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FROM THE

UNITED STATES GOVERNMENT

THROUGH

Life Saving Service

9 Aug 1897

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ANNUAL REPORT



OF THE

OPERATIONS

OF THE

United States Life-Saving Service

FOR THE

Fiscal Year Ending June 30, 1896.

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1897.

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AUG 9 1897

From the
U. S. Government.
Life-Saving Service

TREASURY DEPARTMENT,
Document No. 1926.
Office of Life-Saving Service.

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ERRATA.

Page 54, line 13, for schooner *Ella Perkins*, read *Ellen Perkins.*
Page 77, August 29, schooner *Christiana* for *Zoo River*, read *Two Rivers.*
Page 92, for *Oct. 11*, read *Oct. 7.*
Page 149, February 16, for sloop *Visla H.*, read *Viola H.*
Page 192, May 25, for schooner *General Levi Hanis*, read *General Levi Harris.*

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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 THOMAS D. WALKER, United States Revenue Cutter Service, Inspector of Life-Saving Stations, No. 24 State street, New York City.

Captain THOMAS D. WALKER, 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 JAMES B. MOORE, 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 JOHN C. CANTWELL, 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.

Eleventh District.....Lieutenant JOHN E. REINBURG, United States Revenue Cutter Service, Custom-House, Chicago, Illinois.

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Twelfth District.....Captain WASHINGTON C. COULSON, United States Revenue Cutter Service, Room 35, 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 WM. V. E. JACOBS, United States Revenue Cutter Service, on special duty, Washington, D. C.

Lieutenant WALKER W. JOYNES, United States Revenue Cutter Service, on special duty, Washington, D. C.

DISTRICT SUPERINTENDENTS.

First District.....[Vacant.]
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 THOMAS D. WALKER, 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 WM. V. E. JACOBS, 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 30, 1896.

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, 1896, 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.

1896.

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REPORT

OF THE

United States Life-Saving Service, 1896.

OPERATIONS.

At the close of the fiscal year the Life-Saving Establishment embraced two hundred and fifty-six stations. Of this number, one hundred and eighty-six were situated on the Atlantic and Gulf coasts, fifty-five on the coasts of the Great Lakes, fourteen 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)	25
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)	31
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)	28
Twelfth District (Pacific Coast)	14
Total	256

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 1895–96.

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.	6 surfmen from Aug. 1, 1895, to May 31, 1896; and 1 additional surfman from Dec. 1, 1895, to Apr. 30, 1896.
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.	6 surfmen from Aug. 1, 1895, to May 31, 1896; and 1 additional surfman from Dec. 1, 1895, to Apr. 30, 1896.
	Gay Head	6 surfmen from Dec. 20, 1895, to May 31, 1896; and 1 additional surfman from Dec. 20, 1895, to Apr. 30, 1896.

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Employment of surfmen, season of 1895–96—Continued.

District.	Stations.	Periods of employment (all dates inclusive).
2	Monomoy	7 surfmen from Aug. 1, 1895, to May 31, 1896; and 1 additional surfman from Dec. 1, 1895, to Apr. 30, 1896.
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, Potunk, 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.	6 surfmen from Aug. 1, 1895, to May 31, 1896; and 1 additional surfman from Dec. 1, 1895, to Apr. 30, 1896.
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, Avalon, Tathams, Hereford Inlet, Holly Beach, Turtle Gut, Cold Spring, and Cape May.	6 surfmen from Aug. 1, 1895, to May 31, 1896; and 1 additional surfman from Dec. 1, 1895, to Apr. 30, 1896.
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.	6 surfmen from Aug. 1, 1895, to May 31, 1896; and 1 additional surfman from Dec. 1, 1895, to Apr. 30, 1896.
	Lewes, Hog Island, and Smith Island	8 surfmen from Aug. 1, 1895, to May 31, 1896.
6	Cape Henry, Seatack, Dam Neck Mills, Little Island, False Cape, Wash Woods, Currituck Inlet, Whales Head, Poyners Hill, Caffeys Inlet, Paul Gamiels Hill, Kittyhawk, Kill Devil Hills, Nags Head, Bodie Island, Oregon Inlet, Pea Island, Chicamicomico, Gull Shoal, Little Kinnakeet, Big Kinnakeet, Durants, and Portsmouth.	6 surfmen from Aug. 1, 1895, to May 31, 1896; and 1 additional surfman from Dec. 1, 1895, to Apr. 30, 1896.
	New Inlet and Ocracoke	7 surfmen from Aug. 1, 1895, to May 31, 1896.
	Cape Lookout and Oak Island	7 surfmen from Aug. 1, 1895, to May 31, 1896; and 1 additional surfman from Dec. 1, 1895, to Apr. 30, 1896.
	Cape Hatteras, Creeds Hill, and Cape Fear	8 surfmen from Aug. 1, 1895, to May 31, 1896.
	Cove Bank	6 surfmen from Apr. 3 to May 31, 1896; and 1 additional surfman from Apr. 3 to Apr. 30, 1896.
7	Sullivans Island and Jupiter Inlet	6 surfmen from Aug. 1, 1895, to May 31, 1896.
8	Santa Rosa, Sabine Pass, Galveston, Velasco, Saluria, Aransas, and Brazos.	6 surfmen from Aug. 1, 1895, to May 31, 1896.
	San Luis	7 surfmen from Aug. 1, 1895, to May 31, 1896.
9	Big Sandy and Fort Niagara	7 surfmen from July 1 to Dec. 13, 1895, and from Apr. 16 to June 30, 1896.
	Oswego and Charlotte	8 surfmen from July 1 to Dec. 13, 1895, and from Apr. 16 to June 30, 1896.
	Buffalo	8 surfmen from July 1 to Dec. 15, 1895, and from Apr. 20 to June 30, 1896.
	Erie	8 surfmen from July 1 to Dec. 15, 1895, and from Apr. 16 to June 30, 1896.
	Ashtabula	7 surfmen from July 1 to Dec. 15, 1895, and from Apr. 10 to June 30, 1896.
	Fairport	8 surfmen from July 1 to Dec. 15, 1895, and from Apr. 10 to June 30, 1896.
	Cleveland	8 surfmen from July 1 to Dec. 15, 1895, and from Apr. 8 to June 30, 1896.
	Point Marblehead	7 surfmen from July 1 to Dec. 15, 1895, and from Apr. 8 to June 30, 1896.
	Louisville	6 surfmen from July 1, 1895, to June 30, 1896.
10	Sand Beach, Pointe aux Barques, Grindstone City, Sturgeon Point, Thunder Bay Island, Middle Island, Hammonds Bay, and Bois Blanc.	8 surfmen from July 1 to Dec. 15, 1895, and from Apr. 14 to June 30, 1896.
	Vermilion Point, Crisps, Two Heart River, and Muskallonge Lake.	7 surfmen from July 1 to Dec. 9, 1895, and from Apr. 21 to June 30, 1896.

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Employment of surfmen, season of 1895–96—Continued.

District.	Stations.	Periods of employment (all dates inclusive).
10	Ottawa Point	8 surfmen from July 1 to Dec. 13, 1895, and from Apr. 14 to June 30, 1896.
	Marquette	8 surfmen from July 1 to Dec. 6, 1895, and from Apr. 22 to June 30, 1896.
	Ship Canal	8 surfmen from July 1 to Dec. 5, 1895, and from Apr. 23 to June 30, 1896.
	Duluth	7 surfmen from July 1 to Dec. 8, 1895, and from Apr. 21 to June 30, 1896; and 1 additional surfman from Apr. 23 to June 30, 1896.
11	Pentwater, White River, Holland, South Haven, Evanston, and Kenosha.	7 surfmen from July 1 to Nov. 30, 1895, and from Apr. 1 to June 30, 1896.
	Frankfort, Manistee, Grande Pointe au Sable, Muskegon, Saint Joseph, South Chicago, Racine, Two Rivers, Kewaunee, and Sturgeon Bay Canal.	7 surfmen from July 1 to Dec. 5, 1895, and from Apr. 1 to June 30, 1896.
	Ludington and Grand Haven	7 surfmen from July 1 to Dec. 10, 1895, and from Apr. 1 to June 30, 1896.
	North Manitou Island	7 surfmen from July 1 to Nov. 30, 1895, and from Apr. 6 to June 30, 1896.
	Point Betsy	7 surfmen from July 1 to Dec. 5, 1895, and from Apr. 6 to June 30, 1896.
	Michigan City and Chicago	8 surfmen from July 1 to Dec. 5, 1895, and from Apr. 1 to June 30, 1896.
	Old Chicago and Milwaukee	8 surfmen from July 1 to Dec. 10, 1895, and from Apr. 1 to June 30, 1896.
	Sheboygan	7 surfmen from July 1 to Dec. 5, 1895, and 8 surfmen from Apr. 1 to June 30, 1896.
	Baileys Harbor	1 surfman from Apr. 25 to June 30, 1896, and 1 surfman from May 18 to June 30, 1896.
	Plum Island	1 surfman from Apr. 1 to June 30, 1896, and 1 surfman from Apr. 4 to June 30, 1896.
12	Ilwaco Beach, Coquille River, and Point Reyes.	7 surfmen from July 1, 1895, to June 30, 1896.
	Shoalwater Bay, Cape Disappointment, Point Adams, Umpqua River, Cape Arago, Humboldt Bay, Fort Point, Golden Gate Park, and Southside.	8 surfmen from July 1, 1895, to June 30, 1896.
	Yaquina Bay	7 surfmen from Apr. 28 to June 30, 1896.

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

STATISTICS.

The number of disasters to documented vessels within the field of station operations during the year was four hundred and thirty-seven. There were on board these vessels four thousand six hundred and eight persons, of whom thirteen were lost. The estimated value of the vessels was $8,880,140, and that of their cargoes $3,846,380, making the total value of property involved $12,726,520. Of this amount, $11,293,770 was saved to the owners and $1,432,750 lost. The number of vessels totally lost was sixty-seven.

The number of shipwrecked persons who received succor at the stations was six hundred and thirteen, to whom one thousand four hundred and thirty-six days' relief in the aggregate was afforded.

In addition to the foregoing there occurred during the year two hundred and forty-three casualties to small craft, such as sailboats, rowboats, etc., on which there were five hundred and ninety-seven persons, seven of whom were lost. The property involved in these instances is estimated at $119,265, of which $114,915 was saved and $4,350 lost.

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

Total number of disasters	680
Total value of property involved	$12,845,785
Total value of property saved*	$11,408,685
Total value of property lost	$1,437,100
Total number of persons involved	5,205
Total number of persons lost	20
Total number of shipwrecked persons succored at stations†	613
Total number of days' succor afforded†	1,436
Number of vessels totally lost	67

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	408	248	24	680
Total value of vessels.....dollars	5,380,670	3,321,080	290,655	8,992,405
Total value of cargoes.....do	3,055,575	754,070	43,785	3,853,380
Total amount of property involved.....do	8,436,245	4,075,150	334,390	12,845,785
Total amount of property saved.....do	7,574,960	3,649,150	184,585	11,408,685
Total amount of property lost.....do	861,295	426,000	149,805	1,437,100
Total number of persons on board	2,888	2,093	224	5,205
Total number of persons lost	5	10	5	20
Number of shipwrecked persons succored at stations	538	67	8	†613
Total number of days' succor afforded	1,345	83	8	†1,436
Number of disasters involving total loss of vessels	52	11	4	67

The apportionment to the several districts is as follows:

First District.

Number of disasters	60
Value of vessels	$144,960
Value of cargoes	$79,245
Total value of property	$224,205
Number of persons on board vessels	256
Number of persons lost	None.
Number of shipwrecked persons succored at stations	34
Number of days' succor afforded	69
Value of property saved	$185,140
Value of property lost	$39,065
Number of disasters involving total loss of vessels	8

*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.

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Second District.

Number of disasters	76
Value of vessels	$376,710
Value of cargoes	$130,950
Total value of property	$507,660
Number of persons on board vessels	462
Number of persons lost	3
Number of shipwrecked persons succored at stations	114
Number of days' succor afforded	218
Value of property saved	$391,805
Value of property lost	$115,855
Number of disasters involving total loss of vessels	9

Third District.

Number of disasters	51
Value of vessels	$396,715
Value of cargoes	$233,065
Total value of property	$629,780
Number of persons on board vessels	290
Number of persons lost	2
Number of shipwrecked persons succored at stations	115
Number of days' succor afforded	349
Value of property saved	$486,310
Value of property lost	$143,470
Number of disasters involving total loss of vessels	11

Fourth District.

Number of disasters	62
Value of vessels	$3,366,275
Value of cargoes	$2,343,285
Total value of property	$5,709,560
Number of persons on board vessels	1,071
Number of persons lost	None.
Number of shipwrecked persons succored at stations	72
Number of days' succor afforded	123
Value of property saved	$5,551,685
Value of property lost	$157,875
Number of disasters involving total loss of vessels	8

Fifth District.

Number of disasters	38
Value of vessels	$125,785
Value of cargoes	$55,955
Total value of property	$181,740
Number of persons on board vessels	178
Number of persons lost	None.
Number of shipwrecked persons succored at stations	33
Number of days' succor afforded	65
Value of property saved	$146,415
Value of property lost	$35,325
Number of disasters involving total loss of vessels	4

Sixth District.

Number of disasters	47
Value of vessels	$719,295

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Value of cargoes	$130,025
Total value of property	$849,320
Number of persons on board vessels	282
Number of persons lost	None.
Number of shipwrecked persons succored at stations	93
Number of days' succor afforded	401
Value of property saved	$502,770
Value of property lost	$346,550
Number of disasters involving total loss of vessels	9

Seventh District.

Number of disasters	25
Value of vessels	$138,075
Value of cargoes	$46,895
Total value of property	$184,970
Number of persons on board vessels	127
Number of persons lost	None.
Number of shipwrecked persons succored at stations	2
Number of days' succor afforded	2
Value of property saved	$182,340
Value of property lost	$2,630
Number of disasters involving total loss of vessels	1

Eighth District.

Number of disasters	49
Value of vessels	$112,855
Value of cargoes	$36,155
Total value of property	$149,010
Number of persons on board vessels	222
Number of persons lost	None.
Number of shipwrecked persons succored at stations	8
Number of days' succor afforded	23
Value of property saved	$128,485
Value of property lost	$20,525
Number of disasters involving total loss of vessels	2

Ninth District.

Number of disasters	69
Value of vessels	$350,280
Value of cargoes	$144,940
Total value of property	$495,220
Number of persons on board vessels	325
Number of persons lost	9
Number of shipwrecked persons succored at stations	4
Number of days' succor afforded	4
Value of property saved	$484,830
Value of property lost	$10,390
Number of disasters involving total loss of vessels	None.

Tenth District.

Number of disasters	75
Value of vessels	$1,615,085
Value of cargoes	$479,500
Total value of property	$2,094,585
Number of persons on board vessels	584
Number of persons lost	1

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Number of shipwrecked persons succored at stations	13
Number of days' succor afforded	24
Value of property saved	$1,806,725
Value of property lost	$287,860
Number of disasters involving total loss of vessels	5

Eleventh District.

Number of disasters	104
Value of vessels	$1,355,715
Value of cargoes	$129,630
Total value of property	$1,485,345
Number of persons on board vessels	1,184
Number of persons lost	None.
Number of shipwrecked persons succored at stations	40
Number of days' succor afforded	45
Value of property saved	$1,357,595
Value of property lost	$127,750
Number of disasters involving total loss of vessels	6

Twelfth District.

Number of disasters	24
Value of vessels	$290,655
Value of cargoes	$43,735
Total value of property	$334,390
Number of persons on board vessels	224
Number of persons lost	5
Number of shipwrecked persons succored at stations	3
Number of days' succor afforded	3
Value of property saved	$184,585
Value of property lost	$149,805
Number of disasters involving total loss of vessels	4

Besides the people saved from vessels, eighty-two persons were rescued by surfmen from dangerous situations under circumstances that, in most instances, would probably have resulted in loss of life but for the watchfulness and timely assistance of the life-savers. Twenty-one of these had fallen from wharves, piers, etc.; six were bathers or swimmers exhausted by the waves or currents; twelve were exposed to danger on outlying rocks cut off from the mainland by the rising tide; eleven were taken from an island overflowed by the waters of the Gulf during the prevalence of a gale on the coast of Texas; thirteen were extricated from peril in the ice; five were rescued from a wagon that had been driven into a tide-water stream and become fast; seven were adrift on rafts and floating logs; three were driven from their houses by the encroachment of the sea; two were aeronauts who had fallen into Lake Ontario with their balloons; and one was shot while gunning in the vicinity of a station.

In five hundred and seventy-one instances vessels were worked off when stranded, repaired when damaged, piloted out of dangerous places, and similarly assisted by the station crews. Besides the foregoing, assistance of minor importance was rendered to one hundred and sixty-seven vessels and small craft. There were, besides, two hundred and

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twenty-nine instances where vessels running into danger of stranding were warned off by the signals of the patrols.

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

There were landed by the surfboat eight hundred and seventy-nine persons; by the lifeboat, seventy-two; by the river life skiffs, sixty-four; by other station boats, one hundred and thirty-four; by the breeches buoy, one hundred and fifty-seven, and by the life raft, fifteen.

In eight instances where boats had capsized or swamped, the lives of their occupants, seventeen in number, were rescued by the promptness of the surfmen going into the water and assisting them ashore; a man, drifting out into Lake Michigan in his yawl, which was jammed in an ice floe, was reached with a heaving line, and the boat drawn to the pier; a sailor came ashore from a wreck hand over hand on a hawser, which had been drawn to the beach by means of a small line, floated from the vessel by a life buoy and made fast to a stump; seven persons were rescued from a stranded schooner lying in too shoal water to be approached by a tug carrying the life-saving crew, by floating a line to her on which the steamer's small boat, rigged after the manner of a life car, was hauled back and forth; while, at Milwaukee, a line was thrown by the Lyle gun to an ice-bound yawl containing four occupants, by which means the craft was hauled ashore.

The foregoing statistics exhibit the most satisfactory results yet accomplished by the Service. While the total number of disasters was greater than in any prior year, the percentage of lives and property lost was less. The next best record was that of the year 1895. In that year the loss of life, as shown by the anual report, was one out of every two hundred and twenty-four persons involved, and the loss of property 14 per cent of the amount imperilled, while during the year just passed the loss was only one person out of two hundred and sixty, and 11⅛ per cent of property.

The average annual loss of life from 1877, when the Service was generally extended to the sea and lake coasts, to June 30, 1896, (the year 1878 being excluded,*) has been one out of every one hundred and twelve

*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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persons on board vessels involved in disaster, and the loss of property 21 per cent of the value imperilled.

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, 1896.**

Total number of disasters	8,982
Total value of vessels	$101,948,625
Total value of cargoes	$44,539,134
Total value of property involved	$146,487,759
Total value of property saved	$113,750,732
Total value of property lost	$32,737,027
Total number of persons involved	† 72,616
Total number of lives lost	‡ 770
Total number of persons succored	⁋ 12,626
Total number of days' succor afforded	32,789

LOSS OF LIFE.

In accordance with the requirement of the ninth section of the act of Congress organizing the Life-Saving Service, approved June 18, 1878, directing that the circumstances of any shipwreck within the scope of the operations of the Service attended with loss of life be inquired into "with a view of ascertaining the cause of the disaster, and whether any of the officers or employees of the Service have been guilty of neglect or misconduct in the premises," all such casualties that have occurred during the year have been carefully investigated.

There were nine such instances within the twelve months embraced in this report, involving the loss of twenty lives, and the facts as developed by the sworn testimony of eyewitnesses are herewith submitted.

Capsize of a fishing smack.

On the 6th of August, 1895, Andrew Andersen, thirty-five years of age, a fisherman belonging in Eureka, California, lost his life by the capsize of his fishing boat on the bar at Humboldt Bay, (Twelfth District,) California.

It appears from the evidence taken by the officer assigned to examine into the circumstances of the casualty that Andersen, a hardy Norwegian sailor, who followed the sea until he reached the position of mate

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

† Including persons rescued not on board of vessels.

‡ Eighty-five of these were lost at the disaster to the steamer *Metropolis* in 1877-78, when service was impeded by distance—and fourteen others in the same year owing to similar causes.

⁋ Including castaways not on board vessels embraced in Tables of Casualties.

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of a vessel, had abandoned the life of a mariner in a subordinate capacity for that of a fisherman on his own account, and himself constructed a boat or smack with which he might independently pursue his humble enterprise without let or hindrance on the part of any superior. The product of his hazardous vocation was disposed of in the market at Eureka, and on the day of the disaster he was outward bound on one of his customary expeditions.

The boat, which is said to have been rather a clumsy affair, although sufficiently staunch, was sloop rigged, and the owner was in the habit of making his catch entirely alone, carrying no employee on board either to assist in fishing or in working the craft. His going and coming had for this reason been observed with considerable solicitude by persons cognizant of the circumstances, and Surfman Gundersen, of the life-saving crew at the Humboldt Bay Station, says he had repeatedly cautioned him that he was courting danger and likely to meet with some sudden and perhaps fatal mishap. But Andersen was a sailor of a race of sailors, and his confident reply was simply, "Oh, I guess I'm all right. I have a good boat and I understand the bar." He was used to the navigation of the treacherous waters, and therefore went and came, as his reply to warnings indicated, apparently without fear.

On the trip which cost him his life he passed the Humboldt Bay Station about 2.30 o'clock P. M., and, as the tide was ebbing and there was evidently a considerable sea on the bar, although the breeze was light, Surfman Gundersen, who was on watch duty in the lookout tower, kept his eyes fastened upon the boat with increasing apprehension as she slowly approached the dangerous bar. The circumstances of the capsize which soon ensued are related more or less in detail by several of the eyewitnesses with practical unanimity. Gundersen, the lookout, who was farthest from the scene, being distant nearly two miles, testifies that he had his marine glass fixed upon the boat, and when she seemed to be near the south jetty "she suddenly disappeared."

Lieutenant Herbert Deakyne, of the United States Corps of Engineers, who was on the north jetty, one and one-half miles from the place of the capsize, states that he first noticed the boat with one man in it when it was near the end of the south jetty trestle, that it upset some three or four hundred yards farther out, and that he "saw the man no more."

Captain Nelson, master of the tug *H. H. Buhne*, which had just cast off from a schooner that he had towed down the bay and over the bar, was abreast of the whistling buoy on his return when he saw the sloop upset and drift toward the south beach. He observed no person in the water, but thinking there might be some one, steamed ahead fast until he was within hailing distance of the south jetty, when he was told that "the man was gone."

Mr. H. G. Parker, the Government inspector of the work of construction going on at that jetty, and who was nearest the disaster, also took special notice of the sloop, which he states passed near the trestle

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"during an ebb tide, mainsail and jib spread, with a light wind from the west," and adds that Andersen was also using oars. He gave particular attention to the fisherman's movements, because he had never seen a small boat pass the bar in such a sea. He says that the tide rapidly carried the craft southwesterly about one-half mile from the trestle into a locality where the breakers were heaviest, the first one that struck it turning it broadside to the sea and the second capsizing it. What was supposed to be the man was seen some distance from the sloop, apparently supporting himself with an oar or pair of oars, and remained above the water three or four minutes.

From the foregoing accounts it will be noticed that none of the witnesses except Mr. Parker saw any signs of Andersen after the boat upset, but he was nearest the scene and probably was not mistaken. The officers on both jetties caused the steam whistles to be blown to alarm the life-saving station, but the casualty was witnessed from the lookout tower, and, while the whistles were yet sounding, the Beebe-McLellan surfboat was manned by Keeper Hennig and seven men, and pulled vigorously toward the bar. Off the south jetty they were met by the tug *Buhne*, just as Captain Nelson received information that Andersen was drowned, which he imparted to them, with the additional statement that the sloop was bottom side up driving toward the south beach, that it was useless for them to proceed farther, and also that the bar was too rough for them. He then took a line from the surfboat and towed it into South Bay, where it was believed the sloop and body of the drowned man would eventually drift. The life-saving crew then crossed to the outer beach, which they patrolled for a distance of four or five miles to the southward. Finding neither Andersen nor his boat they retraced their steps, and, about 5.30 o'clock, when they were on the beach within two or three hundred yards of the south jetty, discovered the capsized sloop, which, with the assistance of bystanders, they righted and relieved of her ballast. Having no means for hauling the heavy craft out of the water, the combined strength of all present being altogether insufficient, her sheets and halyards were tied together, the shore end fastened to a stump standing above high-water mark, and two surfmen were placed on watch, with instructions to take in the slack of the line as fast as the rising tide would allow.

There was now no hope that the body of Andersen would be found that day, if ever. Keeper Hennig and the remainder of his crew therefore returned to the station, where they arrived at 7 o'clock P. M. Early the next morning all hands returned to the south spit, provided with blocks and tackle, and hauled the sloop onto the beach beyond the reach of the sea, where they blocked her up on an even keel, at the same time removing to the station all her movable equipments and small articles, to be held until such time as they could be delivered to the heirs of the deceased, some of whom were known to be living on the coast.

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When this man determined to cross the bar alone on that day, he took his life in his own keeping, and when the disaster came, he was beyond the aid of any human power. Even if he rose to the surface at all, he was drowned more than ten minutes before the tug *Buhne* reached the vicinity, steaming at full speed. "The life-saving crew," says Mr. Parker, "responded as quickly as could be expected." And Captain Nelson adds, "they did all it was possible for them to do, and could in no wise be blamed for the loss of Andersen's life."

Capsize of a skiff.

Charles E. Gillig and Henry Sacht were drowned about 2 o'clock Sunday morning, August 18, 1895, in Lake Erie, some one hundred and fifty yards northwest of the main light of the harbor, located on the Government pier at Buffalo, New York, under the following circumstances: Gillig, one of the proprietors of a liquor store on Washington street, in the city of Buffalo, and Sacht, a bartender for him, with a third man, named Andrew Lehner, also in his employ, after closing the saloon at 12 o'clock Saturday night, decided to take a bath in the lake, and, procuring a skiff at a boathouse on Coit's Slip, where they left the most of their clothing, pulled up to a point not far above the Government pier and entered the water. After some time spent there they reembarked for the purpose of proceeding to another place, Sacht using the oars and Gillig holding the rudder. When some little distance had been passed Sacht proposed that he and Gillig should change places, which Gillig agreed to do, but while engaged in the attempt they in some way managed to capsize the boat, throwing all three into the lake and clear of the skiff.

In his testimony, given at the investigation, Lehner, the only survivor, says that after sinking when the skiff went over he came up about fifteen feet away and at once swam back, laying hold of the capsized boat and then looking around for his companions, whom he did not see and who he believes never rose to the surface. His survey of the vicinity occupied, as he thinks, three or four minutes, when he reached the conclusion that the two men were drowned, and, realizing his own danger and approaching exhaustion, at once made a loud outcry for help.

At that moment Surfman Adam Dickey, of the Buffalo Life-Saving Station, who was doing patrol duty, reached the key post near the light house on the pier, when he heard, or thought he heard. some one out in the lake shouting for help. The night was so dark that he could see only a few feet, but the next instant the wail of distress came distinctly from seaward, and seemed, as he says, to be only a short distance away. He at once shouted for the person or persons to hold on, that help was near, pulled the wire that leads from the pier to an alarm gong located near the sleeping quarters in the life-saving station for the purpose of

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giving the crew prompt notice of casualties, and then swiftly began to strip off his clothing.

An instant later he plunged into the water and struck out with all his power in the direction of the now piteous cries for help, which were already growing weak. He is a young man of great strength, and quickly swam about one hundred or one hundred and fifty yards, when he came across a capsized skiff and found a man clinging to one end of it, whom he spoke to, and who, although much unnerved and bewildered, was then able to understand what was said to him. Dickey told him to keep a firm grasp on the skiff while he could make a search for the others, who, he had reason to believe, had been in the skiff, both from the fact that two hats were floating near by and because he had understood the calls of distress to say that two men had been drowned. He, therefore, swam around for a minute or two, but finding no sign of any other persons afloat, returned to the skiff and, throwing one of Lehner's arms over it and holding onto his hand, devoted his entire attention to keeping Lehner's head above the water until the surfboat should arrive.

