	12	2	30
Abandoned	.....	.....	2	4	.....	1	1	10	4	2	.....	1	25
Capsized	.....	.....	.....	1	.....	1	.....	.....	.....	.....	.....	.....	2
Damage to hull, masts, rigging, etc	.....	1	13	17	7	2	3	20	6	5	1	2	77
Damage to machinery	.....	1	.....	2	.....	2	1	.....	1	.....	.....	2	9
Fire	.....	.....	2	1	2	1	.....	.....	2	.....	.....	1	9
Lightning	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Never heard from	.....	.....	1	6	.....	3	.....	9	2	1	.....	.....	22
Sprung a leak	.....	.....	.....	2	2	4	3	2	1	3	2	1	20
Water logged	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Miscellaneous	.....	.....	.....	.....	1	1	.....	7	1	.....	1	.....	11
Total	6	5	31	43	20	25	17	61	25	22	21	11	287

TABLE 55.—*Abstract of returns of disasters (excluding collisions) to American vessels* AT SEA *and in* FOREIGN WATERS *during the year ending June 30, 1895, 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	.....	12	.....	.....	12
Darkness	.....	3	.....	.....	3
Fog	.....	10	.....	.....	10
Gales, hurricanes, etc	12	12	102	.....	126
Heavy sea	1	3	12	.....	16
Lightning	.....	.....	1	.....	1
Snowstorms	.....	4	.....	.....	4
Total of class 1	13	44	115	.....	172
CLASS 2.—*Causes connected with vessels, equipments, or stowage:*					
Defective hull, masts, rigging, etc	.....	.....	2	.....	2
Total of class 2	.....	.....	2	.....	2
CLASS 3.—*Causes connected with navigation and seamanship:*					
Errors of masters, officers, or crews	.....	7	.....	.....	7
Errors of pilots	.....	1	.....	.....	1
Total of class 3	.....	8	.....	.....	8
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
Fire	.....	.....	8	.....	8
Misstayed	.....	3	.....	.....	3
Spontaneous combustion	.....	.....	1	.....	1
Sprung a leak	3	1	3	.....	7
Struck rock	.....	1	.....	.....	1
Water-logged	.....	.....	16	.....	16
Miscellaneous	.....	2	1	.....	3
Unknown	.....	3	.....	22	25
Total of class 5	3	12	29	22	66
Aggregate	16	64	155	22	257

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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, 1895, 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	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Error in judgment	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	2
"Fault of other vessel"	1	.....	.....	.....	.....	.....	.....	.....	1	1	1	.....	4
Fault of tug towing	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Fog	2	.....	2	.....	.....	.....	.....	.....	.....	1	6	.....	11
High and baffling winds	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	2
Unknown	1	.....	2	.....	.....	.....	.....	.....	1	1	2	2	9
Total	4	.....	4	2	.....	.....	.....	.....	2	4	12	2	30

TABLE 57.—*Abstract of returns of disasters to American vessels* AT SEA *and in* FOREIGN WATERS *during the year ending June 30, 1895, showing the number of vessels and distinguishing their* DESCRIPTION.

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Barges	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	.....	2
Barks	1	.....	4	4	2	4	2	4	1	2	3	.....	27
Barkentines	.....	.....	1	1	.....	2	1	4	1	2	.....	2	14
Brigs	.....	.....	.....	2	1	2	3	1	1	1	.....	2	13
Brigantines	.....	.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	2
Schooners	5	3	17	25	15	13	6	49	17	15	12	3	180
Ships	.....	1	2	4	1	.....	2	.....	1	1	1	.....	13
Steamers	.....	.....	.....	1	.....	1	.....	1	.....	.....	1	1	5
Steamships	.....	1	5	5	1	3	3	2	3	1	3	3	30
Steam yachts	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Total	6	5	31	43	20	25	17	61	25	22	21	11	287

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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, 1895, 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.		
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Aggregate.
Not exceeding 50 tons	.....	.....	.....	.....	.....	.....	3	1	.....	.....	.....	.....	.....	.....	3	.....	1	1	1	.....	.....	.....	.....	.....	8	2	10
Over 50 and not exceeding 100 tons	.....	1	1	1	2	4	.....	.....	.....	.....	2	.....	.....	.....	5	7	2	1	2	.....	.....	3	.....	.....	14	17	31
Over 100 and not exceeding 200 tons	.....	2	.....	.....	.....	2	.....	5	1	3	3	1	2	.....	3	3	2	.....	1	.....	1	5	1	1	14	22	36
Over 200 and not exceeding 300 tons	.....	.....	.....	.....	3	.....	2	.....	1	2	.....	2	2	.....	1	3	2	1	.....	.....	.....	1	.....	.....	11	9	20
Over 300 and not exceeding 400 tons	.....	.....	1	.....	2	3	2	5	1	1	2	2	1	.....	4	4	1	2	1	3	.....	1	1	.....	16	21	37
Over 400 and not exceeding 500 tons	.....	.....	.....	.....	1	2	2	2	2	1	1	1	.....	2	4	1	1	3	2	3	1	1	1	.....	15	16	31
Over 500 and not exceeding 600 tons	1	1	.....	1	1	1	2	3	3	.....	.....	.....	.....	1	3	8	.....	4	2	1	1	.....	.....	1	13	21	34
Over 600 and not exceeding 700 tons	.....	.....	.....	.....	.....	1	1	2	.....	2	3	.....	.....	.....	3	1	2	.....	.....	2	.....	.....	.....	2	9	10	19
Over 700 and not exceeding 800 tons	.....	.....	.....	.....	.....	.....	1	.....	.....	1	.....	.....	1	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	2	5
Over 800 and not exceeding 900 tons	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	1	3	4
Over 900 and not exceeding 1,000 tons	.....	.....	.....	.....	.....	1	.....	2	.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	5	6
Over 1,000 and not exceeding 1,100 tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1	.....	.....	.....	2	.....	.....	.....	.....	.....	4	4
Over 1,100 and not exceeding 1,200 tons	.....	1	.....	.....	1	.....	1	.....	.....	.....	.....	1	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	2	6
Over 1,200 and not exceeding 1,300 tons	.....	.....	.....	.....	.....	.....	1	1	.....	.....	1	.....	.....	.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	3	2	5
Over 1,300 and not exceeding 1,400 tons	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1	2	3
Over 1,400 tons	.....	.....	.....	1	1	6	.....	4	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	2	3	.....	3	4	20	24
Unknown	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	3	.....	4	1	.....	.....	2	.....	.....	.....	1	.....	.....	2	10	12
Total	1	5	2	3	11	20	15	28	9	11	14	11	8	9	31	30	11	14	9	13	5	16	3	8	119	168	287
Aggregate	6		5		31		43		20		25		17		61		25		22		21		11		287		

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, 1895, 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	3	3	2	1	4	1	.....	2	1	20
Over 3 and not exceeding 7 years	.....	2	6	6	1	.....	1	12	1	4	2	2	37
Over 7 and not exceeding 10 years	2	.....	2	3	3	3	2	4	1	.....	2	.....	22
Over 10 and not exceeding 14 years	.....	1	1	5	3	8	3	12	8	7	5	2	55
Over 14 and not exceeding 20 years	1	1	13	11	4	2	5	12	7	6	1	2	65
Over 20 and not exceeding 25 years	1	1	4	8	3	4	.....	8	2	3	4	2	40
Over 25 and not exceeding 30 years	1	.....	3	1	2	4	3	4	5	1	2	2	28
Over 30 and not exceeding 35 years	.....	.....	.....	4	.....	.....	.....	2	.....	.....	1	.....	7
Over 35 and not exceeding 40 years	....	.....	.....	1	1	2	.....	2	.....	1	.....	.....	7
Over 40 and not exceeding 45 years	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 45 and not exceeding 50 years	.....	.....	.....	1	.....	.....	1	.....	.....	.....	.....	.....	2
Over 50 years	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Unknown	.....	.....	.....	.....	.....	.....	1	1	.....	.....	2	.....	4
Total	6	5	31	43	20	25	17	61	25	22	21	11	287

TABLE 60.—*Abstract of returns of disasters to American vessels* AT SEA *and in* FOREIGN WATERS *during the year ending June 30, 1895, showing the number of vessels and distinguishing their* CARGOES.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast	2	2	4	4	4	4	2	9	4	1	4	2	42
Coal	1	.....	9	8	2	7	2	8	6	5	2	2	52
Cotton, cotton seed, etc	.....	.....	.....	2	1	1	.....	.....	1	.....	.....	.....	5
Fertilizers	.....	.....	2	3	1	.....	1	3	1	1	.....	.....	12
Fish, oysters, etc	.....	.....	4	1	3	1	.....	8	1	1	5	.....	24
Fruit, nuts, coffee, spices, etc	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	2
Hides, furs, etc	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	2
Ice	.....	.....	.....	2	1	.....	.....	2	.....	1	.....	.....	6
Lime	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Live stock	.....	.....	2	.....	.....	.....	.....	.....	.....	1	.....	.....	3
Logwood	.....	.....	1	.....	.....	.....	.....	6	1	.....	.....	.....	8
Lumber	1	.....	4	13	2	10	4	16	1	5	2	2	60
Mahogany	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Merchandise (general)	.....	2	1	3	.....	1	6	2	1	2	1	3	22
Petroleum	.....	1	.....	.....	3	.....	.....	1	1	.....	1	1	8
Provisions	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1	.....	2
Railroad iron	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Salt	.....	.....	.....	1	.....	.....	1	2	.....	1	.....	.....	5
Sand	.....	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	2
Stone, brick, etc	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Sugar, molasses, etc	1	.....	.....	.....	1	.....	.....	3	4	2	1	.....	12
Whale oil, etc	.....	.....	.....	.....	1	.....	.....	.....	.....	1	.....	.....	2
Miscellaneous	.....	.....	1	.....	.....	1	1	.....	.....	.....	.....	.....	3
Unknown	1	.....	1	1	.....	.....	.....	.....	2	1	4	1	11
Total	6	5	31	43	20	25	17	61	25	22	21	11	287

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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	16	9,445	.....	9,445	12	4	.....	16	.....	126	179	305	195
Strandings	64	22,657	9,236	31,893	47	16	1	47	17	293	844	1,137	20
Vessels collided	30	277	20,347	20,624	14	6	10	2	28	7	327	334	1
Other causes	177	26,629	108,667	135,296	161	16	.....	54	123	951	2,719	3,670	276
Total	287	59,008	138,250	197,258	234	42	11	119	168	1,377	4,069	5,446	492

*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, 1895.*

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	45	8,634	48,455	57,089	22	6	17	15	30	117	346	463	9
Pacific coast	3	1,781	999	2,780	.....	2	1	2	1	.....	30	30	.....
Great Lakes	6	764	2,073	2,837	6	.....	.....	2	4	.....	78	78	.....
Total	54	11,179	51,527	62,706	28	8	18	19	35	117	454	571	9

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Aggregate.
Total value vessels involved	$741,715	$200,000	$107,000	$1,048,715
Total value cargoes involved	342,730	300,000	53,500	696,230
Aggregate	1,084,445	500,000	160,500	1,744,945
Total losses to vessels	216,300	300,000	58,000	574,300
Total losses to cargoes	86,590	.....	44,000	130,590
Aggregate	302,890	300,000	102,000	704,890
Total insurance on vessels	59,900	.....	18,000	77,900
Total insurance on cargoes	3,000	.....	37,000	40,000
Aggregate	62,900	.....	55,000	117,900
Total tonnage vessels totally lost	8,634	1,781	764	11,179
Total tonnage vessels damaged	48,455	999	2,073	51,527

NOTE.—In addition to the number of vessels here reported, 6 foreign vessels collided with American vessels at sea, involving a tonnage of 12,871.

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TABLE 63.—GENERAL SUMMARY.

Nature of casualties, etc.	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	37	4,709	1,140	$160,000	$43,945	$121,910	$40,910	$72,050	$14,830	30	6	1	28	9	3	135	138	27
Pacific coast	1	.....	165	19,000	210	2,500	50	9,500	.....	1	.....	.....	.....	1	2	11	13	.....
Great Lakes	11	4,535	204	231,700	79,740	228,300	79,740	26,550	48,500	11	.....	.....	9	2	3	88	91	49
Rivers	18	584	571	90,950	3,195	25,800	3,195	9,000	1,250	3	15	.....	9	9	18	99	117	3
At sea or in foreign waters	16	9,445	....	590,050	106,100	590,050	106,100	115,125	79,250	12	4	.....	16	.....	126	179	305	195
Total	83	19,273	2,080	1,091,700	233,190	968,560	229,995	232,225	143,830	57	25	1	62	21	152	512	664	274
Strandings:																		
Atlantic and Gulf coasts	234	22,861	48,276	2,432,815	811,620	931,390	310,900	669,270	413,245	169	65	.....	109	125	242	1,586	1,828	34
Pacific coast	29	4,365	3,611	629,900	29,925	377,300	11,675	267,050	10,400	18	11	.....	23	6	6	275	281	20
Great Lakes	107	3,667	101,205	5,866,760	1,573,745	629,375	93,490	4,395,260	1,139,265	84	23	.....	14	93	79	1,267	1,346	1
Rivers	19	1,508	6,993	615,900	149,215	66,570	75,525	227,000	95,590	13	6	.....	5	14	239	528	767	1
At sea or in foreign waters	64	22,657	9,236	1,306,415	1,185,595	837,855	446,755	636,250	275,595	47	16	1	47	17	293	844	1,137	20
Total	453	55,058	169,321	10,851,790	3,750,100	2,842,490	938,345	6,194,830	1,934,095	331	121	1	198	255	859	4,500	5,359	76
Vessels collided:																		
Atlantic and Gulf coasts	241	4,933	160,698	10,855,145	1,909,981	356,840	51,085	4,848,425	1,322,165	100	103	38	18	223	4,688	2,407	7,095	17
Pacific coast	10	123	4,049	277,000	12,650	27,780	.....	6,000	2,500	3	6	1	1	9	45	129	174	.....
Great Lakes	62	7,295	50,320	3,482,000	519,790	570,730	133,415	2,271,500	155,460	37	22	3	7	55	441	757	1,198	14
Rivers	32	8	13,893	454,200	90,635	17,865	835	119,075	.....	14	12	6	1	31	671	286	957	.....
At sea or in foreign waters	30	277	20,317	400,300	29,950	58,170	6,800	253,600	8,500	14	6	10	2	28	7	327	334	1
Total	375	12,636	249,307	15,468,645	2,563,006	1,031,385	192,135	7,498,600	1,488,625	168	149	58	29	346	5,852	3,906	9,758	32
Other causes:																		
Atlantic and Gulf coasts	131	6,125	48,498	4,063,200	904,790	454,110	57,235	2,164,700	351,470	67	64	.....	37	94	1,997	1,232	3,229	7
Pacific coast	22	212	8,504	378,670	45,090	49,910	2,610	52,500	21,455	13	9	.....	5	17	149	244	393	2
Great Lakes	76	4,537	45,300	2,678,300	706,410	349,525	94,670	1,582,130	545,730	49	27	.....	10	66	277	860	1,137	12
Rivers	120	8,934	25,248	2,045,585	327,085	619,800	69,760	883,335	201,070	39	80	1	47	73	1,100	1,923	3,023	10
At sea or in foreign waters	177	26,629	108,667	7,765,360	3,004,955	1,088,060	350,720	3,789,015	1,418,525	161	16	.....	54	123	951	2,719	3,670	276
Total	526	46,437	236,217	16,931,115	4,988,330	2,561,405	574,995	8,472,380	2,538,250	329	196	1	153	373	4,474	6,978	11,452	307
Grand total	1,437	133,404	656,925	44,343,250	11,534,625	7,403,840	1,935,470	22,397,335	6,104,800	885	491	61	442	995	11,337	15,896	27,233	689

*The amount of insurance is on 693 vessels and on 599 cargoes.

†In addition to the number of lives lost here reported, 209 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 988.

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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	643	38,628	258,612	297,240	366	238	39	192	451	6,930	5,360	12,290	85
Pacific coast	62	4,700	16,329	21,029	35	26	1	29	33	202	659	861	22
Great Lakes	256	20,034	197,029	217,063	181	72	3	40	216	800	2,972	3,772	76
Rivers	189	11,034	46,705	57,739	69	113	7	62	127	2,028	2,836	4,864	14
At sea and in foreign waters	287	59,008	138,250	197,258	234	42	11	119	168	1,377	4,069	5,446	492
Total	1,437	133,404	656,925	790,329	885	491	61	442	995	11,337	15,896	27,233	689

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters	Aggregate.
Total value vessels involved	$17,511,160	$1,304,570	$12,258,760	$3,206,635	$10,062,125	$44,343,250
Total value cargoes involved	3,670,335	87,875	2,879,685	570,130	4,326,600	11,534,625
Aggregate	21,181,495	1,392,445	15,138,445	3,776,765	14,388,725	55,877,875
Total losses to vessels	1,864,250	457,490	1,777,930	730,035	2,574,135	7,403,840
Total losses to cargoes	460,130	14,335	401,315	149,315	910,375	1,935,470
Aggregate	2,324,380	471,825	2,179,245	879,350	3,484,510	9,339,310
Total insurance on vessels†	7,754,445	335,050	8,275,440	1,238,410	4,793,990	22,397,335
Total insurance on cargoes†	2,101,710	34,355	1,888,955	297,910	1,781,870	6,104,800
Aggregate	9,856,155	369,405	10,164,395	1,536,320	6,575,860	28,502,135
Total tonnage vessels totally lost	38,628	4,700	20,034	11,034	59,008	133,404
Total tonnage vessels damaged	258,612	16,329	197,029	46,705	138,250	656,925

*In addition to the number of lives lost here reported, 299 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 988.

†The amount of insurance is on 693 vessels and on 599 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 and in foreign waters, involving* LOSS OF LIFE, *during the year ending June 30, 1895, 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.
1894.											
Sept. 25	William Home	American schooner	305	Manistique, Mich	Buffalo, N. Y	Total	Pig iron		7	6	Lake Michigan.
Oct. 9	Walter L. Plummer	do	332	Port Tampa, Fla	Mobile, Ala	do	Phosphate rock.		6	3	Gulf of Mexico.
Oct. 10	S. S. Scranton	do	83	Greenport, N. Y	New Bedford, Mass	do	Brick		4	4	Buzzards Bay, Mass.
Oct. 11	Hartford	do	323	Port Dalhousie, Ont	Cape Vincent, N. Y	do	Wheat	2	6	8	Mexico Bay, Lake Ontario.
Oct. 11	L. V. Rose	do	491	Bath, Me	Philadelphia, Pa	do	Ice		7	2	Off Nantucket, Mass.
Oct. —	David Mitchell	do	36	Pensacola, Fla	Fishing trip	do	Ballast		7	7	At sea.
Oct. —	Sea Foam	do	18	do	do	do	do		4	4	Do.
Nov. 9	Saint Ignace	American scow	238	Grand Haven, Mich	Milwaukee, Wis	do	Brick		1	1	Lake Michigan.
Dec. 26	E. A. Willis	American sloop	33	Port Eaton, N. Y	Jersey City, N. J	do	Gravel		3	3	Long Island Sound, N. Y.
1895.											
Jan. 8	Mount Waldo	American steamer	324	Tampico, Mexico	Velasco, Tex	do	Ballast	3	13	9	At sea.
Jan. 21	Chicora	do	1,123	Milwaukee, Wis	St. Joseph, Mich	do	Flour	1	25	26	Lake Michigan.
Jan. 26	American Eagle	American barge	311	Weehawken, N. J	Providence, R. I	do	Anthracite coal.	1	2	3	Near Point Judith, R. I.
Jan. 26	Crocus	do	644	New York	do	Partial	Coal		4	4	Do.
Jan. 26	F. A. Dingee	do	200	South Amboy, N. J	Newport, R. I	Total	do	1	2	3	Do.
Jan. 26	Albert M	do	375	Edgewater, N. J	Providence, R. I	do	Anthracite coal.		2	2	Do.
Jan. 26	R. A. Fisher	American schooner	971	Philadelphia, Pa	Boston, Mass	do	Coal			4	Off Long Beach, N. J.
Feb. 6	H. S. Van Santford	American barge	395	Perth Amboy, N. J	Providence, R. I	do	do		3	2	Near Saybrook Light, Conn.
Feb. 6	Scandinavian	American sloop	17	Galveston, Tex	Orange, Tex	do	Merchandise	1	2	1	Near Bolivar Peninsula, Tex.
Feb. 7	T. P. Dixon	American schooner	131	New York	Portsmouth, N. H	do	Coal		4	4	Vineyard Sound, Mass.
Mar. 13	N. B. Starbuck	American steamer	71	Towing in New York Harbor.		Partial	Ballast		6	1	New York Harbor.
Apr. 27	Sakir Shepherd	do	189	Marine City, Mich	Toledo, Ohio	do	Salt		8	1	Lake Erie.
May 14	Kate Kelly	American schooner	257	Cheboygan, Mich	Chicago, Ill	Total	Railroad ties.		7	7	Lake Michigan.
May 27	Colima	American steamer	2,906	San Francisco, Cal	Panama, United States of Colombia.	do	Flour and merchandise.	122	80	166	About fifty miles south of Manzanillo, Mexico.
June 6	Gitana	American steam yacht	8	Oswego, N. Y	Alexandria Bay, N. Y.	do	Ballast		3	3	St. Lawrence River.

Totals: Vessels, 24; tonnage, 9,781; total losses, 21; partial losses, 3; number of passengers, 131; number in crews, 206; number of lives lost, 274.

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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.
1894.											
July 24	Henry J. Johnson...	American steamer...	1,713	Escanaba, Mich.....	Ashtabula, Ohio.....	Partial...	Iron ore.....	.....	16	1	Point au Pelee, Canada, Lake Erie.
Sept. 17	Richard Parsons.....	American bark	1,160	Newcastle, New South Wales.	Manila, Philippine Islands.	Total.....	Coal	.....	19	6	Mindoro Island, Philippine Islands.
Sept. 24	Wandering Chief....	British bark.....	418	Belize, Honduras...	Havre, France.....	.....do	Logwood.....	.....	11	9	Elbow Reef, Fla.
Oct. 10	Henry G. Ely	American schooner..	117	Lamberts Point, Va.	Millville, N. Y.....	.....do	Pig iron.....	.....	4	1	Three Sisters, Chesapeake Bay.
Oct. 15	Nora Harkins.....	.....do	209	San Diego, Cal.....	Grays Harbor, Wash	.....do	Ballast.....	.....	8	1	Near Grays Harbor, Wash.
Dec. 27	Richard S. Spofford.	.....do	489	Boston, Mass.....	Darien, Ga.....	.....do	.....do	.....	8	1	Ocracoke Island, N. C.
Dec. 28	Rodman R. Nickerson.	.....do	509	Salem, Mass.....	Philadelphia, Pa.....	.....do	Pav'g stones	.....	8	1	Tathams Beach, N. J.
1895.											
Jan. 4	Samson.....	... .do	217	San Francisco, Cal..	Point Bonita, Cal....	.....do	Metals and machinery.	.....	14	3	Point Bonita, Cal.
Jan. 14	Seth Low.....	American barge.....	1,148	Perth Amboy, N. J..	Boston, Mass.....	.....do	Coal	.....	5	2	Zachs Inlet, L. I., N. Y.
Jan. 26	Leader	American schooner..	61	Gloucester, Mass....	Fishing trip	.....do	Ballast	.....	14	4	Ledge near Normans Woe, Mass.
Feb. 7	Emma.....	.....do	35	New York.....	.....do	Partial...	.....do	.....	9	4	West Bank, Lower New York Bay.
Feb. 7	Morning Light.....	American brig.....	271	Boston, Mass.....	Annapolis, Nova Scotia.	Total.....	Flour, etc	.....	6	6	Near Ragged Island, West Penobscot Bay, Me.
Feb. 8	Louis V. Place.....	American schooner..	735	Baltimore, Md.....	New York.....	.....do	Coal.	.....	8	6	Long Beach, L. I., N. Y.
Feb. 10	Clara F. Friend	.....do	65	Gloucester, Mass....	Georges Bank	.....do	Fish	.....	12	12	Neals Ledge, entrance Liverpool Harbor, Nova Scotia.
Feb. 13	Ocean Spray.....	.....do	83	Iversens Landing...	San Francisco, Cal..	.....do	Merchandise.	.....	5	5	Russian Landing, Cal.
Feb. 13	C. G. White.....	.....do	77	Alitak Bay, Alaska..	Hunting.....	.....do	Ballast	.....	27	11	South end of Kodiak Island, Alaska.
Mar. 8	Rosedale.....	American steamer...	174	Mount Carmel, Ill..	Mount Vernon, Ind.	Partial...	Wheat.....	9	21	1	Wabash River, Ill.
Mar. 28	Bessie M. Wells.....	American schooner..	98	Port aux Barques, Newfoundland.	Fishing trip	.....do	Fish	.....	16	1	Burnt Island Ledge, Newfoundland.
Mar. 31	Alfred Keen.....	.....do	252	Rockland, Me.....	New York.....	Total.....	Lime	.....	6	1	Trinity Ledge, Nova Scotia.