When Dickey sounded the alarm gong, as before stated, Surfman John O'Neil, who was on watch at the station, gave two or three more sharp pulls on the wire to make certain that the whole crew should be aroused from their sleep, and then ran to the ferry scow near by, with which he was going to row to the scene, but Keeper Williams at that moment made his appearance, clad only in shirt and trousers, and said that they would go in his skiff, which was the better boat for the purpose, and is at all times kept on the sea wall equipped with oars and ready for precisely such accidents as the one in hand.

Pushing the little boat into the water and quickly leaping into it they bent to the oars with all their strength, and in not more than five minutes were alongside of Surfman Dickey and the now unconscious Lehner. Dickey clambered at once into the life-saving skiff, and the body of the rescued man was lifted into it by the keeper and surfmen, who then rowed as rapidly as they could for the station, landing Dickey as they went by on the lighthouse pier, where he resumed his clothing, picked up his patrol clock and Coston signals and delivered them a few minutes later to the next patrolman who arrived to relieve him.

As soon as the rescued man was safely in the station the keeper dispatched three boats with two surfmen in each to the place of the capsize to drag for the bodies of Gillig and Sacht. Lehner was immediately divested of his wet clothing, furnished with proper stimulants and placed in bed. He remained at the station until 2 o'clock in the afternoon, when his father took him away and conveyed him to his home.

While the promptness, discipline, and orderly efficiency of the entire life-saving crew on occasions of extreme emergency were well illustrated in this instance, the gallant conduct of Surfman Dickey exhibited in a marked degree those qualities of cool self-control, decision of character,

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and faultless courage which combine to make up heroism. But for his instant daring leap into the water and speedy arrival at the scene of distress there is every reason to believe that the already dazed and nearly exhausted Lehner would have perished. No better tribute could be paid to Surfman Dickey's praiseworthy action, as well as that of all the crew, than is expressed in the grateful words of Lehner himself, who closes his evidence regarding the matter with the following expressions: "Mr. Dickey did heroic work. They were all very kind. Words can not express my gratitude for their work on that night."

Dragging for the lost men was continued until 7 o'clock A. M., when the three boats returned to the station, resuming the work later in the day. Neither body was recovered until 2 o'clock the next afternoon, August 19, when Surfmen Dickey and Harrison brought to the surface that of Henry Sacht, some two hundred and twenty-five yards from the place where the skiff is supposed to have capsized. The body of Gillig also was subsequently recovered.

Foundering of the steam yacht Rung Brothers.

The greatest fatality attending any single disaster within the scope of the Service during the entire year occurred about 7.20 o'clock P. M. on the 20th of August, 1895, when six men were lost near the outer breakwater at Buffalo, New York, by the foundering of the steam yacht *Rung Brothers*, a pleasure craft of eighteen tons gross measurement, owned by the Burley Brothers, one of whom was the engineer, and commanded by Edward Whitwell, the entire crew consisting of three persons, namely, captain, engineer, and deck hand. The yacht appears to have been an open boat, that is to say, while it had a small cabin, it was not decked over or housed in except where the cabin was located.

On the day of the disaster she was chartered by a pleasure party of about a dozen people for a holiday on the Niagara River, and left the dock at the foot of Genesee street about the middle of the forenoon, or perhaps a little later, passing down stream, stopping at such points as the company chose during the day, sailing around Grand Island on the American side going down and on the Canadian side returning, and toward evening turned her prow homeward.

The weather had been fine and all the conditions favorable for a safe and pleasant outing until the yacht was nearing the city, when the breeze freshened into a twenty-mile wind, causing white caps to appear in the lake and making up what one of the witnesses describes as "a nasty sea outside," as well as in the vicinity of the breakwater at the mouth of the harbor. On her way home the yacht hauled up at Ferry street and disembarked several of the excursionists, said to have been three in number, and then continued her way up the Emerald channel with twelve persons remaining on board, nine passengers and the three men composing the crew. The sky was now overcast and angry, although nothing like a storm took place, and the waves were rolling in from the

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lake with constantly increasing volume, estimated by some of the witnesses as from six to ten feet in height. With such a sea as this the light-built little yacht was by no means fitted to cope, and yet straight on she kept her way out of the mouth of the river toward the outer breakwater, as if resolved to make the harbor at all hazards, instead of turning back and effecting a landing down the stream where safety would be assured.

As long as she was held head to the waves she made tolerably good weather of it, although even then her rough-water qualities were plainly overtaxed, but in a few moments she would have to lay her course along the trough of the sea rolling around the breakwater, where she would be subjected to a test that would prove extremely perilous, if not entirely beyond her power to encounter with any reasonable hope of success. According to some of the accounts, the passengers had already experienced considerable misgiving, and by the time the boat was about to haul around the end of the breakwater were thoroughly frightened. But still she kept on, mounting the waves without mishap, until the fatal point was reached, somewhere from two hundred and fifty to three hundred yards northeasterly of the north end of the breakwater, where the course was necessarily so altered that she was brought broadside to the sea, and at the very point where the waves were most powerful and dangerous.

For a minute or two only she seemed to stand the ordeal of her seaworthiness tolerably well, and the onlookers, though harassed with fear, still had some shadow of hope that she would get safely into port, but the next moment a succession of strong billows swept swiftly down upon her, striking with such force and rapidity that her slight free board rolled entirely under water, and filling her so quickly that she sank out of sight in a moment—so suddenly, that those who witnessed the casualty could scarcely believe the testimony of their own eyes. All the witnesses, both those on the shore and those on the ill-fated craft, agree that she did not capsize, but simply filled at one sidewise dip as it were, and went straight to the bottom on an even keel within a space of time estimated by some as short as thirty seconds, and by none as more than a minute.

Among those who were eyewitnesses of the disaster was Surfman Fitzmorris, of the Buffalo Life-Saving Station, who was standing watch on the Government pier near the main light of the harbor, and had been carefully observing the yacht from the time it hove in sight on its return up the river. He says: "She seemed to be making good weather until about three or four hundred yards north of the beacon light, when I saw her keep away, as I thought, for Buffalo Harbor, and a heavy sea struck her and rolled her down to leeward, and as she rolled back the next one struck her and she went out of sight below the surface of the lake."

When this occurred, two members of the life-saving crew, Schindler

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and Mathewson, were in a small boat off the light-house pier and about half a mile from the foundering craft, dragging with grappling irons for the body of Henry Gillig, who was drowned two days before, and to them Fitzmorris instantly sang out that a steam yacht had just sunk near the outer breakwater. At the same time he pulled the wire leading to the station alarm gong to signify that there was need of the services of the crew, and then set off as fast as he could run for the station. So prompt was the response of Keeper Williams and the members of the crew who were at the station, that when Fitzmorris was about halfway there he met the surfboat going out, which sheered alongside the pier to allow him to jump in and take his place at an oar.

As the boat got abreast of the lighthouse, the harbor tug *James Byers* took it in tow at full speed, and within ten minutes from the time the alarm gong was sounded the life-saving crew was at the scene of the disaster, three-fourths of a mile from the station. The skiff before mentioned, in charge of the two surfmen, although much too light for such boisterous water, was already there, its occupants having bravely pulled out the instant they were informed that lives were in peril. The tug *E. C. Maytham*, Captain John Farrell, was also present, having been near by, and witnessed the sinking of the yacht. Captain Farrell, when interrogated by the investigating officer as to the time consumed by the life-saving crew in reaching the place, replied, "It could not have been over ten minutes. The boys did well. They could not have reached her in quicker time."

Six of the shipwrecked persons had been saved—the entire crew and three of the excursionists—four having been picked up by the *Maytham*, and two by the life-saving men in the skiff. Simon Jardin, one of these two, was found clinging to a life-preserver, which he had not time to put on, and John Bugman was keeping afloat by means of a skylight or hatch cover that broke adrift from the yacht when she sank. The water was dotted with floating life belts, pieces of furniture, and wreckage, but no persons, living or dead, were found, except the six already mentioned. Six were missing, all passengers.

The life-saving crew remained in the vicinity until nightfall, diligently patrolling the waters, and only when all hope of finding any other members of the shipwrecked company had departed, gave up the quest and returned to the station.

From the testimony of the survivors, it seems to be well established that all the persons who perished—certainly five of them—were in the cabin, from which they had not sufficient time to make their escape, and therefore went down with the boat right where they were when the last forceful waves struck and swamped her. Their names were Frank Bugman, Charles Fisher, Jacob Bauman, Albert Stafford, Frank Cannon, and Henry Schindler.

The investigating officer expresses the opinion, which seems to be altogether reasonable, that the tugs and life-saving boats having so

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promptly reached the scene, not a single life would have been lost if there had been time for the people to escape from the cabin.

The captain of the *Rung Brothers*, who was a river pilot, and had several times handled the yacht, so that he was familiar with her qualities, is reported to have claimed that the foundering was in no wise due to faulty seamanship, but that the steering gear became in some way disabled and refused to work at the critical moment when the heaviest seas came, and while he was exerting his utmost strength to throw his wheel over and heave the head of the boat up to meet them. This he claims he could have done, and saved both vessel and passengers unharmed, but for the failure of the steering apparatus. However the fact may be it is clear that the loss of life is not chargeable to lack of the most prompt and efficient service on the part either of the life-saving crew or of the humane and capable officers of the harbor tugs named in the foregoing statement.

Capsize of a rowboat.

On Sunday, August 25, 1895, three lives were lost by the capsize of a small rowboat on the bar at the mouth of Elk River, a stream emptying into the southeastern part of Humboldt Bay, California, (Twelfth District). The incidents attending this sad occurrence, as drawn from the official report made by the investigating officer, are as follows:

A rancher, named Olaf Solomon, who resided on the river, accompanied by his two sons, Oscar, aged 18, and Gussie, a lad of 12, together with George Fleckenstein, a youthful companion of some 15 years, crossed the bay about noon, in a small rowboat or skiff of home construction, and landed near the life-saving station on the west shore, where the father had some business to transact with one of the crew.

About 4.30 P. M. the party set out on their homeward trip, a distance of about one mile, Mr. Solomon, who was a man weighing over two hundred pounds, occupying the whole stern of the craft, thus reducing her freeboard at that point to a minimum, the boy Gussie being in the bow and the two older youths plying the oars. As the weather was light and the waters of the bay comparatively smooth the life-savers anticipated that their visitors would experience no difficulty on the return passage to their farm, Mr. Solomon himself being an old sailor, but nevertheless the lookout, Surfman Toner Gundersen, kept a watchful eye on the little boat, and as she approached the river bar observed her suddenly make a short run on a wave, which, breaking immediately thereafter under her stern, filled and capsized her at once.

Gundersen gave the alarm and, together with Keeper Hennig and Surfman McLean, jumped into the supply boat, which was propelled with all possible speed to the scene of the disaster. The boy George Fleckenstein was found standing on the beach in a half dazed condition, and the boat lying among the drift logs smashed in pieces, but no traces of the other persons were visible, and though an eager search was prose-

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cuted by the life-savers until 7 P. M., none of the bodies were at this time recovered. The surfmen now returned to their station, and Norman Nelson, one of the crew, who was well acquainted with the Solomon family, was dispatched by the keeper to their residence to break the melancholy news of the disaster to the remaining five children.

Landing with his skiff near the mouth of the river he saw the body of one of the boys, which proved to be that of the lad Gussie, floating face downward near the beach, and soon after having drawn it above high water mark, discovered that of the father a short distance away. Having satisfied himself in each case that life was extinct, and that efforts at resuscitation would therefore be of no avail, he proceeded on his sorrowful errand and as gently as possible informed the bewildered children, the oldest of them a girl of sixteen, of the terrible loss they had sustained. He then returned to the beach and built a fire as a signal to the station that he required assistance, in response to which Keeper Hennig with the rest of his crew crossed the bay in the surfboat and assisted to care for the dead. The coroner, summoned from Eureka, arrived about 10 P. M., and the bodies having been conveyed to a suitable place by the life-saving crew, a jury was impanelled, which viewed the remains and heard the testimony of Captain Hennig, Surfman Gundersen, who had been on watch at the time of the casualty, and of the sole survivor, George Fleckenstein. The boy's statement was to the effect that as they approached the mouth of the river against the strong current of the ebb tide a large wave broke under the stern of the boat, filling and capsizing it, and it then rolled over and over so that it was with extreme difficulty that any hold could be retained upon it. Oscar Solomon, first becoming exhausted, had relinquished his grasp, and his father, in an attempt to save him, was carried away from the skiff, and although a good swimmer was unable to reach the beach. Fleckenstein himself was the only one of the four fortunate enough to remain by the overturned boat, and was borne inshore among the drift logs, whence he picked his way to the beach. In view of the facts elicited the jury returned a verdict of accidental drowning, and no trace of the third body having been found by this time the crew departed for their station at midnight. On the following morning, however, they revisited the scene, where, after further search, they discovered, about 10 A. M., the remains of the boy Oscar lying on the flats some distance north of the mouth of the river. The coroner was again summoned and a second jury reached the same finding as in the previous cases. The deplorable nature of this accident is emphasized by the conditions existing at the moment it occurred—in comparatively smooth water, almost within a stone's throw of the beach, and when apparently no danger threatened. The disaster must be mainly attributed to the fact that the boat was too deeply immersed at the stern, which permitted her to be boarded by a wave that was not heavy, and with proper caution in trimming the boat would probably have proved harmless. The accident was unexpected, sudden,

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and instantly fatal in its results. Under these conditions the life-savers clearly did all that humanity and duty could demand from them.

Sinking of the tug Pathfinder.

On the 1st of September, 1895, a sharp contest to secure a tow took place in Duluth Harbor, Minnesota, (Tenth District,) between two tugs of rival companies, which ultimately came into collision, with the result that one of them was sunk and one of her crew who went down with her was drowned.

The tugs were the *Medina*, of fifty-six tons burden, built in 1890, belonging to the Singer Towing Company, and the *Pathfinder*, of thirty-eight tons, built in 1863, and belonging to the Inman Line. The former, commanded by Captain Ditzel, passed out of the harbor during the latter part of the forenoon in search of incoming vessels, proceeding some four or five miles into the lake, and, about 11 o'clock, sighting the screw steamer *Joliet* considerably farther out making for the port at full speed. The *Joliet* is a steel vessel of almost two thousand tons capacity, of high power, and was making such rapid progress that Captain Ditzel knew he would be left behind and lose his chance of getting her if he remained where he was, and therefore he put about and steamed ahead rapidly in order to be at the canal leading into the harbor in season to take her line if she should accept the services of the *Medina*. Although still going fast the *Joliet* slackened speed when about half a mile from the harbor entrance, and the tug steamed into the canal close on her starboard side amidships.

The *Pathfinder*, it appears, had not gone so far outside as her rival when the master, Captain Brown, also saw the *Joliet* heading for the harbor preceded by the *Medina*, whereupon, actuated by the same spirit of business enterprise that prevailed on the competing tug, he turned about and ran through the canal ahead of both the approaching vessels, slowing down as he got inside and waiting for the *Joliet* to come up. When only about a hundred yards ahead of her on the port side he was told by one of his firemen, as the statement is, that the captain of the steamer wanted the *Pathfinder* on the other side where the towline is carried. On the other hand it is claimed by the captain and crew of the other tug that a heaving line had already been thrown to them and was in the hands of one of the crew.

This, as clearly as can be determined, was the situation of affairs just preceding the collision, although, according to the statements, neither of the tug captains was aware of it. Captain Brown says he knew the *Medina* had been seeking the tow, but he had seen nothing of her for some time and supposed she had gone to her dock, while Captain Ditzel makes the same statement regarding his knowledge and supposition as to the *Pathfinder*. Both officers, therefore, would appear to have been so thoroughly intent upon securing the prize that each thought the other

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had given it up and gone home. At all events each seems to have acted fully up to the misunderstanding that his was the only tug about.

The *Medina*, with the light heaving line in the hands of her men, who were bent upon getting possession of the heavy towline, forged ahead a little faster than the steamer so that she was rather dangerously near her starboard bow, when Captain Brown of the *Pathfinder*, having been told that he was wanted on the starboard side, immediately sent his tug ahead at full speed across the bows of the still fast moving *Joliet*, and an instant later found himself under the forefoot of the rival tug. For him there was evidently no way of retreat—to reverse was to be cut down by the large vessel, to go ahead was to risk almost a certainty of collision with the other tug. Captain Ditzel claims that the instant he saw the forgotten *Pathfinder* in his front he blew several rapid alarm blasts on his whistle and rang for his engineer to reverse the propeller. Whether he did or not it is certain that all was then confusion, and that a collision was inevitable. Whatever may have been done in the few intervening seconds, the *Medina*, with apparently undiminished speed, struck the *Pathfinder* in an instant, almost at a right angle, on her starboard quarter. The former was a new boat, much the heavier, and had so decidedly the advantage of position that there could be but one result—the smaller tug unfortunately placed and too light to withstand the blow simply rolled down before it, filled, and sank.

There were five men on board of her, including the captain. Fireman McAllister sprang to the bow of the *Medina*; Captain Brown, the engineer, and the cook jumped overboard, seized life-preservers thrown them from the *Joliet*, and were soon picked up by the tug *Hattie Lloyd*. The fifth person, Jacob Wasser, a fireman, who was drowned, either jumped and failed to clear the tug, or remained where he was standing on the fantail. The testimony of the witnesses on this point is at variance, some asserting that he jumped into the water and others that he fell as the tug listed heavily to port under the force of the shock; but, whichever may have been the fact, he was carried to the bottom with her and never rose to the surface.

Intense excitement was aroused by the lamentable occurrence, due in a considerable degree, no doubt, to the well-known, and, if current report is to be credited, somewhat acrimonious spirit of competition between the tugs and the friends of the respective lines, and, as the day was Sunday, a considerable number of idle people thronged to the docks near the scene. The chief of police took the captains of the colliding tugs into custody, and for some time an opinion seemed to have gained considerable prevalence that the *Pathfinder* was run down with malicious intent, but wiser judgment soon prevailed. Statements made by the officers of both lines were given to the press, and the public quietly, and ultimately without passion, awaited the result of the coroner's inquest, which was held at 2 o'clock on September 4.

Both captains insisted that there was no ill feeling between them,

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that the collision was purely an accident, and under the circumstances unavoidable. The master of the lost tug admitted that, wholly oblivious of the *Medina's* presence, he had taken the perilious chances of crossing the *Joliet's* bows while she was making eight or nine miles an hour, and that he was only about six feet from her cutwater when he discovered the other tug. If any warning of danger was given him, either from the steamer or the tug, there was, he said, so much noise and excitement that he did not hear it.

The captain of the *Medina* claimed that his tug was in danger of the *Joliet's* formidable starboard bow, also within six or seven feet of him, and that when he saw the other tug unexpectedly appear right across his front, he blew, as before stated, three danger blasts on his whistle. At first he reversed his engine, but perceiving that he must either be run over by the ponderous *Joliet* or take the risk of fouling the *Pathfinder*, he immediately rang two bells to go ahead and the collision followed, although he did his best to avoid it.

After due deliberation upon the evidence of the witnesses, the jury returned the following finding:

"That the said Jacob Wasser came to his death on September 1, 1895, by drowning in the harbor of Duluth, Minnesota; that such drowning was caused by a collision between the tugs *Medina* and *Pathfinder*, on which last-named tug said Wasser was a fireman, by which said tug *Pathfinder* was capsized and sunk. That said drowning was accidental and occurred without the direct fault or negligence of any person.

"The jury are of opinion that the steamer *Joliet*, which said tugs were seeking to tow, passed through said harbor at a dangerous rate of speed, and recommend that action be taken by the proper authorities to reduce the speed of all vessels passing through the canal and harbor of Duluth."

The part performed by the life-saving crew is briefly told. As for a possibility of saving the life of the lost man, there was none at any time. He went down with the tug, and there his body remained, pinioned, as was generally believed, beneath it until dragged out with grappling irons after several hours of patient and persevering labor. The life-saving station is situated three-fourths of a mile from the place of the collision, on Minnesota Point, a long and narrow strip of land forming the outer line of Superior Bay, or Duluth Harbor, and is well located to assure the most satisfactory results. The casualty occurred at 12 o'clock noon, and was discovered immediately by the surfman on watch in the lookout tower, who forthwith alarmed the crew. They responded with equal alacrity, getting afloat in the lifeboat and reaching the scene in fifteen minutes. Before their arrival the *Joliet* had proceeded to the Mesaba Ore Dock, her destination, and the *Medina* to the Limekiln Slip. The life-saving crew, therefore, pulled to the Inman Dock, where the foundered tug belonged, and were there informed that one man had been drowned, whereupon they rowed back to the wreck

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and for some time united with others in dragging for the body, but without success. Then, finding the lifeboat less handy for the purpose than the surfboat would be, they returned to the station for the latter, in which they went back and joined with the police boat and a number of small craft in further operations with the grappling irons. About 3 P. M. one of the small boats raised the body to the surface, and it was taken ashore by the owners of the *Pathfinder*, who transferred it to the custody of the coroner, the result of whose inquest has already been stated.

Fireman Wasser was an unmarried man about thirty years of age, a resident of Duluth for some time prior to the disaster, but held a union ticket from Detroit, Michigan, as a locomotive fireman. He had been employed on the tug for only two or three weeks.

It hardly need be added that no one made any question of the promptness of the life-saving crew, but nevertheless interrogations touching that matter were put by the investigating officer, who received reply that the crew were upon the scene as quickly as possible, and that they could not have saved the man who perished if they had been present when the collision occurred.

Wreck of the steamer Bandorille.

The schooner-rigged steamer *Bandorille* was wrecked on the bar of the Umpqua River, Oregon, (Twelfth District,) on the morning of November 21, 1895, the casualty being attended by the loss of one life, that of her master, Captain J. J. Winant, while engaged in a heroic attempt to save his ship and the lives of those entrusted to his care.

This vessel, a staunch little craft of one hundred and thirty-two tons burden, built in 1893 in Portland, Oregon, her home port, and owned by Edward H. Habinghorst of that place, was engaged in the coasting trade, plying between Portland and the several bar ports south of the Columbia River as far as Bandon on the Coquille. Her present voyage had been a tempestuous one, the northern bars on the route being too rough to cross as she proceeded down the coast, and her master was therefore compelled to continue to his southern port of call, which he entered on November 4. There he remained weather bound until the 19th instant, on which date he returned up the coast to the Umpqua and discharged that portion of his cargo consigned to the town of Gardiner. On the afternoon of the 20th the steamer, lightly laden and with a crew of nine men and one male passenger, proceeded down the river with the intention of crossing out for Florence, on the Siuslaw, but finding the bar very rough the project was abandoned and the vessel was brought to an anchor off the life-saving station, where she remained throughout the night. The following morning was hazy, and at intervals a fog shut down on the bar, which was rough and breaking far out, but these circumstances presenting no extraordinary risks to the mind

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of Captain Winant, a mariner seasoned by thirty years of such experience in the peculiar harbors of the northwestern coast, and possessed of a high reputation for skill and ability, he decided to make the attempt to go to sea, and to that end raised his anchors at 8 A. M., and stood down the river on the last of the ebb tide. While to the inhabitants of these small western river and bay ports the coming and going of a steamer is an event always invested with a lively interest, since the coasting vessels frequently furnish the only means of communication with the outside world except by stage routes, the life-saving crews, realizing the sinister nature of the off-lying bars, are especially alert to observe the movements of the craft which hazard their passage, and stand ever ready to afford the speediest assistance in case of disaster. Actuated by this keen professional interest, quickened in the present case by a strong personal attachment of long standing for Captain Winant, Keeper Bergman, in company with Surfman John Lawson, was watching the *Bandorille* from the station as she approached the treacherous bar, and as a precautionary measure, should occasion demand sudden action, already had the lifeboat in the water.

About 9 A. M. the steamer was on the bar, bravely heading the heavy waves, and had safely passed the first line of breakers, when she met two strong rollers in rapid succession, almost losing headway as she encountered the first, and before she could recover being thrown broadside to the sea by the second, which struck her well on the starboard bow. Almost immediately afterwards, yielding to the great strain put upon it to bring the imperiled vessel head to the waves, one of the rudder chains suddenly gave way, leaving her helplessly rolling in the trough of the combers, and entirely at their mercy. Realizing at once the nature of the accident, from the fierce and sudden jerk given the wheel, Captain Winant sprang aft from the pilot house to direct his crew, and to head the effort to hook on the relieving tackles. This all important necessity presented no easy task—the tumbling waves continuously sweeping over the steamer, and heaving her almost on her beam ends—but with hardy unconcern for himself the master stood exposed upon the upper deck, giving his orders and urging on his faithful crew. To this utter disregard for himself, which only bears out the testimony of all his subordinates and associates as to the character of this fearless seaman, is to be attributed the untimely misfortune which now ensued. While he was in his unguarded position, as above stated, an overwhelming sea boarded the vessel on the quarter, dashing him against the rail with such force as to carry away one of its stanchions and hurl him overboard into the breakers astern. A line with a running bowline in it was at once hove toward the struggling man, but falling short of his reach, was followed by a circular cork life-buoy into which he managed to place himself, and so supported was supposed to have a fair chance for his life, when to the horror of all on board, his head was seen to drop to one side and all his efforts cease to reach either the beach or the ship,

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his inert body being driven shorewards on the crests of the waves. To be thus deprived of the guidance and encouragement of the master was a heavy blow, but nevertheless the crew zealously continued their efforts to clear the tiller, which had become jammed. This, however, proved to be beyond their power, and the appalling nature of the situation was now still further emphasized by the failure of the engine, from some inexplicable reason, to longer continue its functions. In this totally disabled condition, entirely beyond the hope of any aid from her meagre canvas in the light breeze and rough sea, the steamer was carried around the tip of the south spit, to a point about one and one-half miles to the southward of it, where she finally stranded eight hundred feet from the shore and three and one-half miles from the life-saving station.

While these incidents were transpiring the life-saving men were not idly observing the sequence of events. Upon perceiving that the vessel was disabled, which was assumed to be the case when she fell off broadside to the sea, Keeper Bergman and his crew instantly set out to her assistance in the lifeboat. Soon after they left the station the fog closed in, obscuring the steamer, and when it lifted they observed that she had drifted to the southward of her former bearings and stranded on the beach about a mile below the river. As it was impossible to reach her from seaward with the lifeboat, the keeper returned into the Umpqua, and landing on the south bank proceeded to the scene on foot to ascertain what immediate aid or counsel he could give, meantime sending the lifeboat back to the station in charge of No. 1 surfman, John Lawson, with instructions to bring the beach apparatus and medicine chest to the wreck immediately. Captain Bergman arrived abreast the stranded vessel at 10 A. M., finding her lurching and rolling heavily under every onset of the breakers, but apparently still intact. A life buoy was thrown overboard by her crew with a small line attached, which, coming shoreward with the heave of the sea, was snatched from the surf by the keeper, and a hawser having been bent to it by the men on the wreck, was now hauled ashore, made fast to a large snag well up on the beach and the slack hove in, as the vessel lifted, by the use of her steam winches, which were still in working order. By means of the communication thus established one of the steamer's crew, more athletic and daring than his mates, came ashore hand over hand before the arrival of the breeches buoy. The keeper's attention was now diverted from the wreck to the pressing necessity of attempting to resuscitate Captain Winant, whose body had been found on the beach not far from this point by Keeper M. A. Stream and First Assistant Keeper Isaac L. Smith, of the Umpqua River Lighthouse, who, having observed with the aid of a telescope that a person had been carried overboard at the time the unfortunate master was lost, had hurried to the shore with a view of rendering any aid in their power to the imperilled man, and had discovered the body of the captain about twenty

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minutes after he was swept from his vessel. When Keeper Bergman reached the place Light Keepers Stream and Smith had already made efforts to revive the unconscious man, a slight warmth being discernible, though all the muscles were relaxed and disheartening evidences were present that two severe blows had been sustained, one on the forehead near the nose and the other and more serious one on the left side of the back below the region of the heart. Not only a sense of duty but personal friendship for the stricken man who lay before him prompted Keeper Bergman to the most earnest endeavors to restore animation if possible. Artificial respiration was at once practiced by the keeper and the two lighthouse attendants, friction was applied to the extremities, which were rubbed with alcohol, and every artifice was exhausted to effect restoration, but after two and a half hours, no signs of life being aroused, the sorrowful conclusion was forced upon the workers that the unfortunate man was beyond recovery.

At this juncture, 12:30 P. M., the life-saving crew reached the scene with the beach apparatus cart after a toilsome journey of two and a half miles from the point where they had landed on the south bank of the river, the rising tide adding renewed force to the surf which rolled in heavy swells to the broken pathway they were forced to pursue, at times knocking the men entirely from their feet and making their advance exceedingly laborious, until they gained the ocean beach proper, where assistance having been secured from Light Keeper Stream and his second assistant, Mr. Brandt, better progress was made. The hawser from the vessel being already in place, its shore end was unbent from the snag where Keeper Bergman had secured it, passed through the traveler block of the breeches buoy, a single whip line rigged, and the apparatus set up, by which means all hands were safely landed. Surfman William Smith was now sent by the keeper to Empire City, the nearest telegraph station, twenty-two miles distant to the southward on Coos Bay, to send dispatches relative to the disaster, and at 7 P. M., the ebbing tide having receded far enough to leave the vessel nearly dry, the life-savers assisted to land a portion of the cargo, working until 1 A. M., November 22, when, compelled to desist by the incoming flood, they returned to their station carrying the body of Captain Winant with them, reaching there at 3 A. M. After a brief rest, until 7 o'clock, the keeper had the remains conveyed to the town of Gardiner, five miles up the river, where they were viewed by a physician of that place, Dr. J. L. Elwood, who gave the opinion that the injuries sustained by the captain when thrown against the rail of his vessel, as evidenced by the contusions on the body, were of such a nature as to render him incapable of helping himself while in the water, and were the immediate cause of his death. At an investigation of the circumstances attending this disaster which was conducted at a later date, this opinion was embodied in an official report by Dr. Elwood which was furnished to the investigating officer. The body was carefully dressed by the station

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crew and shipped by stage in a coffin which the keeper provided, in charge of Surfman William Anderson, to the Odd Fellows lodge at Drain, of which order the deceased had been a member, this point being the nearest station on the Southern Pacific Railroad, about forty miles from Gardiner. The life-saving crew subsequently worked portions of several days, as the tide permitted, in saving the vessel's cargo, which was all landed with but slight damage, and finally, at the request of the owners, a surfman was kept on board as watchman until the arrival of the underwriters' agents.

Wreck of the three-masted schooner Alianza.

Three lives were lost on the 9th of February, 1896, at the wreck of the British three-masted schooner *Alianza*, of Turks Island, West Indies, which stranded on Plum Island, near Newburyport, Massachusetts, between 6 and 7 o'clock P. M., and almost immediately went totally to pieces. She was an old vessel, originally the *George K. Hatch* of United States register, three hundred and seventy-eight tons gross burden, and built at Pembroke, Maine, in 1874. In 1888 she was wrecked on Turks Island, and sold to persons living in New York City and in St. John, New Brunswick, who repaired her, and transferred her to the British flag. Her age and the injuries received at the disaster had undoubtedly seriously affected her seaworthiness, and she was reported to have been a source of constant trouble and expense after that occurrence. The managing owner was Mr. Samuel Reynard, of New York City, and the master, Captain Laurence J. Melonson, of St. John, New Brunswick.

On the voyage which terminated in her destruction the *Alianza* was bound from Port Johnson (Bergen Point), New Jersey, to St. John. Four hundred and ten tons of anthracite coal were taken on board, in the hold and between decks, at Port Johnson, whence she cleared on Saturday the 1st of February, having been towed as far as Flushing Bay, Long Island Sound, where the voyage was suspended until 3 o'clock A. M. of the next day, when sail was made in a strong northwest wind, the vessel coming to anchor at 9 o'clock that night in Tarpaulin Cove, Vineyard Sound. There she lay for twenty-four hours, and thence proceeded as far as Holmes Hole, Marthas Vineyard, where she again dropped anchor and remained until 11 o'clock A. M. of Saturday, February 8, the wind meantime having been unfavorable for further progress, blowing alternately from north-northeast and southeast very heavy, with almost continuous rain during the entire five days. At this time sail was again made and the schooner ran to Pollock Rip, where the breeze became light and baffling, ranging from north-northwest to northeast, until 4 o'clock P. M., when she was off Chatham, near the southern extremity or elbow of Cape Cod. The wind then came steady from the north-northeast, but was still feeble, and the captain stood slowly up the coast on the port tack until 4 A. M. of the 9th, when the wind shifted to

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the southeast, and he laid his course about north-by-east until 5.30 o'clock. At that hour he made out the flash of Highland Light near the upper end of the cape, and then, being about five miles to the eastward of the light, headed north under full sail, intending, according to the testimony of the mate, who was one of the survivors, to enter the harbor of Salem that night.

By 8 o'clock, however, the weather set in thick, snow began to fall, and the wind grew very considerably stronger, increasing so rapidly that in a couple of hours the mizzen topsail had to be clewed up, and an hour later the main and fore topsails also, and the jib topsail to be taken in. Shortly after this was done the gale became so heavy that the captain, who himself stood at the wheel, ordered the spanker to be double reefed and then ran with the remaining sheets eased off until 2 o'clock, P. M., when he furled the spanker, and thirty minutes afterward the foresail.

By this time the wind had canted to east-northeast, blowing hard, and snow continued to fall, but the vessel was still holding her course northward on the starboard tack, laboring considerably and rolling so sharply that every now and then the anxious crew could detect rumbling sounds of the coal below sliding over to the leeward side of the ship, gradually depressing that and raising the weather side so that she was every moment becoming less and less able to contend with the storm.

All hands were aware that the vessel had not been properly loaded, the hold having been about two-thirds filled with loose coal, and the space between decks treated in the same way, the whole bulk having been left just as it fell, without being subsequently trimmed or evened off, but remaining heaped up in the hatches, sloping away on both sides to the wings. The inevitable result of this culpable neglect was that when an extraordinarily heavy sea struck her, about 4 P. M., the great piles slipped over to leeward in one mass, completely filling the space on that side. A couple of casks full of water and a large anchor lashed on deck also broke adrift and tumbled over to the same side, so that the whole, taken together, listed the schooner so far to port that the lee rail was level with the surface of the sea and remained there. Right here is disclosed the primary cause of the wreck. If the cargo had been properly trimmed there is every reason to believe that the *Alianza* would have weathered the storm without trouble. But, thus disabled, she drifted helplessly before the gale, the mainsail and jib still set, and the main boom dragging in the water. With the hope of righting her so that she might again become manageable, the captain sent the mate and three sailors below by way of the lazarette hatch to endeavor to trim the cargo to windward with shovels. There were, however, only two of these implements on the vessel, and almost every lurch threw the coal the men had handled back upon them. Still they doggedly struggled to make some progress with the disheartening task until, satisfied that further effort was utterly useless, they gave up and returned to the

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deck, which, under the tremendous strain put upon the hull, had opened the plank seams on the submerged side so that little streams of water were running into the hold, while huge seas, to quote the words of the mate, "were dashing right over the schooner."

The captain still held his place at the wheel, but his vessel was no longer subject to his will. The air was filled with driving flurries of snow, which now and then settled down over the dismal craft in impenetrable clouds, and not a soul on board knew her position, although they were well aware of their dangerous proximity to a lee shore, upon which they must soon battle for their lives, if, indeed, the water, which was by this time pouring in torrents into the hold, should not sink them before land should be encountered. That the vessel did not founder before stranding is due to the fact that she was not loaded to more than two-thirds of her full capacity. The discouraged men now manned the pumps, which would not work, and now they tried to light the binnacle lamp, which would not burn. About half-past 5 o'clock, or, perhaps, nearer 6, just as darkness was fairly upon them, they heard the warning notes of a whistling buoy, and then discerned it close to them on the port side as they plunged past, but none knew what place it marked. Between the snow squalls they also caught momentary glimpses of a light high above the water (Newburyport Harbor Light, on the northern end of Plum Island), but they had wholly lost their bearings, and knew no more than before where they were.

Possibly, even in this wretched situation, they fostered some faint hope that the schooner might reach a friendly harbor or some sheltered water where she could be brought to anchor or safely beached, but if so, their hope was vain, as the mate testifies that he soon discovered the dreaded breakers on the port bow, and all hands at once realized that the shore was close aboard, for the night was intensely dark and no object could be discerned far away. In fact the vessel was already in the outer breakers on the bar, some two hundred yards from the beach, and a few moments later she struck the bottom hard, "three or four times," says the mate, "ten or a dozen" say some of the crew, then swung heavily around broadside to the seas, which repeatedly swept her fore and aft, while she held fast, and in a short time drove her over the bar into deeper water, where she floated near the shore. The crew, all of whom had taken to the main rigging, now descended to the deck, and the mate sounded with the lead, finding four fathoms of water alongside. The captain, mate, and two seamen ran aft to try to clear away the boat still hanging on the stern davits, but had barely cut the lashings of the cover when the seas drove them back, convincing the most courageous that they could not complete the undertaking, and also after a moment's contemplation of the conditions, that even if successfully lowered the boat could not live. The schooner had by this time changed her position so that the bows pointed toward the beach, and the sea

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drove her forward into the inner line of breakers, making the situation such that the vicinity of the forerigging on the starboard side was the safest place, and there the crew congregated barely in season to escape an immense roller which smashed against the stern, tearing away the boat and completely deluging the after part of the vessel. The bows brought up suddenly on the sand "awful hard," says Seaman Campbell, and the stern then swung around toward the beach, bringing the starboard side next to the land but high above the water, while the port side was listed heavily offshore and exposed to the full fury of the surf. The *Alianza* was a wreck.

The crisis had now arrived when every man must shift for himself, and accordingly each one adopted whatever course seemed in his judgment most likely to secure his own safety. The captain and the steward clung to the forward end of the forward house, the mate and Seaman John Reed were at the other end, seamen George Keefe and Albert Collier stood in the forechannels holding to the lanyards, while Seaman Patrick Campbell hung on to the boom pennant just abaft the forerigging. As the surf rolled back from the beach they could dimly make out, even through the extraordinary darkness that enveloped them, the clear white sand which lay not more than twenty-five or thirty yards distant, but all they could do was to hold to their places and wait, with as much hopefulness and courage as they could command, for such favorable chances to save their lives as might offer when the final crash should come. The agony of their suspense was not of long duration, for the after part of the schooner, which was most exposed to the force of the waves, soon began to go to pieces, then the deck, which had been heaving and straining under the awful shocks, burst open and broke up; the mizzenmast, first to go, fell offshore and the main and fore masts quickly followed, the latter splitting open the forward end of the vessel. Then the whole submerged port side broke away and rose violently to the surface, battering the rest of the hull with terrible blows, and the sea and beach were filled and strewn with crunching timbers, spars, and general wreckage.

The captain, cook, and Seaman Campbell were caught up by a great wave, upon whose crest the latter was hurled to the beach, while the two former were left struggling in the midst of a mass of debris, and then were seen no more. Seaman Reed, who was at the after end of the forward house, was quickly swept off, and disappeared. The same wave that brought death to him cast Seaman Keefe safely on the beach. The next caught Seaman Collier, who had stood in the forechannels, and dashed him about a few minutes among the wreckage, but at last he safely gained the land. The mate, the only man now on the wreck, who, with the captain, steward, and Seaman Reed, had taken refuge on top of the forward house, wound his arms and legs around the rail and stanchions and held on successfully against the sea that washed his three

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shipmates away. The next crash broke the top of the house from the main body of the wreck, and, still clinging to the rail, he was thrown to the beach without injury.

Three men were lost: Laurence J. Melonson, master, of St. John, New Brunswick; Andrew McCarron, steward, of Springhill Mines, Nova Scotia, and John Reed, seaman, of Calais, Maine; and four were saved: G. Andrew Nelson, mate, of Brooklyn, New York; Patrick Campbell, seaman, of Oldtown, Maine; George Keefe, seaman, of Placentia, Newfoundland, and Albert Collier, seaman, of Codroy, Newfoundland.

The mate, who was the last to reach the land, seeing none of his companions in the vicinity, shouted for them, and at once received reply from the porch of an unoccupied cottage near by, where they were resting after their contest with the sea. There all four tarried a few moments longer, and then, having discovered no signs of their missing shipmates, set out to walk toward the electric lights of the city of Newburyport, which they say they could plainly see a mile or two beyond the sand hills. The wind was now backing into the northwest, piercing cold, and the flagging spirits of the wet and shivering men were gratefully revived when they perceived a few steps ahead the cheerful gleam of a lamp through the window of Plum Island Hotel. There they called for succor, and were met at the entrance by the occupant for the winter, Mr. Benjamin B. Sargent, who hospitably welcomed them into the well-warmed kitchen, prepared hot beverages for them, and made their condition in every way as comfortable as he could. Being informed of the possibility that others of the crew might be alive on the beach, Mr. Sargent took a lantern and made a faithful but fruitless search along the shore and then returned to the hotel, where he found the survivors still clad in their reeking garments, huddled around the kitchen stove. His articles of extra clothing were sufficient for only one person, and were given to Collier, who put them on in place of his own, and went out with Mr. Sargent to look again for the missing men; but a careful examination among the pieces of wreck stuff and drift ice which lined the beach revealed nothing of them, and the searchers then proceeded to the Plum Island Life-Saving Station, about three-quarters of a mile to the northward, where they found Surfman Lattime, the rest of the crew being absent on duty, as will be more fully set forth hereafter.

After Mr. Sargent had told of the wreck, the three men filled their arms with clothing taken from the stores furnished to the station by the Women's National Relief Association and made their way to the hotel, where the three sailors were reclad, Surfman Lattime shortly after returning to his station, taking with him Seaman Keefe, who was ill, and was immediately put to bed in the sleeping room. The men left at the hotel, after eating a refreshing meal provided for them, passed the night there, and on the next day took quarters at the station.

On the morning of the 10th the body of Seaman John Reed, badly bruised and scarred, was discovered at about 6 o'clock on the beach a

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quarter of a mile south of the wreck by Surfman Short, of the Knobbs Beach Station, while on his northward patrol. Short went through to the Plum Island Station, and on his return, in company with Surfman Jones, who was making his southward patrol, their attention was directed by a man on the beach to a body floating in the surf, which proved to be that of the master of the *Alianza*, Captain Melonson. The back of the skull was fractured and the face much bruised and discolored but not beyond positive identification. On the 20th the body of Steward Andrew McCarron, terribly mutilated and entirely devoid of clothing, was found after a southeast storm about a third of a mile south of the Plum Island Station. Whether the three unfortunate men were drowned or killed by blows while struggling in the surf among the grinding masses of wreckage which surrounded the vessel it was impossible to determine, but the latter is considered altogether likely. The survivors remained at the Plum Island Station until the afternoon of the 11th, when they were conveyed to Newburyport, and thence to the Mariners' Home, in Boston, Assistant Inspector Newcomb having made arrangement with the British consul at that place to look after their welfare.

The fact that this disaster occurred near a life saving station, and that no assistance was rendered by the life-saving crew, is one requiring satisfactory explanation, which fortunately may be readily made without any plea in excuse or extenuation, or the slightest discredit to the Service. The simple fact is that the crew of the station were at the time of the stranding engaged in strenuous service at another wreck on a portion of the coast many miles distant—that of the schooner *Florida*, lost on Salisbury Beach.

About 4 o'clock in the afternoon of the 9th Keeper Noyes, of the Plum Island Station, received information by telephone from Newburyport police headquarters that a schooner, with her crew in the rigging, was ashore on the north end of Salisbury Beach, about a mile and a half south of Hampton River, and he thereupon immediately began preparations to proceed to her assistance, although she lay at a point far beyond the legitimate scope of his station and very difficult of access. In order that the situation may be clearly understood, it is necessary to state that Salisbury Beach is situated to the northward of Plum Island, and separated from it by the wide mouth of the Merrimac River, and in order to reach it one must either cross the mouth of the river in a boat or make a circuitous route by land, passing through the city of Newburyport, crossing the river there, and then following the somewhat devious public roads. To the place of the reported wreck, proceeding directly across the river at the mouth, is a distance of more than four and one-half miles; by way of the land route, about fourteen.

In order to be of the earliest possible aid to the shipwrecked people, the keeper resolved to send his crew, in charge of the No. 1 man, across the river in the surfboat, which was to be hauled out on the other side

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and transported by wagon to the wreck, while he telephoned to Newburyport for horses to haul the beach apparatus cart by way of the land route already described. The surfboat was soon put afloat in the bay or basin on the inside of the island, formed by the dike which makes the southern bank of the river, but owing to the excessively high water due to a freshet the dike was submerged, and in pulling over it some protruding spikes struck and pierced the boat, letting it fill so rapidly that it had to be taken back to the shore and abandoned. Fortunately an excellent banks dory was found near by and in this the crew effected the passage of the river, landed on the other side and walked in the face of a thick northeast snowstorm, driven by a strong wind, to the scene of the wreck, which they reached about 6 o'clock P. M. Meantime the beach apparatus in charge of the keeper and drawn by a team of strong horses was on its way to the place. While waiting for its arrival the life-saving men incessantly patrolled the beach and kept up a constant scrutiny of the wreckage already coming ashore to discover without delay any living person or the bodies of any dead that might be cast up by the sea. The darkness was so dense that only the faintest indication of the vessel could be made out, and therefore they had no personal knowledge whatever as to whether there were persons still on board, or if so the number or position of them, but several of the bystanders claimed that just before nightfall they had plainly seen the crew of seven men (the usual number for a vessel of that size) in the rigging. Shortly after the life-saving crew reached the scene a flash of light was seen in the direction of the wreck as though a pistol or some small firearm had been discharged, and somewhat later a second flash was observed, but beyond these there were no signs of life on board the vessel during the night.

About 7.20 P. M. the beach apparatus arrived, having traversed the long distance mostly in the dark, over bad roads, and in some places by devious and unfamiliar byways that were picked out by residents of the region acquainted with the topography who kindly volunteered their aid. At 7.45 the Lyle gun was in readiness for firing the first shot, which was sent out with a No. 7 Whiton line attached to it, aimed at a very feebly defined dark object in the distance, which the keeper had been assured was the stranded vessel. After waiting a reasonable interval for the sailors to find and begin hauling out the line, if it had reached the ship, the keeper could detect no strain upon it indicating that it had been found and he therefore hauled it back to the beach, the projectile coming home with it. About this time a loud crash was heard to seaward, and before the gun was fairly ready for a second shot the hitherto almost invisible object beyond the breakers had disappeared entirely from the view of the sharpest eyes. There was little doubt in any mind that the masts had fallen, and the wreckage fast accumulating on the shore gave evidence that the hull was rapidly going to destruction. The articles comprising the beach apparatus were therefore carefully

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gathered together and a surfman placed in charge of them, while the rest patrolled the beach, vainly striving to catch a glimpse of something seaward which might afford hope that the vessel was still there, and at the same time eagerly examining every object thrown up by the waves lest it might prove to be one of the unfortunate crew whose life might still be saved. About 8.15 o'clock the body of a sailor was found a short distance south of where the vessel had lain and information was at once sent to the coroner.

Two hours later the keeper received a telephone message apprising him of the wreck of the *Alianza* near his station, and he promptly made up his mind to return to the island, leaving the No. 1 man in charge of matters at the *Florida*. Taking with him Surfman Robert Jones he made his way to Salisbury Point, intending to cross the river in the dory, but this was found to be impossible on account of the mass of ice running out with the swift ebb tide, and consequently the two men were compelled to make the wearisome journey on foot, overland. It was a long and bitter tramp of more than a dozen miles in mud and snow, and was not completed until 4 o'clock in the morning, but, notwithstanding the fatigue and exposure which they had already suffered, Surfman Jones at once began a patrol of the beach in search of bodies from the *Alianza*, while Keeper Noyes retraced his weary steps to Newburyport to wire information of the disasters to the office in Washington and the Maritime Exchange in New York.

When daylight broke at Salisbury Beach, nothing could be seen of the wreck of the *Florida*, except a few spars dashing about in the surf a hundred yards from low-water mark, and the life-saving men therefore took their departure for Plum Island, Surfman Short going by land in charge of the apparatus, while the rest walked down to Salisbury Point and crossed the river, which was now passable, with the dory. Thus closed one of the most eventful and trying experiences in the history of the Service on this part of the coast. That the Plum Island crew performed their duty with all intelligence and entire devotion there is no question.

The circumstances attending the wreck of the *Alianza* were such that even if the Plum Island crew had not been far away on duty at the *Florida*, there is scarcely a probability that any of the three sailors who were drowned could have been saved, the vessel having lost her masts and gone to pieces in a space of time so short as to preclude the possibility of getting either a line or a boat to her in season to be of the slightest avail.

The Knobbs Beach Station is situated more than five miles from the scene of the disaster and had no knowledge of it until all was over, although the patrol was faithfully made under orders to go as far northward as possible beyond the regular patrol limits, within the time allowed for his trip, and Surfman Short, who traversed the beat, went almost to the place where the wreck occurred. He started out at five minutes

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past 4 o'clock, the wind, which was filled with damp, freezing snow, blowing almost directly in his face, and the beach being covered throughout its entire extent with heavy drift ice that had been driven on shore by the gale. He says in his testimony: "This is the fifth season I have been here, and I never saw the beach in such a bad condition as it was that night. The seas would strike the ice and make an awful noise, and sometimes I would think a steamboat was coming." When he turned back for his station at about six o'clock, as nearly as he could guess—his clothing being frozen so that he could not reach his watch—he was more than a mile to the northward of his patrol limits and within half or three-quarters of a mile of the point where the *Alianza* stranded, but he neither saw nor heard anything of her. It is probable that she did not reach the beach until later; but even if she had already struck and Surfman Short had discovered her, he could not have got halfway to his station to give the alarm before she broke up and lay in confused and scattered fragments on the beach. She was a weak, old vessel, and the assistant inspector says he found many evidences of decayed wood in the beams, planking, and other parts of the hull, as is also shown by the testimony of the mate.

As a result of this deplorable calamity Congress has authorized the establishment of a life-saving station on the coast in the vicinity where the *Florida* was wrecked, and a site for the buildings has already been selected.

Wreck of the schooner Kate Scranton.

Olif Christerman, a Norwegian, twenty-four years of age, and George Upsher, a colored American, forty-six years old, respectively mate and cook of the schooner *Kate Scranton*, were drowned at the wreck of that vessel in the afternoon of Wednesday, March 11, 1896, on Eatons Neck, Long Island, New York. The *Scranton* was a small schooner of only one hundred and twenty-four tons gross burden, built over thirty years ago at Madison, Connecticut, and was commanded by Captain Valentine L. Bates, of Sag Harbor, New York, which was her hailing port. The crew consisted of four men, namely, Arthur Hand, Frederick Smith, and the two above mentioned as having been lost.

She sailed from her home port without either cargo or ballast on the 10th of March, bound for Edgewater, New Jersey, the weather being good and all going well during that day, no incident occurring to foreshadow any mishap on the short and almost wholly landlocked voyage auspiciously begun. In the forenoon of the second day, however, a heavy snowstorm set in, and the wind which began to blow hard from the northeast stirred up a rough sea.

Stratford Shoal Light Station, fourteen miles from Eatons Neck, was easily made out by the sound of the fog signal located there, the vessel passing to the northwest of it and then steering west-by-south, as the captain states, running before the wind, but the falling snow was so

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thick that objects were not discernible at a greater distance than a quarter of a mile. The next point expected to be passed was Eatons Neck; the vessel under mainsail, foresail, and fore staysail was making rapid progress, estimated at ten knots an hour, and all hands are said to have been on the lookout for land, which, however, seems to have been unexpectedly sighted at about 1 o'clock, dead ahead and close aboard. The danger of stranding was obviously so imminent that the vessel was instantly luffed up into the wind, the sails let go by the run, and both anchors dropped without a moment's delay. Soundings which were taken at once showed sixteen feet of water, twice the draft of the vessel. The captain testifies that he did not know exactly where he was, and was not able to determine until he saw the life-saving men on the beach. Hardly had the schooner come to a standstill when she began to drag her anchors and drift so rapidly toward the shore that her stern was soon pounding on the sandy bottom.

As soon as the anchors were dropped Captain Bates held a consultation with Mate Christerman, and they agreed that an effort should be made to get to land in the yawl, which they lowered a few minutes later, three men jumping into it with such rash precipitance that they did not even stop the plug hole in the bottom. The boat of course began to fill with water, but so headlong was the conduct of the sailors, who would seem to have been affected with extreme excitement, if not actual terror, that a fourth man, the last but the captain, also clambered over the rail into the already half-swamped boat, which was soon full to the gunwales, and before the painter could be cast off rolled completely over, tumbling out all four of the occupants.

It was at about this juncture that the life-saving crew of the Eatons Neck Station arrived upon the scene. A day patrol was established in the forenoon as soon as thick weather set in (as required by the regulations of the Service) and W. S. Terry, the No. 1 surfman, who left the station a little before 1 o'clock, going to the eastward, discovered the vessel at the very moment she came to anchor. Running quickly to the beach he discharged a musket which he carried to give an alarm to the life-saving crew in case of necessity and hailed her but received no answer, and then, fearing that she might possibly drag ashore, or the men attempt to land before the life-saving crew could get there, proceeded with all possible dispatch to the station and notified the crew of his discovery, having again fired the musket as he went. The station was not much more than half a mile distant from the scene, and the keeper, believing from the statement of the patrolman that the vessel itself was in no immediate danger, hastened to the beach with his crew without boat or apparatus in order to promptly caution the sailors against making an effort to land in their own boat, or if they had already set out, to afford such aid as might be required. The life-saving men reached the shore abreast of the *Scranton* in twenty-five minutes after Surfman Terry first saw her and almost simultaneously with the capsize of the yawl. The

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keeper quickly hailed the captain with the injunction that he remain where he was and after awhile he would be taken off, meantime the life-savers would devote their efforts to the rescue of the men struggling in the ice-cold water. When the boat capsized, the captain, thinking the wind and sea might drive it ashore with the men holding to it, cut the painter and let it drift. Only one man, however, clung to it, while two others, a sailor and the cook, struck out for the land. The mate, who was a heavy man, swam back alongside the vessel, and, with the assistance of the captain, tried to get on board, but was already so much exhausted and also so heavily weighted down with his water-soaked clothing that he found he could not do so. Thereupon he turned about and, by the captain's advice, tried to swim to the shore, paying no attention to a wheel box thrown to him by the captain to be used as a life buoy. He was, however, so thoroughly worn out that his progress was very slow and when he was only about halfway to the beach he gave up and sank from sight.

By this time the life-savers had taken one man from the water alive and were in the surf carrying ashore the body of the negro cook, who was unconscious and was never revived, although the usual methods of resuscitation were employed upon him for the space of an hour. The last man to be taken to the beach was the one who held to the boat, and about half an hour after his rescue the body of the mate washed ashore.

Two of the four who had needlessly embarked in the yawl perished, and two were rescued. Both the atmosphere and the water were intensely cold, and the two living men were so nearly frozen that they were almost insensible and helpless. Considerable time elapsed before they were sufficiently aroused to be able to walk, and then it was only by a great deal of urging and assistance that they were finally got to the station. Once there they were quickly stripped of their frozen garments in a warm room, plied with warm stimulants, vigorously rubbed to promote circulation, clad in dry underclothing from the station supplies, and placed in bed.