Totals: Vessels, 19; tonnage, 7,831; total losses, 15; partial losses, 4; number of passengers, 9; number in crews, 217; number of lives lost, 76.

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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.
1894.											
July 29	Glad Tidings	American schooner	82	Kelleys Island, Ohio.	Detroit, Mich	Total	Stone		4	4	Detroit River, Mich.
Aug. 4	John Lang	American steam canal boat.	107	Bridgeport, Conn	New York	Partial	Ballast		4	1	Long Island Sound, N. Y.
Sept. 6	No name*	American skiff							1	1	Sixty miles above New Orleans, La.
Sept. 26	Ironton	American schooner	786	Ashtabula, Ohio	Marquette, Mich	Total	Ballast		7	5	Near Presque Isle, Lake Huron.
Oct. 9	Henry Lippett	do	655	West Washington, D. C.	Providence, R. I	do	Coal		8	1	Hampton Roads, Va.
Oct. 20	F. A. Kerker	American steamer	42	New York	Harlem, N. Y	Partial	Ballast		4	1	New York Harbor.
Nov. 24	No name†	American skiff							1	1	Near Jeffersonville, Ind., Ohio River.
Nov. 28	Gracie H. Benson	American schooner	93	Boston, Mass	Provincetown, Mass.	Partial	Ballast		18	6	Boston Harbor, Mass.
Dec. 4	Clara E. Simpson	do	391	Somes Sound, Me	New York	Total	Granite paving blocks.		6	3	Long Island Sound, N. Y.
1895.											
Jan. 5	D. J. Lawler	do	75	Boston, Mass	Cruising	do	Ballast		9	4	Boston Bay, Mass.
Apr. 10	Oneonta	American barge	587	Weehawken, N. J	Boston, Mass	do	Coal		4	1	Near Chatham, Mass.
Apr. 27	Rapid Transit	American schooner	84	New York	Fishing cruise	do	Fish		14	1	At sea.
May 10	Joseph S. Hurd	American steamer	760	Detour, Mich	Chicago, Ill	Partial	Lumber, fish, and barrels.		25	1	Straits of Mackinac.
May 30	Norman	do	2,304	Ashtabula, Ohio	Escanaba, Mich	Total	Ballast		20	3	Lake Huron.
June 5	John Evenson	do	33	Manitou, Wis	Sturgeon Bay, Wis	do	do		5	1	Lake Michigan.
June 14	No name‡	American rowboat		New York					1	1	New York Harbor.

Totals: Vessels, 16; tonnage, 5,999; total losses, 9; partial losses, 4; no damage, 3; number of passengers, none; number in crews, 131; number of lives lost, 35.

* Collision with steamer G. W. Sentell.
† Collision with steamer W. C. Hite.
‡ Collision with steamer Charles R. Stone.

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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.
1894.												
July 1	Dick Fowler	Am. str	368	Lying at wharf		No damage.	Unknown		1	1	Paducah, Ky., Ohio River.	Fell overboard from small boat while scrubbing hull of vessel.
July 3	Thistle	do	105	La Crosse, Wis	St. Paul, Minn	do	do	44	24	1	Mississippi River	Vessel struck sunken log and man was thrown overboard.
July 3	State of Maine	do	1,410	Boston, Mass	Eastport, Me.	do	Ballast			1	Near Thatchers Island, Mass.	Fell overboard.
July 4	Wallula	do	1,924	Ashtabula, Ohio	Ashland, Wis	do	do		16	1	Lake St. Clair	Jumped overboard.
July 5	Levin J. Marvel	Am. sc	184	Scranton, N. C.	New York	do	Lumber		4	1	Pamlico Sound, N. C.	Thrown overboard by jibing of foresail.
July 7	Annie Wesley	do	94	Cape Broyle, Newfoundland.	Grand Bank	do	Ballast		16	2	At sea	Overloaded dory capsized.
July 8	Benj. F. Packard	Am. str	2,030	New York	San Francisco, Cal.	do	Unknown		27	1	do	Fell overboard from aloft.
July 9	Hjalmar	Am sc	58	Key West, Fla	Pensacola, Fla	do	Ballast		5	1	Near Tampa, Fla	Fell overboard.
July 10	Myrtle M. Ross	Am str	129	Lying at dock		Partial	Lumber		8	4	South Haven, Mich.	Vessel on fire.
July 10	Newsboy	Am. bk	589	Honolulu, Hawaii	San Francisco, Cal.	No damage.	Unknown		13	1	At sea	Fell overboard.
July 10	John Howard	Am. sc	32	Baltimore, Md	Carters Creek, Va	do	do		4	1	Chesapeake Bay	Fell overboard while skylarking.
July 12	D. R. Martin	do	326	Cedar River, Mich.	Chicago, Ill.	do	Lumber		7	1	Lake Michigan	Stepped on rail and slipped overboard.
July 13	Comanche	Am. sc. yt.	87	Bar Harbor, Me	Newport, R. I	do	Ballast	3	12	1	Near Cape Cod, Mass.	Fell overboard while reefing sail.
July 15	Princeton	Ferryboat	888	New York	Jersey City, N. J.	do	do	50	7	1	New York Harbor	Jumped overboard (supposed).
July 23	Shawnee	Am. st. yt.	7	Louisville, Ky	Fern Grove, Ky	do	do			1	Ohio River	Fell overboard.
July 23	Annie L. Wilcox	Am. str	98		Fishing trip	do	do			1	New York Bay	Lost overboard while attending seine boat.
July 27	Jacob M. Haskell	Am. sc	485	Charlotte Harbor, Fla.	Pensacola, Fla	do	Fertilizer		7	1	Pensacola, Fla	Fell overboard (supposed).
July 27	Spread Eagle	Am. str	521	Alton, Ill	St. Louis, Mo.	do	Unknown	50	30	1	Mississippi River	Jumped overboard.
Aug. 4	Annie E. Rickerson.	Am. sc	250	New York	Port au Prince, Haiti.	do	Lumber		6	1	At sea	Lost 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.												
Aug. 5	Lyon J.	Am. str.	33	Grand Coquille, La.	New Orleans, La.	No damage.	Ballast	80	6	1	Barataria Bay, La.	Fell overboard while intoxicated.
Aug. 6	Volunteer	Am. bge.	344	South Amboy, N. J.	Hartford, Conn	do	do		2	1	Connecticut River.	Fell overboard.
Aug. 6	El Norte	Am. str.	4,659	Lying at wharf.		do	Unknown		54	1	New Orleans, La.	Fell overboard while jumping from stays to a barge alongside.
Aug. 8	Mabel Kenniston	Am. sc.	83	Gloucester, Mass.	Fishing trip	do	do		14	1	At sea	Fell overboard while drawing water.
Aug. 8	Mary Gilbert	do	92	Alsea River, Oreg.	San Francisco, Cal.	do	do		5	1	Near Point Arena, Cal.	Fell overboard.
Aug. 11	Chicago	Am. str.	4,500	Lying in harbor		do	Ballast			1	Cowes, England	Fell from aloft to deck.
Aug. 15	Chas. W. Morgan	Am. bk.	314	Hakodati, Japan	Whaling voyage	do	do		32	1	At sea	Killed by a whale.
Aug. 16	Cyclone	Am. str.	123	Pleasure trip		do	do	250	6	1	Chicago, Ill.	Fell overboard.
Aug. 16	C. H. Evans	do	57	Albany, N. Y.	Castleton, N. Y.	do	do		4	1	New York Harbor.	Fell overboard in a fit (supposed).
Aug. 16	Mariposa	do	3,158	Honolulu, Hawaii	San Francisco, Cal.	do	Unknown	73	92	1	Apia, Samoa	Jumped overboard while insane.
Aug. 18	Eva Blanche	Am. sc.	24	Great Annamessick, Md.	Baltimore, Md.	do	do		3	1	Chesapeake Bay	Thrown overboard by jibing of main boom.
Aug. 18	McArthur	Am. str.	112	Surveying		do	Ballast		10	5	West coast of Washington.	Capsizing of whaleboat while attempting to land.
Aug. 18	Thomas Richard	Am. sc.	85	Baltimore, Md.	Norfolk, Va.	do	Coal		5	1	Chesapeake Bay	Knocked overboard by jib.
Aug. 20	Dexter	Am. slp.	11	Perth Amboy, N. J.	New York	do	Unknown			1	New York Harbor.	Fell overboard.
Aug. 21	Dora A. Lawson	Am. sc.	126	Bay of Bulls, Newfoundland.	Grand Banks	do	Ballast		18	2	At sea	Capsizing of dory while attending trawls.
Aug. 23	Ferd Herold	Am. str.	901			do	Unknown			1	Mississippi River	Fell overboard.
Aug. 28	Schuylkill	do	2,206			do	do			1	Duluth, Minn	Do.
Aug. 30	Republic	Am. sc. yt.	96	New London, Conn.	Whitestone, N. Y.	do	do		11	1	East River, N. Y.	Fell overboard while boarding yacht from small boat (supposed).
Aug. 30	Maggie and May	Am. sc.	122	Bay of Bulls, Newfoundland.	Grand Bank	do	Ballast		18	2	At sea	Lost in dory while attending trawls.

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Aug. 31	Comal	Am. str.	2,935	Lying at wharf		No damage.	Ballast		48	1	Galveston, Tex.	Fell overboard from stays.
Aug. —	Woodbury	Am. bg.	383	New York	Portland, Me.	do	Unknown			1	New York Harbor.	Fell overboard.
Sept. 1	Gen. H. F. Devol	Am. str.	157	Grand View Reach, La.	New Orleans, La.	do	do		17	1	Mississippi River.	Do.
Sept. 1	Saranac	do	56	Athens, N. Y.	Albany, N. Y.	do	Ballast		7	1	Albany, N.Y., Hudson River.	Fatally scalded by steam.
Sept. 3	Isabel	Am. sc.	49	Elkton, Md.	Baltimore, Md.	do	Unknown		4	1	Chesapeake Bay	Fell overboard while hoisting yawl.
Sept. 5	Chehalis	Am. bkn.	691	Newcastle, New South Wales.	San Francisco, Cal.	do	Coal		10	1	Port Adelaide, Australia.	Fell overboard in attempting to board vessel while intoxicated.
Sept. 8	Wm. Drake, No. 2	Am. str.	179	Fort Smith, Ark	Webber Falls, Ind. Ter.	do	Unknown		14	1	Arkansas River	Walked overboard.
Sept. 12	Nellie M. Davis	Am. sc.	94	Gloucester, Mass.	Grand Bank	do	Ballast		18	1	Louisburg, Cape Breton.	Capsizing of small boat.
Sept. 12	Rebecca C. Schock	do	28	Mahones River, Del.	Greenwich, N. J.	do	Unknown		7	1	Delaware River	Fell overboard.
Sept. 15	Mabel L. Phillips	do	861	Lying in harbor		do	do		4	1	Newport News, Va.	Do.
Sept. 17	Hidalgo	Am. bg.	175	San Francisco, Cal.	Whaling voyage	do	Ballast		27	1	At sea	Capsizing of small boat.
Sept. 17	Sport	Am. str.	45	Cruising for a tow		do	do		4	1	Lake Michigan	Fell overboard.
Sept. 18	Carrollton	do	600	Madison, Ind.	Louisville, Ky.	do	do	5	31	1	Ohio River	Fell overboard while intoxicated.
Sept. 18	Dora A. Lawson	Am. sc.	126	Bay of Bulls, Newfoundland.	Grand Bank	do	do		16	2	At sea	Overloaded dory sank.
Sept. 18	Seguranca	Am. str.	4,033	Progreso, Mexico	Vera Cruz, Mexico	do	Unknown	8	68	1	do	Fell overboard.
Sept. 18	Margaret	Am. slp.	20	Norfolk, Va	Oyster Grounds	do	do			1	Point of Shoals, Va.	Do.
Sept. 19	Nightingale	Am. str.	57	Kingston, Ontario	Clayton, N. Y.	do	Ballast	20	4	1	St. Lawrence River	Fell overboard while intoxicated.
Sept. 21	Percy Swain	do	116	Grafton, Va	Elsberry, Mo.	do	Unknown			1	Mississippi River	Lost overboard.
Sept. 22	B. G. Whiting	Am. sc.	17	Lying at wharf		do	Ballast		3	1	San Joaquin River, Cal.	Fell overboard.
Sept. 25	Arazalia	Am. slp.	5	New Bedford, Mass.	Hyannis, Mass.	do	Unknown	3	1	1	Buzzards Bay	Fell overboard while reefing mainsail.
Sept. 26	Knickerbocker	Am. str.	1,642	New York	New Orleans, La.	Partial	General merchandise.	62	36	2	At sea	Washed overboard.
Sept. 28	Erie	Am. sc.	82	San Francisco, Cal.	Carr Creek, Cal.	No damage.	Unknown		3	1	Sacramento River, Cal.	Capsizing of small boat.
Sept. 29	City of Baltimore	do	357	Lying in harbor		do	do		3	1	Baltimore, Md.	Fell overboard.
Sept. 29	J. M. Keen	do	65	Provincetown, Mass.	Georges Bank	do	Fish		16	2	At sea	Lost in a dory while fishing.
Sept. 30	Mink No. 2	Am. str.	167	Lying at wharf		Partial	Ballast		6	1	Pittsburg, Pa., Ohio River.	Explosion of boiler.
Sept. 30	John Lenox	do	408	Lying at dock		No damage.	Unknown	100	11	1	Opposite Hastings, N. Y., Hudson River.	Fell overboard from rail.
Sept. ...	Ivanhoe	Am. slp.	1,611	Seattle, Wash	San Francisco, Cal.	Total	Coal	3	21	24	At sea	Never heard from.
Oct. 2	Henry Marx	Am. str.	357	New Orleans, La.	Malones Landing, Miss.	No damage.	Unknown		50	1	Mississippi River.	Fell overboard.
Oct. 2	Nellie	do	37	Towing in harbor		do	Ballast		4	1	New Bedford Harbor, Mass.	Do.

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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.												
Oct. 2	Ramona	Am. str.	177	Portland, Oreg.	Oregon City, Oreg.	No damage.	Lumber	6	10	1	Willamette River	Fell overboard.
Oct. 3	Ouida	do	30			do	Unknown			1	Bayou Teche, La.	Fell overboard while skylarking.
Oct. 4	Elsie A. Bayles	Am. sc.	296	Cazones, Mexico	New York	do	do		7	1	At sea	Lost overboard in a gale.
Oct. 4	Thetis	do	96	Sidney, Cape Breton	Fishing	do	Ballast		18	2	do	Overloaded dory sank.
Oct. 5	Edward Trevoy	do	93	South West Harbor, Me.	La Have Banks	do	do		16	1	do	Capsizing of dory.
Oct. 7	Tinsie Moore	Am. str.	198	Mobile, Ala.	Selma, Ala	do	Merchandise.	2	37	1	Alabama River	Fell overboard while intoxicated.
Oct. 8	Tarpon	do	450	Port Tampa, Fla.	Mobile, Ala	do	Fruit and cigars.	4	24	1	St. Joseph Bay, Fla.	Fell or jumped overboard.
Oct. 9	Aaron Reppard	Am. sc.	459	Philadelphia, Pa.	Savannah, Ga	do	Coal		7	1	At sea	Washed overboard.
Oct 9	Gov. Butler	do	93	Portland, Me.	Fishing	do	Ballast		16	1	do	Do.
Oct. 10	Mary B. Judge	do	472	Philadelphia, Pa.	Guantanamo, Cuba	Partial	Coal		8	1	do	Lost overboard in hurricane.
Oct. 10	Majella	Am. str.	80	New London, Conn.	Block Island, R. I.	Total	Stone		5	5	New Point Judith, R. I.	Vessel capsized.
Oct. 10	M. C. Haskell	Am. bg.	351	Turks Island, West Indies.	Bangor, Me.	No damage.	Unknown		8	1	At sea	Washed overboard.
Oct. 12	B. W. Bramble	Am. sc.	45	Baltimore, Md.	Patuxent River, Md.	do	Ballast		5	2	Chesapeake Bay	Vessel capsized.
Oct. 13	Avalon	Am. str.	601	Lying at wharf.		do	Unknown	40	27	1	Denton, Md., Choptank River.	Fell overboard while at work in the wheel.
Oct. 14	Everest	Br. str.	1,680	do		do	Ballast		21	1	Mobile, Ala	Jumped overboard while intoxicated.
Oct. 15	Bertha	Am. str.	597	Ounga, Alaska	Nanaimo, British Columbia.	Partial	Furs, whalebone, etc.	32	17	1	At sea	Washed overboard.
Oct. 15	Sylvia C. Hall	Am. sc.	384	Providence, R. I.	Jacksonville, Fla.	No damage.	Fertilizers	2	7	1	do	Fell overboard.
Oct. 16	Charles H. Gibson.	do	44	Baltimore, Md.	Oyster Rock, Md.	do	Unknown		11	1	Chesapeake Bay	Struck by crank handle and killed.
Oct. 17	St. John	Am. str.	382	Lying in harbor		do	Ballast		1	1	New Orleans, La	Thrown overboard by a turn of the wheel which he was repairing.

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Oct. 17	Ottilie Fjord	Am. sc	261	San Francisco, Cal.	Grays Harbor, Wash.	No damage.	Unknown		7	1	At sea	Fell overboard from jibboom.
Oct. 17	J. T. Mott	do	325	Traverse City, Mich.	Charlevoix, Mich	do	Ballast		7	1	Traverse Bay, Lake Michigan.	Fell overboard while heaving anchor.
Oct. 19	R. Bowers	do	436			do	Unknown			1	At sea	Fell from masthead to deck.
Oct. 19	Flora Temple	do	36		Dredging grounds, Chesapeake Bay.	do	do		11	1	Chesapeake Bay	Knocked overboard by crank handle.
Oct. 19	Cosmopolis	Am. str.	340	San Francisco, Cal.	Hoquia, Wash	do	do		15	1	New Duxbury Reef, Cal.	Fell overboard.
Oct. 21	James G. Blaine	do	298	Pittsburg, Pa.	Morgantown, W. Va.	do	Miscellaneous.	26	35	1	Monongahela River.	Fell overboard from guards.
Oct. 21	Resolute	Am. sc	95	Gloucester, Mass.	Western Bank	do	Ballast		18	2	At sea	Capsizing of dory.
Oct. 22	Maggie W. Mair	do	31	Baltimore, Md.	Kent Shore, Md	do	Unknown		9	1	Chesapeake Bay	Knocked overboard by dredge lines.
Oct. 22	Sarah E. Lee	do	104	Louisburg, Cape Breton.	Fishing	do	Ballast		18	1	At sea	Overloaded dory sank.
Oct. 23	Hiawatha	Am. str.	240	Galveston, Tex.	Columbia, Tex	do	Miscellaneous.	2	20	1	Brazos River, Tex	Jumped overboard (supposed).
Oct. 24	Eva Belle Cain	do	21	Lying at wharf		do	Ballast		4	1	Washington, D. C.	Vessel sank.
Oct. 24	Apache	do	774	San Francisco, Cal.	Sacramento City, Cal.	do	Unknown	25	38	1	San Pablo Bay, Cal.	Fell overboard while wheeling a barrow of coal.
Oct. 25	John G. Hurley	Am. slp.	10	Cambridge, Md.		do	do		7	1	Chesapeake Bay	Fell overboard.
Oct. 26	Harry Bishop	Am. str.	16	Towing in river		do	Ballast			1	Vermillion River, La.	Fell overboard while letting go line.
Oct. 26	Ferd Herold	do	901	St. Louis, Mo.	Memphis, Tenn	do	Unknown			1	Mississippi River	Fell overboard.
Oct. 27	Henry M. Stanley	Am. sc	118	Gloucester, Mass.	Grand Bank	do	Ballast		18	1	At sea	Capsizing of dory.
Oct. 27	Platina	Am. bk	214	St. Helena	Whaling voyage	do	do		30	1	do	Boat stove by a whale.
Oct ...	Norris	Am. slp.	1,155	Newport News, Va.	Barcelona, Spain	Total	Coal	6	13	19	do	Never heard from.
Oct. ...	George Jugens	Am. sc	22	Cedar Keys, Fla.	Mobile, Ala	do	Oranges		4	4	do	Do.
Oct. ...	Mary L. Peters	do	532	Galveston, Tex.	Portland, Me	do	Cotton seed meal.	1	8	9	do	Do.
Oct. ...	Mary C. Mariner	Am. bg	288	Pascagoula, Miss.	Habana, Cuba	do	Lumber		7	7	do	Do.
Oct. ...	Carrie Heckle	Am. bkn	498	Philadelphia, Pa.	St. John, Puerto Rico	do	Coal	1	10	11	do	Do.
Oct. ...	John D. Williams	Am. sc	542	do	Providence, R. I.	do	do		8	8	do	Do.
Oct. ...	Helen Keller	do	245	Moss Point, Miss.	Caibarien, Cuba	do	Lumber		7	7	do	Capsizing of vessel.
Nov. 1	Geo. Pankratz	Am. str.	64	Sturgeon Bay, Wis.	Peshtigo, Wis	No damage.	Unknown		6	1	Green Bay, Wis	Fell overboard.
Nov. 2	Porter	Am. sc	748	Escanaba, Mich	Buffalo, N. Y.	do	Iron ore		9	1	Lake Erie	Washed overboard.
Nov. 3	Billow	Am. bge	349	Newburg, N. Y.	Providence, R. I.	do	Unknown		2	1	Long Island Sound, N. Y.	Do.
Nov. 3	Cartalia	Am. str.	2,513	Ashtabula, Ohio	Marquette, Mich	do	do		21	1	Lake Erie	Walked overboard. (supposed).
Nov. 3	Lila and Mattie	Am. sc	106	San Francisco, Cal.	Suislaw, Oreg	do	Ballast		6	2	Mouth of Suislaw River, Oreg.	Capsizing of vessel.
Nov. 4	Danton	Am. str.	56			do	Unknown			1	Mermentau River, La.	Lost overboard.
Nov. 5	Rebecca Crowell	Am. bk	587	Montevideo, Brazil.	New York	do	Hides		10	1	At sea	Fell overboard from aloft.