As soon as it was demonstrated that the cook was beyond the possibility of resuscitation, his body and that of the mate who had long been dead when taken from the surf, were sent to the station in a wagon that was procured for that purpose, and the beach apparatus, which had been brought to the scene by a part of the crew, was prepared for action in order to take the captain from the wreck, which then lay about one hundred yards from the edge of the water. The Lyle gun was speedily fired with a five-ounce charge and a No. 7 Whiton shot line, which fell across the upper rigging, but could not be obtained by Captain Bates for the reason that he was partially disabled as the result of a fall received earlier in the day, and was also so benumbed with cold that he was unable to climb the shrouds. The shotline was therefore hauled back to the beach and fired a second time, landing across the rail, where he easily secured it and hauled on board the whip line and tail block, by

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means of which the life-saving crew sent out the hawser and speedily had the gear in operation. The captain was landed about 3 o'clock P. M. without having been in the water at all, and except that he was seriously chilled and considerably crippled by his injury, which principally affected his back, was in fair condition. He was promptly sent to the station, while some of the life-saving crew remained at the wreck to recover the hawser (which they cut at the vessel in the usual way) and to drag back the cart and apparatus. The vessel at that time had not changed her position and showed no signs of breaking up, but on the flood tide between 8 and 12 o'clock P. M. she drifted high on the beach and went to pieces, proving a total loss. In the morning of the next day the coroner held an inquest on the bodies of Christerman and Upsher, and both were buried in East Northport Cemetery, the former at the expense of Captain Bates, and the latter by the authorities of the town. Two days later the captain sent Seamen Hand and Smith to their homes at Sag Harbor, and on the afternoon of the 14th himself departed, abandoning the wreck to the underwriters.

In passing upon the matter of responsibility for the loss of the *Scranton* and two lives, Captain Maguire, of the Revenue Cutter Service, the investigating officer, expresses the opinion that the wreck was due either to a mistake in giving out the steering orders or to an error of the compass, for the reason that there was no tide or current to swerve the vessel from the course the captain claims to have steered, which would have carried her well clear of Eatons Neck. The extraordinary speed—ten knots—at which the *Scranton* was run is also considered a serious error of judgment in thick weather, with a heavy wind and very limited sea room. Captain Bates, in his testimony, attributes the disaster wholly to thick weather, but the loss of the two lives is plainly attributable, as was frankly admitted by the captain, to the injudicious attempt and almost frantic haste of the crew to make a landing in their own boat. Errors of this sort are the most frequent and perilous committed by the shipwrecked. The surf is often extremely dangerous when all looks fair from the outside. It is only from the beach that the true height of surf can be estimated and its treacherous perils properly appreciated. In this case there was not the slightest need of haste, for the storm was not especially severe, and the vessel had not even sprung a leak when the men madly rushed to the boat. Captain Bates entirely agrees with the other witnesses that all his men would have been lost but for the timely presence and aid of the life-saving crew, and that all would have been saved if they had stood by the vessel and waited only a few minutes for assistance.

That the keeper pursued the best possible course under the circumstances, and that the conduct of the life-savers, both at the wreck and in the care of the shipwrecked men at the station, was in the highest degree efficient, considerate, and commendable, Captain Bates gratefully gives testimony.

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Swamping of a rowboat.

A rowboat containing two men was swamped about 7 o'clock in the morning of Wednesday, the 6th of May, 1896, in the Grand River at Fairport, Ohio, and both occupants struck out to swim ashore, but only one of them succeeded in the effort, the other, Daniel Kelly, having failed, and perished before aid could reach him.

The details of the occurrence, as elicited from eyewitnesses at the investigation made by the superintendent of the district, appear to have been as follows: Sullivan and Kelly were employed by the proprietors of an ice house located on the west bank of the river to deliver a quantity of ice to a steamer lying up stream, and had just finished loading their boat when they observed the harbor tug *Annie* towing the barge *Tyrone* into port, and conceived the idea of evading the necessity of rowing to their destination by pulling out to the vessels and getting a tow. This labor-saving expedient they promptly attempted to carry out, and there did not seem to be any reason to suppose it would not prove an entire success. They were either already a little behind the passing vessels, and therefore were compelled to approach them diagonally, headed in the same direction, or so approached them purposely, a wise course to pursue, whatever may have been the reason, and were soon alongside of the *Tyrone*.

It does not appear that they hailed the barge for a line, and as none was passed to them they laid hold of a fender hanging over the side. When their skiff, which was deeply laden, began to feel the force of the barge's progress, it swung around parallel to and came in contact with the side in such a way that it rolled down sufficiently to fill with water, whereupon both occupants made the utmost haste to jump overboard. However inconsiderate this action may have been, both were swimmers, and, as the distance to the shore was at the most not more than one hundred feet, they might well have believed themselves capable of making it without trouble.

Nevertheless, as soon as the accident took place, the workmen along the dock made a loud alarm by shouting that men were overboard, and a tug and fuel scow lying near by began to blow their steam whistles vigorously in order to attract the attention of the crew of the life-saving station, which is located on the same bank of the river some four hundred yards from the scene. This they succeeded in doing, although some two or three minutes were lost before the significance of the confusion was understood at the station, a circumstance that will be again referred to. The surfboat, which was on the incline or launching way ready for service, was instantly shoved into the water and pulled up the river, reaching the locality of the casualty in eight or ten minutes after it occurred, but not until Sullivan had safely reached the shore and Kelly had sunk.

There was some discrepancy in the testimony, as is generally the case

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in matters attended with great excitement, concerning the length of time that elapsed before the unfortunate man went down. Two witnesses say "he sank in a moment," another says, "in two minutes," while still another says six minutes. That it was not so long as the last witness thought is entirely clear, the weight of the testimony being that if the life-saving crew had reached the place in half the time consumed, which would have been less than six minutes, they would have still been too late to save Kelly, who never rose to the surface. Indeed, one of the witnesses, who appears to have been as cool-headed as anybody present, gave it as his opinion that even if a boat on the tug had been all ready for launching it could not have been put into the water and pulled to the man in season to rescue him. As a matter of fact, although known to have been able to swim, he appears, from some undiscoverable reason, to have sunk and drowned almost simultaneously with the swamping of the skiff.

While the evidence of the witnesses taken together is plainly to this effect, the investigating officer, who has an important professional interest in the good name and efficiency of the Service, developed the fact that the response of the life-saving crew was not so prompt as it should and would have been but for a strange mistake on the part of the surfman who was on watch in the lookout tower, for which neither the keeper nor any of the rest of the crew was responsible. This error, which is without a known precedent, was his failure to sound the alarm gong the very moment he heard the commotion up the river.

He rested his defense on two grounds, both of which were somewhat plausible, but yet could not be admitted as satisfactory. First, he asserted that he supposed the continued screeching of the steam whistles was only a signal of greeting to the incoming *Tyrone* which was a new vessel entering the port for the first time. Second, he claimed that as soon as it dawned upon him that something must be wrong he "jumped for his marine glass to try to make out what was going on," but that the foliage on some intervening trees was so dense in the line of vision as to shut out the view. While he was thus engaged Surfmen Graves and Fawdrey, who were at the dock about two hundred feet north of the station, heard the blowing of the whistles and looking up the river saw people waving their hats and arms, and at the same time observed the rowboat swamped and unmanned. They saw nothing of any persons in the water, but had no doubt that an accident had taken place, and therefore started on a run for the station, shouting to the lookout to ring an alarm. This he did at once, and the two men testify that they do not think it was more than one minute from the first stroke of the bell before the surfboat was afloat. There being no evidence contradicting this, it is certain that the delay in giving the signal could not have been more than two or, at the most, three minutes, and therefore could not have made any difference in the result, the man having drowned, as above

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stated, before the crew could have reached him, had they been ready to leave the station the instant he jumped into the river.

Regarding the lookout's claim that he thought the whistles were simply blowing a salute to the *Tyrone*, it appears that other persons entertained the same idea for a moment, but nobody knew such to be the case, and the surfmen on lookout have positive orders, both verbal and displayed on the station board of rules and regulations, to sound an alarm whenever there is a continuous blowing of whistles, which is a recognized signal of distress. As to his claim that he could not plainly see the locality of the casualty, it was admitted that he was able to see the people on the dock running madly about, swinging their arms, waving hats, and showing indubitable signs that there was trouble of some sort in the vicinity. Upon these indications, under the rules of the station, as well as in ordinary sound judgment, he should have rung in an alarm without delay. His dereliction was therefore deemed far too serious to be overlooked or adequately rebuked in any way short of his removal from the Service, which was accordingly ordered.

The body of the drowned man was recovered in about an hour by the life-saving men, who had their grappling apparatus in the boat and began dragging the bottom as soon as they reached the scene.

DEATH OF SUPERINTENDENT RICHARDSON.

For the third time within a period of four years it becomes necessary to record the death of a district superintendent, that of Captain John M. Richardson, which occurred on the 13th of June, 1896, at Rockland, Maine.

Captain Richardson was superintendent of the First Life-Saving District, having received his appointment as such on the 28th of July, 1874, and consequently his term of service embraced a period of only a few weeks less than twenty-two years. The district of which he had charge was organized in 1874, in pursuance of an act of Congress approved March 3, 1873, five stations having been established on the coast of Maine and one on that of New Hampshire, the coasts of these States then, as now, comprising the geographical limits of the district. He was the first officer to have charge, and therefore he necessarily performed an important part in the initiation and development of the present system, which was at that time in the early stages of its organization.

During the long incumbency of Captain Richardson the First Life-Saving District was more than doubled in the number of its stations, and throughout that period of its history his administration was such as to confirm the wisdom of his selection for the place. Before entering the Service his life as a seaman and shipmaster had equipped him with nautical and commercial information which qualified him for many of the duties required of him, and he was also endowed with especial tastes

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and traits of character well calculated otherwise to fit him for the difficult position. He was accustomed to the command of men, and of very much such men as were naturally to be found in the Life-Saving Service. He was familiar with their habits of life and modes of thought, and he was also of that experience among them which enabled him to sympathize with their feelings and to exercise control of them with that easy firmness that not only commands respect but willing obedience. He loved the Service with single-hearted devotion, and his interest in the men who performed its work was of the same almost affectionate character. Of the good name of both he was as watchful and jealous as of his own business and personal reputation.

His familiarity with the sea and the surf, his thorough acquaintance with the dangers and difficulties of the coast lines of his district, his knowledge of the construction and necessary qualities of boats, and his experience in the use of them as well as of other life-saving appliances, combined to make him in these respects an almost ideal officer. In the performance of duty he was never dilatory, always prompt and faithful. The end of his life came while he was upon the coast, away from his home, engaged in the discharge of the official duty of making a quarterly inspection of his district, as required of him by the regulations of the Service. It is stated by those cognizant of the facts that he was not in proper physical condition to make the necessary effort, and was advised by friends to seek authority to defer the journey, but his reply was that he should go on to the last moment whatever might be the result. During the trip his feebleness was remarked at various stations, but he had proceeded to the end of the line and was on his return when his powers entirely collapsed and he expired, as before stated, at Rockland, practically on the pathway of duty.

He was no less admirable as a man than as an officer. The fabric of his character rested upon the very best and highest qualification for any responsible post of duty, thorough honesty, with which was coupled an ardent enthusiasm that always made him to do heartily and to the best of his ability whatever came to his hand. He was sincere, earnest, generous, and honorable.

THE WOMEN'S NATIONAL RELIEF ASSOCIATION.

The thanks of the Service are again due to the Women's National Relief Association on behalf of shipwrecked persons who have been recipients of the clothing and food delicacies generously and bountifully supplied during the year by that benevolent organization.

The death of Mrs. M. Y. Kent, the president and founder of the association, which occurred at Detroit, Michigan, on the 20th of September, 1896, is lamented by all who were acquainted with her great personal worth, and her active and earnest life devoted to numerous branches of philanthropic effort. It is gratifying to know that her colaborers in the association will continue to carry on its work with unabated zeal.

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In seventy-two instances within the period covered by this report various articles from the supplies deposited by the association at the life-saving stations were furnished to shipwrecked persons in need of them, as follows:

To the crew of the schooner *Abbie and Eva Hooper*, at the Plum Island Station, coast of Massachusetts, July 4, 1895; the crew of the barkentine *J. W. Dresser*, at the Cape Hatteras Station, coast of North Carolina, July 23, 1895; a man who fell overboard from a steamboat near the Racine Station, Lake Michigan, July 28, 1895; two persons rescued from the schooner *Presto*, at the North Manitou Island Station, Lake Michigan, July 30, 1895; the crew of the schooner *Rosa B. Cora*, at the Chicamicomico Station, coast of North Carolina, August 7, 1895; a destitute mariner succored at the Umpqua River Station, coast of Oregon, August 7, 1895; a person whose garments had been thoroughly soaked by exposure to a heavy rain at the Ottawa Point Station, Lake Huron, August 10, 1895; four women whose clothing had become drenched in a thunder shower at the Ottawa Point Station, Lake Huron, August 10, 1895; five boys rescued from a capsized rowboat at the St. Joseph Station, Lake Michigan, August 12, 1895; a man rescued from the catboat *Camges*, near the Cape May Station, coast of New Jersey, August 25, 1895; the crew of the sloop *Mary Emma*, at the Monmouth Beach Station, coast of New Jersey, September 1, 1895; the crew of the sloop *Beatrix*, at the Eatons Neck Station, coast of New York, September 14, 1895; two persons succored at the Pointe aux Barques Station, Lake Huron, September 18, 1895; a boy rescued from drowning near the Manistee Station, Lake Michigan, October 4, 1895; four persons rescued from a capsized skiff near the Cleveland Station, Lake Erie, October 6, 1895; the crew of the sloop *Gracie M.*, capsized near the Ottawa Point Station, Lake Huron, October 13, 1895; two persons saved from drowning near the Chicago Station, Lake Michigan, October 19, 1895; the crew of the sloop *G. P.*, at the Gurnet Station, coast of Massachusetts, October 25, 1895; a man from a capsized boat at the Old Chicago Station, Lake Michigan, October 26, 1895; the crew of the schooner *Carrie L. Godfrey*, at the Parramore Beach Station, coast of Virginia, October 30, 1895; the crew of the sloop *Hilsboro*, at the Jupiter Inlet Station, coast of Florida, October 30, 1895; one of the crew of the schooner *Aunt Ruth*, at the Point Marblehead Station, Lake Erie, November 13, 1895; the crew of the British schooner *Eltie*, at the Rye Beach Station, coast of New Hampshire, November 26, 1895; the crew of the British schooner *Nantasket*, at the Monomoy Station, coast of Massachusetts, December 6, 1895; a man rescued from drowning at the Old Chicago Station, Lake Michigan, December 7, 1895; the crew of the schooner *Collector*, at the Quoddy Head Station, coast of Maine, December 12, 1895; the crew of the schooner *Albert Pharo*, at the Gurnet Station, coast of Massachusetts, December 21, 1895; the crew of the schooner *Annie and Reuben*, at the Hunniwells Beach Station, coast of

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Maine, December 22, 1895; the crew of the schooner *Smuggler*, at the Cahoons Hollow Station, coast of Massachusetts, December 31, 1895; the crew of the schooner *Ruth S. Hodgdon*, at the Fletchers Neck Station, coast of Maine, January 6, 1896; one of the crew of the schooner *Billow*, at the Jerrys Point Station, coast of New Hampshire, January 6, 1896; two persons who broke through the ice near the Cleveland Station, Lake Erie, January 16, 1896; the crew of the British steamer *Lamington*, at the Blue Point Station, coast of New York, February 4, 1896; the crew of the British schooner *Alianza*, at the Plum Island Station, coast of Massachusetts, February 9, 1896; a man rescued from a sailboat near the Hog Island Station, coast of Virginia, February 9, 1896; the crew of the schooner *Belle R. Hull*, at the Watch Hill Station, coast of Rhode Island, February 11, 1896; the crew of the schooner *Susie H. Davidson*, at the Cape May Station, coast of New Jersey, February 11, 1896; the crew of the schooner *Majestic*, at the Fletchers Neck Station, coast of Maine, February 17, 1896; the crew of the schooner *Gertie S. Winsor*, at the Race Point Station, coast of Massachusetts, February 17, 1896; two men who broke through the ice near the Smiths Point Station, coast of New York, February 18, 1896; part of the crew of the bark *J. H. Libby*, at the Zachs Inlet Station, coast of New York, March 2, 1896; the crew of the schooner *Nellie Woodbury*, at the Long Beach Station, coast of New York, March 2, 1896; two men capsized in a skiff at the Old Chicago Station, Lake Michigan, March 6, 1896; a portion of the crew of the schooner *Kate Scranton*, at the Eatons Neck Station, coast of New York, March 11, 1896; seven fishermen succored at the Kitty Hawk Station, coast of North Carolina, March 11, 1896; the crew of the schooner *Clarissa Allen*, at the Point Judith Station, coast of Rhode Island, March 15, 1896; the crew of the brig *Water Witch*, at the Brentons Point Station, coast of Rhode Island, March 19, 1896; the crew of the schooner *Edward Waite*, at the Pecks Beach Station, coast of New Jersey, March 29, 1896; a person succored at the South Brigantine Station, coast of New Jersey, April 1, 1896; a distressed hunter who applied for relief at the Cedar Creek Station, coast of New Jersey, April 3, 1896; three men rescued from a capsized yawl near the Frankfort Station, Lake Michigan, April 4, 1896; a mariner who applied for aid at the Indian River Inlet House of Refuge, coast of Florida, April 7, 1896; an insane and destitute boy at the Racine Station, Lake Michigan, April 13, 1896; a woman rescued from the surf at the Golden Gate Park Station, coast of California, April 13, 1896; two men rescued from a capsized rowboat near the South Haven Station, Lake Michigan, April 26, 1896; two men rescued from a capsized sailboat at the Hog Island Station, coast of Virginia, April 27, 1896; a girl rescued from drowning at the Golden Gate Park Station, coast of California, April 27, 1896; a man from the catboat *Ellen B.*, at the Gurnet Station, coast of Massachusetts, May 3, 1896; the crew of the schooner *Daniel B. Fearing*, at the

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Cahoons Hollow Station, coast of Massachusetts, May 6, 1896; a man rescued from a capsized fish boat at the Cape Elizabeth Station, coast of Maine, May 8, 1896; a man from a capsized skiff at the Brentons Point Station, coast of Rhode Island, May 9, 1896; a young man suffering from a gunshot wound at the Tathams Station, coast of New Jersey, May 19, 1896; four of the crew of the schooner *Sunrise*, at the Old Chicago Station, Lake Michigan, May 22, 1896; a woman who fell overboard from a skiff at the Charlotte Station, Lake Ontario, May 30, 1896; seven persons rescued from a capsized sailboat near the Umpqua River Station, coast of Oregon, May 31, 1896; a man from a capsized rowboat at the Erie Station, Lake Erie, June 2, 1896; a man rescued from drowning at the Charlotte Station, Lake Ontario, June 6, 1896; one of the crew of the schooner *Ella Perkins*, at the Coskata Station, coast of Massachusetts, June 14, 1896; two men rescued from the sailboat *Lyda*, near the Vermilion Point Station, Lake Superior, June 19, 1896; a woman whose clothing had been destroyed by the burning of the cabin of a schooner at the Cleveland Station, Lake Erie, June 28, 1896; two men rescued from a capsized fish boat at the Cape Disappointment Station, coast of Washington, June 29, 1896; and two men picked up from the overturned fish boat *Sea Lion*, at the Bois Blanc Station, Lake Huron, June 30, 1896.

ESTABLISHMENT OF NEW STATIONS.

Four new stations, located respectively at Core Bank, North Carolina; Baileys Harbor and Plum Island, Wisconsin, on Lake Michigan; and Yaquina Bay, Oregon, which were mentioned in the last annual report as under construction, have been finished and manned for duty. Two others, one located at Wood End, near Provincetown, Cape Cod, Massachusetts, and the other at Rocky Point on Long Island Sound, near East Marion, New York, have been erected and are now receiving their equipments.

The floating station, also referred to in the last report as then in contemplation to be placed in Dorchester Bay, near City Point, Boston Harbor, designed to render assistance in the numerous casualties occurring to yachts and sailboats in that vicinity, has also been completed, anchored in position, and put into commission.

Titles to sites have been secured for the stations authorized to be established on Damariscove Island, Maine, and Petersons Point, Washington, and plans and specifications for the structures are nearly completed, so that proposals for construction will soon be invited.

REPAIR, IMPROVEMENT, AND REBUILDING OF OLD STATIONS.

Old and inadequate stations at Little Beach, Absecon (below Atlantic City), at Cape May, New Jersey, and Cape Disappointment, Washington, have been replaced by new ones, and important repairs and im-

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provements have been made to various stations in the Third District, coast of Long Island; Eleventh District, coast of Lake Michigan, and Twelfth District, on the Pacific coast.

COMPENSATION OF SUPERINTENDENTS AND SURFMEN.

In closing this report it is felt to be necessary again to allude to the inadequacy of the compensation of the superintendents of life-saving districts and to the discrimination in the rates of wages paid the surfmen, a subject of very great importance, which was discussed at length and with considerable particularity in the report of last year. Referring to that report for details of the existing unfortunate condition, it is strongly urged that early remedial action be taken.

As to the superintendents it should be sufficient to point to the onerous and oftentimes dangerous character of the duties with which they are charged, and to their heavy fiscal responsibility which requires them to furnish bonds, ranging from $10,000 to $50,000 in amount. An annual compensation of $2,000 would be no more than just.

The existing discrimination in the rates of wages paid the surfmen—a small minority receiving $65 per month while the majority receive only $60—continues to be a source of serious discontent and complaint. A uniform rate is demanded by common fairness and the good of the Service. It is recommended that such a rate be established and that it be fixed at $65 per month, as was formerly provided by the act of July 22, 1892.

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SERVICES OF LIFE-SAVING CREWS.

1895-1896.

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Services of Life-Saving Crews.