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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.	of casualty.
1894.												
Nov. 6	Crusader	Am. str	198	Lying in harbor		Total	Ballast		7	2	St. Marys River	Vessel destroyed by fire.
Nov. 9	Eleanor D. Curtis	Am. sc	25	do		No damage.	do		8	1	Baltimore, Md	Fell overboard from small boat when returning to vessel.
Nov. 10	Harlem River	Am. str	28	Cruising in harbor		do	do	1	3	1	New York harbor	Fell overboard.
Nov. 11	George H. Mills	Am. sc	296	Bear River, Nova Scotia.	Havre de Grace, Md.	do	Pulpwood		6	1	Near Segwin Island, Me.	Fell overboard from jibboom.
Nov. 12	Laura D	Am. str	135	Toledo, Ohio	Sandusky, Ohio	do	Unknown			1	Sandusky, Ohio, Lake Erie.	Killed by falling into the machinery.
Nov. 12	Southern Cross	Am. shp	1,129	London, England	New York	do	do		22	2	At Sea	Washed overboard from jibboom.
Nov. 14	Paul Tulane	Am. str	617	Bayou Sara, La	New Orleans, La	do	do		80	1	Mississippi River	Fell overboard.
Nov. 14	City of Troy	do	1,528	New York	Troy, N. Y.	do	do	135	45	1	Hudson River	Jumped overboard.
Nov. 15	Antelope	Am. sc	32	Chicago, Ill.	White Hall, Mich.	Total	Onions		3	3	Near Grand Haven, Mich.	Vessel capsized.
Nov. 15	Henrietta	Am. slp	9	Cambridge, Md	Howels Point, Md.	No damage.	Unknown		5	1	Near Howels Point, Chesapeake Bay.	Fell overboard while reefing mainsail.
Nov. 18	Chas. E. Falk	Am. sc	299	Aberdeen, Wash	San Francisco, Cal.	do	do		8	1	Aberdeen, Wash	Fell overboard in attempting to board vessel.
Nov. 19	Tillid	Am. bk	448	Philadelphia, Pa.	Bangor, Me	do	Coal		8	1	Near Cape Cod	Fell from aloft to deck.
Nov. 22	Tyler	Am. bge	396	Galveston, Tex.	Morgan Point, Tex.	do	Ballast		1	1	Galveston Bay, Tex.	Lost overboard.
Nov. 23	Geo. T. Duncan	Am. sc	10	Baltimore, Md	Kent Shore, Md	do	Unknown		9	1	Chesapeake Bay	Knocked overboard by boom.
Nov. 23	Ora Lee	do	189	Memphis, Tenn	Peters, Ark.	do	do			1	Mississippi River	Fell overboard.
Nov. 24	Sunol	Am. str	62	Towing		do	Ballast		3	1	Near Ashtabula, Ohio, Lake Erie.	Lost overboard at night.
Nov. 27	Little Dorrit	Am. sc	11	Baltimore, Md	Tilghmans Island, Md.	do	Unknown		2	1	Chesapeake Bay	Thrown overboard by lurching of vessel.
Nov. 28	Susie M. Plummer.	do	921	Philadelphia, Pa.	Boston, Mass.	do	do		8	1	At sea	Washed overboard.

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Nov. 28	New Idlewild	Am. str	692	St. Louis, Mo.	Cape Girardeau, Mo.	No damage.	Stock and merchandise.	25	54	2	Grand Tower, Ill., Mississippi River.	One fell overboard while loading coal from flat boat alongside; the other was lost in trying to rescue him.
Nov. 29	Ivy	Am. shp	1,243	Hongkong, China	New York	do	General		21	1	At sea	Lost overboard.
Nov. 29	William Washington.	Am. sc	20	Baltimore, Md	Dredging grounds, Chesapeake Bay.	do	Unknown		9	1	Broad Creek, Chesapeake Bay.	Fell overboard.
Dec. 1	Ada	do	36	Charleston, S. C	Newbern, N. C.	do	Phosphate	2	2	1	Near Beaufort, N.C.	Knocked overboard by fore boom.
Dec. 2	Lucy	Am. str	116	Plymouth, N. C	Norfolk, Va	do	Unknown		10	1	Albemarle Sound	Fell overboard.
Dec. 4	Avalon	do	602	Baltimore, Md	Choptank River, Md.	do	do	48	30	1	Chesapeake Bay	Fell overboard while intoxicated.
Dec. 4	Benjamin F. Poole.	Am. sc	1,155	Philadelphia, Pa	Portsmouth, N. H	do	do		9	1	Portsmouth, N. H	Fell overboard while returning from shore to vessel.
Dec. 4	Elsie M. Smith	do	113	Gloucester, Mass	Fishing	do	Ballast		18	1	At sea	Capsizing of dory while attending trawls.
Dec. 5	Joseph A. Manta	do	67	New Bedford, Mass	Whaling voyage	do	Unknown		17	2	do	Capsizing of boat while fast to a whale.
Dec. 9	Farrallon	Am. str	442	Port Angeles, Wash.	San Francisco, Cal	do	do	35	26	1	do	Thrown against side of vessel in a storm and fatally injured.
Dec. 11	John A	Am. sc	282	San Francisco, Cal	Eureka, Cal	do	Ballast		8	1	do	Washed from jibboom while furling sail.
Dec. 13	Virginia Belle	do	10	Oxford, Md	Tilghmans, Md	do	Unknown		6	1	Chesapeake Bay	Thrown overboard by jibing of boom.
Dec. 13	E. Vannah Smith	do	10	do	Dredging grounds, Chesapeake Bay.	do	Oysters		7	1	do	Tripped by foresail and thrown overboard.
Dec. 14	Stella Moren	Am. str	215	Pittsburg, Pa	Cincinnati, Ohio	do	Unknown		15	1	Ohio River	Fell overboard while passing coal.
Dec. 16	May and Anna Beswick.	Am. sc	150	Washington, D. C	Atlantic City, N. J.	do	do		5	1	At sea	Knocked overboard by boom.
Dec. 18	Carib	Am. bg	173	Truxillo, Mexico	New York	do	General		7	1	do	Fell overboard from jibboom.
Dec. 21	Anna	Am. str	29	Lying at dock		do	Ballast		3	1	Wilmington, N. C	Suffocated by smoke.
Dec. 22	Thomas Pickles	Ferryboat	237			do	do			1	New Orleans, La	Jumped overboard.
Dec. 22	M. E. Dennis	Am. sc	32	Baltimore, Md	Dredging grounds, Chesapeake Bay.	do	do		9	1	Chesapeake Bay	Fell overboard.
Dec. 24	Charlie and Willie.	do	124	New York	Boston, Mass	do	Cement		5	1	Near Block Island, R. I.	Fell from aloft and was fatally injured.
Dec. 25	Winthrop	Ferryboat	512			do	Ballast			1	Boston Harbor, Mass.	Horse attached to vehicle on vessel became frightened and jumped overboard, carrying occupant.
Dec. 25	Farallon	Am. str	750	Port Angeles, Wash.	San Francisco, Cal	do	Unknown	30	26	1	At sea	Jumped overboard while insane.
Dec. 26	Catha Minerva	Am. sc	53	Coatzacoalcos, Mexico.	New Orleans, La	Total	Cedar logs		5	5	do	Capsizing of vessel in a hurricane.
Dec. 28	Aryan	Am. shp	2,124	New York	San Francisco, Cal.	No damage.	Unknown		24	1	do	Fell from aloft to deck.

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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.												
Dec. 31	L. D. Davis	Am. str.	15	Ashtabula, Ohio	Fishing grounds	No damage.	Ballast		6	1	Lake Erie	Slipped overboard from icy rail.
Dec. —	Susan B. Ray	Am. sc	393	Norfolk, Va	Charleston, S. C	Total	Coal		7	7	At sea	Never heard from.
Dec. —	Garcia	do	117	San Francisco, Cal.	Coos Bay, Oreg	do	Ballast		6	6	do	Do.
Dec. —	Keweenaw	Am. str.	2,511	Comax, British Columbia.	San Francisco, Cal.	do	Coal		31	31	do	Do.
1895.												
Jan. 5	Oakland	Ferryboat	1,672	Oakland, Cal	do	No damage.	Ballast		20	1	San Francisco Bay, Cal.	Jumped overboard.
Jan. 7	Wenonah	do	439	Philadelphia, Pa	Camden, N. J	do	do	60	6	1	Delaware River	Do.
Jan. 13	Lily and Maud	Am. sc	8	Port Townsend, Wash.	Lopez Island	do	do		2	2	Straits of Juan de Fuca.	Capsizing of vessel in a gale.
Jan. 16	Augustus Welt	do	1,222	Philadelphia, Pa	Habana, Cuba	do	Unknown		13	1	At sea	Washed overboard.
Jan. 16	Centurion	Am. str.	3,402	Lying in harbor		do	do			1	Chicago, Ill	Fell into hatchway.
Jan. 17	Elvenia	Am. sc	148	San Francisco, Cal.	Eureka, Cal	do	do		7	1	At sea	Fell from aloft to deck.
Jan. 19	Excelsior	do	348	Seattle, Wash	Newport, Cal	do	Lumber		8	1	do	Fell overboard from aloft.
Jan. 19	Fannie D	do	12	Wallisville, Tex	Galveston, Tex	do	Cotton	1	2	1	Trinity River, Tex.	Fell overboard.
Jan. 20	J. M. Coleman	do	464	Willapa Bay, Wash.	San Francisco, Cal.	do	Unknown		10	3	At sea	Two men washed overboard from jibboom and one was capsized in boat while trying to rescue them.
Jan. 22	I. N. Bunton, No. 2	Am. str.	195	Pittsburg, Pa	Cincinnati, Ohio	do	do		24	1	Ohio River	Fell overboard while wheeling coal.
Jan. 22	Kenilworth	Am. sp.	2,293	San Francisco, Cal.	Honolulu, Hawaii	do	do		29	1	At sea	Fell overboard.
Jan. 26	Helen Story	Am. sc	58	Rockland, Me	Fishing	do	Ballast		14	1	Near Monhegan Island, Me.	Washed overboard.
Jan. 26	Senator Frye	do	90	Placentia Bay, Newfoundland.	Gloucester, Mass	do	Unknown		7	2	At sea	Do.
Jan. 26	N. E. Symonds	do	132	Newfoundland	do	do	Fish		6	2	do	Washed overboard while furling jib.
Jan. 26	James W. Elwell	Am. bkn.	1,193	Newport News, Va.	New Bedford, Mass.	do	Ballast		13	1	do	Fell from aloft to deck.
Jan. 28	Robert Walter	Am. sc	34	Lying at anchor		do	Unknown		11	1	Chesapeake Bay	Fell overboard.

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Jan. 30	G. M. Sivley	Am. str.	99	Helena, Ark	Memphis, Tenn	No damage.	Cotton seed		12	1	Mississippi	Fell overboard while getting a drink of water.
Jan. 31	Joseph B. Williams.	do	802	Louisville, Ky	New Orleans, La	do	Ballast	2	54	1	Ohio River	Fell overboard.
Feb. 1	Clara E. Mandall	Am. sc	951	Cardenas, Cuba	Matanzas, Cuba	do	Sugar	1	9	1	At sea	Struck by boom tackle block and killed.
Feb. 1	Mary Joseph	do	23	Lying at dock		do	Ballast		1	1	San Francisco, Cal	Fell overboard while intoxicated.
Feb. 2	Lizzie Frank	Am. str.	37	Mobile, Ala	Spanish River, Fla	do	do		10	1	Mobile River, Ala	Lost overboard.
Feb. 4	Harry G. French	Am. sc	100	Gloucester, Mass	Fishing	do	do		18	1	At sea	Washed overboard in gale.
Feb. 5	Arbeville H. Peary	do	311	New York	Newport, R. I	do	Coal		6	1	Near Point Judith, R. I.	Fell overboard while reefing spanker.
Feb. 5	Gladstone	do	103	Gloucester, Mass	Fishing	Partial	Ballast		18	1	At sea	Washed overboard.
Feb. 5	Sarah G. Ridgeway.	Am. bkn	870	Newcastle, Australia.	Singapore, East Indies.	Total	Coal		13	3	do	Lost overboard in a cyclone.
Feb. 6	Jennie Seaverns	Am. sc	113	St. Pierre, Newfoundland.	Gloucester, Mass	No damage.	Unknown		8	1	do	Washed overboard.
Feb. 7	Joseph P. Johnson.	do	99	Provincetown, Mass.	La Have Banks	Partial	Ballast	8	20	1	do	Lost overboard in a hurricane.
Feb. 7	Alarm	Am. str	189			No damage.	Unknown		30	1	Mississippi River	Fell overboard from a barge in tow.
Feb. 7	Fannie Adele	Am. sc	234	San Francisco, Cal	Eureka, Cal	do	do		8	1	At sea	Fell overboard from jibboom.
Feb. 7	Tread Haven	do	46	Patuxent River, Md.	Baltimore, Md	do	do		12	1	Chesapeake Bay	Thrown overboard by lurching of vessel.
Feb. 7	Standard	do	348	Monte Cristo, San Domingo.	New York	Partial	Logwood		7	1	At sea	Lost overboard in a gale.
Feb. 8	Starlight	Am. bg	256	New York	Guadaloupe	No damage.	Unknown		9	1	do	Washed overboard.
Feb. 8	Hiram Emery	Am. bk	799	Rosario, South America.	Boston, Mass	do	Wool and hides.	4	12	1	do	Fell overboard from aloft.
Feb. 8	Reub. L. Richardson.	Am. sc	97	Liscomb, Nova Scotia.	Gloucester, Mass	do	Unknown		7	1	do	Washed overboard.
Feb. 9	Jane Adeline	Am. bg	393	Turks Island, West Indies.	Boston, Mass	Partial	Salt	3	8	1	do	Do.
Feb. 10	Marion F. Sprague.	Am. sc	787	Hampton Roads, Va.	New Haven, Conn	Total	Coal		8	2	Five Fathom Bank, N. J.	Vessel crushed by ice; men perished from cold.
Feb. 10	Tacoma	Am. sp	1,739	Manila, Philippine Islands.	Boston, Mass	No damage.	Hemp		20	1	At sea	Lost overboard in a gale.
Feb. 12	Maggie Dalling	Am. sc	350	Pensacola, Fla	New York	Total	Lumber		6	1	do	Vessel abandoned; one person lost; the others rescued by Br. bk. G. S. Penry.
Feb. 13	Susquehanna	Am. sp	2,745	Hongkong, China	do	No damage.	Matting		30	1	do	Lost overboard in a gale.
Feb. 13	Commodore	do	1,980	Hamburg, Germany.	do	do	Merchandise.		20	1	do	Fell overboard from aloft.
Feb. 14	Capt. Chamberlain.	Am. str	32			do	Ballast		4	1	Mississippi River	Thrown overboard by vessel striking a log.

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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.
1895.												
Feb. 15	John H. Cannon..	Am. sc.....	232	Jacksonville, Fla...	New Haven, Conn..	No damage.	Unknown...	.....	6	1	At sea	Fell overboard while getting into a small boat to go to the assistance of a vessel in distress.
Feb. 20	Wm. H. Connor...	Am. sp.....	1,496	New York.....	Yokohama, Japan..	No damage.	Case oil	.....	22	1	.....do	Fell overboard from aloft.
Feb. 23	Morris L. Keen....	Am. str.....	21	Lying in harbor.....	.....	.....do	Ballast	.....	3	1	Baltimore, Md.....	Fatally scalded by escaping steam from hole blown in boiler.
Feb. 25	Susan R. Stone.....	Am. sc.....	124	Provincetown, Mass.	Fishing.....	.....do	.....do	.....	22	1	At sea.....	Washed overboard while furling jib.
Feb. —	Georgie L. Dickson.	.....do	582	Clarks Cove, Me.....	Norfolk, Va.....	Partial ..	Ice.....	.....	7	1	.....do.....	Lost overboard in gale.
Feb. —	Mystery.....	.....do	11	New York.....	Fishing.....	Total	Fish	.....	4	4	.....do	Never heard from.
Feb. —	Au Sable.....	Am. bkn...	598	Port Tampa, Fla.....	Baltimore, Md.....	.....do	Phosphate rock.	.....	10	10	.....do	Do.
Feb. —	Mildred V. Lee....	Am. sc.....	108	Gloucester, Mass.....	Fishing.....	.....do	Ballast	.....	16	16	.....do	Do.
Feb. —	Mary S. Hontvet..	.....do	73	.....do	Georges Bank.....	.....do	.....do	.....	13	13	.....do	Do.
Feb. —	Mavoosheen.....	.....do	185	Philadelphia, Pa.....	Wiscasset, Me.....	.....do	Coal.....	.....	5	5	.....do	Do.
Feb. —	Samuel V. Colby..	.....do	100	Fortune Bay, Newfoundland.	Gloucester, Mass.....	.....do	Fish	.....	7	7	.....do	Do.
Feb. —	George H. Warren	.....do	52	Cruising	.....	.....do	Ballast.....	.....	11	11	.....do	Do.
Feb. —	Emma J. Meyer...	.....do	413	Charleston, S. C	New London, Conn.	.....do	Lumber	.....	7	7	.....do	Do.
Feb. —	Edwin Reed.....	Am. bk.....	1,216	New York.....	Saigon, China...	.....do	Petroleum ..	3	15	18	.. ..do	Do.
Mar. 1	Nora.....	Am. str.....	100	New Iberia, La.....	Franklin, La.....	Partial ..	Ballast	.....	9	1	New Iberia, La., Bayou Teche.	Vessel destroyed by fire.
Mar. 1	Pennsylvania.....	Ferryboat	431	Philadelphia, Pa.....	Camden, N. J.....	No damage.	.....do	35	6	1	Delaware River.....	Jumped overboard.
Mar. 2	San Joaquin, No. 4	Am. str.....	365	San Francisco, Cal..	Sacramento, Cal.....	.....do	Unknown...	.....	25	1	Straits of Karquines	Fell overboard (supposed).
Mar. 2	Braganza.....	Am. sc.....	96	Gloucester, Mass....	Fishing	.....do	Ballast	.....	18	1	At sea.....	Fell overboard from rail.
Mar. 3	Laura Blanks.....	Am. str.....	63	Floyd, La.....	Trinity, La.....	Total.....	Cotton	8	15	1	Tensas River.....	Vessel destroyed by fire.

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Mar. 4	Edward M. Hartshorn.	Am. sc.....	29	Perth Amboy, N. J..	Fishing.....	No damage.	Fish.....	4	2	Near Long Branch, N. J.	Capsizing of dory while fishing.
Mar. 7	Hallette.....	Am. str.....	197	Coushatta Chute, La.	New Orleans, La.....	.....do.....	Unknown.....	37	1	Red River.....	Fell overboard from barge in tow.
Mar. 8	Longfellow.....	.....do.....	1,178	Cincinnati, Ohio.....	.....do.....	Total.....	Miscellaneous.	27	60	6	Cincinnati, Ohio, Ohio River.	Vessel struck bridge and sank.
Mar. 10	Morgan City.....	.....do.....	2,300	Norfolk, Va.....	Boston, Mass.....	No damage.	Unknown.....	32	1	Near Norfolk, Va., Elizabeth River.	Fell overboard.
Mar. 10	Ida V. Seward.....	Am. sc.....	11	Oxford, Md.....	Choptank River, Md.	.....do.....	Ballast.....	7	2	Chesapeake Bay.....	Vessel capsized.
Mar. 13	Raymond Horner	Am. str.....	689	.....	.....	.....do.....	Unknown.....	.....	1	Louisville, Ky., Ohio River.	Fell overboard while passing from barge in tow to a small boat.
Mar. 15	Charles J. Willard.	Am. sc.....		Ponce, Puerto Rico..	Portland, Me	.....do.....	Molasses.....	6	1	At sea	Washed overboard from jibboom.
Mar. 15	Atlantic City.....	Ferryboat	422	Camden, N. J.....	Philadelphia, Pa.....	.....do.....	Ballast.....	6	1	Delaware River.....	Fell overboard between vessel and wharf and died from injuries received.
Mar. 16	Island City.....	Am. sc.....	427	Philadelphia, Pa.....	Savannah, Ga.....	.....do.....	Coal	7	1	At sea.....	Fell overboard from jibboom.
Mar. 20	Music.....	Am. slp....	11	Norfolk, Va.....	Nansemond Co., Va.	..... do	Ballast.....	3	1	Hampton Roads, Va.	Fell overboard while jibing mainsheet.
Mar. 21	Susie M. Plummer.	Am. sc.....	921	Manzanillo, Cuba...	New York.....	.....do.....	Sugar.....	9	1	At sea	Caught in spanker gear and thrown overboard.
Mar. 21	May McFarland...	.....do.....	480	New Bedford, Mass.	Norfolk, Va.....	.....do.....	Unknown	8	1	Buzzards Bay.....	Fell from aloft to deck.
Mar. 22	Julia E. Whalen..	.....do.....	101	Gloucester, Mass....	Grand Bank	.....do.....	Ballast.....	18	1	At sea	Washed overboard.
Mar. 23	Laura and Ella....	.....do.....	23	Wicomico River, Md.	Baltimore, Md.....	.....do.....	Unknown.....	3	1	Chesapeake Bay.....	Knocked overboard by jibing of fore boom.
Mar. 25	Gertie Evelyn.....	.....do.....	85	Liverpool, Nova Scotia.	Green Bank.....	.....do.....	Ballast.....	16	1	At sea	Capsizing of dory while attending trawls.
Mar. 27	Jacob A. Stamler..	Am. bk.....	1,001	Brunswick, Ga.....	New York.....	.....do.....	Unknown.....	17	1	Brunswick, Ga.....	Fell overboard.
Mar. 28	Anita	Am. sc.....	404	Philadelphia, Pa.....	Havana, Cuba	Total	Coal.....	7	2	At sea	Lost overboard.
Mar. 28	S. Danielson	.....do.....	88	.....	.....	No damage.	Unknown	6	1	Russian Landing, Cal.	Capsizing of small boat.
Mar. 28	Concord.....	.....do.....	99	Gloucester, Mass....	Iceland.....	.....do.....	.....do.....	16	1	At sea.....	Washed overboard.
Mar. 29	Commerce.....	.....do.....	107	Boston, Mass.....	Rockland, Me.....	.....do	.....do	5	1	Casco Bay, Me	Fell overboard while reefing mainsail.
Mar. 29	Thrasher.....	Am. str.....	512	San Francisco, Cal..	Arctic Ocean.....	.....do	Ballast	44	1	Herschel Island, Arctic Ocean.	Fell through hatchway.
Mar. 30	Teche	.....do.....	486	New Orleans, La.....	Bayou La Fourche, La.	.....do	Unknown.....	.....	1	Bayou La Fourche, La.	Fell overboard from guard.
Mar. —	Grace F. Littleton	Am. sc.....	169	Gonaives, Hayti.....	New York.....	Total.....	Logwood.....	6	6	At sea.....	Never heard from.
Mar. —	City of Haverhill..	Am. str.....	175	New York.....	Key West, Fla.....	.....do	Ballast	1	11	12	.....do.....	Do.
Apr. 1	Navarino	Am. sc.....	338	Manzanillo, Cuba ...	Delaware Breakwater.	No damage.	Sugar.....	6	1	.....do.....	Fell overboard while shifting sails.
Apr. 2	Melvin	.....do.....	111	St. John, Antigua, West Indies.	Baltimore, Md.....	.....do	Unknown.....	6	1	.....do.....	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.
1895.												
Apr. 2	Sidney S. Jones	Am. sc	29	Baltimore, Md	Magothy River, Md.	No damage.	Unknown		4	3	Chesapeake Bay	Scow used in lightening schooner sprang a leak and sank.
Apr. 3	Iron Queen	Am. str	642	Cincinnati, Ohio	Pittsburg, Pa	Total	Miscellaneous.	35	60	1	Ohio River	Fell overboard in attempting to escape from burning vessel.
Apr. 3	Buckeye	do	72	Anacortes, Wash	New Whatcom, Wash.	Partial	do		7	1	Bellingham Bay, Wash.	Vessel careened.
Apr. 3	Charlie and Willie.	Am. sc	124	Lying at anchor		No damage.	Ballast		5	1	Perth Amboy, N. J.	Fell overboard (supposed).
Apr. 5	Pennsylvania	Ferryboat	431	Camden, N. J	Philadelphia, Pa	do	do	90	6	1	Delaware River	Struck by machinery while cleaning it and died from injuries received
Apr. 9	Standard	Am. sc	348	New York	Key West, Fla	Partial	Merchandise.		7	1	At sea	Washed overboard.
Apr. 10	Oakland	Am. str	1,672	San Francisco, Cal.	Oakland, Cal	No damage.	Ballast		20	1	San Francisco Bay, Cal.	Jumped overboard.
Apr. 14	Alarm	do	189	St. Louis, Mo	New Orleans, La	do	Unknown		74	1	Clover Hill, Miss., Mississippi River.	Caught between landing stage and a barge and died from injuries received.
Apr. 17	Alex. Perry	do	173	Nashville, Tenn	Paducah, Ky	do	Ballast	20	46	1	Paducah, Ky., Ohio River.	Fell overboard while stepping from wharf boat to vessel.
Apr. 17	Scotia	Am. sc	407			do	Unknown			1	Sabine Pass, Tex	Thrown overboard by breaking of gangway while unloading vessel.
Apr. 19	Emma Utter	do	279	Coos Bay, Oreg	San Francisco, Cal.	do	do		8	1	At sea	Fell overboard.
Apr. 21	Bessie K	do	99	Albion, Cal	do	do	do		8	1	Near Point Arena, Cal.	Do.
Apr. 21	Charles E. Wyman	do	235	Milwaukee, Wis	Menomonee, Mich.	do	do		7	1	Lake Michigan	Do.
Apr. 25	Modoc	Am. str	372	Dayton, Oreg	Portland, Oreg	do	do	7	19	1	At sea	Lost overboard.
Apr. 28	Modoc	do	930	San Francisco, Cal.	Sacramento, Cal	do	General	36	30	1	Sacramento River, Cal.	Fell overboard while inspecting crank shaft.

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Apr. 29	Wade Hampton...	Am. sc.....	19	Wolf River, Miss ...	New Orleans, La....	No damage.	Unknown ...	.....	4	1	Lake Pontchartrain, La.	Fell overboard.
Apr. 29	Rigel.....	.....do	107	Dyrefjord, Iceland..	Fishing.....	.....do....	Ballast	.....	20	1	At sea.	Capsizing of dory.
Apr. —	Kate.....	Am. bkn..	561	Baltimore, Md.....	Key West, Fla.....	Total	Coal	.....	9	9	.....do.....	Never heard from.
May 1	E. B. Wheelock...	Am. str.....	254	Shreveport, La..... ..	New Orleans, La.....	No damage.	Unknown ..	13	44	1	Red River, La.....	Fell overboard.
May 5	Anna B. Adams...	.....do.....	421	.....do.....	Alexandria, La.....	.....do.....	.....do	.....	34	1	.....do.....	Do.
May 6	Courier.....	.....do.....	296	Parkersburg, W. Va..	Wheeling, W. Va...	..... do.....	Ballast	5	40	1	Ohio River.....	While carrying iron pipe, fell and head was crushed by the pipe.
May 6	Seminole	.....do	2,557	Charleston, S. C.....	New York.....	.....do.....	Unknown ...	.....	.....	1	New York Bay.....	Jumped overboard.
May 9	Delaware.....	Ferryboat	371	Camden, N. J.....	Philadelphia, Pa.....	.....do.....	Ballast	10	6	1	Delaware River.....	Do.
May 10	Hudson	Am. str....	742	Pittsburg, Pa.....	Cincinnati, Ohio.....	.....do.....	Miscellaneous.	74	42	1	Ohio River.....	Fell overboard while dancing.
May 10	Melissa and Wesley.	Am. sc.....	33	Urbana Creek, Va...	Pagan Creek, Va.....	.....do.....	Ballast	2	4	1	Near Old Point Comfort, Va.	Fell overboard from yawl.
May 11	John R. Reese.....	.....do	82	Suffolk, Va.....	Baltimore, Md	.....do.....	Unknown ...	.....	4	1	Chesapeake Bay.....	Fell overboard.
May 13	Unique	Am. str....	381	Detroit, Mich.....	Port Huron, Mich...	Partial ..	Ballast	40	20	3	Lake St. Clair.....	Explosion of boiler.
May 14	Alice Carlisle.....	Am. sc	55	Cherry Point, Va...	Baltimore, Md.....	No damage.	Unknown ...	.....	3	1	Chesapeake Bay.....	Thrown overboard by jibing of foresail.
May 15	City of Puebla.....	Am. str	2,624	Everett, Wash	Anacortes, Wash.....	.....do.....	.....do.....	.....	75	1	Puget Sound	Fell through hatchway.
May 15	Gussie	.....do	999	New Orleans, La.....	Bluefields, Nicaragua.	.....do.....	.....do.....	28	28	1	At sea.	Lost overboard.
May 17	Bay City.....	Ferryboat	1,283	San Francisco, Cal..	Oakland, Cal.....	.....do.....	Ballast	.....	20	1	San Francisco Bay, Cal.	Jumped overboard.
May 19	Oneida.....	Am. str.....	76	Elizabeth, W. Va....	Parkersburg, W. Va.	.....do	.....do	127	13	1	Little Kanawha River, W. Va.	Fell overboard.
May 21	Carrie E. Long.....	Am. bk.....	548	Philadelphia, Pa.....	Havana, Cuba.....	Total.....	Petroleum...	.....	10	4	At sea.....	Vessel struck by lightning.
May 24	Howard Holbrook.	Am. sc.....	97	Bay St. George, Newfoundland.	Gulf of St. Lawrence.	No damage.	Unknown...	.....	18	2	.....do.....	Capsizing of dory.
May 24	Alexander McNeil	Am. bk.....	1,123	San Francisco, Cal..	Bristol Bay, Alaska.	.....do.....	.....do	95	13	1	.....do.....	Jumped overboard.
May 26	Hattie B. Moore...	Am. str.....	141	Demopolis, Ala.....	Mobile, Ala.....	.....do.....	....do	.....	35	1	Tombigbee River...	Fell overboard.
May 26	Traveler.....	Am. sc.....	172	Harlem River, N. Y.	Perth Amboy, N. J..	.....do.....	.....do	.....	5	1	East River, N. Y....	Do.
May 26	Eliza Day.....	.....do	140	Elk Rapids, Mich...	Kenosha, Wis	.....do.....	Lumber	.....	5	1	Lake Michigan.....	Jumped overboard (supposed insane).
May 27	Mayflower.....	Am. str.....	23	Pleasure trip.....	.....	.....do.....	Ballast	.....	3	1	Duluth, Minn., Lake Superior.	While intoxicated fell overboard from barge in tow.
May 29	Charleston.....	Ferryboat	79	Wheeling, W. Va....	.....	.....do.....	.....do	20	4	1	Ohio River	Head crushed by rudder post (supposed).
May 29	James G. Blaine...	Am. str.....	298	Pittsburg, Pa.....	Morgantown, W. Va.	.....do.....	Miscellaneous.	70	40	1	.....do.....	Fell overboard.
May 30	Louisiana	. ... ..do	2,855	New Orleans, La.....	New York.....	.....do.....	Unknown....	75	45	1	At sea.....	Jumped overboard.
May 30	Wiley M. Egan....	.....do	1,677	Chicago, Ill.....	Buffalo, N. Y.	.... do.....	Grain.....	.....	17	1	Lake Erie	Fell into hold.
May 31	T. C. Walker.....	.....do.....	787	San Francisco, Cal..	Stockton, Cal.....	.....do.....	Unknown ...	.....	46	1	San Joaquin River, Cal.	Fell overboard.
June 1	Rescue	Am. slp....	7	Western Branch, Va	Norfolk, Va.....	.....do.....	Ballast.....	10	1	1	Elizabeth River.....	Walked overboard while intoxicated.
June 2	Bristol.....	Am. str.....	48	Rancocas Creek, N. J.	.....	.....do.....	.....do	.....	4	1	Delaware 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.
1895.												
June 3	City of Topeka	Am. str.	1,057			No damage.	Unknown			1	Wright Sound, British Columbia.	Jumped or fell overboard.
June 4	Lady Lee	do	289	Memphis, Tenn	Ashport, Tenn.	do	do	27	60	1	Mississippi River	Fell overboard.
June 6	Fernwood	Am. sc.	124	Gloucester, Mass.	Grand Bank	do	Ballast		18	1	At sea	Washed overboard.
June 6	Viola	do	9	Baltimore, Md.	Stony Creek, Md.	do	Unknown	9	2	1	Baltimore Harbor, Md.	Fell overboard.
June 8	Montclair	Ferryboat	1,096	Hoboken, N. J.	New York	do	Ballast			1	New York Harbor	Jumped overboard.
June 9	Julius Dreifus	Am. sc.	51	Alexandria, Va	Boothbay, Me	do	Unknown			1	Potomac River, Va.	Tangled in foresheet and thrown overboard.
June 9	Franconia	do	136	North Brooksville, Me.	Rondout, N. Y.	do	Lumber		5	1	At sea	Lost overboard.
June 12	Pierpont	Ferryboat	1,095	New York	Brooklyn, N. Y.	do	Ballast		7	1	New York Harbor	Jumped overboard.
June 14	Carrollton	Am. str.	600	Cincinnati, Ohio	Memphis, Tenn	do	do	40	45	1	Mississippi River	Fell overboard.
June 19	T. C. Walker	do	787	Lying at wharf		do	Miscellaneous.	90	40	1	Bouldin Island, Cal., San Joaquin River.	Do.
June 19	Mary F. Perley	do	185	La Conner, Wash.	Everett, Wash	do	Unknown	10	8	1	Puget Sound	Fell overboard while putting out line.
June 19	Dakota	Ferryboat	554	New York	Brooklyn, N. Y.	do	Ballast		6	1	New York Harbor	Lost overboard.
June 21	Anna M. Pence	Am. str.	139	La Conner, Wash.	Seattle, Wash.	Partial	Hay		7	1	Washington Sound, Wash.	Vessel on fire.
June 21	Telos	Am. bg	391	New York	Surinam, Dutch Guiana.	No damage.	General		8	1	Marienburg, Dutch Guiana.	Fell overboard.
June 22	Christopher Columbus.	Am. str.	1,511	Milwaukee, Wis.	Chicago, Ill.	do	Ballast	500	60	2	Lake Michigan	Bursting of steam pipe.
June 23	Oscar T. Flint	do	824	Cleveland, Ohio	Marquette, Mich.	do	do		13	1	Cleveland, Ohio, Lake Erie.	Killed by machinery while in crank room.
June 24	Oliver Wendell Holmes.	Am. sc.	108	Caplin Bay, Newfoundland.	Grand Bank	do	do		18	1	At sea	Fell overboard.
June 24	Josie	Ferryboat	74	New Orleans, La.		do	do			1	New Orleans, La.	Jumped overboard.
June 25	Manhasset	Am. str.	155	New London, Conn.	Greenpoint, N. Y.	do	Unknown			1	Long Island Sound, N. Y.	Fell overboard.

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June 28	Concord	Am. sc	99	Dyrefjord, Iceland	Fishing	No damage.	Unknown	18	2		Bay de Buck, Iceland.	Lost while attending trawls.
June 29	Sachem	Am. str	543	Chicago, Ill	Vidal Bay, Ontario	do	do		14	1	Lake Huron	Fell overboard.
June 29	St. Nicholas	Am. sp	1,799	New York	San Francisco, Cal	do	do	3	23	1	At sea	Fell from aloft to deck.
June 30	Lucia Porter	Am. sc	315	Philadelphia, Pa	Groton, Conn	do	Coal	1	7	1	do	Fell overboard while casting lead.

Totals: Vessels, 318; total losses, 32; partial losses, 18; no damage, 268; number of passengers, 2,764; number in crews, 4,432; number of lives lost, 603.

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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, 1895, involving loss of life.*

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
Founderings:						
Vessels	10	.....	6	1	7	24
Tonnage	2,260	.....	2,435	8	5,078	9,781
Passengers	3	.....	3	.....	125	131
Crews	32	.....	54	3	117	206
Lives lost *	27	.....	49	3	195	274
Strandings:						
Vessels	9	4	1	1	4	19
Tonnage	3,783	586	1,713	174	1,575	7,831
Passengers	.....	.....	.....	9	.....	9
Crews	73	54	16	21	53	217
Lives lost *	34	20	1	1	20	76
Collisions:						
Vessels	7	.....	5	.....	1	13
Tonnage	1,950	.....	3,965	.....	84	5,999
Passengers	.....	.....	.....	.....	.....	.....
Crews	53	.....	61	.....	14	128
Lives lost *	17	.....	14	.....	1	32
Other causes:						
Vessels	2	2	4	5	37	50
Tonnage	867	211	740	2,150	18,384	22,352
Passengers	.....	.....	40	70	120	230
Crews	13	14	38	150	405	620
Lives lost *	7	2	12	10	276	307
Totals:						
Vessels	28	6	16	7	49	106
Tonnage	8,860	797	8,853	2,332	25,121	45,963
Passengers	3	.....	43	79	245	370
Crews	171	68	169	174	589	1,171
Lives lost *	85	22	76	14	492	689
Vessels totally lost:						
Vessels	20	4	11	4	38	77
Tonnage	7,001	586	5,681	1,891	18,828	33,987
Passengers	3	.....	3	70	137	213
Crews	113	54	92	138	424	821
Lives lost *	16	20	66	11	457	615
Vessels damaged:						
Vessels	8	2	5	3	11	29
Tonnage	1,859	211	3,172	441	6,293	11,976
Passengers	.....	.....	40	9	108	157
Crews	58	14	77	36	165	350
Lives lost *	24	2	10	3	35	74
Vessels not damaged:						
Vessels	77	16	20	71	87	271
Tonnage	25,506	9,742	16,841	26,456	56,991	135,536
Passengers	212	35	750	1,175	362	2,534
Crews	522	267	204	1,391	1,431	3,815
Lives lost	82	22	21	72	102	299
Aggregate:						
Vessels	105	22	36	78	136	377
Tonnage	34,366	10,539	25,694	28,788	82,112	181,499
Passengers	215	35	793	1,254	607	2,904
Crews	693	335	373	1,565	2,020	4,986
Lives lost	167	44	97	86	594	988

* Exclusive of lives lost on vessels not damaged.

NOTE.—Of the 689 lives lost on vessels sustaining material damage, 287 were lost on steamers and 402 on sailing vessels, as follows: Atlantic and Gulf coasts, steamers 8, sailing vessels 77; Pacific coast, steamers 2, sailing vessels 20; lakes, steamers 42, sailing vessels 34; rivers, steamers 14, sailing vessels none; at sea, steamers 22, sailing vessels 271.

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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.
	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	
MAINE.											
Bald Head Cliff								1			1
Blue Hill Bay:											
Blue Hill Harbor					1					1	2
Heron Island	1										1
Orono 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		2								1	3
Cape Elizabeth	1						1		1		3
Broad Cove										1	1
High Head			1								1
Maxwells Point						1			1		2
Portland Head			1								1
Trundys Reef										1	1
Cape Neddick:											
Cape Neddick Roads				1							1
Boon Island					1			1			2
Boon Island Ledge							2				2
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									2	3
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
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				1	3
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								1			1
Richmonds Island			1	2						1	4
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
Sperlins Point	2						1		2		5
West Bunkers Ledge					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.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	
MAINE—continued.											
Cranberry Island, Little	2	4	1	1	1	1	1	1	1	.....	13
Bakers Island and Bar	.....	1	.....	.....	.....	2	2	.....	3	.....	8
Hadlocks Point	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Hardings Ledge	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Cutler and approaches	6	1	1	3	2	1	.....	1	.....	.....	15
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	.....	1	2	6
Eastport Harbor	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Gleasons Cove	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Halletts Point, near Buckmans Head	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Eggemoggin Reach:											
Channel Rock	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Harbor Island	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Triangles, The	.....	1	.....	.....	.....	.....	.....	.....	1	.....	2
Fishermans Island Passage. (See Moosabec Reach.)											
Fletchers Neck	2	.....	.....	5	.....	2	.....	.....	2	8	19
Dansbury Reef	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Fox Island Thoroughfare:											
Iron Point	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Mullens Cove	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Frenchmans Bay:											
Egg Rock	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
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
Coxs Head	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Dix Island	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Hunniwells Beach	.....	1	.....	.....	.....	1	3	4	3	.....	12
Hunniwells Point	.....	.....	.....	3	.....	.....	.....	1	1	.....	5
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	.....	.....	2
Sugar Loaves, The	1	.....	1	4	1	.....	.....	1	.....	.....	8
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	.....	.....	.....	.....	3	.....	.....	1	.....	.....	4
Dogfish Ledges	.....	1	.....	.....	.....	.....	.....	.....	.....	1	2
Fosters Island	.....	.....	.....	.....	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.
	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	
MAINE—continued.											
Machias Bay—Continued.											
Howards Bay	.....	.....	.....	.....	.....	.....	.....	1	.....	1	2
Libbey Islands	.....	.....	1	.....	1	2	.....	1	.....	1	6
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
Crumple Island, Fishermans Island Passage	.....	1	.....	.....	1	.....	.....	.....	1	.....	3
Duck Ledges	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Egg Rock, Fishermans Island Passage	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Fishermans Island	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Goose Island	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Great Wass Island	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Green Island Ledge	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Hardwood Island	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Head Harbor Island	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Hopkins Point	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Horse Ledge	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Jonesport	.....	.....	3	.....	2	.....	.....	.....	.....	.....	5
Kellys Point and ledges near	.....	.....	1	.....	.....	2	.....	1	.....	2	6
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 Harbor	.....	1	.....	.....	.....	1	.....	.....	.....	.....	2
Sea Wall	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Southwest Harbor	1	2	1	2	.....	2	.....	.....	.....	1	9
Suttons Island (ledges near)	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Mount Desert Rock	.....	.....	.....	.....	.....	.....	.....	.....	1	2	3
Muscle Ridge Channel:											
Andrews Island	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Ash Island Ledge	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Burnt Island and Ledges	1	1	.....	.....	.....	.....	2	.....	.....	.....	4
Channel Rock	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Crescent Island (near)	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Dix Island	.....	.....	.....	.....	.....	.....	1	.....	1	1	3
Ebens Island	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Emery Ledge	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Grindstone Ledge	1	.....	.....	.....	1	.....	1	1	2	1	7
Hay Island Ledge	.....	1	1	5	.....	.....	.....	.....	.....	1	8
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	1	1	1	3	1	1	2	.....	.....	13
Sheep Island Bar	1	.....	.....	.....	.....	.....	.....	1	1	1	4
Spruce Head Island	.....	.....	1	2	.....	.....	1	.....	.....	4	8
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

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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.
	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	
MAINE—continued.											
Muscongus Bay:											
Black Island 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		1	4
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	2
Vinal Haven Island, Carvers Harbor				1							1
Vinal Haven Island, Roberts Harbor							1		1		2
Penobscot Bay, East:											
Castine										1	1
Colt Head Island										1	1
Crow Island										1	1
Holbrooks Island		1									1
Kimballs Island and Ledges	1										1
Sandy Point										1	1
Western Island						1					1
Penobscot Bay, West:											
Bantam Ledge										1	1
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				2
Northport		1									1
Old Man Ledge	1	2									3
Outer Green Island Ledges			1								1
Owls Head				1						2	3
Ragged Island										1	1
Roaring Bull Ledges					1						1
Rockland			2	2			2	2		1	9
Rockport					1		1			1	3
Seal Ledge										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
Green Island										1	1
Petit Menan Island								2			2
Pleasant Bay approaches:											
Green Island				1							1
Nashs Island		2			1					1	4
Pot Rock								1			1
Portland Harbor:											
Breakwater Point										1	1
Cushings Point				1							1
Spring Point Ledge			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.
	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	
MAINE—continued.											
Portsmouth Harbor (Maine side):											
Clarks Island	1										1
Fishing Islands				1	1	1					3
Gerrish Island				1	1				1	2	5
Hicks Rocks						1					1
Jamaica Island (near Kittery)					1						1
Kittery Point			1							1	2
Seaveys Island									1		1
West Sister, The							1				1
Wood Island					1				1	1	3
Prospect Harbor					1						1
Old Man, The				2							2
Quoddy Roads								1		1	2
Black Rock			2								2
Crowells Ledge	2		1								3
Middle Ground	3									1	4
One mile northwest of life-saving station			1								1
Sail Rock			1			1					2
West Quoddy Head	7						2	1		1	11
West Quoddy Head, Carrying Point Cove			1				1				2
Woodwards Point				1							1
Womells Ledge	2		5	1	1						9
Saco Bay:											
Eagle Island						1					1
Lobster Rocks					1						1
Negro Island		1	1	2	1	1	2		2	1	11
Old Orchard Beach			1								1
Prouts Neck (rock off)	1										1
Scarboro Beach										1	1
Stage Island								3			3
Strattons Island and Rocks near		1				1					2
Wood Island	1	2	2	1			2				8
Saint Croix River:											
Red Beach				1							1
Saint Georges River and approaches:											
Bar Island									1		1
Benner Island										1	1
Burnt Island								1			1
Careys Rock								1			1
Davis Straits		1		3							4
Georges Islands								2			2
Harts Island Bar and Ledges					1		2	1		2	6
Herring Gut	1								1	1	3
Hoopers Island									2	1	3
McGees Island								1		1	2
Mosquito Island		1			1	1	2		1		6
Old Cilley Ledge		1				1					2
Port Clyde				1				1		1	3
Sheepscot Bay and River:											
Barters Island			1								1
Cuckholds, The				1							1
Hardings Ledge							1				1
Jewetts Cove							1				1
McMahons Island				1							1
Southport Island	1									1	2
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
Wells Beach:											
Fishing 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