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

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
July 1	Br. sc. Cygnet.....	Crumple Island, Maine...	Anchored in thick fog dangerously near the line of breakers. Keeper heard signals of distress and answered them instantly. Launched boat, boarded schooner, got her under way, and took her to sea, clear of danger.
July 1	Am. slp. yt. Sea Gull.	Cape May, New Jersey...	Parted her cable and stranded on the beach, injuring her rudder and pounding heavily. Keeper and volunteer crew (inactive season) ran out kedge and hove sloop off. Worked her into a place of safety.
July 1	Am. str. Post Boy...	Cleveland, Ohio, Lake Erie.	Stranded on sunken wreck near west river pier. At master's request, life-saving crew furnished lines and tackle and hove steamer clear, hauling her to dock, where she was secured.
July 1	Yacht; no name.....	Old Chicago, Illinois, Lake Michigan.	Capsized, 1½ miles from station. Keeper launched surfboat immediately and went to the rescue. The two men had been picked up by rowboats near by. Surfmen towed the yacht ashore and righted her. Delivered her in good condition to the owners.
July 2	Am. slp. yt. Ruby May.	Cape May, New Jersey...	In attempting to pass out of Hughes Jetties, the sloop struck on the bar and was thrown on the beach by the surf, endangering her and imperiling the lives of the three men on board. Keeper mustered volunteer crew (inactive season) and went to their assistance. Hove the yacht off the beach and took her to a safe harbor.
July 2	St. pile driver; no name.	Cleveland, Ohio, Lake Erie.	In danger of being beaten to pieces by the sea, 1½ miles from station. Life-saving crew launched surfboat and went to the scene. Furnished hawser and ran it from the pile driver to a tug, which towed the former into harbor to a place of security. Five men were on board the endangered craft.
July 3	Am sc. William Frederick.	Bodie Island, North Carolina.	Anchored in dangerous proximity to the beach. Keeper mustered volunteer crew (inactive season) and boarded her. Found that she had struck on Hatteras Shoals and sprung a leak. Eight feet of water had made in the hold, and the crew were exhausted from pumping. At master's request, telegraphed for tug. Manned the pumps and assisted in keeping vessel afloat. Kept watch on her until tug arrived and took her in tow to nearest safe harbor, thereby saving her from complete wreck.
July 3	Am. str. Sheboygan..	Two Rivers, Wisconsin, Lake Michigan.	Keeper and crew assisted steamer in leaving harbor by running and shifting lines.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
July 4	Am. sc. Abbie and Eva Hooper.	Plum Island, Massachusetts.	Heavy sea forced tug to cast schooner adrift at 7 P. M., and she let go both anchors to keep from dragging on the shoals. Keeper saw her dangerous position and telephoned for assistance (inactive season). A volunteer force was secured, but the vessel had begun to drag when the rescuers assembled, and was soon pounding on the outer shoal. The sea being high and breaking angrily on the shoal, volunteers declined to go out with boat. The beach apparatus was therefore brought into action, and the schooner's whole crew, including the master and his young son, were safely landed. Clothing was furnished, and they were sheltered at the station until July 10, when passes to Boston were procured for them. After several unsuccessful attempts the schooner was finally floated on July 14, and towed to Boston. [See letter of acknowledgment.]
July 4	Slp. yt.; no name...	Brentons Point, Rhode Island.	Heard signal of distress at midnight. Found that a sloop had dragged ashore; ran out kedge, hove her off, and anchored her in a place of safety.
July 4	Am slp. yt. Hit or Miss.	Sandy Hook, New Jersey.	Stranded on the point of the hook. Station crew planted anchor and hove her off, saving her from danger of being completely wrecked by the sea. Took her in to a safe berth.
July 4	Am.slp. yt. Luzette	Cold Spring, New Jersey..	Stranded on outer bar of Cold Spring Inlet and in danger of going to pieces by pounding on the shoal. Hove her off and towed her inside the harbor. Hauled her out on the ways and assisted in repairing her rudder and stopping leaks.
July 4	Catboat Lena.....	Biscayne Bay, Florida.....	Capsized in a squall and went to the bottom, leaving four men in peril of drowning. Recovered the men and took them ashore. Raised the boat and towed her to the beach, where keeper delivered her to owners.
July 4	Rowboat; no name..	St. Joseph, Michigan, Lake Michigan.	Capsized by being run into by a steamer. The two men thrown into the water were picked up by a surfman and safely landed. The boat and oars were secured and delivered to owner.
July 4	Sailboat; no name..	Duluth, Minnesota, Lake Superior.	Stranded on sunken crib and became water-logged. Sailing master and ten passengers on board. Station lifeboat went immediately to assistance. The bow of the sailboat having run upon the crib was out of water, but the stern was submerged. Seven of the party had been taken off by skiffs near by at time of accident. The remaining four were rescued by the surfmen. The stranded boat was hauled off the crib and towed to dock, where she was delivered to owner.
July 4	Sailboat Olivette.....	Duluth, Minnesota, Lake Superior.	Halliards carried away and boat unmanageable. Life-savers went to her assistance, took the occupants into the lifeboat, and towed the disabled craft ashore, where she was delivered to the owner. The man in her was under the influence of liquor, and would probably have been lost but for the timely assistance of the life-savers.
July 6	Am. slp. Kelpie	Cuttyhunk, Massachusetts.	Stranded on east end of Nashawena Island. Assisted in heaving her off the beach, and took her into Cuttyhunk 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.			
July 6	Am. str. John Mitchell.	Bois Blanc, Michigan, Lake Huron.	Stranded, 6 miles below Nine-Mile Point. At midnight patrolman reported signals of distress. Crew instantly responded by launching lifeboat and pulling in the direction of the sounds. After rowing 10 miles, saw a light moving on the beach and headed for it. It was carried by a man from the scene of wreck, who was going to Cheboygan for a tug. In order to save time, he was taken into lifeboat and carried to Cheboygan, where tug was secured. Started back for wreck in tow of tug, and when within 9 miles of the point, met the life-saving crew from Hammonds Bay, bringing the information that the master of stranded steamer wanted one hundred men to lighter his cargo of iron ore. Returned to Cheboygan, procured seventy-five men, and again started for the scene of disaster. Reached there at 1 P. M. Assisted in rigging derricks and jettisoning cargo. Continued working on her until the morning of the 8th, when she was hauled off by tug at 5.45.
July 6	Am. barge 130.....	.....do.....	Consort of steamer John Mitchell, stranded near her. Station crew ran lines from barge to tug and assisted in handling them. Barge was floated at 7.20 P. M., after a part of her cargo had been jettisoned to lighten her. At 6 P. M. on the 8th the steamer took her in tow, and they proceeded to destination, with little injury. Bois Blanc crew pulled 20 miles in lifeboat in these two cases. Hammonds Bay Life-Saving Crew gave like service and assistance.
July 7	Scow No. 4.....	Velasco, Texas.....	Adrift in the Gulf of Mexico and in danger of being stranded in the surf. Launched station surfboat and boarded scow. Found no one on board. Provided kedge and hawser and anchored her. Pumped her out and then informed owner's agent of her location. Next day a tug was sent after her and she was towed inside Brazos River.
July 7	Am. sc. I. May Brown.	Michigan City, Indiana, Lake Michigan.	Water-logged in heavy squall. At 7 A. M. surfmen saw her about 1 mile from station in danger of foundering. Launched surfboat and went to her assistance. Found her in a sinking condition. Took off her crew of three men and, after an hour's pull against strong wind and high sea, landed them in safety. About ten minutes after the vessel was abandoned, she capsized and went to pieces.
July 7	Yawl boat; no name.	Old Chicago, Illinois, Lake Michigan.	During heavy squall life-savers took in tow the yawl boat belonging to yacht Hattie B, which had been cast off to ease the yacht in steering. Took it to station and later in the day delivered it to the owner.
July 7	Fish boat; no name..	.....do.....	In danger of being driven against the breakwater and foundering. It was towed by the life-savers to a safe berth on the lee side.
July 8	Am. sc. Reuben Dowd.	Grindstone City, Michigan, Lake Huron.	Uncertain of her position, owing to smoky weather. Launched surfboat and went to her, 2½ miles from station. Gave to master the correct bearings of Port Austin Reef Lighthouse, and he proceeded on his way.
July 8	Am. sc. Gliding Star.	Bois Blanc, Michigan, Lake Huron.	Stranded aft on lee shore, through dragging her anchor. Launched station surfboat and pulled out to her. Ran out and planted two anchors. Assisted in shifting deck load forward, and then hove taut strain on anchors, hauling her afloat. Secured and returned anchors for her and assisted in getting 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.
1895.			
July 8	Sailboat; no name..	Manistee, Michigan, Lake Michigan.	Stranded in a squall. The two men being unable to float her, surfboat and crew went to their assistance. Hove her off the beach and started her safely up the Manistee River.
July 8	Am. sc. Oneida.....	White River, Michigan, Lake Michigan.	At 7.30 P. M. steamer Mabel Bradshaw collided with this schooner and drove her against the piers at entrance to harbor, where she stranded and was pounding heavily. Keeper and crew went to her assistance with surfboat; the steamer cleared herself and went on her way without aiding the schooner, which was in a dangerous position. Ran lines from her to the piers and hove on them, but to no purpose; a tug then took line from her to haul her clear, but the rising sea compelled her to let go before any assistance was rendered; life-saving crew then worked for seven hours, unloading cargo and heaving on lines to haul the distressed vessel into harbor; after which, the sea going down, work was discontinued until morning; the next day work was resumed and toward evening she was hauled into smooth water and safely moored.
July 8	Slp. yt. Viking.....	Muskegon, Michigan, Lake Michigan.	Stranded with four men on board at 10.30 P. M., three-quarters of a mile south of station; alarm was given and station surfboat instantly launched; strong wind was blowing and a heavy sea running. Upon arriving at wreck found seas breaking over it and threatening to wash away the men clinging to the mast and rigging; rescued them from their perilous situation and took them to station in safety. Because of the high sea nothing more could be done that night; next morning manned surfboat and pulled out to the stranded craft; found it had been driven upon weather side of Lake Michigan Park Dock, where it was in momentary danger of being demolished by the sea; carried out anchor and lines and hove sloop off, towing her to lee side of dock secure from further damage. Sea still too heavy to take her over the bar. On July 18, weather and sea having moderated, crew went out to sloop and towed her over the bar to station, where she was bailed out and temporarily repaired. A valuable camping outfit on board at time of disaster was also saved, with little damage. [See letter of acknowledgement.]
July 8	Skiff; no name.....	Grand Haven, Michigan, Lake Michigan.	On a pond short distance from station, with two children playing in it. Children fell overboard, but were seen by lookout, who gave instant alarm. The boy and the girl, aged 5 and 3 years, respectively, were rescued and taken ashore uninjured, and the skiff was hauled on the beach.
July 8	Yawl; no name.....	Chicago, Illinois, Lake Michigan.	Driven offshore by fresh wind. One man in her, and unable to reach land. Life-savers went to the rescue and towed the yawl to dock. The man would probably have been carried to sea and lost but for the assistance given.
July 8	Skiff; no name.....	.....do.....	Driven a mile out in the lake and in danger of being lost. Launched station boat and went to assistance of the three boys in the skiff, who could not manage her in the fresh breeze. Took them in the station boat and landed them safely. Towed skiff ashore.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
July 9	Am. sc. Plow Boy..	Erie, Pennsylvania, Lake Erie.	Three boys unable to manage vessel. Two surfmen went to help them and took schooner to dock, making her secure.
July 9	Rowboat; no name..	.....do.....	Adrift. Surfmen picked it up and returned it to schooner Plow Boy, from which it had broken away.
July 9	Am. sc. C. C. Barnes.	Thunder Bay Island, Michigan, Lake Huron.	Stranded at night during smoky weather. Discovered by patrolman early on the morning of the 10th, the weather clearing slightly. Lifeboat and life-saving crew went to assistance. Tug from Alpena tried to haul vessel off, but without success. Keeper and one man went to Alpena and brought another tug, at master's request. While they were away, remainder of life-saving crew assisted in shifting 50 tons of coal from forward to aft. Upon arrival of second tug, lines were run and the vessel floated, having sustained but little injury.
July 10	St. yt.; name unknown.	Big Sandy, New York, Lake Ontario.	Stopped about 4 miles northwest of station, and was drifting with wind and sea. Station surfboat was launched and pulled in the direction of yacht. When within a mile of her, she started ahead on her way. Machinery was doubtless temporarily disabled and had been repaired.
July 10	Am. str. Lota.....	North Beach, Maryland...	Disabled by blowing out boiler-tube plugs, rudder damaged, and leaking. Made signal of distress, which was answered by keeper and volunteer crew (inactive season). Seven of the steamer's crew were landed at once, in order that the remainder might be taken off without delay if necessary to abandon the steamer. Tug was telegraphed for, and while awaiting her helped to keep the Lota afloat by manning the pumps. Upon arrival of tug the members of the crew ashore were put aboard again. The steamer was taken in tow by the tug and carried safely to Delaware Breakwater.
July 11	Skiff; no name.....	Ashtabula, Ohio, Lake Erie.	Adrift in the lake, 1 mile from station. Pulled out to it in small boat, but found that it had one end and one side stove in, and was worthless.
July 12	Am. str. Ivanhoe....	Two Heart River, Michigan, Lake Superior.	At 2 P. M., called out by the master of the steamer, who requested keeper to land three men who had refused to pay their fare, and were creating disturbance. Keeper and crew pulled out to steamer and took men in the station boat and landed them as requested.
July 13	Small boat; no name.	Ashtabula, Ohio, Lake Erie.	Drunken man in her in danger of falling overboard. Two of the station crew went to his assistance. He was taken safely ashore and his boat secured.
July 14	Sail yt. Sparkle.....	Cleveland, Ohio, Lake Erie.	Drifted against a raft of logs and in danger of going to pieces. Went to her assistance with station boat, and towed her clear of logs. Made sail and worked her to secure anchorage.
July 14	Sc. Reuben Doud....	Thunder Bay Island, Michigan, Lake Huron.	Anchored on lee shore and in danger of dragging. Went off to her in surfboat and assisted in heaving up anchor and making sail.
July 14	Sloop; no name.....	Holland, Michigan, Lake Michigan.	Capsized. Keeper and crew went immediately to the rescue in surfboat. The three men had been picked up by rowboats near by at time of accident. Life-saving crew righted the sloop 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.
1895.			
July 14	Slp. yt. Artist.....	South Haven, Michigan, Lake Michigan.	Capsized, 5 miles from station, in a squall and sank immediately. Surfboat was launched in 30 seconds after the occurrence and pulled to place of accident. The three men on board had gone down with the yacht (which was heavily ballasted) and did not come to the surface. Search was made for them for four hours, but only a cap was found. On the 16th, life-saving crew again made search for the bodies, but without success.
July 15	Am. slp. yt. Dora...	Townsends Inlet, New Jersey.	Mast sprung and useless, and sloop unmanageable. Signals of distress were answered by keeper, who mustered crew at Sea Isle City to assist him. Meanwhile keeper of Avalon Station had seen yacht and gone to her with best available crew (inactive season). Six men were taken from her and she was anchored until next morning, when she was taken over the bar and into the inlet, the sea having fallen.
July 15	Am. sc. Arctic.....	Two Rivers, Wisconsin, Lake Michigan.	Alongside of dock and wishing to shift berth. No tug being at hand, life-saving crew ran lines with the station skiff and assisted in hauling schooner to desired location.
July 16	Yawl; no name.....	Fort Lauderdale, Florida	By plunging into the breakers and bracing her about on the offshore tack, keeper prevented the yawl's being carried into the surf and stranded. Crew were supplied with water and provisions.
July 16	Fish boat; no name	Beaver Island, Michigan, Lake Michigan.	Capsized. Keeper pulled out at once to the boat, but the occupants had been picked up by a tug, which towed her into harbor. Keeper and crew picked up floating gear, then went inside, righted, and bailed out the overturned boat. Furnished tools and assisted in repairing damage to masts and sails.
July 17	Slp. yt.; no name ...	White River, Michigan, Lake Michigan.	Capsized at 6.20 P. M.; one man on board. Station surfboat was launched and went at once to her assistance, but before it reached her the man thrown overboard had been picked up by two of the life-saving crew, who had been rowing about in a small boat. The man was safely landed, and the sloop was towed ashore, righted, and bailed out ready for use again. She was then delivered to the man in charge of her.
July 18	Shanty boat; no name.	Louisville, Kentucky.....	Unmanagable in the rapids above the falls. Surfman manned one of the station boats and pulled out to her. Made a line fast and towed her ashore in safety. There were two men, a woman, and three children in the boat, whose lives were imperiled by proximity to the rapids.
July 18	Am. sc. Good News..	Grindstone City, Michigan, Lake Huron.	Parted her cable and stranded, 10 miles from station. Launched station surfboat and pulled to the vessel. Assisted in lightering cargo, and after it was taken off ran out anchor and hove her off the beach. Towed her with surfboat to Port Crescent dock. Found her anchor and assisted in recovering and returning it. Vessel was uninjured and cargo undamaged.
July 18	Rowboat; no name..	Pentwater, Michigan, Lake Michigan.	Adrift and being driven offshore by fresh breeze. Two of life-saving crew pulled out to her and towed her inside harbor. Later in the day she was delivered to owner.
July 18	Am. str. Muskegon..	Two Rivers, Wisconsin, Lake Michigan.	Used the small boat belonging to station for running lines to enable steamer to leave 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.			
July 19	Catboat; no name...	Chester Shoal, Florida.....	Aleak and working sluggishly; one man handling her. He was without fresh water and short of provisions. Keeper supplied these and lodged him for the night. He proceeded to his destination the next day.
July 19	Am. tug Seminole...	Saluria, Texas.....	Keeper set range flags and lights for tug Josephine to tow tug Seminole and two barges into Pass Cavallo. The Seminole had been disabled by breaking her shaft, and with the barges was towed into harbor through the assistance of the keeper.
July 19	Rowboat; no name..	Point Marblehead, Ohio, Lake Erie.	Three boys offshore in rowboat and unable to pull back against wind and sea. Surfmen went to their assistance in surfboat and transferred the boys to it. Took their boat in tow and carried it under the lee of the land, where the lads could manage it, and turned it over to them.
July 19	Am. slp. yt. America..	St. Joseph, Michigan, Lake Michigan.	Stranded south of entrance to harbor. Launched station surfboat and pulled out to her. Ran a line to pier and hauled her off the beach with tackle from station, after working for an hour and a half.
July 19	Skiff; no name.	Charlotte, New York, Lake Ontario.	Adrift in the river. Surfmen secured it and delivered it to owner the next day.
July 20	Am. sc. Gliding Star.	Bois Blanc, Michigan, Lake Huron.	Stranded near station. Life-saving crew went to her at once in surfboat. Bent station's hawser to anchor and ran it out. Hove a taut strain on it and hauled the vessel off uninjured. Assisted in making sail and getting her under way.
July 20	Skiff; no name.....	Ludington, Michigan, Lake Michigan.	Capsized by choppy sea, throwing crew of three into the water. Two surfmen went to their rescue and picked them up in an exhausted condition. They were safely landed, and the skiff was secured and turned over to them.
July 21	Am. slp. Lillie.....	North Beach, Maryland...	Stranded and leaking; a party of eleven men and women on board. Keeper and volunteers (inactive season) succeeded in floating her and landing the party in safety.
July 21	Skiff; no name.....	Charlotte, New York, Lake Ontario.	Drunken man in skiff, half a mile from station. Keeper and two surfmen took small boat and went out for him, as he was in imminent danger of falling overboard and drowning. Took charge of the man and his boat and landed them safely.
July 21	Fishing boat Oscar Koster.	Erie, Pennsylvania, Lake Erie.	Stranded near entrance to harbor and in danger from the rising sea. Ran a line to her with the station skiff and hauled her afloat. Set sail for the crew, and she proceeded to Erie uninjured.
July 21	Am. str. A. D. Thomson.	Beaver Island, Michigan, Lake Michigan.	Stranded, together with her tow of two barges, 18 miles from station. This fact was reported at 10 P. M. by a man arriving at station. The wind being unfavorable for sailing to scene of disaster, a tug was hired. Keeper and tug arrived at steamer at 1.35 P. M., but the master decided to wait until daylight before attempting to haul off. Early in the morning another tug arrived, and shortly after 8 A. M. the steamer and barges were floated.
July 21	Rowboat; no name..	Old Chicago, Illinois, Lake Michigan.	Capsized, throwing three men into the water. Station boat was sent to rescue. The men climbed upon a dock near by, while the surfmen secured their boat and returned it to them.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
July 22	Yacht; no name.....	Old Chicago, Illinois, Lake Michigan.	Capsized, 1 mile south of station. Surfboat was launched immediately and soon reached the yacht. The two men had taken refuge in a small rowboat towing astern, but that, too, filled and capsized, and they were in a precarious situation, holding on to the bottom of the boat when the life-savers arrived. They were taken into the surfboat and landed on the revenue cutter Calumet. The cutter then went out to the capsized craft and towed her and the rowboat to the station. The boats were then righted, bailed out, and given up to the owner.
July 22	Am. slp. yt. Trix.....	.....do	Anchored in dangerous proximity to the beach, 4 miles south of station. At 7 P. M. the master of a tug requested keeper to go to the yacht's assistance and run a line from her to the tug. Launched surfboat and pulled to the yacht, but master of tug then refused to go near enough inshore to take line, as sea was high and he feared striking. As tug was of no assistance, two surfmen were put on board yacht with instructions to make sail and take her out clear of reef. This was done, and she was worked to secure anchorage near station, reaching there at 12.10 A. M.
July 22	Am. str. Sheboygan.	Two Rivers, Wisconsin, Lake Michigan.	By running lines with small boat assisted steamer to leave harbor.
July 22	Am. sc. Arctic.....	.....do	Coming into harbor and wishing to make dock. Took lines for her and assisted in making fast.
July 23	Am. bkn. J. W. Dresser.	Cape Hatteras, North Carolina.	Stranded on outer Diamond Shoal. Strong wind blowing and high sea running. Keeper and volunteers launched station surfboat and went to assistance. The master had been knocked overboard by some of the running rigging, but was picked up, and the crew of nine men were taken off and saved. Owing to the heavy sea, the barkentine was broken in half and beaten to pieces. The shipwrecked crew were lodged and cared for at station until the 27th, and were provided with clothing. The keepers and volunteer crews (inactive season) of Big Kinnakeet and Creeds Hills stations, and the keeper of Durants Station assisted in rescuing the men from this wreck. [See letter of acknowledgment.]
July 23	Am. str. Menominee.	Two Rivers, Wisconsin, Lake Michigan.	Trying to haul out of port. Station crew with small boat ran lines and assisted her to leave.
July 24	Slp. yt. Hoo Hoo.....	Saluria, Texas	Thrown on the beach by the surf. Keeper and a volunteer assistant hove her off, and after supplying her crew of two men with fresh water, assisted her on her course.
July 26	Sailboat; no name..	Coney Island, New York..	Capsized and was being carried to sea by wind and tide, when seen by keeper. Three volunteers were secured (inactive season) and with them he went out to the boat. The two men in charge who were thrown overboard had been picked up by another boat close by and were safe. Keeper and his assistants righted the sailboat, bailed her out, and took her into harbor, where she was delivered to owners.
July 27	Sloop; no name.....	Holland, Michigan, Lake Michigan.	Capsized through mismanagement. One man on board. Keeper and crew went to the rescue and saved the man. Sloop was righted and towed ashore. Later in the day it was turned over to the rescued man.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
July 27	Slp. Grasshopper.....	Vermilion Point, Michigan, Lake Superior.	Swamped in the breakers. Keeper and crew ran into the surf and dragged her ashore, rescuing the occupant from a perilous position. Unloaded the craft and hauled her upon the beach, clear of sea. Sheltered and cared for the man until the 29th, when, weather favoring, launched sloop and replaced cargo. Master then proceeded to destination.
July 28	Skiff; no name	Louisville, Kentucky.....	In danger of being carried over the falls. Launched station boat and pulled out to the rescue of the four occupants, three of whom were women. Took the skiff in tow and landed the party safely at the station.
July 28	Sailboat; no name..	Two Rivers, Wisconsin, Lake Michigan.	Capsized and sinking. Skiff and three men were sent out from the station instantly. The two struggling men belonging to capsized craft were picked up by a boat near by at time of accident. Life-savers secured the boat, and after righting it delivered it to owner.
July 29	Am. str. Atlantis.....	Sturgeon Point, Michigan, Lake Huron.	Stranded 4 miles south of station. Surfmen manned surfboat in answer to signal of distress and pulled to steamer. Landed the master to telegraph for tug. Sounded out channel, and when tug arrived ran lines from her to stranded vessel. Stayed by until steamer was safely floated and towed inside harbor.
July 29	Rowboat; no name..	White River, Michigan, Lake Michigan.	Capsized in surf, throwing man and woman in the sea and seriously endangering their lives. Life-saving crew went at once to assistance in surfboat, and reached them just as the boat to which they were clinging drifted ashore. Picked up boat gear and property of the man and woman, adrift in the surf. Bailed out boat and kept it at station until called for.
July 30	Br. barge Doris	Oswego, New York, Lake Ontario.	Valuable towline lost overboard. Keeper and crew upon being notified pulled out to place designated and dragged for line. After long search it was recovered and delivered to owner.
July 30	Sailboat; no name..	Charlotte, New York, Lake Ontario.	Capsized at entrance to harbor. Life-saving crew went at once to assistance in surfboat. Rescued the man clinging to her and towed her to dock. Landed the man and righted and moored the boat.
July 30	Sailboat; no name..	.....do.....	Capsized in the river. Station crew went out to her instantly. Skiff near by at time of accident picked up the occupant. Surfman took sailboat to station and righted it. When ready for use, returned it to owner.
July 30	Small boat; no name	Ashtabula, Ohio, Lake Erie.	Adrift in surf and in danger of being broken in pieces. Life-saving crew went into the surf and secured the boat; hauled it ashore and made it fast in a place of safety.
July 30	Sailboat J. A. B.....	Louisville, Kentucky.....	In danger of being swamped in the rapids, the occupant being unable to manage it. Launched and manned station boat and went to the rescue. Ran a line to sailboat and guided it safely through the rapids and over the falls. She was then towed back to Louisville through canal, and the man safely landed.
July 30	Am. sc. Penokee.....	Sand Beach, Michigan, Lake Huron.	Dragged anchors and grounded, breaking steering gear and disabling her. Station crew manned lifeboat and went to assistance. Master requested keeper to procure tug. This being done, surfmen assisted in running lines and heaving up anchors. Vessel was then hauled off and taken to safe berth in 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.			
July 30	Am. sc. Presto.....	North Manitou Island, Michigan, Lake Michigan.	At 2.30 A. M. patrolman saw signal of distress, which was answered at once by keeper and crew manning surfboat and pulling out 2 miles against heavy sea. Found schooner leaking rapidly and in danger of foundering at her anchors. Got her under way and sailed her to an anchorage under a lee. Landed a woman and three children from the schooner, all sick and needing attention, and gave them clothing and medicine. Manned vessel's pumps and assisted in keeping her afloat during night. At daylight searched for and found the leak and helped to stop it. Worked on the leaking seams for two days and sheltered the woman and children at station during that time. On afternoon of the 31st, they were put aboard the schooner, now made seaworthy through the efforts of life-saving crew, and she proceeded to destination.
July 31	Sailboat; no name..	Charlotte, New York, Lake Ontario.	Boat unmanageable and in danger of being driven offshore. Station crew went to assistance in surfboat and towed craft and two men to safe moorings.
July 31	Am. sc. Bertha H. Winne.	Cleveland, Ohio, Lake Erie.	Sails blown away and anchors dragging. Signals of distress reported at station, 18 miles distant, shortly after midnight. Lifeboat was manned and tug procured, and crew set out in tow of tug. Arriving at schooner at 4.30 A. M., ran line to tug and hove up anchors. At 5.30 A. M. had her safely in tow and standing for harbor. Reached Cleveland at 8.15 A. M. and schooner was taken to dock.
July 31	Am. str. John C. Pringle.	Sturgeon Point, Michigan, Lake Huron.	Stranded, 10 miles north of station. Information of disaster received at 10.30 P. M. Keeper and crew started for the scene at once. On arrival found schooner Sweetheart also stranded near by. Used surfboat for landing master to telegraph for tugs and communicate with shipowner. Assisted in lightening deck-load of lumber and in running lines to tugs. In the morning of August 2, the steamer was hauled off the reef with very slight injury and no damage to cargo. Helped to replace cargo and then returned to station.
July 31	Am. sc. Sweetheart..	.....do.....	Stranded on Black River Island reef, 10 miles from station, in company with steamer John C. Pringle. Life-savers assisted in lightening cargo and running lines from her to tugs and sounded out channel. She was floated at noon of August 1. Helped to reload lumber. She left on August 2 for destination, in tow of steamer.
July 31	Sailboat; no name..	.....do.....	Broke adrift from steamer John C. Pringle. Was picked up and returned to owners by life-saving crew.
Aug. 1	Am. sc. Lillian M. Warren.	Burnt Island, Maine.....	Sprang a leak; master ran her ashore on mud flats, 4 miles from station. Life-saving crew went on board, pumped her out, got her under way at high water, and sailed her to Port Clyde, where repairs could be made on the marine railway.