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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.
	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	
NEW HAMPSHIRE.											
Hampton:											
Hampton Ledges	1										1
Hampton Shoals		1									1
Isles of Shoals:											
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			3
Stielmans Rocks									1		1
Rye Beach		2	1								3
Foss Ledges	1	1									2
Wallis Sands							1				1
MASSACHUSETTS.											
Beverly Bay								1			1
Boston Bay and Harbor	1					1	1	1		2	6
Black Rock Channel										1	1
Brewsters, The	1			1				1		2	5
Broad Sound									1		1
Calf Island	1										1
Castle Island						1			1		2
Cohasset Harbor				1							1
Deer Island	1			1	1					1	4
Devils Back		1		1		1		1		1	5
Fawn Bar							1				1
Gallups Island		1									1
Georges Island		1			2		3	1		1	8
Graves, The				1							1
Great Fawn Bar		2							1		3
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	1	5
Neponset										1	1
Nixs Mate									2		2
Peddocks Island		1									1
Pleasant Beach				1							1
Point Allerton				1	1				1		3
Point Shirley										1	1
Presidents Roads	1										1
Quincy Beach				1							1
Rams Head						1			1		2
Toddy Rocks		1		1			1	1	1		5
Weir River, entrance to Hingham Harbor				1				1		1	3
Weymouth										1	1
Windmill Point					1	1	1		1		4
Buzzards Bay:											
Bents Ledge			1								1
Black Rock			1								1
Clarks Point (rock near)			1					1			2
Cuttyhunk Harbor										1	1
Dumpling Rock							1				1
Egg Island			1								1
Great Ledge				1						1	2
Hen and Chickens		1		1		1					3
Mishaum Point		1									1
Moshers Point				1							1
New Bedford Harbor		1		1							2
Ram Island			1								1
Buzzards Bay approaches:											
Horse Neck Beach									1		1
Cape Ann:											
Annisquam						2			1		3
Bemo Ledges	1		1								2
Braces Cove						1					1
Brier Neck				1							1
Eastern Point					1				2		3
Fresh Water Cove						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.
	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	
MASSACHUSETTS—continued.											
Cape Ann—Continued.											
Gloucester	1	1	2	2	.....	1	.....	.....	1	4	12
Halibut Point	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Lanesville	1	.....	1	2	1	.....	.....	.....	1	1	7
Londoner, The (near Thatchers Island)	.....	.....	.....	.....	2	1	.....	.....	.....	1	4
Milk Island	.....	2	.....	1	1	.....	.....	.....	.....	.....	4
Normans Woe	1	.....	.....	.....	.....	.....	.....	.....	.....	1	2
Pigeon Cove	.....	.....	.....	1	.....	.....	1	.....	.....	.....	2
Rockport	.....	.....	.....	.....	.....	.....	1	1	1	.....	3
Salvages, The (off Rockport)	1	.....	.....	.....	1	.....	.....	1	.....	.....	3
Straitsmouth Island	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Ten Pound Island	1	.....	.....	1	.....	.....	.....	.....	.....	.....	2
Thatchers Island	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Cape Cod:											
Bearses Shoal	.....	1	2	1	.....	2	.....	.....	3	.....	9
Cahoons Hollow	1	.....	.....	1	.....	.....	.....	.....	.....	.....	2
Chatham	.....	.....	1	.....	1	.....	.....	2	.....	.....	4
Chatham Bar	6	1	2	4	4	2	2	1	1	1	24
Highland Light	.....	1	.....	.....	.....	.....	.....	1	.....	.....	2
Monomoy Point	.....	.....	1	.....	1	2	.....	.....	.....	1	5
Nauset Beach	2	2	1	.....	1	2	3	1	1	.....	13
Orleans Beach	.....	1	3	.....	1	1	.....	.....	.....	2	8
Pamet River	1	1	.....	.....	1	.....	.....	.....	.....	2	5
Peaked Hill Bar	6	2	2	2	.....	1	.....	1	2	1	17
Pollock Rip	1	2	2	1	.....	5	1	3	4	5	24
Race Point	2	.....	2	5	3	3	1	6	2	2	26
Shovelful Shoal	5	3	1	1	3	5	.....	.....	4	4	26
Stone Horse Shoal	.....	1	1	1	1	.....	.....	.....	1	1	6
Cape Cod Bay:											
Barnstable	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Billingsgate Island and Shoal	1	.....	.....	.....	.....	.....	.....	1	.....	1	3
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
Fall River	.....	1	.....	.....	.....	.....	.....	.....	.....	1	2
Gurnet Point	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Ipswich Bay:											
Essex Bar	.....	1	.....	.....	.....	.....	.....	.....	.....	1	2
Ipswich Bar	1	.....	1	1	.....	1	2	1	1	1	9
Squam Beach	.....	.....	.....	2	1	.....	.....	.....	.....	.....	3
Lynn Harbor	.....	.....	.....	.....	1	1	.....	.....	1	1	4
Manchester	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Marblehead	.....	.....	.....	2	.....	.....	.....	.....	.....	1	3
Marthas Vineyard:											
Cape Poge	.....	.....	1	.....	.....	1	2	.....	.....	.....	4
Cedar Tree Neck	.....	.....	.....	1	.....	.....	.....	.....	1	.....	2
Chappaquiddick Point	1	.....	.....	1	.....	.....	.....	1	.....	.....	3
Chilmark	.....	.....	.....	.....	.....	.....	.....	1	.....	1	2
Cottage City	1	.....	.....	.....	.....	.....	.....	1	.....	.....	2
East Chop	1	.....	.....	.....	.....	.....	.....	1	.....	.....	2
Edgartown	3	1	2	2	1	3	4	3	1	.....	20
Gay Head	1	.....	.....	.....	.....	2	.....	.....	1	1	5
Gay Head, Devil's Bridge	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Menemsha Bight	.....	.....	.....	1	2	.....	1	1	1	.....	6
No Mans Land	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Old Man Ledge	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Toms Shoal	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Vineyard Haven	1	6	1	1	4	.....	3	3	3	1	23
West Chop	.....	1	1	.....	1	4	.....	1	1	1	10
Nahant Bay:											
Egg Rock	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Phillips Point	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Swampscott	.....	.....	.....	.....	.....	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.
	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	
MASSACHUSETTS—continued.											
Nantucket:											
Bar and Bay	.....	1	2	.....	.....	.....	.....	.....	.....	.....	3
Coskata	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
East side of	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Great Point and Great Rip	.....	3	1	3	3	.....	.....	.....	3	.....	13
Squam Head	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Surfside	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Nantucket Shoals	2	1	2	.....	1	.....	2	.....	1	.....	9
Nantucket Sound:											
Bishop and Clerks Shoal	.....	.....	.....	.....	3	.....	.....	.....	.....	.....	3
Chatham Roads	.....	.....	.....	.....	.....	.....	.....	1	.....	1	2
Common Flats (near Chatham Roads)	.....	1	1	2	.....	.....	.....	.....	3	2	9
Dennisport and Beach	.....	.....	1	.....	.....	5	.....	.. ..	.....	1	7
Dog Fish Bar	.....	.....	.....	.....	.....	.....	.....	.....	1	1	2
Eldridges Shoal	1	.....	.....	.....	.....	.....	1	.....	.....	.....	2
Great Round Shoal	.....	.....	.....	.....	1	.....	1	.....	.....	.....	2
Handkerchief Shoal	3	1	3	5	1	6	3	6	3	5	36
Harwichport	.....	.....	.....	.....	.....	.....	2	1	.....	.....	3
Hawes Shoal	.....	.....	.....	.....	.....	.....	1	2	.....	.....	3
Herring River Bar (off Harwich)	.....	.. ..	1	.....	.....	.....	.....	.....	.....	.....	1
Hyannis	.....	1	1	1	.....	1	.....	1	1	1	7
Nantucket Sound—Continued.											
Hyannis Roads, Middle Ground	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Kill Pond Bar	3	.....	.....	.....	1	.....	.....	.....	1	2	7
Long Shoal	.....	.....	.....	1	.....	.....	.....	3	.....	.....	4
Monomoy Island (shoals west side of)	1	.....	.....	.....	.....	.....	2	.....	.....	.....	3
Muskeget Island	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Nortons Shoal	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Osterville	1	.....	1	.....	.....	.....	.....	.....	.....	.....	2
Rodgers Shoal	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Shovelful Shoal (near Tuckernuck Shoal)	.....	.....	1	.....	.....	.....	4	1	.....	.....	6
Tuckernuck Shoals	.....	.....	.....	1	.....	.....	.....	2	1	.....	4
Wreck Shoals	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Newburyport approaches:											
Newburyport Bar	2	3	1	.....	1	4	.....	.....	1	.....	12
Plum Island Point	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Salisbury Point	1	.....	.....	.....	.....	.....	.....	1	2	.....	4
Plum Island	3	2	.....	1	.....	1	1	3	1	4	16
Plymouth Bay:											
Browns Bank, or Browns Island	1	2	1	1	.....	.....	.....	5	.....	2	12
Dicks Flat	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Long Beach	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Plymouth	.....	.....	.....	2	.....	.....	1	1	1	.....	5
Salem Harbor and approaches:											
Bakers Island and Shoals	.....	3	.....	.....	.....	.....	.....	.....	1	1	5
Coney Island Ledges	.....	.....	1	1	.....	.....	.....	.....	.....	.....	2
Dry Breakers	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Kettlebottom, The	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Little Aqua Vitæ Ledge	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Misery Island and Ledges	.....	.....	.....	1	.....	1	.....	.....	.....	.....	2
Salem Harbor	.....	.....	.....	1	.....	.....	1	.....	.....	1	3
South Gooseberry, The	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Scituate	4	3	.....	4	1	2	1	.....	.....	.....	15
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	.....	1	19
Falmouth	.....	.....	1	1	.....	.....	.....	.....	.....	.....	2
Hedge Fence Shoal	1	.....	2	.....	.....	.....	.....	.....	.....	.....	3
L'Homme à Dieu Shoal	2	1	.....	2	1	4	1	.....	1	.....	12
Middle Ground	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Nashawena Island	.....	1	2	1	.....	.....	.....	.....	1	2	7
Naushon Island	.....	4	.....	.....	1	.....	1	.....	3	1	10
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	1	5
Sow and Pigs	2	.....	.....	1	.....	1	.....	1	1	.....	6
Squash Meadow Shoals	.....	1	.....	.....	.....	.....	.....	.....	1	.....	2
Succonesset Shoal	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Tarpaulin Cove	1	.....	.....	.....	.....	3	1	2	.....	2	9
Woods Hole	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.	1894.	1895.	
RHODE ISLAND.											
Block Island:											
Black Rock	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Block Island Breakwater	1	.....	1	1	.....	1	1	.....	.....	5	10
Clay Head Point	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
East side of	1	2	6	.....	2	.....	2	1	.....	1	15
Northwest shore of	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Sandy Point	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	3
South and southwest shore of	.....	2	.....	.....	1	.....	.....	.....	1	.....	4
West side of	.....	5	1	.....	1	.....	.....	1	.....	1	9
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 Point and Reef	.....	.....	.....	.....	.....	1	.....	.....	.....	1	2
Butter Ball Rock	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Caseys Point	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Castle Hill	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Church Point	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Clump Rocks	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Coasters Harbor Island	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Coddington Point	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Conanicut Island	1	.....	.....	.....	2	.....	.....	.....	.....	.....	3
Dutch Island	.....	.....	.....	1	.....	2	1	2	1	1	8
Dyers Island (rocks off)	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Fort Adams	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Fullers Rock, Providence River	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Goat Island	.....	.....	.....	.....	.....	.....	.....	1	.....	2	3
Gould Island, Sakonnet River	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Hog Island	.....	.....	1	1	.....	.....	.....	.....	.....	.....	2
Kettle-Bottom Rock	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Narragansett Pier	.....	.....	2	.....	1	.....	.....	.....	.....	.....	3
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	1	4
Sakonnet Point	1	2	.....	.....	.....	1	.....	.....	.....	.....	4
Sisters, The	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	2
Warrens Point, Elishas Ledge	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Watsons Pier	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Wesqueague Beach	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Whale Rock	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Point Judith	2	2	2	3	1	.....	.....	1	1	.....	12
Three miles west of	.....	.....	1	.....	.....	.....	.....	1	.....	.....	2
Squid Ledge	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Quonochontaug Beach	1	1	.....	1	.....	.....	.....	.....	.....	2	5
Watch Hill	1	1	.....	3	.....	1	2	2	1	.....	11
Catumb Reef	1	.....	.....	.....	.....	2	.....	.....	.....	1	4
Napatree Point	2	1	1	2	4	2	1	.....	1	2	16
Sugar Reef	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
CONNECTICUT.											
Black Point (rock 3 miles west of)	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Black Rock Harbor	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Branford Reef	.....	.....	.....	.....	.....	.....	1	.....	1	.....	2
Bridgeport	.....	1	1	.....	.....	.....	.....	.....	1	.....	3
Connecticut River (mouth of):											
Blackhall Point	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Cornfield Point	.....	.....	.....	.....	.....	1	.....	1	.....	.....	2
Cornfield Point Shoal	1	.....	.....	.....	.....	.....	.....	.....	1	.....	2
Saybrook Bar	1	.....	.....	.....	.....	2	.....	.....	.....	.....	3
Fishers Island Sound:											
Bartletts Reef	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Groton Long Point	.....	.....	.....	1	.....	.....	.....	1	.....	.....	3
Latimers Reef	.....	.....	.....	.....	1	.....	1	.....	1	.....	2
Middle Ground	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Noank (near)	.....	.....	.....	.....	.....	.....	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.
	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	
CONNECTICUT—continued.											
Fishers Island Sound—Continued.											
Noyes Rocks	1										1
Quiambog Cove									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
Goose Island (near Faulkners Island)	1							1			2
Greens Ledge (west of the Norwalk Islands)		1									1
Long Sand Shoal						1				2	3
Norwalk Islands					1	2	1	1	1		6
Penfields Reef					1		1	1			3
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			1	2			1	2		8
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	2
New London		1	1								2
Pequot (near)			1						1		2
Southwest Ledge									1		1
Niantic Bay									2	1	3
Norwalk Harbor								1			1
Sachems Head			1								1
Saugatuck River (mouth of)								1			1
Shippan Point Shoals	1			1		1					3
Stamford	1										1
Stratford Bar	1				1						2
Stratford Beach			1								1
NEW YORK.											
Block Island Sound:											
Fort Pond Bay										3	3
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	1	8
College Point		1	1					2			4
Factory Rock					1						1
Governors Island						2	1				3
Hell Gate	1		1	1	5	4			1		13
Hell Gate, Flood Rock		1	2		1					1	5
Hell Gate, Halletts Point			1							1	2
Hell Gate, Mill Rock							1	1	1		3
Hell Gate, Negro Head									2		2
Hell Gate, Rylanders Reef						1					1
Hell Gate, The Hogs Back				1		1				1	3
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
North Brother		1				1				1	3
Randalls Island				1							1
Reef off Tenth street, New York City						1					1
Rikers Island		1		1							2
Rock off East Fifty-sixth street, New York City							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.
	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	
NEW YORK—continued.											
East River—Continued.											
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	.....	.....	.....	5	2	.....	.....	2	4	1	14
Ditch Plain	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
East Hampton Beach	1	.....	.....	.....	.....	.....	.....	.....	1	.....	2
Fire Island Beach	.....	2	.....	2	1	1	2	3	2	2	15
Fire Island Beach (Great South Bay)	.....	.....	.....	.....	.....	.....	.....	3	.....	.....	3
Fire Island Inlet	.....	1	7	6	2	1	2	.....	.....	5	24
Hog Island Inlet	1	.....	1	.....	.....	.....	.....	1	.....	.....	3
Jamaica Bay	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Jones Beach	.....	.....	.....	1	3	.....	1	.....	.....	.....	5
Long Beach	.....	1	.....	.....	.....	1	.....	2	3	2	9
Mecox	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Montauk Point	.....	.....	1	1	1	.....	.....	1	1	.....	5
Moriches Beach	2	2	.....	.....	1	.....	.....	.....	1	1	7
Napeague	.....	2	3	1	.....	.....	1	1	1	1	10
New, or Jones Inlet	2	1	.....	1	2	3	3	1	2	4	19
Oak Island	1	.....	1	.....	.....	.....	.....	.....	.....	1	3
Petunk	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Rockaway and Far Rockaway Beach	2	.....	.....	1	.....	1	1	.....	.....	1	6
Rockaway Inlet and Shoals	4	2	2	6	3	2	2	.....	1	6	28
Shinnecock Beach	1	.....	.....	.....	.....	.....	1	.....	1	2	5
Smith's Point	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Zach's Inlet	.....	.....	.....	.....	.....	.....	.....	.....	1	1	2
Long Island Sound:											
Baiting Hallow Beach	1	.....	.....	1	.....	.....	.....	.....	.....	.....	2
Browns Hills	.....	.....	.....	1	1	.....	.....	.....	.....	.....	2
Center Island Reef	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
City Island	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
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	.....	3	16
Execution Rocks	.....	.....	.....	1	.....	.....	.....	.....	1	.....	2
Fishers Island	1	1	2	2	.....	.....	1	1	1	4	13
Glen Cove	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Great Gull Island	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Hallocks Landing	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Hart Island	2	2	.....	.....	1	1	.....	1	.....	1	8
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	.....	.....	1	3
Lloyds Neck	.....	2	.....	1	.....	.....	1	1	1	.....	6
Matinicock Point	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Mattituck Beach	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Mount Misery	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Mount Sinai	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
New Rochelle Harbor	.....	.....	.....	.....	1	.....	.....	.....	1	1	3
Oak Neck Point	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Old Field Point Light	.....	.....	.....	.....	1	.....	.....	.....	.....	1	2
Orient Beach	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Oyster Bay	.....	.....	.....	.....	.....	.....	2	1	.....	1	4
Peconic Bay, Little	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Pine Island	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Plum Island	.....	2	1	.....	1	1	1	.....	.....	1	7
Prospect Point	.....	.....	.....	.....	.....	1	.....	.....	.....	1	2
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

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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.
	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	
NEW YORK—continued.											
Long Island Sound—Continued.											
Rye Point	2	.....	.....	.....	.....	.....	1	1	.....	.....	4
Sands Point	.....	1	.....	.....	1	.....	1	.....	1	1	5
Seal Rocks (near Fishers Island)	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Throgs Point	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Valiant Rock	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Wading River	.....	.....	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
Gedney Channel	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Great Kills	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Oyster Island	.....	1	.....	.....	2	.....	.....	.....	.....	.....	3
Princess Bay	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Robbins Reef	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Romer Shoal	3	3	1	1	2	4	3	1	1	6	24
Staten Island	2	.....	2	.....	.....	.....	1	.....	1	.....	6
West Bank	.....	.....	.....	1	1	.....	.....	.....	.....	1	3
NEW JERSEY.											
Absecon Beach	2	.....	.....	.....	1	1	.....	.....	.....	.....	4
Absecon Inlet	2	8	6	7	1	.....	4	1	5	3	37
Atlantic City	4	1	.....	.....	1	.....	.....	3	2	.....	11
Barnegat Bay	.....	.....	1	.....	.....	1	.....	.....	.....	.....	2
Barnegat Inlet	4	1	10	.....	4	1	2	5	1	2	30
Brigantine Beach and Shoals	.....	.....	1	.....	2	.....	3	2	2	2	12
Cape May	2	4	2	2	.....	2	1	.....	.....	1	14
Cold Spring Inlet	3	1	2	3	.....	.....	.....	.....	.....	1	10
Corsons Inlet Bar	.....	.....	.....	.....	1	2	.....	.....	3	.....	6
Deal Beach	.....	.....	.....	.....	.....	1	1	1	1	.....	4
Delaware Bay (also see Delaware):											
Ben Davis Shoal	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
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	2
Somers Shoal	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Town Bank	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Five Fathom Bank	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Five Mile Beach	1	.....	.....	.....	.....	.....	.....	.....	.....	2	3
Forked River	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Great Egg Harbor Inlet	1	1	.....	2	5	.....	2	2	3	1	17
Hereford Inlet	1	7	3	2	6	6	3	.....	6	2	35
Highlands	.....	1	.....	.....	1	.....	.....	.....	1	1	4
Island Beach	3	4	3	2	3	.....	1	1	1	.....	18
Leaming Beach	2	1	.....	.....	1	.....	.....	.....	.....	.....	4
Little Egg Harbor	3	3	1	.....	.....	.....	.....	.....	.....	.....	7
Little Egg Harbor Inlet or New Inlet	.....	2	3	3	3	4	1	3	3	3	25
Long Beach	2	2	2	1	.....	.....	.....	2	1	1	11
Long Branch	.....	.....	.....	1	1	1	.....	1	.....	.....	4
Monmouth Beach	2	1	.....	.....	.....	1	.....	1	.....	1	6
Ocean Grove	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Pecks Beach	.....	.....	1	.....	.....	.....	.....	1	.....	1	3
Port Monmouth	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Raritan Bay:											
Keyport	.....	1	.....	1	3	.....	.....	.....	2	.....	7
Point Comfort	.....	.....	.....	.....	1	.....	.....	.....	.....	1	2
Red Bank	.....	.....	.....	1	.....	.....	.....	.....	.....	1	2
Sandy Hook	5	10	4	6	4	9	2	5	6	1	52
False Hook	.....	.....	.....	2	.....	.....	.....	1	.....	.....	3
Flynns Knoll	2	.....	2	2	1	.....	.....	1	.....	.....	8

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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.
	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	
NEW JERSEY—continued.											
Sandy Hook—Continued.											
Horse Shoe	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Swash Channel (west side)	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Seabright	2	1	.....	.....	.....	.....	.....	2	.....	.....	5
Shark River	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Spring Lake	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Squan Beach	.....	1	1	.....	.....	.....	1	2	1	1	7
Tatham	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Toms River	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Townsends Inlet	.....	2	2	.....	1	.....	.....	.....	.....	.....	5
Tuckers or Short Beach	1	1	.....	.....	.....	.....	.....	.....	.....	.....	2
Turtle Gut Inlet	.....	1	.....	.....	.....	1	.....	.....	.....	.....	2
Wreck Pond Inlet	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
DELAWARE.											
Cape Henlopen	4	3	1	4	4	.....	1	4	1	.....	22
Hen and Chickens Shoal	.....	2	2	.....	1	1	.....	1	1	.....	8
Delaware Bay (also see New Jersey):											
Bombay Hook Point	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Brandywine Shoal	1	.....	1	1	2	1	1	.....	.....	.....	7
Broadkill River (mouth of)	.....	1	1	.....	.....	1	.....	.....	.....	.....	3
Fourteen Foot Bank	.....	.....	.....	.....	3	.....	.....	.....	.....	.....	3
Joe Flogger Shoals	.....	.....	1	.....	.....	1	1	1	.....	.....	4
Mispillion River	.....	.....	.....	.....	1	.....	.....	.....	.....	1	2
Shears, The	.....	.....	1	.....	.....	.....	.....	1	1	.....	3
Slaughter Beach	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Delaware Breakwater	1	1	1	2	1	.....	2	2	1	3	14
Indian River Inlet	1	2	2	.....	2	5	5	1	2	.....	20
Six miles south of	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Lewes	3	3	19	4	21	2	.....	.....	3	1	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
Curtis Point	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Dells Island	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Devils Woodyard	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Ditch Rock	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Fishing Bay	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Governors Run and Cove Point (between)	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Hacketts Point	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Hawkins Point	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Herring Bay	.....	.....	.....	1	.....	1	.....	.....	2	1	5
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
Kent Point (near)	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Long Point Bar, Tangier Sound	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Magothy River (mouth of)	1	.....	1	.....	.....	.....	.....	.....	.....	.....	2
Man of War Shoals	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Millers Island	.....	.....	1	.....	1	.....	.....	.....	.....	.....	2
Patapsco River (mouth of)	2	2	2	.....	.....	1	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	.....	.....	.....	.....	.....	.....	.....	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.
	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	
MARYLAND—continued.											
Chesapeake Bay—Continued.											
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 Point (Eastern Bay)	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Tolchester Beach	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	2
Wades Point (Eastern Bay)	1	.....	1	.....	.....	.....	.....	.....	.....	.....	2
Fenwick Island	2	2	.....	.....	.....	2	.....	.....	1	1	8
Fenwick Island Shoals	1	.....	.....	.....	.....	.....	1	.....	.....	.....	2
Green Run Inlet	.....	.....	1	.....	1	.....	.....	.....	.....	.....	2
North Beach	.....	2	.....	.....	.....	2	1	.....	2	.....	7
Ocean City	2	1	1	.....	1	.....	.....	.....	.....	.....	5
VIRGINIA.											
Assateague Island	3	.....	.....	.....	.....	2	1	2	.....	2	10
Fishing Point	.....	1	.....	.....	.....	.....	.....	.....	.....	2	3
Cape Charles	.....	1	.....	1	.....	1	.....	.....	.....	.....	3
Cape Henry	3	1	1	2	4	4	4	.....	3	2	24
Cedar Island	.....	.....	.....	.....	.....	.....	1	.....	1	2	4
Cherrystone Inlet	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
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
Middle Ground	.....	.....	.....	.....	.....	.....	.....	3	1	.....	4
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	3	1	3	.....	.....	.....	.....	1	.....	.....	8
Wolf-Trap Shoal, Mobjack Bay	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
York River (mouth of)	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
York Spit	.....	.....	.....	.....	1	1	.....	.....	.....	.....	2
Chincoteague Inlet	2	4	2	1	2	2	2	3	2	1	21
Chincoteague Shoals (off Fishing Point)	.....	.....	.....	.....	.....	.....	1	1	.....	1	3
Cobbs Island	.....	1	.....	1	2	1	1	1	1	.....	8
Carters Shoals	2	.....	2	2	.....	2	3	1	1	1	14
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	2	2	1	1	.....	.....	.....	3	.....	.....	9
Fishermans Island (near Cape Charles)	.....	.....	.....	2	2	.....	1	.....	.....	1	6
Great Machipongo Inlet	.....	2	2	.....	.....	1	1	3	.....	2	11
Hampton Roads:											
Browns Shoals (mouth of James River)	.....	.....	1	.....	.....	.....	.....	.....	.....	1	2
Bush Bluff Shoal	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Craney Island Flats	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Days Point (mouth of James River)	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Hampton Bar	1	.....	.....	.....	.....	.....	.....	1	.....	.....	2
Hampton Flats	.....	.....	1	.....	.....	1	.....	.....	.....	.....	2
Masons Creek	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Nansemond River (mouth of)	.....	.....	.....	5	.....	.....	.....	.....	.....	1	6
Newport News	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Old Point Comfort	.....	.....	.....	.....	.....	.....	1	.....	.....	1	2
Pagan Creek (mouth of James River)	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Pig 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.
	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	
VIRGINIA—continued.											
Hampton Roads—Continued.											
Rip Raps	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Sewalls Point	1	.....	.....	1	.....	.....	.....	.....	.....	.....	2
White Shoal (mouth of James River)	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Hog Island	2	3	.....	4	2	.....	2	1	1	.....	15
Little Island	2	.....	3	.....	1	.....	.....	1	1	.....	8
Little Machipongo Inlet	.....	1	.....	.....	.....	.....	.....	.....	.....	1	2
Lynn Haven Bay	1	1	1	1	2	.....	.....	.....	.....	.....	6
Metomkin Beach	.....	1	1	.....	.....	.....	.....	.....	.....	.....	2
Metomkin Inlet	.....	.....	.....	.....	3	1	1	.....	1	.....	6
Myrtle Island	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Paramores Beach	.....	1	.....	1	.....	1	1	.....	.....	.....	4
Sand Shoal Inlet	.....	1	.....	1	2	7	.....	2	1	1	15
Ship Shoals	.....	.....	.....	1	.....	.....	.....	1	1	.....	3
Smiths Island	1	1	3	1	.....	1	.....	.....	.....	.....	7
Isaacs Shoals	.....	.....	1	2	3	1	1	.....	.....	1	9
Nautilus Shoal	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Smiths Island Inlet	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Virginia Beach	.....	1	3	3	1	1	1	.....	2	.....	12
Wachapreague Inlet	1	1	1	.....	.....	.....	2	.....	.....	2	7
Dawson Shoals	2	1	3	2	1	1	.....	2	.....	.....	12
Wallops Beach	1	1	.....	.....	.....	1	.....	.....	2	.....	5
Winter Quarter Shoals	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
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)	2	.....	1	2	.....	.....	.....	.....	.....	1	6
Bodies Island (also see Pamlico Sound)	.....	.....	.....	.....	1	1	1	.....	1	1	5
Bogue Island and Inlet	.....	1	1	.....	.....	.....	2	.....	2	.....	6
Caffeys Inlet	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Cape Fear, Frying Pan Shoals	2	3	1	.....	1	1	.....	2	2	3	15
Cape Fear River (mouth of)	5	1	1	2	2	1	.....	4	.....	3	19
Cape Hatteras	.....	.....	.....	3	1	.....	.....	1	.....	.....	5
Diamond Shoals (inner and outer)	.....	2	.....	3	1	.....	.....	1	1	.....	8
Hatteras Roads	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Cape Lookout	1	.....	.....	.....	.....	1	.....	3	.....	1	6
Cape Lookout Shoals	.....	1	.....	.....	1	.....	1	.....	3	.....	6
Chicamicomico	.....	.....	.....	1	1	1	.....	.....	1	1	5
Core Beach	1	.....	1	1	1	.....	.....	.....	1	.....	5
Currituck Beach	2	.....	1	2	2	2	.....	1	2	.....	12
Currituck Sound	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	2
Durants (also see Pamlico Sound)	.....	.....	.....	.....	1	.....	.....	.....	.....	1	2
Gull Shoal (also see Pamlico Sound)	.....	.....	.....	.....	.....	1	1	.....	.....	.....	2
Hatteras Inlet (also see Pamlico Sound)	2	3	2	4	.....	1	3	2	1	2	20
Kill Devil Hills	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	2
Kitty Hawk	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Little Island	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Little Kinnakeet (also see Pamlico Sound)	.....	.....	.....	.....	1	.....	1	1	.....	.....	3
Little River Inlet	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Lockwoods Folly Beach	.....	.....	.....	.....	.....	.....	.....	.....	2	1	3
Nags Head	.....	.....	.....	1	1	.....	.....	.....	.....	2	4
New Inlet	.....	.....	.....	.....	1	1	.....	.....	1	.....	3
New River Inlet	.....	.....	.....	.....	1	.....	.....	.....	1	.....	2
Ocracoke Inlet	.....	.....	.....	.....	.....	1	.....	.....	1	1	3
Ocracoke Island	.....	.....	1	.....	2	3	.....	1	.....	8	15
Oregon Inlet	1	.....	1	1	.....	.....	.....	1	.....	1	5
Pamlico Sound:											
Big Kinnakeet	.....	.....	.....	3	2	1	1	.....	.....	2	9
Bodies Island	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Brant Island	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Cape Hatteras	2	.....	.....	2	.....	1	.....	.....	.....	.....	5
Chicamicomico	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Durants	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Gull Island and Shoal	2	.....	1	.....	.....	1	.....	.....	.....	1	5
Hatteras Inlet	.....	.....	.....	.....	1	1	.....	2	.....	.....	4
Howard Reef	.....	.....	.....	.....	.....	.....	.....	.....	.....	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.
	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	
NORTH CAROLINA—continued.											
Pamlico Sound—Continued.											
Little Kinnakeet	2	.....	1	1	.....	1	2	.....	.....	.....	7
Log Shoal	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Long Shoal	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Moores Inlet	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Neuse River	.....	.....	.....	2	.....	.....	.....	.....	.....	1	3
Ocracoke Inlet	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	2
Olivers Reef	.....	.....	2	2	.....	1	.....	.....	3	1	9
Swan Island	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Portsmouth Island	.....	.....	.....	.....	1	.....	.....	.....	1	.....	1
Rich Inlet	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Shallotte Inlet	.....	.....	1	.....	.....	.....	.....	.....	.....	1	2
Wash Woods	.....	.....	.....	.....	.....	.....	.....	.....	.....	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	.....	1	1	.....	1	4	1	3	1	14
Drunken Dick Shoal	.....	.....	.....	.....	.....	1	1	.....	.....	1	3
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	2	8
Kiawah Island	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Little River Inlet	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Long Island	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
MacClellanville	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Morris Island	1	.....	.....	.....	.....	1	.....	.....	.....	.....	2
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
Winyah Bay	.....	.....	.....	.....	.....	.....	.....	.....	.....	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	.....	1	7
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	1	5
Savannah River (mouth of)	.....	.....	.....	.....	1	.....	1	.....	3	.....	5
Tybee Island	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Wilmington River (mouth of)	.....	.....	.....	.....	.....	.....	.....	.....	.....	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	2
East Pass Bar	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
West Pass	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Barrancas	.....	.....	.....	.....	.....	1	.....	1	.....	.....	2
Bethel Creek	.....	.....	.....	.....	.....	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.
	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	
FLORIDA—continued.											
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	.....	2	3
Choctawhatchie Bay	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Dog Island	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Flag Island Shoals	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Fernandina Bar and Harbor	.....	.....	.....	.....	1	1	.....	.....	.....	1	3
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	1	4
Fowey Rocks	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
French Reef	.....	.....	.....	1	.....	.....	.....	.....	1	.....	2
Key West	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	2
Marquesas Key	.....	3	.....	.....	.....	.....	.....	.....	1	.....	4
Middle Ground	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Pickle Reef	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Pulaski Shoals	.....	.....	.....	.....	.....	.....	2	.....	1	.....	3
Rebecca Shoals	.....	.....	.....	1	.....	.....	.....	1	.....	.....	2
Tennessee Reef	.....	.....	.....	.....	1	.....	.....	.....	.....	2	3
Tortugas	3	1	3	1	1	1	1	1	1	2	15
Washerwoman Shoal	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Western Dry Docks	.....	1	.....	.....	.....	.....	2	.....	.....	.....	3
Fort Pickens Point	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Gilberts Bar	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Gull Point Bar	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Hillsboro Inlet	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Indian River, Eau Gallie	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	2
Indian River Inlet	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	2
Twenty miles north of	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Jupiter Inlet	.....	2	6	1	2	.....	2	3	3	2	21
Lake Worth Inlet	.....	1	.....	.....	.....	.....	3	.....	.....	2	6
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	.....	.....	.....	1	8
St. Georges Island	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
St. Georges Sound (east end)	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
St. Johns Bar	.....	.....	.....	.....	1	.....	.....	1	1	.....	3
St. Josephs Bay	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
St. Josephs Point	.....	.....	.....	.....	.....	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	2	8
Fifteen miles east of	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Sarastota Pass, Little	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Smiths Creek	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Tampa Bay:											
Anna Maria Key	.....	.....	.....	.....	.....	1	.....	.....	.....	1	2
Passage Key	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
ALABAMA.											
Mobile Bay and approaches:											
Blakely Island	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Dauphin Island	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
D'Olives Bay	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Dixie Island	.....	2	.....	.....	.....	.....	1	1	.....	.....	4
Fort Morgan	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Heron Bay (Mississippi Sound)	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	2
Mobile Bay	1	.....	.....	.....	1	.....	.....	.....	2	1	5

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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.
	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	
ALABAMA—continued.											
Mobile Bay and approaches—Continued.											
Mobile Point	1						1				2
Montrose										1	1
Navy Cove										1	1
Petit Bois Island			1				1	1			3
Point Clear									1		1
Sand Island	1	1									2
MISSISSIPPI.											
Mississippi Sound:											
Bayou Coden									1		1
Gaveline Bayou									1		1
Horn Island	1			1	1			1	1		5
Pascagoula									3		3
Point aux Chines									1		1
Ship Island	1				1		1			2	5
LOUISIANA.											
Calcasieu Bar			1					1	1	1	4
Chandeleur Island	1			1	3	1	1		1		8
Grand Island									1		1
Grand Lake									1		1
Schofield Bay, West Bay									1		1
Ship Shoal Light (18 miles northeast of)				1							1
TEXAS.											
Aransas Pass	1	2	3					1	1		8
Boca Chica									1		1
Bolivar Beach				1				2			3
Brazos River (mouth of)		3		1				1	2	3	10
Brazos River and San Louis Pass (between)		1									1
Brazos Santiago	1	2	1		4	2	2	2			14
Espiritu Santo Bay		1									1
Galveston Bar	4	5		1	5	2	3	3	2	6	31
Galveston Bay								1		1	2
Pelican Island and Flats							2				2
Pelican Spit					1		1				2
Galveston Island	1		1	2	1	1	2	2	1	4	15
High Island										1	1
Matagorda Bay		2					1				3
Powder Horn Lake		3									3
Matagorda Island		1	1	1					1		4
Matagorda Peninsula	1	2								1	4
Mustang Island				2		1	1				4
Padre Island	3				1	1				1	6
Pass Cavallo			2	3	1		2	1		2	11
Pelican Island			1								1
Sabine Pass	2	2	1	1	2	1		1	1	3	14
East of						1					1
West of		1									1
St. Joseph Island		1			1	1		2			5
San Bernard Bar		1					2	1	1		5
San Luis Pass	1	1				1			1	3	7

PACIFIC COAST.*

ALASKA TERRITORY.											
Admiralty Island	1				1						2
Agrepin Bay									1		1
Amlia Island									1		1
Anchor Point, Cooks Inlet										1	1
Cape Fairweather					1						1
Cape Smith (Bering Sea)				1							1
Chignik Bay						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.
	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	
ALASKA TERRITORY—continued.											
Coal Bay						1					1
Cooks Inlet								1			1
Douglas Island			1								1
Geese Island, Kodiak Island										1	1
Harkanock					1						1
Kalgin Island, Cooks Inlet					1						1
Karluc, Kodiak Island			1								1
Kayak Island								1	1		2
Kodiak Island										1	1
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
Ounalaska										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
Prince William Sound									1		1
Return Reef, Midway Island										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
Sitka (near)										1	
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
Grays Harbor							2			1	3
Fifteen miles north of							1				1
Nine miles north of			1								1
North Spit										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			2
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 Townsend							1			1	2
Seattle									1		1
Skagit River (mouth of)									1		1
Snohomish River (mouth of)							1				1
Table Rock				1							1
Tacoma					1						1
Useless Bay									1		1
West Point								1			1
Whidbey Island			2							1	3
Queetshu River (mouth 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.

PACIFIC COAST—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	
WASHINGTON—continued.											
Shoalwater Bay	2	2	1	.....	2	.....	.....	.....	.....	2	9
Straits of Fuca:											
Crescent Bay	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
New Dungeness	.....	.....	.....	.....	.....	.....	.....	1	.....	1	2
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	2
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
Sand Island	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
OREGON.											
Alsea Bay	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Cape Arago	.....	.....	.....	.....	.....	1	4	1	.....	.....	6
Coos Bay Bar	.....	.....	.....	2	2	1	2	1	1	.....	9
Coquille River (mouth of)	.....	1	.....	.....	2	.....	2	2	1	.....	8
Nehalem River (mouth of)	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Nestugga Bay	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Point Adams	1	.....	.....	.....	.....	.....	.....	.....	1	1	3
Port Blacklock	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Port Orford	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Rogue River Bar	.....	.....	.....	1	.....	1	.....	.....	.....	.....	2
Rogue River Reef	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Siuslaw River (mouth of)	.....	1	.....	.....	.....	.....	1	.....	.....	2	4
Tillamook Bar	.....	.....	.....	1	.....	.....	.....	2	.....	.....	3
Umpqua 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
Bowens Landing, Mendocino County	.....	.....	1	.....	.....	.....	.....	1	.....	.....	2
Cambria	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Cape Mendocino	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
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	.....	.....	.....	1	.....	5
Fort Ross	1	.....	1	1	.....	.....	.....	2	.....	.....	5
Golden Gate	.....	1	.....	1	.....	1	1	.....	1	2	7
Eight miles south of	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Fort Point	.....	1	1	1	1	.....	.....	2	1	.....	7
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	3	.....	2	2	1	1	1	.....	.....	1	11
Humboldt Peninsula	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Klamath River (mouth of)	.....	.....	.....	.....	.....	1	1	.....	.....	.....	2
Little River (mouth 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.

PACIFIC COAST—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	
CALIFORNIA—continued.											
Lompoc Landing	.....	1	.....	.....	1	.....	.....	.....	.....	.....	2
Los Angeles, Ballona Harbor	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Mendocino	2	.....	.....	.....	.....	.....	.....	.....	1	.....	3
Monterey Harbor	.....	1	.....	.....	.....	.....	.....	.....	.....	1	2
Navarro River (mouth of)	1	.....	2	.....	.....	.....	1	.....	.....	.....	4
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	1	3
Fourteen miles north of	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Point Conception	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Point Fermin	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Point Montara Reef (near)	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Point New Year	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Point Reyes	1	1	.....	2	.....	.....	.....	.....	.....	1	5
Point Sur	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Point Vincent	.....	.....	.....	.....	.....	1	.....	.....	1	.....	2
Redondo Beach	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	2
Rockport	.....	.....	.....	.....	.....	.....	1	.....	.....	1	2
Rocky Point	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Russian Landing, Sonoma County	1	.....	.....	1	.....	.....	.....	1	.....	1	4
Salina River (mouth of)	.....	*	.....	.....	.....	.....	1	.....	.....	.....	1
San Buenaventura	.....	.....	1	.....	1	.....	.....	.....	.....	.....	2
San Diego Bay	1	1	2	.....	.....	.....	.....	.....	.....	.....	4
San Francisco Bay and Harbor	.....	.....	.....	.....	1	1	.....	.....	.....	.....	2
Angel Island	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Hen and Chickens Rocks	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Oakland	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
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	2
Santa Catalina Island	.....	.....	.....	.....	.....	1	.....	.....	1	.....	2
Santa Rosa Island	.....	.....	.....	.....	.....	.....	.....	1	.....	1	2
Santa Cruz Point, Needle Rock	.....	.....	.....	.....	.....	.....	.....	.....	.....	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)	.....	3	.....	.....	.....	.....	.....	1	.....	.....	4
Stewarts Point, Sonoma County	.....	.....	1	.....	1	.....	.....	.....	.....	1	3
Tennessee Cove (near), Marin County	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Timber Cove	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Tomales Point	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Westport, Mendocino County	2	.....	1	.....	.....	.....	.....	.....	.....	.....	3
Whitesboro Landing, Mendocino County	2	2	1	.....	.....	.....	.....	.....	.....	.....	5
Wilmington	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1

GREAT LAKES.*

LAKE ONTARIO.											
Bear Creek, N. Y	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Big Sandy Creek, N. Y	.....	.....	2	3	1	1	1	2	.....	1	11
Five miles north of	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Big Stony Creek (mouth of)	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Braddocks Point	.....	2	.....	.....	.....	.....	.....	1	.....	.....	3
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

***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.
	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	
LAKE ONTARIO—continued.											
Ford Shoal	.....	1	1	.....	.....	.....	.....	.....	.....	.....	2
Forest Lawn, N. Y	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Galloo Island	.....	.....	.....	1	1	.....	.....	.....	.....	.....	2
Kingston (near), Canada	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Little Salmon River, N. Y	.....	.....	.....	.....	.....	.....	.....	.....	4	.....	4
Long Island, Canada	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Niagara, Canada	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Oak Orchard Reef	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Ontario, N. Y	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Oswego	2	1	.....	.....	.....	1	.....	4	2	2	12
Seven miles west of	.....	.....	.....	1	.....	1	.....	.....	.....	.....	3
Pigeon Island, Canada	.....	.....	.....	.....	.....	1	.....	.....	2	.....	2
Point Peninsular	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	2
Port Dalhousie, Ontario	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	2
Port Ontario, N. Y	.....	1	.....	.....	.....	.....	.....	.....	1	.....	2
Stony Island	1	.....	.....	.....	.....	.....	.....	1	.....	.....	2
Stony Point	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Wellington, Canada	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Wolf, or Long Island, Long Point, Canada	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
LAKE ERIE.											
Ashtabula, Ohio	1	1	.....	.....	1	1	2	2	.....	2	10
Avon Point, Ohio	.....	.....	.....	1	.....	.....	2	.....	.....	.....	3
Ballast Island Reef	.....	.....	1	.....	.....	1	.....	.....	.....	.....	2
Bar Point, Canada	.....	.....	.....	1	.....	.....	2	.....	1	1	5
Black River, Ohio	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Buffalo, N. Y	1	1	1	1	1	2	4	.....	3	.....	14
Cedar Point, Maumee Bay, Ohio	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Cedar Point, Sandusky Bay, Ohio	1	1	1	.....	2	.....	.....	.....	.....	1	6
Chick-e-nolee Reef, Canada	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Cleveland, Ohio	1	1	1	.....	2	2	.....	5	.....	3	15
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	1	14
Fairport, Ohio	1	.....	.....	2	2	1	.....	.....	.....	.....	6
Hen and Chickens Island, Canada	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Horse Shoe Reef	2	.....	1	2	2	.....	3	1	3	3	17
Huron, Ohio	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Kelleys Island, Ohio	.....	2	.....	.....	1	1	.....	1	2	.....	7
Limekiln Shoals, Canada	1	.....	.....	.....	4	.....	.....	.....	.....	.....	5
Long Point, Canada	.....	.....	1	.....	1	.....	.....	3	1	.....	6
Madison, Ohio	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Marblehead, Ohio	.....	.....	1	.....	1	.....	.....	.....	1	.....	3
Middle Bass Island, Ohio	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	2
Mouse Island Shoals, Ohio	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Niagara River	.....	.....	.....	2	.....	1	1	2	.....	2	8
Noble Point (14 miles east of Cleveland), Ohio	.....	.....	1	1	.....	.....	.....	.....	.....	.....	2
North Harbor Isle, Canada	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Pigeon Bay, Canada	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Point Abino, Canada	.....	.....	3	.....	.....	1	.....	.....	1	.....	5
Pointe au Pelée, Canada	1	.....	1	2	1	.....	2	.....	.....	3	10
Middle Ground	.....	.....	.....	1	.....	1	1	.....	.....	.....	3
Pointe au Pelée Island, Canada	.....	1	2	1	1	.....	1	.....	1	1	8
Port Burwell (3 miles east of), Canada	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Port Colborne, Canada	1	1	.....	1	.....	.....	1	.....	1	1	6
Port Dover, Canada	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Presque Isle, Pa	.....	1	1	.....	.....	.....	.....	1	.....	.....	3
Rondeau, Canada	.....	1	.....	.....	.....	.....	.....	.....	.....	1	2
Roses Reef, Canada	.....	1	1	.....	.....	1	.....	.....	.....	.....	3
Sandusky Bay, Ohio	1	1	1	.....	.....	1	.....	.....	1	1	6
Scotts Point, Ohio	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Selkirk, Ontario	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	2
Seneca Shoal, N. Y	.....	.....	.....	.....	.....	.....	.....	1	.....	2	3
South Bass Island, Ohio	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Starve Island Reef, Ohio	2	.....	2	1	2	.....	2	.....	.....	1	10
Sturgeon Point, N. Y	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	2
Toledo, Ohio	.....	.....	.....	.....	2	.....	.....	.....	.....	1	3
Turtle Island, Ohio	.....	.....	.....	.....	.....	1	1	3	.....	.....	5
West Harbor Reef, Ohio	1	.....	.....	.....	.....	.....	.....	1	.....	.....	2
Windmill Point, Canada	.....	1	1	.....	1	.....	.....	2	.....	.....	5

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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.
	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	
DETROIT RIVER.											
Amherstburg, Canada	.....	.....	.....	1	.....	.....	.....	2	.....	.....	3
Belle Isle, Mich	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Bois Blanc Island, Canada	.....	.....	.....	4	1	.....	.....	1	1	.....	7
Detroit River	.....	.....	.....	.....	.....	.....	1	.....	2	.....	3
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	2	12
McDougalls Rock	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Stony Island	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
LAKE AND RIVER ST. CLAIR.											
Grosse Point, Mich	.....	.....	.....	5	2	.....	.....	1	.....	2	10
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	5	.....	2	5	1	5	.....	.....	2	2	22
St. Clair River	.....	.....	.....	3	1	2	.....	1	1	.....	8
Stag Island, Canada	1	1	4	1	1	.....	2	.....	.....	.....	10
Thames River (mouth of)	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Windmill Point (rock near)	.....	.....	1	.....	1	.....	.....	.....	.....	.....	2
LAKE HURON.											
Alabaster, Mich	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Au Sable, Mich	.....	.....	.....	.....	2	.....	.....	.....	1	2	5
Bayfield (near), Canada	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Bedidore Bay, Ontario	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Black River, Mich	.....	.....	2	.....	.....	.....	.....	.....	.....	1	3
Black River Island and Reef, Mich	.....	.....	.....	1	2	.....	.....	.....	.....	.....	3
Burnt Cabin Point Reef, Mich	.....	.....	3	.....	.....	.....	.....	2	1	6	12
Cape Ipperwash, Ontario	.....	.....	.....	.....	.....	.....	.....	1	.....	1	2
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
Detour, Detour Passage, Mich	.....	1	1	.....	1	2	.....	.....	.....	2	7
Drummond Island, Mich	.....	1	.....	.....	.....	.....	2	.....	3	2	8
Elm Creek, Mich	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	2
False Presque Isle, Mich	.....	1	1	.....	.....	.....	.....	1	1	1	5
Fishermans Bay, Ontario	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Fish Point, Mich	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
Flat Rock Point Reef, Mich	.....	1	1	.....	.....	.....	.....	.....	.....	.....	2
Forest Bay, Mich	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Forester, Mich	1	.....	.....	.....	.....	.....	.....	.....	1	.....	2
Forestville, Mich	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Fort Gratiot, Mich	.....	.....	.....	.....	1	.....	.....	1	1	.....	3
Georgian Bay, Canada	1	1	.....	.....	.....	.....	.....	.....	.....	.....	2
Cove Island	1	.....	1	.....	.....	.....	.....	.....	.....	.....	2
Fox Island	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Hope Island	.....	.....	1	.....	.....	.....	2	.....	.....	.....	3
Lions Head	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Missinauga Point	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Rabbit Island	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Scarecrow 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
Grindstone City, Mich	.....	.....	1	3	.....	1	.....	.....	1	.....	6
Gull Island, Mich	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Hammonds Bay, Mich	.....	.....	2	.....	.....	2	.....	1	.....	1	6
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