Aug. 2	Sailboat Little Fred	Old Chicago, Illinois, Lake Michigan.	Capsized; occupants rescued by a tug, which towed her to the crib. Station surfboat set out from station in tow of tug, while the lifeboat, which was in the vicinity standing by on account of a yacht race, hastened to the scene. Righted and bailed the boat, then passed her painter to a tug, by which she was towed into the harbor.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
Aug. 3	St. yt. Nellie D.....	Point Betsie, Michigan, Lake Michigan.	Stranded in channel leading to Platt Lake, 6 miles north of station, and became disabled through the choking of the feed pipe of boiler. One of the passengers landed and reported accident at station. Keeper sent one of the surfmen to Frankfort, 4½ miles distant, for a tug, and accompanied her with surfboat to the scene. Ran lines by which yacht was floated and afterwards towed to Frankfort.
Aug. 4	Am. sc. Alfaratta....	Plum Island, Massachusetts.	Dragged anchors and drifted ashore inside jetties; set distress signal. With station surfboat towed her into the channel, leaving her on her course for Newburyport.
Aug. 4	Rowboat; no name..	Coney Island, New York..	On the beach. Brought it to station and held it for owner.
Aug. 4	St. yt. Allene.....	Louisville, Kentucky.....	Machinery out of order, endangering her above the cross dam. Keeper sent two boats to her assistance, which towed her to the station and made her fast. After making necessary repairs, she steamed to her usual moorings.
Aug. 4	Canoe; no name.....	Fort Point, California.....	Adrift; weather densely foggy; a small boy who was in her fell into the water and was drowned. Hearing shouts from a person near the scene, station crew launched the surfboat and recovered the drifting craft. Searched for the body of the drowned boy by dragging, but without success. It drifted ashore three days later and was recovered.
Aug. 5	Am. slp. Euphemia..	Coney Island, New York..	Stranded. Station crew ran her anchors and attempted to float her, but without success. The captain threw overboard the greater portion of her cargo of gravel, after which, on the following day, the life-saving crew renewed their efforts. Worked on her during two high tides, finally getting her afloat without serious injury. Got her under way, leaving her on her course.
Aug. 5	Sloop; no name.....	Dam Neck Mills, Virginia.	In damaged condition. Life-saving crew assisted in hauling her out on the beach, where the owner could make necessary repairs.
Aug. 5	Am. str. Kaliyuga...	Bois Blanc, Michigan, Lake Huron.	Stranded during thick weather, 1½ miles south of station. Hearing her signals of distress, station crew went on board and, at captain's request, took him to Cheboygan, where two tugs were procured to float her, and a large company of men was obtained to jettison her cargo. Next day took soundings around her and stood by until afternoon, when tugs succeeded in getting her afloat.
Aug. 5	Sailboat; no name..	South Haven, Michigan, Lake Michigan.	Adrift in the lake, unoccupied. Recovered and held her for owner.
Aug. 6	Sc. yt. Silvie.....	White Head, Maine.....	Stranded, 8 miles from station; sprang a leak. Upon learning of the casualty from a fisherman, station crew boarded her, bailed her with buckets until she righted, pumped her out, and kedged her afloat. Towed her to a safe anchorage with surfboat. [See letter of acknowledgment.]
Aug. 6	Slp. Muriel.....	Watch Hill, Rhode Island.	Run ashore by master, who was intoxicated. Life-saving crew hove her afloat and brought her to anchor in a safe place.
Aug. 6	Sailboat; no name..	Bois Blanc, Michigan, Lake Huron.	Parted moorings and drifted ashore. Station crew bailed her out, launched and made her fast to wharf; but, having sprung a leak, she sunk, resting easily on sandy bottom. Next day hauled her out where repairs could be made.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
Aug. 6	Fishing sloop; no name.	Humboldt Bay, California.	Dismasted and capsized on Humboldt Bar, 2 miles from station; occupant swept away by the sea. Station crew hastened to the scene with surfboat, but the man had disappeared. Searched along the ocean front to the southward; found the boat on the beach; secured her, discharged the ballast, and next day at high water hauled her out; removed oars and other articles to station for safe-keeping. The capsize was also seen from the jetties and by the crew of a tug just outside the bar, but the prompt efforts of the latter to rescue the fisherman were futile. [See detailed account under caption "Loss of Life."]
Aug. 7	Am. sc. E. Arcularius.	White Head, Maine.....	Stranded on a ledge while sailing through Muscle Ridge Channel during thick fog. Captain landed and telephoned to the station for aid. Life-saving crew boarded her without delay, kedged her afloat on the rising tide, pumped her out, and brought her to anchor in a safe berth, where she remained until the fog cleared away.
Aug. 7	Am. sc. Brunette....	Burnt Island, Maine.....	Stranded on Thompsons Island, 1¼ miles from station. Station crew carried out an anchor, shored her up with planks to prevent bilging, and pumped her out. At night, on high water, hove her afloat and anchored her. Repaired rudder, which had been unshipped while aground, and, on the following morning, sailed her to Port Clyde, where she could be hauled out on the marine railway.
Aug. 7	Sailboat; no name..	North Scituate, Massachusetts.	Going offshore; boatmen inexperienced. Keeper sent surfmen to her aid, who overtook her 5 miles away. One of them sailed her to station and afterwards saw her safely into the harbor.
Aug. 7	Am. sc. Rosa B. Cora.	Chicamacomico, North Carolina.	Capsized by a squall 10 miles from station in the nighttime. Crew rescued by boatman in tow at time of accident. Captain came to station for assistance. Station crew went to vessel in company with crews of Pea Island and New Inlet stations, but being unable to raise her, took her crew of two persons to station, gave them clothing and succor. Worked on the vessel the two succeeding days, finally getting her afloat. Towed her to a good harbor.
Aug. 7	Catboat T. K.....	Sullivans Island, South Carolina.	Rudder lost. Came to off station, with signal of distress flying. Station crew landed nine occupants, men, women, and children, then sent surfmen in charge of boat, who delivered her to owner.
Aug. 7	St. yt. Sentinel..	South Chicago, Illinois, Lake Michigan.	Stranded, 2 miles from station, in the evening. Hearing signals of distress, keeper called tug and, with crew, accompanied her to the scene; took soundings and ran lines, but the effort to float yacht proved unsuccessful. Upon request, the life-saving crew remained on board, and late in the evening landed seven passengers in surfboat. Next day assisted in releasing the vessel. Crew of the Chicago Station also aided in the work.
Aug. 9	Slp. yt. Chief.....	Chatham, Massachusetts.	Rudder lost. Boatmen ran her aground, hoisted signal, and left her. Life-saving crew went to her, got her afloat, and took her to a good anchorage in Chatham harbor.
Aug. 9	Small boat; no name.	Old Chicago, Illinois, Lake Michigan.	Adrift. Intoxicated man lying in her. Surfmen towed her 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.			
Aug. 10	Am. sc. Harriet C. Kerlin.	Monomoy, Massachusetts.	Stranded, 3 miles from station, on account of baffling winds and cross currents. Life-saving crew assisted in handling sails, running anchor, etc., and on the rising tide got her afloat.
Aug. 10	Am. sc. Hunter.....	.....do.....	Fouled anchor on sunken rock, breaking windlass. Signaled for aid. Life-saving crew boarded her, crowded on sail, and dragged the anchor clear of the obstruction, then hove it up. Repaired windlass temporarily.
Aug. 10	Am. sc. E. Waterman.	Atlantic City, New Jersey.	Stranded near harbor entrance, on the bar. Surfmen ran anchor and hawser, and hove her over the shoal. Got her afloat. She proceeded to the wharf.
Aug. 10	Am. sc. Monitor.....	Big Sandy, New York, Lake Ontario.	Stranded, 17 miles north of the station, 8th instant. On this date, having been notified of the disaster by the captain, life-saving crew boarded her, pumped her out, and ran lines to a steamer, by which she was floated after considerable difficulty. Accompanied her to Sacketts Harbor and made her fast to the wharf. Returned to the station, 22 miles, on the 11th instant. [See letter of acknowledgment.]
Aug. 10	St. yt. Clara Gleenen.	Buffalo, New York, Lake Erie.	Stranded on Horse Shoe Reef, 10 P. M.; signaled station for aid. Crew ran out kedge with surfboat, hove her clear, and towed her inside.
Aug. 10	Slp. yt. Infanta.....	Racine, Wisconsin, Lake Michigan.	Drifted ashore when getting under way from anchorage. Life-saving crew ran out her anchor and hove her afloat, then towed her into the harbor.
Aug. 11	Am. str. Milwaukee	Frankfort, Michigan, Lake Michigan.	Stranded in thick fog, 2½ miles north of station, at 2 A. M. Patrolman heard her signals and aroused the life-saving crew, who obtained and accompanied tug to her. Upon arrival found a large steamer, which had discovered the stranded craft, standing by awaiting the life-savers. Ran lines to the tug and assisted in throwing overboard cargo of flour. Crew from Point Betsie Station also came, and, at the captain's request, took charge of the jettisoned freight. The steamer was soon released without damage. On the 17th instant both crews assisted the insurance agent in recovering barrels of flour thrown overboard, and in placing them on a steamer.
Aug. 11	Am. sc. Home.....	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Leaking; anchored in fairway, where she became an obstruction to navigation. Life-saving crew ran her lines, hove up the anchor, and got her alongside the breakwater; then pumped her out.
Aug. 11	Skiff; no name	Point Adams, Oregon.....	Adrift, unoccupied, swamped. Recovered and held it at station for owner.
Aug. 11	Am. bk. Enoch Talbot.	South side, California.....	In danger of stranding on rock, 6 miles south of station. Keeper telephoned to Golden Gate Park Station, asking keeper to call a tug, then launched surfboat and boarded bark. Captain anchored and awaited arrival of tug, which was accompanied by the Golden Gate Park crew. Being unable to make satisfactory arrangements with the tug, captain requested the assistance of the station crews in kedging the vessel offshore. Worked her fully a mile to seaward, when she got under way and proceeded on her voyage.
Aug. 12	Slp. Roma.....	North Scituate, Massachusetts.	Anchored in unsafe berth; steering gear broken. Surfman took her into smooth water; got her down by the head and repaired rudder, then got her under way. She proceeded to 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.			
Aug. 12	Catboat Sylph.....	Coskata, Massachusetts..	Anchored on account of disabled rudder; when taken in tow she buoyed her anchor. Life-saving crew recovered and returned anchor.
Aug. 12	Am. sc. Julia Frances.	Bethel Creek, Florida.....	Short of provisions. Keeper supplied her.
Aug. 12	Sip. yt Viking..	Charlotte, New York, Lake Ontario.	Unmanageable; sailing master inexperienced; drifting offshore with four persons on board. Surfmen launched surfboat and overtook her 2 miles away and brought her into the harbor, 9 P. M.
Aug. 12	Am. str. Maritana...	Sand Beach, Michigan, Lake Huron.	At request of one of the officers, carried on board a doctor, who accompanied the vessel on her voyage for the purpose of treating a sailor, who was ill.
Aug. 12	Rowboat; no name..	St. Joseph, Michigan, Lake Michigan.	Capsized in the lake, near south pier, with five occupants. The life-saving crew rescued three persons from the water, while a boatman near by at the time of the capsize recovered two others. The whole party was provided with dry clothing at the station, then sent home.
Aug. 13	Br. sc. Mary C.....	Whitehead, Maine.....	Aleak; anchored in Seal Harbor. Life-saving crew placed her on flats, where the leak could be reached and repaired. Next day floated her, got her under way, and piloted her out to sea.
Aug. 13	Am. sc. Indian Bill..	Holland, Michigan, Lake Michigan.	Unfavorable wind prevented going out of harbor without assistance. Surfmen took her lines and tracked her to the outer end of the pier.
Aug. 13	Am. sc. D. A. Wells..	.....do	Wind being adverse, life-saving crew assisted in working her out of the harbor.
Aug. 14	Sip. Dora May.....	Avalon, New Jersey.....	Stranded, 10 P. M. Station crew ran her anchor and hove her afloat uninjured.
Aug. 14	Rowboat; no name..	Holland, Michigan, Lake Michigan.	Run down by a tug on Black Lake in the evening, throwing overboard the occupant, who sank in 30 feet of water and was drowned. Hearing signals of distress, life-saving crew hastened to the place of accident in station boat; found another boat, which had been close by, already on the scene, but the man had disappeared. Grappled for and recovered the body about an hour after the occurrence and cared for it until morning, then turned it over to the coroner.
Aug. 15	Skiff; no name.....	Charlotte, New York, Lake Ontario.	Adrift on the lake. Recovered it and advertised for owner.
Aug. 17	Catboat Kathleen...	Coney Island, New York..	Capsized by jibing, being overloaded. The occupants, eight persons, were rescued by a launch near at hand. Life-saving crew assisted the launch to tow her into shoal water, righted and bailed her out. Landed the party at station with surfboat, where they remained for some time.
Aug. 17	Cat yt. Saucy Polly..	Monmouth Beach, New Jersey.	Capsized in shoal water; occupants righted her. Life-saving crew assisted in getting her free and took her ashore. Ballasted her properly, leaving her ready for service.
Aug. 17	Sip. yt. Lobengula..	Charlotte, New York, Lake Ontario.	Driven 5 miles offshore by a squall. Station crew overtook her with lifeboat; put three surfmen on board, who sailed her back to the harbor.
Aug. 18	Sloop; no name.....	Gurnet, Massachusetts....	Adrift, with no one on board, near Saguish Point. Recovered and brought her to anchor near station, and afterward took her into the inner harbor, but in taking her to moorings the centerboard became jammed. On the 21st instant, hove her down and released the centerboard, then sent the craft to Plymouth for delivery to owner.
Aug. 18	Sip. yt. Federalist...	Barnegat, New Jersey.....	Stranded on north side of inlet. Surfmen planted anchor and hove taut. Next day renewed efforts to float her and, after protracted labor, got her into deep water uninjured.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
Aug. 18	Cat yt. Hereford.....	Hereford Inlet, New Jersey.	Becalmed, with nine persons on board; signaled for assistance at night. Station crew landed the passengers, four men and four women, while the master remained on board. Tathams Station crew also came to her aid, but their services were not needed.
Aug. 18	Am. sc. Louisa	Galveston, Texas.....	Capsized and sunk in sudden squall, 2½ miles from station, with twelve persons on board. Life-savers made sail on the surfboat and reached the scene of disaster without delay. The passengers were picked up by the sloop Silver Cloud, in the vicinity at time of accident; life-saving crew recovered floating articles and placed captain and two men on a tug bound to the city. Visited the scene again in the afternoon to assist in righting the vessel, but adverse conditions prevented. She was raised on the following day.
Aug. 18	Slp. yt. Lobengula..	Charlotte, New York, Lake Ontario.	Anchored off Windsor Beach, about 1 mile from station, boatman being unable to manage her; four persons on board. With surfboat life-saving crew towed her against adverse breeze and sea, and left her in a safe berth in the harbor.
Aug. 18	Skiff; no name.....	Buffalo, New York, Lake Erie.	Capsized at night in Buffalo Harbor while the occupants were endeavoring to change seats; two men drowned. The survivor, who reached and clung to the bottom of the boat, shouted for help. Surfman Adam Dickey, on watch at the pier head, alarmed the station crew, then hastily threw off his clothing and swam in the direction of the cries, finding the exhausted boatman clinging to the craft. Held him up till the life-saving crew arrived; took him to station and cared for him. Dragged for the bodies but failed to recover them. They were found by surfmen next day and turned over to the coroner. [See detailed account under caption "Loss of Life."]
Aug. 18	Skiff; no name.....	Ludington, Michigan, Lake Michigan.	Capsized between the harbor piers near station. Life-saving crew quickly launched station boat and rescued the three men from the water, one of whom was nearly drowned. Recovered and secured skiff.
Aug. 18	Sloop; no name.....	Evanston, Illinois, Lake Michigan.	Capsized, ¼ mile away, but at a point invisible from the station; boatmen rescued by others near at hand. Upon receiving notice of the acciden by telephone, keeper launched surf boat, recovered the capsized craft, unstepped the mast and then took her ashore to the owner.
Aug. 19	Am. sc. Hattie and Lottie.	Monomoy, Massachusetts.	Stranded on a shoal in lighthouse channel. Station crew handled sails and worked her off undamaged.
Aug. 19	Cat yt. Vigilant	Cold Spring, New Jersey.	Stranded on Cold Spring Inlet Bar. With the assistance of the crew from the Turtle Gut Station, the Cold Spring crew kedged her afloat; made sail and got her alongside the wharf.
Aug. 19	Am. sc. Anna Lea...	Cape May, New Jersey...	Dragged anchor and stranded. Life-saving crew ran lines, hove her out on the beach and blocked her up. Next day hove her afloat, and secured her inside the jetties.
Aug. 19	Small boat; no name.	Hog Island, Virginia.....	Drifting out of inlet. Surfman recovered and brought her into safe anchorage. Owner came to station soon afterwards and claimed his property.
Aug. 20	Slp. Owl.....	Pamet River, Massachusetts.	Anchored off the station and signaled for aid. Found one of the boatmen sick on board and the other unable to handle the craft alone. Keeper placed on board one of the surfmen, who accompanied her to Provincetown.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895			
Aug. 20	Slp. P. H. Z.....	Forked River, New Jersey.	Stranded on middle ground when returning from fishing trip. Station crew boarded and hove her afloat.
Aug. 20	Slp. yt. Edna.....	Charlotte, New York, Lake Ontario.	Unable to make the harbor on account of adverse breeze; signaled for aid, 10 P. M.; seven persons on board. Surfmen launched surfboat and towed the craft into harbor, where the passengers disembarked, and made her fast to the pier.
Aug. 20	St. yt. Rung Brothers.	Buffalo, New York, Lake Erie.	Founded in heavy sea near the entrance of Buffalo Harbor, ¾ mile from station, having twelve persons on board. The surfman on watch at the pier head alarmed the life-saving crew and directed to the scene one of the station boats, engaged near by in dragging for the body of a drowned man. This boat rescued two persons from the water, while a tug, which first arrived on the scene, picked up four others. The surfboat hurried to the place, but the remaining members of the excursion party, six in number, had been carried down with the yacht and lost. Picked up floating articles, and afterwards assisted in locating wreck, etc. [See detailed account under caption "Loss of Life."]
Aug. 20	Catboat; no name...	Chicago, Illinois, Lake Michigan.	Capsized; boatmen inexperienced. Launched station boat and rescued two occupants. Towed ashore and bailed out the boat.
Aug. 21	Slp. La Reine.....	Davis Neck, Massachusetts.	Stranded on a rock some 80 yards offshore. Life-saving crew ran a hawser to the shore and at high tide hauled her off the rock. Made temporary repairs when the tide fell; got her afloat on next high water and towed into port.
Aug. 21	Catboat; no name..	Gurnet, Massachusetts....	Wind adverse. At the request of a woman, who was one of the occupants, keeper sent two surfmen on board, who worked her into open water.
Aug. 21	Slp. Elaine.....	.....do.....	Adrift; recovered by master of schooner Florence and turned over to keeper, who moored her near station and sent word to owner, who claimed his property.
Aug. 21	Catboat; no name..	Moriches, New York.....	Capsized, ½ mile distant; surfmen rescued occupant and took him to station, where he dried his clothes. Cared for the boat.
Aug. 21	Skiff Annietta W....	Santa Rosa, Florida.....	Two cat-rigged skiffs capsized in Pensacola Bay, 1 mile from station. Steam launch Penrose rescued the crews and righted one of the boats. Life-saving crew unbent the sail, righted and bailed the other boat, leaving her in charge of the launch.
Aug. 21	Am. sc. Indian Bill..	South Haven, Michigan, Lake Michigan.	Steering gear disabled and unable to make port. Station crew answered signal of distress, ran line to pier, and hauled her inside harbor.
Aug. 22	Small boat; no name.	Highland, Massachusetts..	On shore, abandoned. Keeper took charge of it for owner. The captain of the schooner Actress afterwards called at the station and claimed the property.
Aug. 22	Am. sc. Mariel.....	Cahoons Hollow, Massachusetts.	Disabled by loss of sails, and leaking; crew exhausted by pumping. Life-saving crew boarded her at sea, 6 miles northeast of station, and manned the pumps. Signaled to a passing tug, which took her in tow for Boston.
Aug. 22	Am. slp. Mary Alice..	Hereford Inlet, New Jersey.	Stranded on the bar. Station crew ran out anchor and hove a strain upon it; landed the passengers, eighteen in number. Crew of Tatham Station relieved Hereford Inlet crew, while the latter landed the passengers, and got the vessel afloat.
Aug. 22	Sloop; no name	Orange Grove, Florida....	Out of fresh water; supply furnished from station cistern.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
Aug. 22	Sloop; no name.....	Orange Grove, Florida....	Master came to station for fresh water, which keeper supplied.
Aug. 22	Am. sc. Maria.....	Grand Haven, Michigan, Lake Michigan.	Sprung a leak; anchored outside the harbor; one man on board. Life-saving crew got her under way and took her inside, when the master sailed her to a safe place.
Aug. 23	Am. sc. Carrie May..	White Head, Maine.....	Stranded on sunken ledge near Spruce Head Island. Surfmen ran out a kedge and hauled her in alongside the wharf at Spruce Head and made her fast.
Aug. 23	Am. sc. Charlotte Buck.	Monomoy, Massachusetts.	In collision with another vessel, 6 miles from station and 3 miles offshore; came to anchor and set distress signal. Wreckers from Monomoy Point, being nearer the scene, arrived on board ahead of the life-saving crew and took her into the harbor. Next day, boarded and assisted in splicing gaff, mending sails, and other necessary repairs.
Aug. 23	Catboat Cleopatra...	Coskata, Massachusetts,..	Main boom broken; anchored 2 miles from station and signaled for help. Life-saving crew fished the boom, got boat under way, and worked her up to the bar off Nantucket, when the boom again broke. Put the passengers, ten persons, on board a boat that came from shore, then returned to station for material to repair boom again, but while absent another vessel towed the disabled craft inside. On the 27th recovered anchor, which had been slipped, and delivered it to owner.
Aug. 23	Catboat; no name..	Moriches, New York.....	Capsized 1 mile from station. Life-saving crew rescued three men clinging to her; righted and bailed the boat, when they proceeded in company with other boats to West Hampton.
Aug. 23	Am. sc. Diamond State.	Cape May, New Jersey...	Adrift from anchorage and going out to sea. Station crew recovered and sailed her inside. Anchored her in safe place.
Aug. 23	Sloop; no name.....	Jupiter Inlet, Florida.....	Capsized on the bar. Surfmen assisted in righting and bailing her. Unstepped mast and towed her inside.
Aug. 23	Scow; no name	Grindstone City, Michigan, Lake Huron.	Adrift, water-logged. Towed her to station and bailed her out.
Augl 23	Skiff; no name.....	Pentwater, Michigan, Lake Michigan.	Adrift. Recovered and returned it to owner.
Aug. 24	Am. sc. Daniel Boone.	Gurnet, Massachusetts....	Filled and sunk on the flats in Duxbury Bay. Life-saving crew removed pig-iron ballast, caulked leaky seams, floated her into deep water, and replaced ballast. Engaged a portion of three days in this service, which was performed successfully. [See letter of acknowledgment.]
Aug. 24	Catboat Kittie K....	Barnegat, New Jersey.....	Capsized and sunk, 1 mile northwest of station. Station crew rescued the two occupants, got lines to her, raised and bailed her out, and took her into the harbor safely.
Aug. 25	Am. sc. Benjamin Oliver.	Monomoy, Massachusetts.	Stranded, 2 miles southeast of station, on account of misplaced buoy. Station crew floated her and piloted her through Lighthouse Channel.
Aug. 25	Am. slp. R. T. Osborn.	Point of Woods, New York.	Stranded near station. Boatman intoxicated. Surfmen hove her afloat, but the occupant again ran her ashore. Planted anchors, and, after hard work for two hours, got her off; then sailed her into the inlet and left her on her course, the boatman, meantime, having recovered sufficiently to take proper care of the craft.
Aug. 25	Catboat Camges.....	Cape May, New Jersey....	Parted cable, drifted against the pier, and sunk, after receiving injuries from pounding. The west midnight patrol rescued the boatman; took him to station; gave him dry clothing and lodging. Life-saving crew hauled the craft 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.
1895.			
Aug. 25	Small boat; no name.	Big Sandy, New York, Lake Ontario.	Drifted ashore. Surfmen hauled her up on the beach and secured her. Advertised for the owner.
Aug. 25	Am. str. Northern Light.	Sand Beach, Michigan, Lake Huron.	At captain's request, obtained a doctor for a member of the crew, who was ill. Boated him to and from the vessel.
Aug. 26	Am. sc. Annie Gus.	Cuttyhunk, Massachusetts.	Foremast and main topmast carried away; discovered in tow of a schooner about 10 miles offshore. Life-savers boarded her, made temporary repairs, and set the mainsail, thereby considerably increasing her speed.
Aug. 27	Am. sc. Morning Star.	Monomoy, Massachusetts.	Stranded on Shovelful Shoal in thick weather, 4 miles from station. Surfman carried out her bower anchor to windward and hove her off, apparently undamaged.
Aug. 27	Pilot boat Ada.....	Brazos, Texas.....	Misstayed and stranded. Station crew planted her anchor and hove her across the shoal, then recovered and returned the anchor.
Aug. 28	Am. sc. A. R. Crittenden.	Cranberry Isles, Maine...	Stranded on rocks, 2 miles from station, in thick fog. Life-saving crew discharged her cargo of salt, ran anchor, and, when the tide flowed, got her afloat and brought her to in good berth.
Aug. 28	Am. sc. Carrie Walker.	Monomoy, Massachusetts.	Stranded, 4 miles from station and 2½ from shore, on a shoal not charted. Surfmen took soundings around her, handled sails, and gave other assistance until she floated and resumed her voyage.
Aug. 28	Hubbell Dredge No. 4.	Pointe aux Barques, Michigan, Lake Huron.	A drifting yawl, belonging to the dredge, was picked up by surfmen and held for owner. Next day, a scow, which had also gone adrift from the dredge, was recovered 7½ miles offshore. Delivered the property to a tug which came from Sand Beach for it.
Aug. 28	Am. sc. Home.....	Thunder Bay Island, Michigan, Lake Huron.	Stranded, 6 miles west-northwest of station, while endeavoring to reach anchorage. Captain scuttled her to prevent injury. Station crew brought the captain to the station, telephoned to Alpena for a tug, and accompanied her to vessel, pumped her out and ran lines to the tug, by which she was floated.
Aug. 28	Br. str. Bawnmore..	Coquille River, Oregon...	Stranded, 16 miles south of station, in dense fog, through error of compass. Word was brought to the station late in the afternoon. Took surfboat and beach apparatus to the scene, arriving at midnight, finding the ship's company of thirty persons on the beach, where they had landed in their lifeboat. Next morning fired a line over the vessel and boarded her to set up beach apparatus, by means of which the property of the crew and passengers, provisions, cooking utensils, sails, etc., were landed and a temporary shelter was set up on the beach. Worked each day in saving and landing cargo until September 5, when the vessel, which had taken fire on August 30 from lime in her cargo, was enveloped in flames and consumed. Life-saving crew watched over the goods recovered until September 9, when the underwriter's took charge of them.
Aug. 29	Slp. Mogul	Burnt Island, Maine.....	Stranded 2½ miles north of station. Life-saving crew ran out anchors and steadied her by lines from the masthead to prevent bilging on the rocky bottom. Discharged her cargo of fish; hove her afloat, then reloaded and got her under way. The captain, who had feared the loss of his vessel, was very grateful for the aid afforded.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
Aug. 29	Am. sc. C. H. Moore	Aransas, Texas.....	Stranded; foresail lost, forerigging damaged, and yawl carried away; centerboard jammed. Station crews ran anchors and endeavored to float her; also renewed the effort on the following day, but without success. On the 31st assisted to lighten cargo of lumber. On September 4 floated her safely.
Aug. 29	Am. sc. Christiana..	Zoo River, Wisconsin, Lake Michigan.	Wind being adverse, vessel could not leave the harbor without assistance. Life-saving crew took her lines and tracked her out.
Aug. 30	Am. slp. Simoon.....	Coney Island, New York.	Sprung a leak; master ran her ashore to prevent sinking. Surfmen boarded her, found and stopped the leak, manned the pumps, and after three hours' work, got her free. Hove her off the beach and brought her to anchor.
Aug. 31	Slp. yt. Undine..... .	Little Kinnakeet, North Carolina.	Unacquainted with locality; signaled for aid. Piloted her to Big Kinnakeet.
Aug. 31	Skiff; no name.....	Saluria, Texas.....	Stranded; filled with sand and water. Surfmen released and took her to moorings, leaving her secure.
Aug. 31	Br. sc. White Oak...	Charlotte, New York, Lake Ontario.	Stranded in the harbor. Surfmen ran lines to the wharf, hove her afloat, and moored her.
Aug. 31	Am. sc. Magdalen...	South Haven, Michigan, Lake Michigan.	Stranded on a bar in the river. Station crew hove her clear without damage.
Aug. 31	Sail yt. Weasel.....	Old Chicago, Illinois, Lake Michigan.	Inexperienced boatman requested assistance to work into the harbor. Surfmen sailed her to a safe berth.
Sept. 1	Am. sc. Cora.....	Brentons Point, Rhode Island.	Anchored close to dangerous rocks and liable to drag and strike. Life-saving crew towed her clear with surf boat and worked her into safe harbor.
Sept. 1	Am. sc. yt. Brunhilde.	Watch Hill, Rhode Island.	Stranded on reef, 2 miles from station. Surfmen found her leaking badly. Manned pumps and assisted in keeping water clear until tug arrived. Stayed by until yacht was floated and taken safely in tow for New London.
Sept. 1	Naphtha launch; no name.	Sandy Hook, New Jersey.	Stranded and filled with sand and water. When discovered at 1.30 A. M., she had been abandoned. Surfmen cleared her and dug her out where embedded in sand; hauled her off beach and towed her to safe anchorage.
Sept. 1	Am. slp. Mary Emma.	Monmouth Beach, New Jersey.	Sails carried away and vessel leaking; master beached her. Patrol discovered her and reported to station. Master and crew, who had landed, wet and cold, were taken to station and provided with dry clothing and food. At master's request, stripped vessel of rigging, and also saved cabin and galley furniture. Master was succored at station three days to look out for his gear. [See letter of acknowledgment.]
Sept. 1	Am. sc. Emma Thornton.	Brazos, Texas.....	Trying to enter port, but unfamiliar with channel. Took pilot out and put him on board, with whose assistance the vessel was carried safely into harbor.
Sept. 1	Am. sc. H. M. Avery.	Holland, Michigan, Lake Michigan.	Endeavoring to sail out of harbor with head wind. Station crew took line from her and tracked her out between piers.
Sept. 1	Am.tug Pathfinder..	Duluth, Minnesota, Lake Superior.	In collision with tug Medina, capsized and sank. Lookout instantly sounded the alarm and keeper and crew launched lifeboat. They quickly pulled to the submerged tug, but finding nothing there to apprise them of any need for their services, continued on to the dock to make inquiries. Learned that four of the crew had been saved, but that a fireman had gone down with the tug. Surfmen returned to the spot with grappling hooks and lines and dragged three hours for the body, in company with other boats. When found, it was taken ashore for delivery to coroner. [See detailed account of disaster under caption "Loss of Life."]