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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.
	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	
LAKE HURON—continued.											
Middle Island, Mich	.....	2	1	1	2	.....	1	1	.....	1	9
Four miles southwest of	.....	.....	1	1	.....	2	.....	.....	2	.....	6
Can Buoy Reef	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
North Point, Mich	1	.....	4	3	.....	1	4	4	1	2	20
Oscoda, Mich	2	1	2	1	.....	.....	.....	.....	.....	.....	6
Ottawa Point, Mich	.....	5	1	.....	.....	3	1	1	3	.....	14
Pointe aux Barques, Mich	.....	2	2	3	.....	3	1	5	1	.....	17
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	.....	.....	2	1	.....	1	2	1	.....	1	8
Port Sanilac, Canada	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Prentis Bay, Mich	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Presque Isle, Mich	.....	1	3	.....	1	.....	2	.....	.....	.....	7
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	1	.....	3	2	1	2	5	1	.....	18
Nine miles north of	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Seven miles south of	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	2
Six miles north of	.....	.....	3	.....	.....	.....	.....	.....	.....	.....	3
Scarecrow Island, Mich	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Spectacle Reef, Mich	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Sturgeon Point, Mich	.....	.....	1	.....	2	.....	1	.....	.....	2	6
Nine miles north of	.....	.....	1	.....	.....	2	.....	.....	.....	.....	3
Sugar Island, Mich	.....	1	.....	1	.....	.....	.....	.....	.....	.....	2
Swan Bay (near Adams Point), Mich	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Tawas Harbor, Mich	.....	1	.....	.....	.....	.....	.....	1	.....	.....	2
Thompsons Harbor, Mich	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Thunder Bay	.....	1	1	.....	1	.....	.....	.....	1	.....	4
Thunder Bay Island, Mich	.....	1	.....	1	.....	.....	1	.....	1	1	5
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.											
Hay Lake	.....	.....	.....	.....	.....	.....	.....	.....	.....	5	5
Middle Ground, entrance, Mich	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Nebish Rapids	1	.....	1	1	.....	3	1	1	1	.....	9
Pipe Island	.....	.....	.....	.....	.....	1	.....	1	.....	.....	2
Pointe aux Pins, Canada	1	.....	.....	2	.....	.....	.....	.....	.....	.....	3
Round Island	2	.....	.....	1	.....	.....	1	.....	.....	.....	4
Sailors Encampment Island	.....	.....	.....	2	1	1	.....	.....	2	1	7
St. Josephs Island, Canada	.....	.....	.....	.....	3	1	.....	.....	.....	.....	4
St. Marys River	2	5	1	1	5	7	7	7	3	8	46
Sand Island, Ontario	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Sugar Island	.....	.....	.....	.....	1	1	.....	.....	2	.....	4
Topsail Island	.....	.....	.....	2	1	1	2	.....	1	2	9
LAKE SUPERIOR.											
Apostle Islands, Oak Island, Wis	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Big Bay Point, Mich	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Brule Point, Minn	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Burlington Bay, Minn	.....	.....	3	.....	.....	.....	.....	.....	.....	.....	3
Caribou Island, Canada	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Copper Harbor (reef at entrance), Mich	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Crisps, Mich	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Deer Park, Mich	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	2
Duluth, Minn	.....	.....	1	.....	.....	.....	.....	.....	.....	2	3
Eight miles northeast of	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Eagle Harbor, Mich	.....	.....	.....	1	.....	1	.....	.....	.....	.....	2
Eagle River, Mich	.....	1	.....	.....	1	.....	.....	.....	.....	1	3
Fourteen Mile Point (east of Ontonagon), Mich	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Grand Island, Mich	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Grand Marais, Mich	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Grand Marais, Minn	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Six miles west of	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Grand Portage, Minn	.....	1	.....	.....	.....	1	.....	.....	.....	.....	2
Gratiot River (mouth of), 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.
	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	
LAKE SUPERIOR—continued.											
Heron Bay, Minn	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Hills Creek, Mich	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
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	.....	3	.....	.....	1	.....	.....	.....	.....	2	6
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	.....	.....	2
Point Iroquois, Mich	.....	.....	.....	.....	.....	1	.....	.....	1	.....	2
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	1	21
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	1	10
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	3	2	.....	.....	.....	7
Vermillion Point, Mich	.....	1	.....	1	.....	.....	.....	2	.....	.....	4
Waiska Bay, Mich	.....	.....	.....	.....	1	.....	.....	1	2	1	5
West Superior, Wis	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
White Fish Bay, Mich	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
White Fish Point, Mich	.....	.....	1	.....	1	1	.....	1	1	2	7
Williams Island, Mich	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
STRAITS OF MACKINAC.											
Bois Blanc Island	.....	.....	3	.....	.....	5	4	1	3	2	18
Carp River (mouth of)	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Cecil Bay, Mich	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Cheboygan, Mich	.....	.....	.....	.....	.....	.....	1	3	4	2	10
Goose Island, Mich	.....	.....	.....	1	.....	.....	1	.....	.....	.....	2
Grahams Shoals, Mich	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
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	.....	1	9
McLeod Bay, Mich	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Old Fort Mackinac, Mich	1	1	.....	.....	.....	.....	1	1	.....	1	5
Poe Reef, Mich	.....	.....	.....	.....	.....	.....	3	.....	.....	1	4
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
Antrim, Mich	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Baileys Harbor, Wis	.....	1	2	1	2	.....	1	.....	1	.....	8
Beaver Island, Mich	3	2	4	2	5	5	2	1	1	.....	25
Benton, Ill	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Biddle Point, Mich	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Black Lake Harbor, 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.
	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	
LAKE MICHIGAN—continued.											
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
Charlevoix, Mich	.....	.....	1	.....	.....	1	.....	.....	2	2	6
Chicago Harbor, Ill	.....	1	2	.....	1	1	2	1	6	3	17
Hyde Park (off)	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Clay Banks, Wis	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Cross Village (3 miles north of), Mich	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
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	.....	2	.....	.....	.....	.....	5
Fishermans Shoals, Wis	1	2	2	1	.....	.....	1	.....	.....	1	8
Fort Sheridan, Ill	.....	.....	.....	.....	1	.....	1	.....	.....	.....	2
Fox Point, Wis	3	2	.....	2	1	.....	.....	.....	2	.....	10
Frankfort, Mich	.....	.....	.....	.....	.....	2	1	2	2	2	9
Frankfort and Pierport (between), Mich	.....	2	.....	.....	.....	.....	.....	1	1	.....	4
Garden Island, Mich	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Garretts Bay (entrance to Green Bay), Wis	1	.....	.....	1	.....	.....	.....	.....	.....	1	3
Gills Pier (8 miles north of Leland), Mich	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
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	.....	4
Grand Calumet Beach, Ind	.....	.....	1	.....	.....	.....	.....	.....	1	.....	2
Grand Haven, Mich	2	.....	.....	.....	1	1	1	3	.....	4	12
Grande Pointe au Sable, Mich	1	2	1	.....	1	1	4	.....	.....	1	11
Grand Traverse Bay, Mich	.....	2	.....	.....	1	.....	.....	.....	.....	1	4
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
Cedar River, Mich	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Corona Shoal, Mich	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Corsica Shoal	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Dead Mans Point, Wis	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Eagle Bluff, Mich	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Eleven Foot Shoals, Mich	.....	.....	.....	.....	.....	1	.....	.....	1	.....	2
Escanaba, Mich	.....	1	.....	1	.....	.....	3	.....	.....	.....	5
Ford River, Mich	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Garden Bluff, Mich	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Horseshoe Shoal, Wis	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
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	2
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	.....	2	1	.....	.....	.....	.....	.....	.....	.....	3
Hedge Hog Harbor, Wis	1	.....	.....	.....	.....	.....	.....	1	.....	.....	2
High Island, Mich	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	2
Highland Park, Ill	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Hog Island and Reef, Mich	.....	1	1	.....	.....	.....	.....	.....	.....	.....	2
Holland, Mich	.....	2	4	4	2	1	.....	1	2	3	19
Jacksonport, Wis	1	.....	1	.....	.....	.....	2	.....	1	1	6
Juddville, Wis	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Kenosha, Wis	.....	.....	.....	3	.....	.....	.....	1	.....	1	5
Kewaunee, Wis	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	2
Lees Pier, Mich	.....	.....	.....	.....	.....	.....	1	1	.....	1	3
Leland, Mich	.....	1	.....	1	1	.....	.....	1	.....	1	5
Five miles north of	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Little Harbor, 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.
	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	
LAKE MICHIGAN—continued.											
Little Pointe au Sable, Mich	.....	.....	.....	.....	1	1	.....	.....	.....	.....	2
Ludington, Mich	.....	1	.....	4	1	2	3	1	.....	4	16
Manistee, Mich	.....	3	3	1	4	4	1	1	.....	1	18
Manistique, Mich	.....	.....	1	.....	.....	.....	1	1	.....	1	4
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	2	14
Eight miles south of	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Five miles south of	.....	.....	.....	.....	2	.....	.....	1	.....	2	5
Six miles north of	.....	.....	1	1	.....	.....	.....	.....	.....	.....	2
Mission Point, Mich	1	1	.....	.....	.....	.....	.....	.....	.....	.....	2
Muskegon, Mich	1	8	3	4	4	3	1	2	1	1	28
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	.....	.....	.....	.....	2	.....	.....	3
North Manitou Island, Mich	5	2	3	4	3	1	1	2	2	5	28
North Point, Wis	.....	1	1	1	1	2	2	.....	1	2	11
Northport, Mich	1	.....	1	.....	.....	.....	.....	.....	.....	.....	2
Otter Creek (mouth of), Mich	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Pentwater, Mich	.....	.....	1	1	1	.....	2	2	.....	.....	7
Pierport, Mich	.....	.....	1	1	.....	.....	.....	1	.....	.....	3
Pilot Island, Wis	.....	.....	1	2	2	.....	1	2	.....	.....	8
Pine Station, Ind	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Pointe aux Barques, Mich	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Point Betsy, Mich	1	.....	1	1	.....	.....	.....	1	.....	.....	4
Point Creek, Wis	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	2
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	1	4
Pyramid Point, Mich	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Racine, Wis	.....	1	.....	.....	4	2	1	1	4	2	15
Racine or Wind Point, Wis	.....	.....	.....	.....	.....	1	.....	2	1	.....	4
Racine Reef, Wis	.....	.....	2	1	1	3	2	3	2	2	16
Rock Island, Wis	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Rose Shoal, Mich	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Rowleys Bay, Wis	3	.....	.....	.....	.....	1	.....	.....	.....	.....	4
St. Joseph, Mich	.....	2	2	.....	.....	.....	1	2	1	.....	8
Fourteen miles south of	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Seven miles north of	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Saugatuck, Mich	.....	.....	.....	1	.....	.....	.....	1	1	.....	3
Scotts Point, Mich	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Seul Choix Point, Mich	.....	.....	.....	.....	.....	.....	.....	.....	1	1	2
Sheboygan, Wis	1	1	2	1	.....	.....	1	.....	4	4	14
Seven miles south of	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Six miles north of	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Simmons Reef, Mich	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Skilligalee, Mich	.....	.....	2	.....	1	.....	.....	.....	1	.....	4
Sleeping Bear Point, Mich	.....	1	1	.....	3	1	1	1	1	4	13
South Fox Island, Mich	.....	1	.....	.....	.....	2	2	2	.....	2	9
South Haven, Mich	.....	.....	2	5	2	2	2	1	.....	4	18
South Manitou Island, Mich	.....	2	.....	1	2	1	.....	7	2	3	18
Spider Island, Wis	.....	.....	1	.....	.....	.....	.....	.....	1	.....	2
Squaw Island, Mich	.....	.....	.....	.....	.....	1	1	.....	.....	.....	2
Sturgeon Bay, Wis	1	.....	.....	.....	3	1	1	.....	2	1	9
Summer Island (entrance to Green Bay), Mich	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Torch Lake, Mich	.....	.....	.....	.....	.....	.....	1	.....	.....	1	2
Two Rivers, Wis	.....	.....	.....	.....	.....	.....	.....	2	.....	1	3
Twin River 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	.....	.....	.....	5
Whiskey Island Reef, Wis	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
White Fish Bay, Wis	.....	1	1	2	.....	1	.....	.....	1	.....	6
White River Harbor, Mich	.....	.....	2	.....	4	.....	.....	.....	1	1	8
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.
	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	
Abrolhos Island, Brazil							1			1	2
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
Anagedas Reef, Mexico										1	1
Antigua, British West Indies						1					1
Apia, Samoan Islands				4							4
Aracaju, Brazil										2	2
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			2				1			4
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		2	1			1	1	2	9
Conception Island									1		1
Cotton Cay	1										1
Crooked Island		1									1
Diamond Bank			1							1	2
Egg Island	1							1			2
Elbow Cay			1								1
Eleuthera Island		2				1			1		4
Fish Cay Bank	1							1			2
Fortune Cay, Fish Cay Reef		1	1	1		1			1	1	6
Ginger Cay										1	1
Gingerbread Ground										1	1
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			3
Long Bank		2									2
Long Island					1				1	1	3
Man-of-War Cay					1						1
Mantanilla Reef				1							1
Memory Rock	1	1								1	3
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
Ragged Island Harbor (entrance to)	1										1
Sandy Cay		1	1	1			1	1			5
Silver Key Bank										1	1
Turks Island	1	1	1							2	5
Walkers Cay										1	1
Wattling Island		1							1		2
Bahia, Brazil							1				1
Barbuda Island, British West Indies			1					1			2
Bay Islands, Bay of Honduras, Central America:											
Ruatan Island			1								1
Bay of Bengal, Palmyras Reef, Indian Ocean			1								1
Bella Bella, British Columbia					1						1
Bermudas		1								1	2
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
Buenos Ayres, South America		1							1		2
Cantiles Key, east of the Isle of Pines, West Indies				1							1
Cape Breton Island									1		1
Arichat										1	1
Cheticamp		1									1
Cow Bay						1					1
Flint Island							1				1

* In a few instances the number of stranded vessels in this table does not agree with that 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.
	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	
Newfoundland:											
Baccalieu Island							1				1
Bears Cove					1						1
Bears Head, Bay of Islands										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	1	4
Friar Island						1					1
Green Island								1			1
Miquelon	1			1	1					1	4
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	1	3
Port au Port						1					1
Portugal Cove			1								1
Ramea Island									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	2
Argyle					1					1	2
Baccora										1	1
Barrington								1		1	2
Blanche Island			1								1
Brier Island	1						1				2
Bull Ledge (near Shelbourne)			1								1
Cape Canso				1			3			1	5
Cape Island		1									1
Cape Jack Ledges										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
Green Island										1	1
Gull Island										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	1	4
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
Port Monton									1		1
Robinsons Creek							1				1
Sable Island									1		1
Seal Island		2	1			3					6
Shag Harbor									2		2
Shelburne	1				1			1	1	1	5
Trinity Ledge										1	1
Two Rivers								1			1
Westport	1										1
Whitehead									1		1
Yarmouth		1	1	2			1				5

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Report of the Board on Life-Saving Appliances.

BOSTON MEETING, MAY-JUNE, 1895.

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LETTER OF TRANSMITTAL.

BOARD ON LIFE-SAVING APPLIANCES,
Boston, Massachusetts, June 1, 1895.

SIR: I have the honor to transmit herewith report of Board on Life-Saving Appliances, etc., together with accompanying papers.

Very respectfully,

CECIL H. PEABODY,
President of the Board.

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

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REPORT.

BOARD ON LIFE-SAVING APPLIANCES,
Boston, Massachusetts, June 1, 1895.

I.—PREAMBLE.

The Board on Life-Saving Appliances, constituted by the honorable the Secretary of the Treasury in Department letter of January 3, 1882, met at Boston, Massachusetts, post-office building, at 11 A. M. on May 27, 1895, upon the call of the president of the Board, dated May 18, 1895, for the transaction of such business as should properly be brought before it.

Lieutenant Thomas D. Walker, U. S. R. C. S., recorder, having been relieved from duty with the Board at his own request, Lieutenant Byron L. Reed, Assistant Inspector of Life-Saving Stations, was detailed by Department letter of May 15, 1895, as a member and recorder of the Board, vice Walker, relieved. A copy of this letter is appended and marked I.

Present: Cecil H. Peabody, Esq., president; Captain C. A. Abbey, U. S. R. C. S.; Captain D. A. Lyle, Ordnance Department, U. S. A.; Lieutenant Byron L. Reed, U. S. R. C. S., recorder; Superintendent B. C. Sparrow, Second District, Life-Saving Service; Superintendent J. G. Kiah, Tenth District, Life-Saving Service; Assistant Superintendent H. M. Knowles, Third District, Life-Saving Service.

II.—DOCKET.

CLASS I.—*Wreck ordnance.*

1. Method of faking shot lines. Gilbert.
2. Schmitt's device for throwing life lines.
3. Line-throwing guns. Blakeney.
4. Line-throwing appliance. Dimond.

CLASS II.—*Boats and miscellaneous appliances.*

1. Steam or electric lifeboat. Lieutenant J. C. Moore, U. S. R. C. S.
2. Hydraulic steam lifeboat. R. and H. Green.
3. Flechs' lifeboat. H. A. Flechs.
4. Potter's metallic lifeboat with electric motor. S. N. Potter.
5. Finch's steam lifeboat. Henry Finch.
6. Redmond's improvements in lifeboats. Edmond Redmond.
7. Walker's hydraulic propulsion of vessels. James C. Walker.
8. Mayo's improvement in life car. R. D. Mayo.
9. Spool for preventing fouling of hawser. F. S. Allen.

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10. Mayo's improvement in buoy block. R. D. Mayo.
11. Raymond's automatic boat-detaching device. J. R. Raymond.
12. Line-carrying kite. J. W. Davis.
13. African cork wood for life-preservers. J. Lawrence Hamilton.
14. Sherry's illuminating torch. Sherry Torch Company.
15. Graham-Meyer signaling torch. Graham-Meyer Torch and Liquid Light Company.
16. Improved Coston signal holder. W. F. Coston.
17. Shell for distributing oil on rough sea. J. C. Simmonds.
18. Insufflator for restoring suspended animation. Dr. E. De Baun.
19. Bustin's breeches-buoy block, with brake. Robert Bustin.
20. Bustin's improved boatswain's chair. Robert Bustin.
21. Bustin's spring attachment for hawser. Robert Bustin.

III.—COMMITTEES.

1. Committees appointed.

CLASS I.—*Wreck ordnance.*

1. *On Schmitt's device for throwing life lines.*—Captain D. A. Lyle; Superintendent J. G. Kiah.
2. *On line-throwing guns.*—Captain D. A. Lyle; Superintendent J. G. Kiah.
3. *On line-throwing appliances.*—Captain C. A. Abbey; Captain D. A. Lyle.

CLASS II.—*Boats and miscellaneous appliances.*

1. *On boats, etc.*—(The full Board.)
   (*a*) Flechs' lifeboat.
   (*b*) Potter's metallic lifeboat with electric motor.
   (*c*) Finch's steam lifeboat.
   (*d*) Redmond's improvements in lifeboats.
   (*e*) Walker's hydraulic propulsion of vessels.
2. *On Mayo's improvement in life car.*—Captain C. A. Abbey; Lieutenant Byron L. Reed.
3. *On Mayo's improvement in buoy block.*—Captain C. A. Abbey; Lieutenant Byron L. Reed.
4. *On Raymond's automatic boat-detaching device.*—Captain C. A. Abbey; Superintendent B. C. Sparrow.
5. *On Sherry's illuminating torch.*—Superintendent B. C. Sparrow; Assistant Superintendent H. M. Knowles.
6. *On Graham-Meyer signaling torch.*—Superintendent B. C. Sparrow; Assistant Superintendent H. M. Knowles.
7. (*a*) On Bustin's breeches buoy block with brake.
   (*b*) On Bustin's improved boatswain's chair.
   (*c*) On Bustin's spring attachment for hawser.

Superintendent B. C. Sparrow; Assistant Superintendent H. M. Knowles.

2. Committees continued.

1. On method of faking shot lines.
2. On line-throwing appliances.
3. On boats, etc.
   (*a*) Hydraulic steam lifeboat.
   (*b*) Finch's steam lifeboat.
   (*c*) Walker's hydraulic propulsion of vessels.

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4. On line-carrying kite.
5. On insufflator for restoring suspended animation.

3. Committees reported.

CLASS I.—*Wreck ordnance.*

1. On Schmitt's device for throwing life lines.
2. On line-throwing guns.

CLASS II.—*Boats and miscellaneous appliances.*

1. On steam or electric lifeboat.
2. On Flechs' lifeboat.
3. On Potter's metallic lifeboat with electric motor.
4. On Redmond's improvement in lifeboat.
5. On Mayo's improvement in life car.
6. On spool for preventing fouling of hawser.
7. On Mayo's improvement in buoy block.
8. On Raymond's automatic boat-detaching device.
9. On African cork wood for life-preservers.
10. On Sherry's illuminating torch.
11. On Graham-Meyer signaling torch.
12. On improved Coston signal holder.
13. On shell for distributing oil on rough sea.
14. On Bustin's breeches-buoy block with break.
15. On Bustin's improved boatswain's chair.
16. On Bustin's spring attachment for hawser.

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, AND RECOMMENDATIONS.

CLASS I.—*Wreck ordnance.*

1. Method of faking shot lines.

RESULTS.—No further data having been received in relation to this subject since the last meeting of the Board, it was decided to postpone final action until a future meeting of the Board.

2. Device for throwing life lines.

RESULTS.—This device, as submitted, is intended to be used to throw lines from vessels to the shore, and, as such, is beyond the province of the Board, which is concerned only with apparatus to be used from the shore. The present apparatus, as shown by the drawings and data before the Board, is not suitable for transportation or use at stations along the coast.

OPINION.—The Board is of the opinion that this apparatus in its present state is not adapted to the uses and wants of the Life-Saving Service.

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3. Line-throwing gun.

RESULTS.—This piece is similar to a whale gun, using a charge of powder of one-half ounce and a projectile weighing two and one-half pounds. The results of six rounds are before the Board. One round with No. 9 line gave a range of 89 yards, one round with No. 7 line gave a range of 120 yards, and four rounds with No. 4 line gave a mean range of 140.5 yards. The piece is sufficiently described in the reports submitted by the committee and Superintendent Blakeney.

OPINION.—The Board is of the opinion that it may be desirable to use this device, or a similar one, in certain cases, and that it should be left to the discretion of the General Superintendent to decide where the demands of the service require such pieces. The Board is further of the opinion that the careful and thorough inspection of the material and fabrication, as outlined by the committee, should be strenuously insisted upon in all apparatus used for firing explosives.

4. Line-throwing appliance.

RESULTS.—This device was referred to a committee for report upon it at a future meeting of the Board.

CLASS II.—*Boats and miscellaneous appliances.*

1. Steam or electric lifeboat.

RESULTS.—Nothing further having been submitted in regard to this boat since the last meeting of the Board, it does not feel authorized to express any further opinion upon the insufficient data before it. This boat will therefore be dropped from the docket until such time as more definite data may be submitted.

2. Hydraulic steam lifeboat.

RESULTS.—No further data have been presented to the Board on this subject since the last meeting. As the president of the Board is about to visit England and may have an opportunity to inspect a boat of this model or to obtain further data in regard to it, the subject is postponed to a future meeting of the Board.

3. Flechs' lifeboat.

RESULTS.—This boat is defective in many particulars. It is complicated in construction. The method of propulsion by bands or chains carrying paddles borne by shafts at each end of the boat and actuated by a system of levers and spur wheels, is not deemed practicable for the use of the Service. The committee report, submitted herewith, contains further details.

OPINION.—The Board is of the opinion that this boat is impracticable and could not be used to advantage in the Service.

4. Potter's metallic lifeboat with electric motor.

RESULTS.—The data and sketch submitted are inadequate for a full and proper consideration of so important a subject, but from the data before the Board this boat does not seem to be adapted for the uses of the Life-Saving Service.

OPINION.—The Board is of the opinion, based upon the data before it, that this boat is not adapted to the needs of the Service.

5. Finch's steam lifeboat.

RESULTS.—The consideration of this boat is postponed until the next meeting of the Board, as the president is about to proceed to England where he may have an opportunity for inspecting steam lifeboats and obtaining additional information concerning the employment of steam in the propulsion of lifeboats.

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6. Redmond's improvements in lifeboats.

RESULTS.—The first device is intended to increase the stability by placing a timber across the gunwales of the boat, weighted at the ends by tanks filled with water. The second proposed improvement is a wide shoe fixed to the keel, in order that its resistance to upward motion in the water will tend to prevent upsetting.

OPINION.—The Board is of the opinion that the development of the ideas presented in this case would not add to the efficiency of the boats in the Life-Saving Service.

7. Walker's hydraulic propulsion of vessels.

RESULTS.—It appears from the papers presented in this case that at least three boats have been constructed employing this or a similar method of propulsion. As the Board has deferred action on some other boats to await further information regarding the employment of steam for the motive power of lifeboats, the Board deems it advisable to postpone this subject also until such information may be received.

8. Mayo's improvement in life car.

RESULTS.—The papers and sketch furnished do not indicate that any advantage would accrue to the Life-Saving Service through the employment of this device.

OPINION.—The Board is of the opinion that no advantage is to be obtained by employing this change in the present life car.

9. Spool for preventing fouling of hawser.

RESULTS.—The description of this device and the tests made therewith are given in the committee's report submitted to the Board. The action of this device was unsatisfactory in actual trial and the device does not appear to be of any advantage to the Service.

OPINION.—The Board is of the opinion that this spool is not adapted to the needs of the Service.

10. Mayo's improvement in buoy block.

RESULTS.—The examination of this device does not indicate any advantage to be gained by its employment.

OPINION.—The Board is of the opinion that this device will not add to the efficiency of the Life-Saving Service.

11. Raymond's automatic boat-detaching device.

RESULTS.—This device is designed to be used for detaching boats from davits or tackles.

OPINION.—The Board is of the opinion that this apparatus would be of no special advantage to the Life-Saving Service.

12. Line-carrying kite.

RESULTS.—The committee reported that Mr. Davis, the inventor of this kite, desired further time to perfect his device. The extension of time was granted and the committee continued.

13. African cork wood for life-preservers.

RESULTS.—The weight of this wood dry is 30 per cent lighter than cork but upon submergence in water for twenty-four hours, the weight was increased 230 per cent, while that of cork was increased only about 25 per cent, thus making the wood more than 100 per cent heavier than cork after submersion.

OPINION.—The Board is of the opinion that this material is not adapted to the wants of the Service.

14. Sherry's illuminating torch.

RESULTS.—It is claimed that this light is similar to the Wells light but possesses a simpler burner, less liable to get out of order, and that it can be furnished at a cost of $50 less per light than the Wells light.

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No light has been presented for test or examination, hence no opinion can be formed by the Board at this time.

RECOMMENDATION.—The Board recommends that the Sherry Torch Company be informed by the General Superintendent of the Life-Saving Service that if it will furnish a light, fully equipped for service, and submit it to the Department, it will be referred to the Board and tested in comparison with the Wells light.

15. Graham-Myer torch and liquid light.

RESULTS.—This torch is sufficiently described in the committee's report submitted to the Board. Tests were made at the Point Allerton Life-Saving Station.

OPINION.—The Board is of the opinion that this torch does not present any advantages over the torch now in use in the Service which could not be obtained by simply enlarging the latter, and, therefore, does not recommend it for adoption by the Life-Saving Service.

16. Coston signal holder.

RESULTS.—This differs from the one now in service by having all the metallic parts of brass, except the firing pin, instead of steel.

OPINION.—The Board is of the opinion that this holder is less liable to suffer from rust than the one in service.

RECOMMENDATION.—The Board recommends that this device be introduced where new holders are required, to such extent as may be deemed desirable by the General Superintendent of the Life-Saving Service.

17. Shell for distributing oil on rough seas.

RESULTS.—The parties interested in this matter have not taken any action in the case since the last meeting of the Board, although given an opportunity to do so; therefore, the subject will be dropped from the docket.

18. Insufflator for restoring suspended animation.

RESULTS.—The Board at its last meeting recommended that this subject be referred by the General Superintendent to the Surgeon-General of the Marine-Hospital Service for his official opinion thereon. Nothing further has reached the Board on this subject, and it is therefore continued.

19. Bustin's breeches buoy block with brake.

RESULTS.—This buoy block is made of brass with a lever brake bearing a small friction roller, the combination being designed to control the rapidity of descent when the hawser is much inclined. It is of that type of block which has a side gate closed by a spring catch after clamping upon the hawser. The Board has heretofore acted adversely upon such blocks as are placed upon the hawser without reeving the rope through the block. The possibility that the catch may open in an emergency is too great to risk, adding another danger to those already existing. The Board would cite its action on the "automatic breeches-buoy block (Richardson's)" at its New York meeting of June, 1892, given on page 347, Report of the General Superintendent of the Life-Saving Service for 1892. Past experience has proved that this type of block is inadvisable for the use of the Life-Saving Service. For further details, reference is made to the committee's report.

OPINION.—The Board is of the opinion that no block of this type, having a lateral opening for suspending a breeches buoy from a hawser, is adapted to the use of the Life-Saving Service.

20. Bustin's improved boatswain's chair.

RESULTS.—This canvas belt or chair is light, strong, and capable of holding a shipwrecked person, but the combination of straps, rings, snap hooks, and buckles (especially when used at night or incased in

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ice) would be less simple than the breeches buoy. The method of attaching two or more chairs, tandem fashion, is equally applicable to the Service buoy. The oral proposition of putting cork on this chair to permit its use as a life-preserver would be less effective as a life-preserver than the Service buoy, where the cork is always under the arms of the person to be rescued. Again, snap hooks are uncertain in action and liable to open without warning, thus destroying the confidence of the crews in apparatus depending upon such devices.

OPINION.—The Board is of the opinion that it would be unwise to substitute this device for the breeches buoy now in use in the Service and that it presents no advantages over the breeches buoy.

21. Bustin's spring attachment for hawser.

RESULTS.—The inventor has submitted two devices, designed to be attached between the sand anchor and the shore end of the hawser, for accommodating the roll of the vessel and the effects of the littoral current. One is a coiled wire spring and may be adjusted for either extension or compression. The other is a series of rubber strands passing through holes in two circular disks of wood placed near each end of the rubber pieces. The range of stretch of these fixtures is inadequate for the purpose designed, especially where a strong current exists along the shore and tends to sway the hawser in a wide curve. The present method of easing off and taking up the slack of the hawser by a fall and tackle is much more effective.

OPINION.—The Board is of the opinion that Mr. Bustin's devices are not adapted to the needs of the Life-Saving Service.

VI.—UNFINISHED BUSINESS.

CLASS I.—*Wreck ordnance.*

1. Method of faking shot lines.
2. Line-throwing appliance.

CLASS II.—*Boats and miscellaneous appliances.*

1. Hydraulic steam lifeboat.
2. Finch's steam lifeboat.
3. Walker's hydraulic propulsion of vessels.
4. Line-carrying kite.
5. Insufflator for restoring suspended animation.

VII.—ADDENDA.

I. Letter of the Secretary of the Treasury appointing Lieutenant Byron L. Reed, U. S. R. C. S., assistant inspector of life-saving stations, a member and recorder of the Board.

II. Daily record of the proceedings of the Board.

III. All papers of inventors or agents received from the General Superintendent on the following subjects, viz:

1. On Schmitt's device for throwing life lines.
2. On line-throwing gun.
3. On Dimond's line-throwing appliance.
4. On Flechs' lifeboat.
5. On Potter's metallic lifeboat with electric motor.
6. On Finch's steam lifeboat.

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7. On Redmond's improvements in lifeboats.
8. On Walker's hydraulic propulsion of vessels.
9. On Mayo's improvement in life car.
   (*a*) On Mayo's improvement in buoy block.
10. On Raymond's automatic boat-detaching device.
11. On Sherry's illuminating torch.
12. On the Graham Meyer signaling torch.
13. On improved Coston signal holder.
14. On Bustin's breeches-buoy block with brake.
   (*a*) On Bustin's improved boatswain's chair.
   (*b*) On Bustin's spring attachment for hawser.

IV.—Reports of Committees.

Class I.—*Wreck ordnance.*

1. On Schmitt's device for throwing life lines.
2. On line-throwing gun.

Class II.—*Boats and miscellaneous appliances.*

1. On Flechs' lifeboat.
2. On Potter's metallic lifeboat with electric motor.
3. On Redmond's improvements in lifeboats.
   Mayo's improvement in life car.
4. (*a*) Mayo's improvement in buoy block.
5. On spool for preventing fouling of hawser.
6. On Raymond's automatic boat-detaching device.
7. On African cork wood for life-preservers.
8. On Sherry's illuminating torch.
9. On the Graham-Meyer signaling torch.
10. On Bustin's breeches-buoy block with brake.
   (*a*) On Bustin's improved boatswain's chair.
   (*b*) On Bustin's spring attachment for hawser.

CECIL H. PEABODY,
President of the Board.
C. A. ABBEY,
Captain, U. S. R. C. S., Inspector, L. S. S.
D. A. LYLE,
Captain of Ordnance, U. S. Army.
BYRON L. REED,
Lieutenant, U. S. R. C. S., Recorder.
B. C. SPARROW,
Superintendent, Second Life-Saving District.
JEROME G. KIAH,
Superintendent, Tenth Life-Saving District.
H. M. KNOWLES,
Assistant Superintendent, Third Life-Saving District.

There being no further business before it, the Board adjourned sine die.

CECIL H. PEABODY,
President of the Board.
BYRON L. REED,
Lieutenant, U. S. R. C. S., Recorder.

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ADDENDA.

I.

TREASURY DEPARTMENT,
OFFICE OF THE SECRETARY,
Washington, D. C., May 15, 1895.

SIR: You are hereby designated recorder of the Board on Life-Saving Appliances, vice Lieutenant Thomas D. Walker, relieved.

I inclose, for your information, a copy of the original letter of the Secretary of the Treasury, dated January 3, 1882, constituting the Board and stating the object of its organization, together with a copy of the rules and regulations of the Board now in force.

Respectfully yours,

W. E. CURTIS,
Acting Secretary.

Lieutenant BYRON L. REED,
Assistant Inspector of Life-Saving Stations, Treasury Department.

II.

DAILY RECORD OF THE PROCEEDINGS OF THE BOARD.

[Post-office building, Boston, Massachusetts.]

MONDAY, *May 27, 1895.*

In compliance with the call of the president, under instructions from the General Superintendent of the Life-Saving Service, the Board on Life-Saving Appliances met in the post-office building, Boston, Massachusetts, on Monday, May 27, 1895, at 11 o'clock in the forenoon.

Present: Cecil H. Peabody, Esq., president; Captain C. A. Abbey, U. S. R. C. S.; Captain D. A. Lyle, Ordnance Department, U. S. A.; Lieutenant Byron L. Reed, U. S. R. C. S., recorder; Superintendent B. C. Sparrow, Second District, U. S. L. S. S.; Superintendent J. G. Kiah, Tenth District, U. S. L. S. S.; Assistant Superintendent H. M. Knowles, Third District, U. S. L. S. S.

The proceedings were opened by the reading of the letter of the Secretary of the Treasury, dated May 15, 1895, appointing Lieutenant Byron L. Reed a member and recorder of the Board, vice Lieutenant Thomas D. Walker, relieved.

A motion was then adopted inviting Mr. Sumner I. Kimball, General Superintendent of the Life Saving Service, who is now in the city, to attend the meetings of the Board and take part in its proceedings.

The reading of the minutes and report of the last meeting in New York, June, 1894, was omitted.

The president laid before the Board a letter from the General Superintendent of the Life-Saving Service, dated May 23, 1895, referring the following subjects to the Board for its consideration, viz:

Letters from J. R. Raymond relative to apparatus for launching boats from davits.

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Letters from the Sherry Torch Company relative to their torch, with description and drawing of it.

Letters from Edmond Redmond in relation to his device for improvements to lifeboats, inclosing drawings.

Letters from H. A. Flechs relating to his invention of a lifeboat, with drawings inclosed.

Letters from James C. Walker, inclosing newspaper clippings and drawings and specifications in regard to his invention for hydraulic propulsion of vessels.

Letter from S. N. Potter relative to his metallic lifeboat, with rough sketch of same.

Letters from Henry Finch, keeper of the Michigan City Life-Saving Station, in regard to a steam lifeboat.

Letters from the Graham-Meyer Torch and Liquid Light Company transmitting circular and testimonials of their torch and colored lights.

Letters from Albert Stroebele relative to Schmitt's device for throwing life lines, inclosing specifications and drawings.

Communication from the superintendent of the Twelfth Life-Saving District, giving description and results of experiments made with the line-throwing gun at the Fort Point Life-Saving Station and forwarding drawing of the gun.

Letters from Surfman R. D. Mayo of the Frankfort Life-Saving Station in relation to his life car and an improvement on the neck of the buoy block.

Communication from W. F. Coston, transmitting a sample of a brass holder for Coston signals.

COMMITTEE REPORTS.

The reports of committees were postponed until the next session of the Board.

The Board then proceeded to the examination of new devices and apparatus enumerated in the docket.

The president appointed the several committees given in the report of the Board under the head of "committees appointed," after which the Board went into committee of the whole on the subjects of boats, etc.

The following subcommittees were appointed by the chairman to investigate and report to the full committee with reference to the technical details of the various apparatus hereafter enumerated, viz:

1. *On Flechs' lifeboat.*—Captain Lyle and Assistant Superintendent Knowles.

2. *On Potter's metallic lifeboat with electric motor.*—Captain Abbey and Assistant Superintendent Knowles.

3. *On Redmond's improvement in lifeboats.*—Superintendent Sparrow and Superintendent Kiah.

4. *On Walker's hydraulic propulsion of vessels.*—Lieutenant Reed and Superintendent Kiah.

The committee then rose and the session, as in Board meeting, was resumed, in which the steam and electric lifeboat submitted by Lieutenant Moore was considered, disposed of, and the subject dropped from the docket.

The Board, in its session, also considered the Coston signal holder, and its action upon this device is given in the report of the Board.

Inasmuch as the president of the Board is about to visit England, where he may have an opportunity to examine into the subject of steam lifeboats, action upon the hydraulic steam lifeboat (R. and H. Green)

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and Finch's steam lifeboat was deferred until a future meeting of the Board, when he may be able to present some additional information.

At 1.30 P. M. the Board adjourned until 10 A. M. to-morrow.

BYRON L. REED,
Recorder.

TUESDAY, *May 28, 1895.*

The Board reassembled at 10 A. M., as per adjournment of yesterday, all the members being present.

The minutes of yesterday's session were read, and, after some minor corrections, approved.

There was no new correspondence to be read.

The report of the committee on spool for preventing fouling of hawser was read. On motion, the report of the committee was accepted and adopted by the Board as an expression of its opinion, and the committee discharged.

Captain Abbey, from the committee on Gilbert's method of faking shot lines, submitted an oral report to the Board. After the subject had been discussed by the Board, it was, at the suggestion of the president, allowed to go over for the present for consideration at a later session of Board.

At 11 A. M. the committee reports were suspended temporarily to allow Mr. Charles L. Meyer, representing the Graham-Meyer Torch and Liquid Light Company, to appear before the Board and explain his signaling and illuminating torch. At 11.30 Mr. Meyer withdrew, after arranging a meeting with the Board at the Point Allerton Life-Saving Station this evening for a practical illustration of the merits of his device.

The consideration of committee reports was then resumed. Captain Abbey submitted an oral report on the line-carrying kite, stating that Mr. Davis desired an opportunity to experiment further with a view to perfecting his device. Upon motion, the report was accepted and the committee continued.

Captain Abbey submitted an oral report on shell for distributing oil on rough seas. It appears that the parties interested in this device have not taken further action in the matter, although given an opportunity to do so, and, upon the recommendation of the committee, the subject is dropped from the docket.

The report of the committee on African cork wood for life-preservers was read, and, upon motion, was accepted and adopted as an expression of the opinion of the Board, and the committee discharged.

The Board then went into committee of the whole, and received the report of the subcommittee on Redmond's improvement in lifeboats. The views expressed were adopted as the views of the committee of the full Board, and the subcommittee was discharged. The committee then rose and resumed its session as in Board meeting. A motion was adopted that the Board concur in the opinion of the committee as expressed in its report.

The Board then discussed informally the several subjects, under boats, etc., now before it, and afterwards, at 12.15 P. M., took a recess until this evening, to meet at the Point Allerton Life-Saving Station.

At 8.30 P. M. the members of the Board, excepting Professor Peabody and Captain Lyle, excused, being at the Point Allerton Station, as per appointment at the time of taking recess, proceeded to examine and witness the practical operation of the Graham-Meyer torch. The

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exhibition ended at 9.30 P. M., when the Board adjourned to resume its session in the post-office building at 11 A. M., after its return to Boston to-morrow morning.

The night at the beach was cloudy and dark, with gentle breezes, and, upon the whole, favorable for the exhibition.

BYRON L. REED,
Recorder.

WEDNESDAY, *May 29, 1895.*

The Board reassembled at 11 A. M. in the post-office building, Boston, as per adjournment at the Point Allerton Life-Saving Station last evening, all the members being present excepting Professor Peabody, president of the Board. Captain Abbey, the senior officer present, called the meeting to order and presided.

The minutes of yesterday's session were read and approved.

The chairman laid before the Board a letter from Mr. H. C. Dimond, of Boston, Mass., dated May 28, 1895, and addressed to the Board on Life-Saving Appliances, referring to his line-throwing pistol which was before the Board at its Boston meeting, June, 1890, when the subject was dropped from the docket. As the consideration of this device at this meeting of the Board can not be taken up, since it is the province of the Board to examine only such devices as may be referred to it by the General Superintendent of the Life-Saving Service, Mr. Dimond was informed, by direction of the Board, that it would be necessary to submit his device to the General Superintendent for his action before it could be considered by the Board.

COMMITTEE REPORTS.

The report of the committee on the line-throwing gun, submitted by Superintendent Blakeney, Twelfth District, was read. On motion, the report was accepted and adopted by the Board as an expression of its views on the device, and the committee discharged.

The report on Schmitt's device for throwing life lines was submitted to the Board, and, after discussion by the members, the report was approved and adopted by the Board as an expression of its opinion. The committee was discharged.

The report on Mayo's improvement in life car and Mayo's improvement in buoy block was read. The views and recommendations of the committee were concurred in by the Board and adopted as an expression of the opinions of the Board. The committee was discharged from the further consideration of the subjects.

The report of the committee on the standard automatic releasing hook was then presented, and the views of the committee, after discussion, were, on motion, accepted and adopted as an expression of the opinions of the Board. The committee was discharged.

The Board then went into committee of the whole for the consideration of boats, etc., and received the report of the subcommittee on Potter's electric lifeboat. The report was discussed and afterwards accepted and adopted as the opinion of the committee of the full Board and the subcommittee discharged.

Under this head the report of the subcommittee on Flechs' lifeboat was read, discussed, and adopted as an expression of the views of the committee of the full Board, and the subcommittee discharged.

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The committee then rose and resumed its session as in Board meeting, and, upon motion, confirmed the action of the committee of the whole upon the subjects considered by that committee.

A resolution was adopted with reference to Gilbert's method of faking shot lines, which came over from yesterday's session of the Board as unfinished business, postponing action upon it until next Board meeting and continuing the committee (Captain Abbey and Assistant Superintendent Knowles).

The Board then entered upon an informal discussion of the exhibition last evening, at the Point Allerton Station, of the Graham-Meyer signaling and illuminating torch, after which, at 1.20 P. M., the Board adjourned until 10.30 A. M. Friday, on account of Decoration Day on Thursday, and also to give the recorder an opportunity to work on the Board's report.

BYRON L. REED,
Recorder.

FRIDAY, *May 31, 1895.*

The Board reassembled at 10.30 A. M., as per adjournment on Wednesday, all the members being present except Professor Peabody, president of the Board. Captain Abbey, the senior officer present, called the meeting to order and presided.

The minutes of the previous session were read and approved.

The General Superintendent of the Life-Saving Service in person referred to the Board a letter addressed to Mr. Robert Bustin. Upon motion, the regular order was suspended temporarily to give Mr. Bustin an opportunity to exhibit and explain his apparatus, consisting of—

(*a*) Bustin's breeches-buoy block, with brake.
(*b*) Bustin's improved boatswain's chair.
(*c*) Bustin's spring attachment for hawser.

After explaining these appliances to the Board Mr. Bustin withdrew. His devices were then placed upon the docket for the Board's action.

A letter from Mr. John Graham, Secretary of the Graham-Meyer Torch and Liquid Light Company, stating that they could enlarge their torch without increasing the cost was then read, and was followed by

COMMITTEE REPORTS.

The first report under this call was from the committee on the Graham-Meyer signaling and illuminating torch. After the reading of the report it was discussed by the members of the Board. Upon motion, the report was accepted and adopted as the opinion of the Board and the committee discharged.

The report on the Sherry torch was then read and, after discussion, was accepted and adopted by the Board as an expression of its views upon this device. The committee was discharged.

Consideration of matter on the docket followed, and under this head the insufflator for restoring suspended animation, which came over from last Board meeting, was taken up. The General Superintendent of the Life-Saving Service stated that, in accordance with the recommendation of the Board at its last meeting, the subject had been referred to the Surgeon-General of the Marine-Hospital Service. No report having been received from that officer it is presumed that the same has not been prepared, and the subject is therefore continued as given in the

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action of the Board in its report. Lieutenant Reed was appointed a member of the committee in place of Lieutenant Walker.

The Board then went into committee of the whole on boats, etc., and received an oral report from the subcommittee on Walker's hydraulic propulsion of vessels, asking that the subject be continued and the subcommittee discharged. After discussion, it was decided to grant the request of the subcommittee and to include this with the subjects referred to the president of the Board, who may examine into the merits of boats so propelled during his visit to England. The views of the subcommittee were concurred in by the committee of the full Board. The committee then rose, resumed its session as in Board meeting and adopted as the action of the full Board the conclusions of the committee of the whole.

At this point the General Superintendent of the Life-Saving Service brought before the Board, by his personal reference, a letter from Mr. H. C. Dimond relative to his line-throwing appliance. Upon motion, Mr. Dimond was allowed to come before the Board to exhibit and explain his device, and when that was accomplished he withdrew.

COMMITTEES APPOINTED.

(*a*) *On Bustin's breeches-buoy block, with brake;* (*b*) *on Bustin's improved boatswain's chair;* (*c*) *on Bustin's spring attachment for hawser.*—Superintendent B. C. Sparrow, Assistant Superintendent H. M. Knowles.

On Dimond's line-throwing appliance.—Captain C. A. Abbey, Captain D. A. Lyle.

The Board then proceeded with the preparation of its report, and afterwards, at 1.45 P. M., adjourned until 11 A. M. to-morrow.

BYRON L. REED,
Recorder.

SATURDAY, *June 1, 1895.*

The Board reassembled at 11 A. M., as per adjournment of yesterday, all the members being present excepting Professor Peabody, president of the Board. Captain Abbey, the senior officer present, called the meeting to order and presided.

The minutes of yesterday's session were read and approved.

There was no correspondence to be read.

COMMITTEE REPORTS.

The reports of the committee on the devices submitted by Mr. Robert Bustin, consisting of—

(*a*) Breeches-buoy block, with brake,

(*b*) Improved boatswain's chair,

(*c*) Spring attachment for hawser,

were then presented to the Board in the order named. Each report was discussed by the Board and afterward accepted and adopted as an expression of the views of the Board upon the devices, respectively. The committee was discharged.

The preparation of the Board's report, which had been in progress during the several sessions of the Board, was then resumed, and when it was completed and signed by all the members the Board, at 1.30 P. M., adjourned sine die.

BYRON L. REED,
Recorder.

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