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
Sept. 1	Sailboat Laura.....	Fourth Cliff, Massachusetts.	Drifting offshore, with sails loose and flapping in the wind. Keeper and two men pulled out 2 miles and found drunken man lying in bottom of boat, asleep. She was taken in charge and sailed to Scituate Harbor, where she was made fast and the intoxicated boatman safely landed. This man would in all probability have been lost but for the vigilance and promptness of the life-savers.
Sept. 2	Am. str. Denny.....	Fort Lauderdale, Florida.	Master unfamiliar with channel. Keeper piloted steamer, with barge in tow, up New River Sound.
Sept. 2	Am. sc. J. B. Kitchen.	Thunder Bay Island, Lake Huron.	Showing flag at half-mast. Life-savers launched surfboat, and after hard pull of 7 miles reached her. Found very sick man on board. Took him in surfboat, at master's request, and conveyed him to Alpena for medical attention.
Sept. 3	Small boat; no name.	Fort Lauderdale, Florida.	Guided by calls for help, late at night, surfmen discovered small boat near shore with two men in her. They had lost their way in trying to find New River Camp. Having been many hours without food or water, keeper secured boat and took men to station, where they were cared for during the night. Directed them on right course in morning.
Sept. 3	Am. sc. A. J. Perkins.	Aransas, Texas.....	Dismasted in gale of August 29, about 25 miles offshore, but made her way toward land under jury mast and sail, and was discovered by watchman at station when about 7 miles out at sea. Started at once for disabled craft, having sent information to master of tug. Surfboat was overtaken by tug and towed to schooner. Found crew suffering for want of water and supplied it from surfboat. Ran line to tug and stayed by until vessel was safely anchored inside harbor.
Sept. 3	Am. sc. Marie Isabel.	Brazos, Texas.....	Dismasted in gale of August 29, but proceeded under jury rig after storm abated. Discovered by station lookout 6 or 7 miles offshore on this date. Pulled out to her and assisted in working her to port. Removed planks from centerboard case, that had been substituted for original centerboard carried away in gale, making it possible for her to pass over the bar. Remained by until pilot boat took her safely inside.
Sept. 3	Am. slp. yt. Druid...	Old Chicago, Illinois, Lake Michigan.	Dragged her anchor and collided with dock, where she was pounding and in danger of going to pieces. Surfman reported her critical position. Two of station crew went to her in tug and towed her clear. This casualty occurred near midnight, and the yacht would have been very seriously damaged but for timely aid of surfmen.
Sept. 3	Am. tug Temple Emery.	Two Rivers, Wisconsin, Lake Michigan.	Towing heavy raft of logs in rough sea. Keeper answered signal for assistance by launching surfboat and transporting to her one of her crew, whose services were needed.
Sept. 4	Yt. Priscilla.....	Gurnet, Massachusetts....	Disabled by steering gear being broken. Keeper answered call for assistance, and owner and two women were landed while life-savers made repairs. These being completed, the people were put on board again, sail made, and yacht seen safely headed for destination. [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.			
Sept. 4	Am. str. Hittie.....	Fort Lauderdale, Florida.	At 8 P. M. keeper observed steamer out of channel and in danger of stranding. Pulled out and found that she had run into a false lead. Master being unable to extricate her, keeper took the wheel and piloted her clear, working her into channel and giving correct courses to steer.
Sept. 4	Am. sc. Evaline.....	North Manitou Island, Michigan, Lake Michigan.	Anchored near beach in heavy sea and in danger of foundering. Keeper responded to signals of distress at once. Because of heavy rolling, master and crew were unable to heave up anchor. With assistance of surfmen chain was hove in and anchor secured; helped to make sail and work offshore. Anchor and 60 fathoms of chain would have been lost except for the aid of life-saving crew.
Sept. 4	Am. sc. Lulu Grey..	White River, Michigan, Lake Michigan.	Dragged her anchors and stranded, 11 miles north of station. Master reported casualty and life-savers went to assistance. Pumped disabled craft clear of water, ran line to anchor and hove her off beach. Secured anchor for her and made sail for her to continue her course.
Sept. 5	Am. sc. Charleston..	White Head, Maine.....	Stranded in thick fog on Spruce Head Ledge. Surfmen ran out anchor, hove hawser well taut, and at next high water kedged schooner off. Pumped her out and helped to work her clear of rocks. Left her on course for Bangor, having sustained but little damage.
Sept. 5	Slp. Edna.....	Hunniwells Beach, Maine.	Stranded and sunk, no one on board. At low water life-saving crew bailed out and floated her. Took her to safe harbor and delivered her to owner.
Sept. 5	Sailboat John H. Wise.	Metomkin Inlet, Virginia.	Dismasted, with a party of twelve men and women on board. Station crew transferred some of them to station boat; supplied mast and sail to disabled craft, and both boats proceeded in safety to the beach.
Sept. 5	Schooner; name unknown.	Fort Lauderdale, Florida.	In jibing her boom one of the crew was knocked overboard, and during ensuing excitement the small boat in tow got adrift. Keeper saw accident and hastened to the rescue. He saved the man, who was almost exhausted from struggling against the current, and then picked up the drifting boat, returning both to schooner. This man would have been lost but for the vigilance and celerity of keeper.
Sept. 5	Am. slp. Two Cousins.	Galveston, Texas.....	Stranded. Station crew ran out anchor and kedged her clear, then turned her over to crew.
Sept. 5	Sailing canoe; no name.	Duluth, Minnesota, Lake Superior.	Capsized, half a mile from station. Life-saving crew went to rescue and received men from tug near by that had just picked them up. Towed canoe to clubhouse and landed men there in safety.
Sept. 6	Am. sc. Superior.....	White Head, Maine.....	Stranded on shoal between two islands. Surfmen ran out kedge and hove her clear without damage. Assisted in working her to safe anchorage in harbor.
Sept. 6	Am. sc. Col. Ellsworth.	Kewaunee, Wisconsin, Lake Michigan.	Leaking, and position unknown by master. Signals of distress made at 10.30 P. M. and responded to by station crew immediately. On arrival, manned pumps and cleared her of water. Assisted in getting her under way, and gave master sailing directions for port.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
Sept. 6	Am. str. Samuel F. Hodge.	Duluth, Minnesota, Lake Superior.	Stranded on sunken breakwater cribs. Surfmen ran lines to tugs and sounded out channel for hauling her afloat and keeping tugs from striking. Landed two passengers. After working three hours, steamer was hauled out from her dangerous position and towed to dry dock.
Sept. 7	Small boat; no name.	.....do.....	Capsized while racing. Station crew in lifeboat promptly rescued the two men, righted their boat, and transferred them to it again.
Sept. 7	Sailboat; no name..	.....do.....	Capsized in squall, imperiling the lives of six men, who were from time to time washed away from her by the sea, and were almost exhausted when rescued by life-saving crew. They were safely landed by surfmen, who returned to save capsized craft. She was towed to shoal water, righted, and bailed out, then towed to owner's dock and delivered to him. Some, if not all, of these men would have been lost but for the prompt action of the life-savers.
Sept. 8	Am. slp. yt. Avoset..	Cleveland, Ohio, Lake Erie.	Anchored dangerously near shore, 6 miles west of station. Jib boom carried away and steering gear disabled. Keeper procured tug, and with his crew hastened to scene in tow. Found twelve men on board and yacht in momentary danger of being swamped by heavy seas. Cleared her of wrecked head gear and stayed her mast temporarily to prevent its being carried away. Put two surfmen on board to assist in handling her, and took her in tow to Cleveland, where she was safely moored.
Sept. 8	Scow No. 3.....	.....do.....	At 9.30 P. M. patrol discovered her adrift and reported to keeper. Manned station boat, ran lines out to her, and hauled her alongside dock. Information was sent to owner, who dispatched tug for her and had her taken up river. She would doubtless have drifted to sea but for the watchfulness and aid of life-savers.
Sept. 8	Am. sc. Mystic Star..	Thunder Bay Island, Michigan, Lake Huron.	Stranded in smoky weather, 3 miles from station. Life-savers found her in danger from heavy seas. Seeing tug and steam barge in distance, pulled out and signaled to them, and conducted them to imperiled schooner. Ran lines to her from tug, and she was hauled afloat uninjured.
Sept. 8	Am. sc. Reuben Doud.	Middle Island, Michigan, Lake Huron.	Stranded in thick weather and hoisted signal of distress, which was at once answered by life-saving crew. Master was taken ashore to telephone for tug, but before her arrival steamer had worked clear, sustaining slight damage to steering gear. By request, keeper piloted her to safe anchorage, and when tug arrived station crew assisted in getting her under way and in running lines. She was taken to Alpena to repair injury to steering gear.
Sept. 9	Am. slp. yt. Pathfinder.	Sandy Hook, New Jersey.	Stranded on beach in heavy surf. Station crew went to rescue with all speed and the three men on board were landed safely. Ran out lines and tried to heave vessel off, but without success. Engaged tug to haul her afloat, but when ready for running lines she steamed away, master fearing for her safety. As tide rose yacht filled with water. She was stripped of everthing of value and later went to pieces. Two of crew were sheltered at station, but left after arranging to dispose of property saved.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
Sept. 9	Am. sc. Benjamin A. Van Brunt.	Smith Island, Virginia...	Stranded on Isaac Shoal, 4½ miles from station. Life-saving crew discovered her at 5 P. M., and pulled out to her. Master had run out anchor and hove taut on hawser. She was floated at high water, the surfmen staying by her until clear of danger.
Sept. 9	Rowboat; no name.	Racine, Wisconsin, Lake Michigan.	Adrift, with no one on board. Patrolman picked it up with station boat and towed it ashore. It was delivered to owner later in day.
Sept. 10	Am. sc. Evaline.....	Kewaunee, Wisconsin, Lake Michigan.	Capsized by heavy sea at 11.30 A. M. on the 6th, 15 miles east of station. Crew escaped in ship's boats and reached station at 6 P. M., where they were succored during the night. On September 9, tugs located capsized schooner and towed her to mouth of harbor, where, on the 10th, she was righted, surfmen rigging purchases and running lines throughout the day. Vessel was then towed into harbor for repairs.
Sept. 11	Am. sc. Lone Star...	Cranberry Isles, Maine...	Anchored in thick fog and uncertain of position. Station crew answered signals for help by pulling out to her, being guided by sound. Put two surfmen on board, who worked her safely into Cranberry Island Harbor.
Sept. 11	Am. sc. Ada S. Allan.	Cuttyhunk, Massachusetts.	Stranded in thick fog and bilged. Life-savers pulled 3 miles against head wind and high seas to give assistance, but the crew had been taken from wreck by passing tug. Master returned to locality and was sheltered at station two days while arranging to save gear and rigging.
Sept. 11	Small boat; no name.	Point of Woods, New York.	Capsized in high surf, imperiling the lives of three men. Surfmen rushed into the surf, righted boat, and helped the men to reach shore.
Sept. 11	Am. sc. S. P. Ames..	Pointe aux Barques, Michigan, Lake Huron.	Sprung a leak, became unmanageable, and was beached. At master's request surfmen stripped her of rigging and gear and landed it at station subject to his disposal. Crew of two landed themselves in yawl. Vessel proved total loss.
Sept. 11	Am. sc. John Raber..	Kewaunee, Wisconsin, Lake Michigan.	Stranded and filled, 9 miles north of station. Crew of six men landed in their yawl. Station crew went to scene in tow of tug; found vessel with 7 feet of water in her hold. Manned pumps and lowered water. Lighter having arrived, discharged part of deck load and jettisoned a part, after which tug hauled her afloat and towed her safely into harbor. Surfmen pumped her clear of water, working until nearly midnight.
Sept. 12	Slp. Queens County	Long Beach, New York...	Capsized by surf at 6.30 P. M., 2½ miles from station, with three men and ten boys on board. Life-saving crew went instantly to the rescue in surfboat. It being dark when scene of accident was reached, much difficulty was experienced in locating disabled craft. When found, the ten boys had been taken ashore by two men in a catamaran near at hand at time of disaster. Surfmen rescued the three men, who had remained clinging to sloop, and towed the craft to safe harbor. Assisted in righting and bailing her out. Took men and boys to station, where they dried their clothing and were properly cared for.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
Sept. 12	Sailboat; no name..	Eatons Neck, New York..	In danger of being struck by a squall and foundering; three men and three women on board. Surfmen warned the men to furl sail, transferred the women to station boat, and took them ashore. Sheltered them during storm, and when it was over put them on their own craft again and saw them safely started for Huntington.
Sept. 12	Catboat Supply	Wallops Beach, Virginia..	Disabled through loss of rudder. Keeper put surfman on board equipped with a long steering oar, with instructions to use it in steering. Worked her into harbor, where repairs could be made.
Sept. 12	Am. sc. Donaldson..	Ship Canal, Michigan, Lake Superior.	Water-logged and stranded at midnight between piers at entrance to canal. Surfmen found her lying across channel with decks under water. Ran lines and hove her straight in channel. Not being able to free her of water, station crew pulled 9 miles and procured tug and lighters. Assisted in removing deck load, and tug hauled her inside, where surfmen helped to pump her out and reload lumber. She proceeded to Cleveland without damage to herself or cargo.
Sept. 12	Am. str. Samuel F. Hodge.	Duluth, Minnesota, Lake Superior.	Stranded and tore off her shoe. When floated by tugs, surfmen grappled for shoe and located it. Buoyed the spot until it could be raised.
Sept. 12	Am. sc. Day Spring..	Manistee, Michigan, Lake Michigan.	Lost 2,000 shingles overboard in rough sea outside harbor. Life-saving crew saved the property.
Sept. 13	Am. sc. Nettie.....	Galveston, Texas	Stranded on north side of channel. Keeper and three surfmen went to assistance. Found master had run out anchor in wrong direction for heaving off. Surfmen raised it with intention of placing it properly, when steamer came up and offered to haul vessel afloat. The offer was accepted and surfmen ran line to steamer. Schooner was soon floated and surfmen assisted in making sail, when she went to sea.
Sept. 13	Am. sc. Wonder.....	Holland, Michigan, Lake Michigan.	Baffled by head winds in making anchorage. Surfmen took line from end of pier and tracked her through harbor.
Sept. 14	Am. sc. Sarah Mills.	Fire Island, New York...	Stranded on the bar. Life-saving crews of Oak Island and Fire Island stations went to assistance and ran out anchors. Tried to float her in afternoon without success. Beginning at 9 P. M., worked all night at heaving on hawser, but failed to haul her off. On afternoon of the 16th, hove her clear at high water, uninjured, and piloted her offshore.
Sept. 14	Slp. Beatrix.....	Eatons Neck, New York..	Stranded and filled at 7 P. M. Life-saving crew reached scene just as the three men got safely ashore. Sea being high could do nothing for sloop that night. Next day raised, repaired, and launched her ready for use.
Sept. 14	Am. sc. Centennial..	Wachapreague, Virginia..	Stranded and filled, seriously endangering the lives of the five men forming the crew. Life-saving crew launched surf boat and pulled to wreck through heavy sea. Found surf breaking over her and every instant threatening the lives of crew. Took them off in surf-boat and landed them at station, where they were succored two days.
Sept. 15	Br. sc. Annie Laura..	Burnt Island, Maine	Stranded on Hoopers Island rocks, 2½ miles from station. Surfmen carried out anchor and at high water kedged her off without injury. Made sail and worked her into channel, clear of rocks.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
Sept. 15	Am. sc. E. Arcularius.	Sandy Hook, New Jersey.	Stranded on point of hook at 2 A. M., and in danger of going to pieces from rough sea. Station crew ran out anchor and worked throughout night trying to float her. On afternoon of the 16th, tide being higher, worked her off undamaged. Gave necessary care and attention to master's sick wife while vessel was aground.
Sept. 15	Am. sc. Nettie.....	San Luis, Texas.....	Stranded at 8 P. M., 4 miles south of station, on Gulf side, and in danger from surf. Life-saving crew planted anchor and set hawser taut, then jumped into water and shoved off, while schooner's crew of four men hove on line. Succeeded in floating her, and she continued her voyage.
Sept. 15	Am.sc.C. H. Moore..	Saluria, Texas.....	At anchor off station, in need of water. At master's request water was hauled by surfmen to schooner's boat from station, and she then proceeded to sea.
Sept. 15	Sc. Defender.....	Michigan City, Indiana, Lake Michigan.	Capsized 1 mile offshore. Rescued the two exhausted men, and then ran line to tug and towed capsized craft to harbor. Righted and bailed her out ready for use.
Sept. 15	Sloop; no name.....	Chicago, Illinois, Lake Michigan.	Water-logged in sudden squall and became unmanageable, endangering the lives of the four men on board. Surfmen pulled to rescue and towed disabled craft, with frightened men, to place of safety.
Sept. 16	Yt. Janway.....	Little Beach, New Jersey..	Stranded 2 miles south of station with a pleasure party of nine men and women on board. Took passengers off and landed them in safety, leaving the master on board. Upon returning to yacht found she had floated clear of beach.
Sept. 16	Am. sc. Charles Wall.	Buffalo, New York, Lake Erie.	Stranded 6 miles from station in thick weather. When weather cleared she was discovered by lookout, and an immediate start for her was made with surfboat. Met master in his yawl going for assistance, and returned with him to procure tugs and lines. Reached wreck in tow of tugs; ran lines and worked until they parted without moving her. Continued running lines at intervals for four days. On September 20, water having risen slightly, vessel was hauled afloat. [See letter of acknowledgment.]
Sept. 17	Naphtha launch Stadie.	Sabine Pass, Texas.....	Afire alongside of wharf. After hard fight keeper and crew succeeded in extinguishing flames, which did considerable damage, but she would have been a total loss except for their prompt action.
Sept. 17	Am. sc. Senator Blood.	Ottawa Point, Michigan, Lake Huron.	Sails blown away, partially disabled. Keeper was requested to land split sails and damaged rigging for repairs, vessel's boat being too small for the work. Launched lifeboat and performed service asked, which fitted vessel for continuance of trip.
Sept. 18	Am. str. Active.....	Little Egg Harbor, New Jersey.	Stranded at entrance to harbor. Station crew launched surfboat and pulled out to her, staying by until high water, when she worked herself clear.
Sept. 18	Sailboat; no name..	Great Egg Harbor, New Jersey.	Capsized in rough sea. Man in her picked up by skiff close at hand at time of accident. Surfmen secured boat and towed it to place of safety, where it was righted and bailed out.
Sept. 18	Small boat; no name.	Indian River Inlet, Delaware.	Capsized in strong surf on bar. Life-savers launched surfboat and pulled to rescue. The man being a good swimmer had successfully breasted the sea and reached shore. Took him in surfboat and picked up capsized craft, towing it into harbor.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered
1895.			
Sept. 18	Catboat Charley Edmunds.	Indian River Inlet, Delaware.	In danger of broaching to and capsising on bar. Surfmen took her through breakers in safety, anchoring her in harbor.
Sept. 18	Catboat Aleda L.....	Sand Beach, Michigan, Lake Huron.	Broke from moorings in gale and capsized; no one on board. Station crew towed her back to moorings, righted and bailed her out ready for use.
Sept. 18	Sloop; no name.....	Pointe aux Barques, Michigan, Lake Huron.	At midnight dragged anchor, capsized in surf, and stranded, master and his wife reaching shore in safety. They were taken to station, furnished with dry clothing, and sheltered during the night and next day. Surfmen found sloop dismasted and in danger of pounding to pieces in surf. Hauled her clear and carried her to station, where new mast and jib boom were made for her; repaired sails, rigging, and hull, putting her in seaworthy condition.
Sept. 18	Am. sc. Charles Kimbell.	Grindstone City, Michigan, Lake Huron.	Stranded between docks and filled with water, crew escaping in yawl boat. At master's request keeper and crew assisted in stripping vessel of sails, rigging, anchor, gear, and wheel. A few days later hull was floated and towed to Sand Beach.
Sept. 18	Am. sc. D. F. Rose...	Ottawa Point, Michigan, Lake Huron.	Patrolman answered signal of distress in the darkness with Coston signal, and reported at once at station. Life-saving crew pulled in direction of sounds until steamer was reached; learned that she had been compelled to cast adrift her tow of three schooners in shoal water, owing to heavy sea, and master feared they had stranded. Proceeded in tow of steamer to point where vessels were set adrift. As she drew too much water to go inshore, life-saving crew pulled in and found schooners safely at anchor. Sounded channel out to steamer and found she could reach her consorts without danger of grounding, thus enabling her to pick up her tow and continue trip.
Sept. 18	Am. sc. J. H. Magruder.	Sturgeon Point, Michigan, Lake Huron.	Stranded on rocky beach, 4 miles from station, heavy seas breaking over her and threatening the lives of the four members of the crew. Disaster reported to station at 3.30 A. M. Transported surfboat by wagon to scene of wreck, and launched it through the furious surf breaking over rocks. It was partially stove on rocks and began to leak, but surfmen pushed on to rescue the imperiled men. Wreck was reached against a strong gale, and the four men taken off were safely landed and cared for at station. Vessel proved total loss.
Sept. 18	Am. str. City of Green Bay.	Vermilion, Michigan, Lake Superior.	Unable to land passengers at Whitefish Point because of high sea. Master signaled for life-savers and requested keeper to land three passengers and tow in a sailboat. This was successfully accomplished.
Sept. 18	Unfinished steamer..	Cape Arago, Oregon.....	Adrift in Coos Bay, and in danger of being carried to sea and lost. Surfmen towed her ashore, making her fast until weather moderated. Next day towed her to secure moorings. September 28 delivered her to owners in good condition.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
Sept. 19	Catboat Ethel.....	Barnegat, New Jersey.....	Capsized and stranded on the bar, throwing three occupants into surf. Station crew launched surfboat instantly, but the men had been picked up by another boat, near by at time of casualty. Capsized craft was held in place by her own anchors. Surfmen stripped her of sails and spars, stopped holes in her, and freed her of water; righted her and discharged ballast; next day towed her to safe harbor. On 21st crew towed her to mainland and delivered her to owner.
Sept. 20	Rowboat; no name..	Jerrys Point, New Hampshire.	Capsized on ledge 1½ miles from station, throwing the occupants, a man, woman, and child, overboard. Life-saving crew recovered and righted boat, the people having been picked up by fishing boats close at hand. Found boy very nervous and excited and chilled through; used Service rules for restoring circulation, and soon had him warm and comfortable.
Sept. 20	Sc. Sagem	Beaver Island, Michigan, Lake Michigan.	Crippled by carrying away one of her gaffs. Keeper notified master of tug, and together they went to her; took her in tow and carried her safely into harbor.
Sept. 20	Sailboat; no name..	Muskegon, Michigan, Lake Michigan.	Capsized, endangering lives of three young men on board. Life-saving crew hastened to scene, but before their arrival, owing to distance from station, the men were rescued by small boat close at hand. Surfmen towed sailboat ashore, bailed her out, and put her in sailing order.
Sept. 21	Am. sc. George E. Dale.	Quoddy Head, Maine.....	Stranded 5 miles east of station on night of the 20th in thick fog, then floated off and became unmanageable, owing to water in hold. Surfmen worked her into Quoddy Bay, carried dispatches to Lubec requesting services of a tug; manned pumps and stayed on the vessel until tug arrived and started with her for St. John.
Sept. 21	Slp. yt. Juniata	Jerrys Point, New Hampshire.	In preceding night drifted against Portsmouth bridge, across Piscataqua River, 4 miles from station, and sank, carrying down with her the two men on board. Keeper, while in Portsmouth next day on official business, learned of casualty, and summoned station crew, who, for five days thereafter, assisted in dragging for yacht and bodies. Located yacht on the 28th, and assisted in raising and clearing her of water. The bodies were not recovered.
Sept. 22	Am. str. Lillian.....	Gilberts Bar, Florida.....	Stranded in Indian River. By lifting and shoving, surfmen assisted master and crew in floating her.
Sept. 22	Sloop yacht; no name.	Cleveland, Ohio, Lake Erie.	Capsized, imperiling the lives of the two men in her. Station crew rescued the men clinging to her, took them to station and cared for them; returned to capsized craft, righted and bailed her out; towed her to station, where she was delivered 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.
1895.			
Sept. 23	Am. sc. Queen City..	Beaver Island, Michigan, Lake Michigan.	In tow of steamer Nahant when caught in gale of wind and compelled to cast off towline, as both vessels had begun to go astern. Schooner set sails, which were blown out of boltropes as soon as spread, disabling her so that she drifted on Hog Island Reef about midnight, 8 miles from station. When discovered, heavy seas were breaking over her, threatening, every instant, to demolish her. This station being merely a lifeboat station to which no crew is attached, Keeper Gallagher called for volunteers and endeavored to procure tug. Master said that his tug could not live in the heavy sea. Keeper insisted on making the effort, and master reluctantly consented, two volunteers having been secured. At the risk of their lives and of loss of the tug, these men stood out for distressed vessel, and after a perilous run arrived near her, finding seven despairing men clinging to rigging. Tug could not get alongside because of shoal water, but her small boat was made fast to a line from the schooner, so that the boat could be drawn back and forth as a life car, by which means the men were, one by one, removed from rigging and taken on board in safety. They were taken to station and succored until arrival of steamer Nahant late in evening, when they were put aboard of her. Great credit for this rescue is due to Captain D. J. Martin and Engineer J. Martin, of of the tug, as well as to Neil Gallagher and Philip Boutin, who offered their services to the keeper and participated in the dangerous enterprise.
Sept. 23	Am. tug Katie O'Neil.	Coquille River, Oregon...	Grounded on sand spit, owing to change in channel. Surfmen ran hawser ashore for her and made it fast, when she hove herself clear with steam winch and proceeded to her destination.
Sept. 23	Am. str. North Fork.	Humboldt Bay, California.	Stranded 1 mile south of station. Surfmen ran lines to tug and hauled her off uninjured.
Sept. 24	Am. sc. James A. Webster.	White Head, Maine.....	Stranded 2 miles from station on dangerous ledge of rocks. Station crew rigged derrick and hoisted out 50 tons of cargo of granite; ran out anchor and at high water kedged her clear of rocks and saw her on her course uninjured.
Sept. 24	Am. sc. Queen City..	Beaver Island, Michigan, Lake Michigan.	At master's request keeper went with tug to wreck (see September 23) and secured compasses, running lights, and ship's papers.
Sept. 25	Am. sc. Recruit.....	Metomkin, Virginia.....	Master unfamiliar with entrance to inlet. Keeper went aboard and piloted schooner safely into harbor.
Sept. 25	Sc. Oscar Koster.....	Erie, Pennsylvania, Lake Erie.	At 9.30 P. M. eight passengers from schooner reported at station that she was stranded on Presque Isle Peninsula and disabled. Keeper and crew went at once to scene and found two men on board, who were unable to float her. Surfmen hauled her off and towed her to secure anchorage. The eight passengers who had been on board were ferried across and landed on mainland.
Sept. 25	Am. str. Nellie.....	Beaver Island, Michigan, Lake Michigan.	Stranded at night in rainy weather. Station crew landed two passengers from her; notified tug, ran lines, and had her afloat in an hour.
Sept. 26	Am. sc. Pony	Cranberry Isles, Maine...	Master mistook channel and was uncertain of position; wind light and vessel in danger of drifting on rocks. At 3 o'clock in the morning keeper and crew pulled out and towed her to safe offing.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
Sept. 26	Am. str. Montana...	Ship Canal, Michigan, Lake Superior.	Struck and stranded, swinging across channel at entrance to canal. Station crew ran lines from her to piers and straightened her in channel. Telephoned for tug at master's request, which upon arrival towed steamer inside, where she filled and sank. On the 29th and 30th surfmen assisted in shifting deck load of flour and putting steam pump on board. Cleared her of water and tug took her to a port for discharging cargo.
Sept. 26	Am. sc. M. J. Wilcox.	Beaver Island, Michigan, Lake Michigan.	In coming to anchor drifted down toward reef and stranded. Surfmen ran line to tug and tried to float schooner, but without success. Planted anchor and ran out hawser, and by combined efforts of heaving and hauling she was pulled from reef. Master stated that but for these services he would have been compelled to jettison part of his cargo. Vessel was uninjured.
Sept. 26	Am. str. Macatawa..	Old Chicago, Illinois, Lake Michigan.	Alongside dock. Discovered on fire at 2 A. M. by station lookout. Alarm given and life-saving crew hastened to scene, three in station boat, remainder going across wharves. The former reached her first, and finding no one on board, cast off lines and towed her into stream, removing danger from wharves and lumber yards. Harbor fire boat then extinguished flames. Great damage would have been done to docks and much lumber would have been destroyed but for the promptness and sound judgment of station crew.
Sept. 27	Sc. Dorcas Jane.....	Little Kinnakeet, North Carolina.	Stranded on reef 3½ miles west of station, and leaking. Life-saving crew answered signal of distress, pumped her out and worked her afloat into safe harbor. Repaired her sufficiently for continuance of her trip.
Sept. 27	Am. str. Lake Worth	Fort Lauderdale, Florida..	At 11 P. M. observed by keeper to be out of channel. On going to her found that she had stranded. Ran anchors and lines, and after three hours hauled her afloat. Keeper then piloted her clear of shoals and gave master sailing directions for proceeding to destination.
Sept. 27	Am. sc. S. Clement..	Sand Beach, Michigan, Lake Huron.	Leaking and crew exhausted from pumping. Surfmen manned the pumps and cleared her of water; located leak, so it could be stopped. Worked throughout the night in giving this assistance.
Sept. 27	Small boat; no name.	Two Rivers, Wisconsin, Lake Michigan.	Towline parted; boat filled and sank; no one in her. Surfmen located and assisted in raising her and saving valuable steel hawser and cant hooks with which she was loaded.
Sept. 27	Am. sc. Eliza Miller.	Fort Point, California.....	Stranded during fog. Surfmen ran out anchor and hove her off the shoal without damage.
Sept. 28	Am. str. Harry.....	Brentons Point, Rhode Island.	Disabled by blowing hole in boiler. Keeper telephoned for tug at master's request; then went out and made station boat fast on lee side of steamer's stern, thus keeping her off and making her sails draw, by which steerageway was maintained. Kept her on her course up the bay and clear of danger until arrival of tug four hours later, when she was taken to harbor.
Sept. 28	Sc. T. Thall	Manistee, Michigan, Lake Michigan.	Lost her anchor. At master's request life-savers went 14 miles in tow of tug, found anchor and chain, raised them, and put them aboard tug for transportation to schooner.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
Sept. 28	Catboat: no name..	Old Chicago, Illinois, Lake Michigan.	Unmanageable in strong wind and drifting dangerously near breakwater, imperiling the lives of the three young men on board. Surfboat was sent to rescue and towed craft to safe berth. Except for the aid thus rendered the boat would have drifted against breakwater and foundered, and probably the men would have been drowned.
Sept. 28	Am. str. Humboldt..	Humboldt Bay, California.	Stranded on rocky shore 35 miles south of station. Life-saving crew were towed to wreck and found it abandoned, passengers and crew having landed in ship's boats, assisted by hauling-line made fast on the beach. Surf running high when life-savers arrived, they established communication from the wreck to the shore by means of breeches buoy, in order to bring some of crew back to the vessel and saving mails and baggage. Secured mail bags and transferred them to tug, but the sea increasing, nothing else could be taken off. Steamer's crew were sent ashore in breeches buoy and life-savers were towed back to station. Vessel eventually became a total loss.
Sept. 29	Am. sc. Samuel W. Hall.	Burnt Island, Maine.....	Master unacquainted with locality anchored in dangerous proximity to hidden rocky ledge, 4 miles from station. Keeper seeing vessel's jeopardy warned master, and at his request piloted her to safe anchorage at Port Clyde.
Sept. 29	Br. sc. Josie T.....	Watch Hill, Rhode Island.	Stranded 2 miles west of station. Station crew found her full of water and pounding heavily on rock in rough sea. Tug coming up, ran hawser to her, but could not release her. Sea increasing and breaking over her with great force, captain and crew of three men were taken in surfboat with their personal effects, landed, and sheltered at station one day and night. On the 30th, wrecking tugs hauled schooner off and towed her to Stonington, saving greater part of cargo.
Sept. 29	Am. str. Charles J. Kershaw.	Marquette, Michigan, Lake Superior.	Burst steam pipe and stranded on rocks 3¼ miles south of station during strong gale, lying half a mile offshore and in great danger of going to pieces. Loaded surfboat on wagon and drove to point opposite wreck. The surf was furious and filled with wreckage, logs, and stumps, but nevertheless a launch was finally accomplished (the boat having several times filled and bailed herself out) and the wreck was reached. She was wedged fast between two large rocks, and the sea had smashed a gaping hole in her bow. One by one nine members of the crew slid down a line passed from the stern and were taken into surfboat, four having been left for another trip, as it would have endangered the lives of all to have loaded the boat deeper. She nearly filled three times on the way ashore but quickly bailed herself out, and a safe landing was finally made, though one surfman was jammed in the wreckage near shore and disabled. A volunteer was employed in his place and surfboat again successfully launched and pulled through the surf. When within 30 yards of wreck, three furious seas were encountered, two of which were safely weathered, but the boat having lost much headway, the third carried all before it, broaching her to and rolling her over. As soon as she righted another

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
Sept. 29	Am. str. Charles J. Kershaw.	Marquette, Michigan, Lake Superior.	huge breaker knocked her down again. Struggling and fighting the waves and regaining the boat from time to time, the crew and boat were at last driven ashore. Two surfmen were disabled in this encounter, and the surfboat rendered unfit for service. Lifeboat was then run to scene of wreck and volunteers secured to take places of injured surfmen. The third launch was then made and lifeboat pulled out for the four almost despairing sailors. Reaching wreck after hard work, these men were taken off and a start made for shore. Owing to exhaustion of surfmen and inexperience of volunteers, oars were of little use, so cast out drag, headed for shore, and made fine run for it, where willing hands awaited to assist in landing. This was successfully done, no further casualty resulting. Vessel was a total loss.
Sept. 29	Am. sc. Rising Star..	Kewaunee, Wisconsin, Lake Michigan.	Station crew ran lines for shifting berth and hauling out.
Sept 30	Am. str. Margaret...	Cape Henry, Virginia.....	Dragged anchors in squall and stranded on night of the 29th, 4 miles northwest of station; crew landed in ship's boats. Learning of disaster, life-savers hastened to wreck and landed clothes and provisions. On October 1 landed remainder of provisions and furniture as far as possible. Steamer went to pieces a little later.
Sept. 30	Yawl boat; no name.	Portsmouth, North Carolina.	Patrolman discovered her on beach and in danger of being washed off and carried to sea. Hauled her above high-water mark and made her fast.
Sept. 30	Am. sc. Nellie Mason.	Buffalo, New York, Lake Erie.	Leaking, and anchored in exposed and dangerous position, 3½ miles from station. Tug from Buffalo took crew off, and next day station crew proceeded to her in tow of tug, through strong wind and sea, with hope of saving her. Found 3 feet of water in the hold; ran hawser to tug, hove up anchor, manned pumps, and tug towed her to Buffalo, thus saving both vessel and cargo.
Sept. 30	Am. sc. H. W. Sage..	Cleveland, Ohio, Lake Erie.	Towline from tug parted and schooner stranded outside breakwater; rough sea running. Ran lines to tug, which hauled her afloat. Aid of surfmen materially accelerated her release from a hazardous position.
Sept. 30	Am. str. Keystone..	Middle Island, Michigan, Lake Huron.	Leaking, and showing signal of distress, 6 miles from station. Life-saving crew responded immediately and found her unable to decrease water in hold with steam pumps. Manned hand pumps and soon reduced volume so that siphons would keep it down. Next day assisted in putting in place a steam pump sent out from Alpena, and when steamer was in working order helped her get under way and continue up the lake.
Sept. 30	Am. sc. Lady Franklin.	Hammonds Bay, Michigan, Lake Huron.	Anchored in heavy weather dangerously near beach. Crew landed in ship's boat, leaving master on board. Surfmen went to his aid, and at his request dispatched message for tug, then assisted in throwing off deck load. Sea increasing, work had to be stopped, and life-savers entered lifeboat barely in time to avoid danger, as cable parted while they were shoving clear of side. Vessel drifted down on them, but they managed to keep clear. Schooner stranded and was lost. Sheltered master and cook at station during night.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
Sept. 30	Am. sc. Elvira Hunter.	Hammonds Bay, Michigan, Lake Huron.	Stranded and sank 8 miles from station. Life-saving crew started to scene of wreck but made slow progress because of strong wind and heavy sea. Meanwhile, signal of distress from schooner Lady Franklin having been displayed, crew went to her assistance as stated in preceding account. Next day pulled to schooner Elvira Hunter and found she had collided with the tramway of the dock and sunk, her crew having landed in safety. Rigged purchases and raised deck above water. Began bailing and pumping, but could not reduce water in hold, so master decided to abandon her.
Sept. 30	Am. str. Oscar T. Flint.	Ludington, Michigan, Lake Michigan.	Grounded in leaving harbor. Surfmen ran lines and helped in various ways in hauling her afloat.
Sept. 30	Am. str. Mabel Bradshaw.	White River, Michigan, Lake Michigan.	Master unfamiliar with channel, keeper piloted her through in safety.
Sept. 30	Am. sc. A. Bradley..	Grand Haven, Michigan, Lake Michigan.	Lost her anchor and chain. Surfmen dragged for it, found it, and hove it up; delivered it aboard schooner.
Sept. 30	Am. sc. Capt. George W. Naghtin.	St. Joseph, Michigan, Lake Michigan.	Anchored on lee shore in strong wind and high sea, flying signal for tug. Keeper notified master of tug, but he refused to go out. An hour later, at 8 A. M., the schooner set signals of distress. Station lifeboat was launched and crew went to assistance. Found vessel leaking rapidly and crew exhausted from pumping. Manned pumps and kept water down until 11 P. M., when, weather moderating, tug came out and towed the vessel into harbor. Had it not been for the help of surfmen, she would have water-logged and capsized, with loss of life and property.
Sept. 30	Am.sc. John Raber..	South Chicago, Illinois, Lake Michigan.	Strained by heavy wind and sea and began to leak. Master decided to run for land and anchored offshore 23 miles east of station, where his vessel became water-logged. Crew abandoned her, but in attempting to land, their yawl capsized and one man was drowned. Keeper received information of distressed vessel an hour later by telegram. He procured tug and started with surfboat in tow for scene of disaster. On arriving, manned pumps, hove up anchor, and proceeded to tow vessel to port. Reached South Chicago in safety three hours later.
Sept. 30	Sc. Grand Rapids...	Racine, Wisconsin, Lake Michigan.	Keeper answered signal of distress to find that master only wanted tug. Carried message to master of tug which towed the schooner inside harbor.
Oct. 1	Am. sc. Frank S. Hall.	Cape Lookout, North Carolina.	Anchored off station with ensign at half-mast. Station crew launched surfboat and pulled out to her, finding a very sick man on board. At master's request took him ashore and sent him to Morehead City for medical treatment.
Oct. 1	Am. tug George H. Parker.	Two Heart River, Michigan, Lake Superior.	Sea being too heavy for tug's yawl to go out, owner requested keeper to put him on board. Carried him out safely in surfboat.
Oct. 2	Am. sc. Ellen.....	San Luis, Texas.....	Stranded outside pass. Surfmen ran out anchor and hove her into deep water. Piloted her over bar and put her on course for destination.
Oct. 2	Sc. Dauntless.....	Charlotte, New York, Lake Ontario.	Adverse wind compelled her to anchor outside. Surfmen assisted in heaving up anchor and hauling alongside pier.
Oct. 2	Am. sc. Phineas S. Marsh.	Point Marblehead, Ohio, Lake Erie.	Stranded 9 miles northwest of station. Keeper telephoned for tug and went out to her assistance. Surfmen helped transfer 65 tons of powder to lighter, ran lines, and succeeded in releasing 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.			
Oct. 2	Am. sc. R. T. Lambert.	Hammonds Bay, Michigan, Lake Huron.	Anchored offshore in threatening weather. At master's request life-saving crew assisted in unloading 1,500 bushels of oats. Sea becoming heavy, stopped discharging and got vessel under way to run out clear of dangerous beach.
Oct. 2	Am. sc. Mabel Bradshaw.	Pentwater, Michigan, Lake Michigan.	Stranded on sand bar. Ran lines to piers, by which she was hauled clear.
Oct. 2	Am. sc. William H. Dunham.	Holland, Michigan, Lake Michigan.	Kept from entering harbor by head wind. Surfmen took her line from end of pier and tracked her through.
Oct. 2	Sloop; no name.....	Chicago, Illinois, Lake Michigan.	Stranded on reef. After great difficulty life-saving crew hauled her clear, and took her to station pier with the three men on board.
Oct. 3	Skiff; no name.....	Point Marblehead, Ohio, Lake Erie.	Stranded on beach and full of water. Hauled it up clear of sea and secured it.
Oct. 3	Am. sc. Gliding Star.	Bois Blanc, Michigan, Lake Huron.	Stranded, pounded a hole in her bottom, and sank. Life-saving crew ran lines to dock to heave her off, but failed. Heavy wind and sea prevented further work until the 5th, when hawsers were run to tug and efforts made to release her, but without success. Next day, at master's request, filled her hold with cedar wood to give buoyancy. On the 10th went to her again and tried to work her off with her canvas, wind blowing offshore, but was unsuccessful. On the 15th helped secure timbers from wreck to lighters; blocked them up until craft was floated; ran lines to tug, which towed her to harbor.
Oct. 3	Am. sc. Lotus.....	Grand Haven, Michigan, Lake Michigan.	Lying off entrance to harbor. Station crew pulled out to ascertain if assistance was needed. Found that tug was wanted. Sent messenger for one, which towed the schooner into port.
Oct. 3	Sc. yt. Bennie E.....	Two Rivers, Wisconsin, Lake Michigan.	Unable to reach dock because of head wind. Surfmen ran line with station boat and hauled her alongside.
Oct. 4	Catboat; no name..	Brentons Point, Rhode Island.	Stranded and sunk. Life-saving crew hauled her into shoal water with tackle, took out ballast, stopped hole, and bailed her out. Hove her down until hole could be reached from outside; nailed board and canvas over it; reefed sail and started for Newport, surfboat convoying. Reached harbor in gale of wind, but delivered craft to owner in safety. Except for effective work of life-savers, the boat would have been lost.
Oct. 4	Am. slp. Atta Swift..	Metomkin Inlet, Virginia	Dismasted and stranded. Surfmen hauled her off and towed her to wharf. Restepped mast and rigged her for use again, enabling master to resume his journey.
Oct. 5	Am. sc. Nellie S. Pickering.	Muskeget, Massachusetts	Stranded 6½ miles from station on night of the 4th. Life-saving crew discovered her at daybreak, and went at once to assistance. Wind and sea increasing, and vessel being on dangerous shoal, landed master and crew of five men after perilous run through breakers. Schooner bilged and went to pieces soon after.
Oct. 5	Am. sc. Evelyn	New Shoreham, Block Island, Rhode Island.	Leaking rapidly alongside wharf. Surfmen discharged part of cargo, found leak and stopped it, thus preventing damage to goods.
Oct. 5	Fish boat; no name	Thunder Bay Island, Michigan, Lake Huron.	Leaking and in danger of foundering. Station crew helped to haul her ashore and make repairs.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
Oct. 5	Am. sc. Henry A. Kent.	Marquette, Michigan, Lake Superior.	Driven high upon beach on September 29, having broken loose from steamer Charles J. Kershaw. No effort was made to haul her off until this date. Ran lines and assisted tugs in various ways at intervals for fifteen days, trying to release her, but without avail, and she proved a total loss.
Oct. 6	Skiff No. 6	Cleveland, Ohio, Lake Erie.	Capsized with man, woman, and two children. Life-saving crew rescued them all and took them to station, where they were furnished with dry clothing. Hauled up and secured skiff. Life would doubtless have been lost but for promptness of surfmen.
Oct. 6	Sailboat Phœnix	Duluth, Minnesota, Lake Superior.	Sails carried away in heavy squall, disabling her and seriously imperiling the lives of two men and two women. Surfmen found her in momentary danger of capsizing; towed her ashore, landed the party in safety, and delivered the boat to owners.
Oct. 6	Am. str Mabel Bradshaw.	White River, Michigan, Lake Michigan.	Grounded in White Lake. Station crew assisted in floating her.
Oct. 6	Am. sc. Ellen Stephenson.	Holland, Michigan, Lake Michigan.	Head wind prevented her sailing out of harbor. Took lines and tracked her to end of piers.
Oct. 6	Am. sc. Rambler	do	Adverse wind for leaving harbor. Surfmen hauled her out with towline.
Oct. 11	Small boat; no name.	Brant Rock, Massachusetts.	Capsized in rough sea with two men. Surfmen rescued the nearly exhausted men with dory. One being too heavy to haul into dory was made fast to stern. Meanwhile, surfboat, having been launched, came to assistance and took him in. Both men were landed without injury and boat was then towed ashore and secured. [See letter of acknowledgment.]
Oct. 8	Am. slp. Frank C. Barker.	Sandy Hook, New Jersey.	Misstayed and stranded. Life-saving crew found her in imminent danger from surf, which was breaking over her; crew of nine men on board. Took hawser out from her and bent tug's hawser to it. She was then hauled clear. Because of shoal water it would have been impossible for tug to have floated her if surfmen had not been at hand to run lines.
Oct. 8	Am. tug Monarch	Sabine Pass, Texas	Disabled by breaking shaft and losing propeller. Lookout saw distress signal as darkness was shutting in and answered with Coston signal. Launched surfboat and pulled to bar, where found tug; proceeded in tow to disabled craft, 10 miles from station. Ran line from her to tug, which towed her to harbor. Owing to vigilance and keen sight of surfman on lookout this vessel was relieved from very dangerous situation.
Oct. 8	Scow; no name	Buffalo, New York, Lake Erie.	Parted towline and stranded. Station crew ran towline from her to tug, but tug did not succeed in floating her, owing to heavy sea. Released her next day when weather moderated.
Oct. 8	Am. str. Wayne Isbell.	Thunder Bay Island, Michigan, Lake Huron.	At anchor awaiting orders. Keeper delivered telephone message for her to proceed to North Point.
Oct. 8	Am. sc. Tyrone	Middle Island, Michigan, Lake Huron.	Stranded on night of the 7th in snowstorm and northwest gale. Life-savers discoved her at daybreak and hastened to her. Helped to jettison cargo of iron ore, and continued this work and running lines to tugs until morning of the 10th, when she was released. [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. Oct. 8	Am. sc. Dundee.....	Two Heart River, Michigan, Lake Superior.	Anchored on lee shore in gale of wind; rudder carried away and sails blown out of boltropes. Station crew answered signal of distress by loading boat on wagon and driving 7 miles to point opposite disabled craft. Made ready for launching in case of necessity. By this time Muskallonge Lake life-saving crew had arrived, having transported their lifeboat 10 miles overland. After consultation, it was decided unwise to launch in the furious surf unless absolutely necessary. At night, fires were built and faithful watch was kept. At 4 A. M., sea having moderated somewhat, both boats were launched and pulled to schooner. Took ashore message for tug while Muskallonge Lake crew stayed by endangered craft. Upon return of Two Heart River crew from errand, the Muskallonge Lake crew went back to station, weather having moderated. Tug arrived in afternoon, and surfmen ran lines from schooner, which proceeded in tow for port. At midnight pulled out to a tug to inform owner of schooner of her safety.
Oct. 8	Am. sc. Wm. H. Chapman.	Holland, Michigan, Lake Michigan.	Head winds prevented her sailing into harbor; took her line and hauled her in abreast of station.
Oct. 9	Fishing boat; no name.	Lone Hill, New York.....	Anchored off station, in need of coal and stores. Keeper supplied these and assisted boat through surf.
Oct. 9	Am. sc. H. B. Metcalf.	Atlantic City, New Jersey.	Stranded and filled. Telephoned for Absecon Station crew. Upon their arrival, threw over deck load of lumber, hoping to float her at high water. Having sprung a leak and filled, she could not be hauled off, and master gave her up to underwriters.
Oct. 9	Yt. Mary Atchinson.	Great Egg, New Jersey...	Capsized. Life-saving crew rescued the three men and transferred them to steamer. Righted yacht, bailed her out, and sailed her into harbor uninjured.
Oct. 9	Am. slp. Concert.....	Wallops Beach, Virginia..	Dismasted and helpless; in danger of being capsized by the sea. Surfmen cleared wreckage, took her in tow of surfboat, and placed her in secure anchorage, releasing the three men from a most perilous situation.
Oct. 9	Catboat; no name..	Santa Rosa, Florida.....	Anchored near the beach and in danger of being carried away by wind and sea. Surfmen secured her and then found owner in woods close by, exhausted and weak from lack of food and water. Succored him at station during night and next day. Rerigged boat ready for use, and on the 11th owner departed with it for Pensacola.
Oct. 9	Am. sc. Maria.....	Pentwater, Michigan, Lake Michigan.	Adverse wind prevented her leaving harbor. Station crew towed her out clear of piers with surfboat.
Oct. 9	Am. sc. Carrier	South Haven, Michigan, Lake Michigan.	Grounded in leaving harbor. Surfmen ran out lines for her and succeeded in heaving her off undamaged.
Oct. 9	Fishing boat; no name.	Cape Arago, Oregon.....	Capsized in rough sea, throwing her two occupants into the water. Life-savers went at once to their assistance and took them into station boat, rescuing them from serious danger. Righted boat and towed it ashore in safety. A valuable seine was saved with this rescue.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
Oct. 10	Am. sc. D. M. Anthony.	Forked River, New Jersey.	Stood too close inshore and stranded at 7 P. M. Cedar Creek Station crew arrived shortly after that from Forked River had reached the scene, and the two crews took out anchor and tried to heave the schooner afloat, but without success. Jettisoned 1,200 paving blocks with the hope of releasing her, but without avail. Landed master to telegraph for tug. Surfmen remained by vessel all night, and until tug came next day and hauled her clear.
Oct. 10	Am. sc. Joseph W. Foster.	Cape Lookout, North Carolina.	Answered signal for boat by boarding her. Found that master wished to report to owners by mail, having been several days overdue from the Fortune Islands. Mailed his letters.
Oct. 10	Am. sc. Minnie Mueller.	Pentwater, Michigan, Lake Michigan.	Stranded in gale near entrance to port. Surfman launched surfboat and rescued crew of six men. Finding later that schooner was standing strain well, put men on board to keep pumps going, with view of saving cargo. Ran lines to tug next day with hope of floating disabled craft, but without avail. Continued efforts at intervals when sea would permit, until the 14th, when she was hauled off the beach and taken into harbor.
Oct. 10	Am. sc. William B. Ogden.	Kewaunee, Wisconsin, Lake Michigan.	Ran lines for making fast during severe storm.
Oct. 10	Am. sc. Transfer.....	.....do.....	Assisted in running lines to haul to secure berth in heavy weather.
Oct. 10	Am. sc. Otter.....	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Water-logged in high sea and stranded 12 miles north of station. Station crew pulled 4 miles by water, following shore line, and traveled 12 miles by land, hauling surfboat on wagon, to scene of disaster. Found schooner in imminent danger of destruction by enormous seas sweeping over her, the crew of six men clinging despairingly to the rigging. It being impossible to launch surfboat in raging sea, made beach apparatus ready and fired shot line successfully. Sent breeches buoy out and safely landed the imperiled men. Schooner went to pieces shortly after men were rescued.
Oct. 11	Am. sc. Phœnix.....	Jupiter Inlet, Florida.....	Water-logged and stranded in easterly gale 9½ miles north of station; driven high upon beach, so that crew escaped without assistance. Surfman found her deserted and sea breaking over her. Could do nothing except save some of the lightest cargo. Went to her again next day and met master. After consultation it was decided that nothing could be done to save the craft. On the 19th made another trip to wreck and found she had been stripped and abandoned.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
Oct. 11	Am. sc. Lizzie A. Law.	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Cast adrift from steamer White and Friant during gale. Life-saving crew being notified of fact, went out in tow of tug to search for her. Found her 11 miles north of station, anchored in dangerous proximity to beach, abandoned by crew, and leaking. Landed, and sent message for tug and steam pump; found crew ashore, but could not induce them to return aboard; surfmen went back and manned deck pumps, it being necessary to keep water from rising higher in order to save her. On arrival of tug made another trip ashore to persuade crew to return; succeeded in this, hove up anchor, gave towline to tug, which towed schooner to entrance of harbor. Could not haul her in on account of her deep draft. Assisted in shoveling part of cargo of corn into lighters and pumping out water until draft was reduced, when she was towed to secure anchorage. This vessel and valuable cargo would undoubtedly have been lost but for the faithful work of life-savers.
Oct. 12	Yt. Edna	Cleveland, Ohio, Lake Erie.	Parted moorings and drifted ashore. Surfmen helped to haul up and secure her.
Oct. 12	Yt. Alert	do	Broke adrift and stranded. Surfmen assisted in hauling her on beach clear of sea.
Oct. 12	Yt. Lois	do	Parted moorings and was driven on beach. Station crew helped to pull her up clear of surf.
Oct. 12	Slp. yt. Corsair	do	Dragging her anchor and in danger of being beached. Station crew ran hawser to tug; slipped her moorings and towed her to safe berth, saving her from material injury.
Oct. 12	Fire scow; no name.	do	Surfmen found her full of water on west side of station. Hauled her out on dock and made her ready for use.
Oct. 12	Am. sc. E. C. Roberts.	Point Marblehead, Ohio, Lake Erie.	Stranded during gale 8½ miles from station. Life-saving crew went to her in tow of tug and found four men aboard anxious to leave her, as sea was heavy and threatening destruction. Took them off in lifeboat, transferred them to tug, and landed them on Kelleys Island. After weather moderated cargo of lumber was saved and vessel floated. [See letter of acknowledgment.]
Oct. 12	Am. sc. Ellen Stephenson.	Pentwater, Michigan, Lake Michigan.	Water-logged and stranded between piers, pounding heavily on bar and in danger of going to pieces. Surfmen ran lines to piers and helped in shifting and working them until she was hauled afloat and put alongside dock. Removed deck load of lumber, manned pumps, using station pump also, and cleaned her of water. Found leak and stopped it, then assisted in reloading lumber in the hold. Timely aid of surfmen doubtless saved vessel and lives of the three men composing her crew.
Oct. 13	Slp. yt. Trilby	Jupiter Inlet, Florida	Capsized and sank, seriously imperiling life of occupant, who was a poor swimmer and was almost exhausted when rescued by the life-savers. Helped raise boat and tow her ashore.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1885.			
Oct. 13	Slp. Gracie M	Ottawa Point, Michigan, Lake Huron.	Capsized and sank. Two men on board. Hastened to rescue and picked up the men, one of whom was unconscious. Used Service methods for restoring the apparently drowned, with success. Supplied both men with dry clothing and turned them over to friends. Secured boat, bailed it out, and delivered it to owner. These two persons would unquestionably have been lost but for the prompt action of the surfmen. [See letter of acknowledgment.]
Oct. 14	Am. sc. Lincoln.....	Fletchers Neck, Maine....	Lost anchor in storm. Station crew swept for it for three hours, but not locating it, master decided to proceed without further delay. Assisted him in getting under way and directed him out of harbor.
Oct. 14	Am. sc. Little Sampson.	Gull Shoal, North Carolina.	Stranded on night of the 13th. Keeper answered signal of distress early on morning of the 14th. Tried to float her, but tide had fallen too low. Telephoned for boat to come and take cargo of fresh fish to market, which was done. On the 17th, tide being high, surfmen planted anchors and hauled schooner clear of shoal. Anchored her in safe harbor. [See letter of acknowledgment.]
Oct. 14	Fishing boat; no name.	Durants, North Carolina..	Stranded and sank near beach; sea breaking over her and threatening destruction. Life-saving crew turned her head offshore, jumped into surf, and shoved her afloat. She was towed through Hatteras Inlet by her crew who had another boat at hand, and her damages were repaired.
Oct. 14	Am. sc. Corinne	Jupiter Inlet, Florida.....	Struck on outer bar, pounded over it, and stranded on inner shoal. Before she could settle in sand, surfmen boarded her, ran out kedge, and succeeded in getting her safely inside.
Oct. 14	Am. sc. W. H. Edelman.	Galveston, Texas.....	In danger of stranding on south jetty, tide setting her in that direction. Seeing she could not clear it unless towed out, station crew manned surfboat and towed her into channel.
Oct. 15	Br. str. Cambay.....	False Cape, North Carolina.	Owing to inaccurate chart, stranded on lump 2½ miles east of station. Keeper made soundings and showed master best water for hauling clear. A few hours later steam pilot boat pulled her afloat.
Oct. 15	Sloop; no name.....	Jupiter Inlet, Florida.....	Capsized, endangering the lives of two men. Surfmen hastened to her and rescued the men. Righted their sloop and bailed her out.
Oct. 15	Skiff; no name.....	Duluth, Minnesota, Lake Superior.	Adrift in bay. Picked it up and held it for delivery to owner.
Oct. 15	Am. str. Toledo.....	Sheboygan, Wisconsin, Lake Michigan.	Answered signal of distress and found that master wanted tug to tow his consort out to him. Notified master of tug and barge was towed out.
Oct. 15	Am. sc. X 10 U 8.....	Kewaunee, Wisconsin, Lake Michigan.	Trying to make harbor in head wind. Surfmen took her lines from end of piers and towed her inside.
Oct. 16	Small boat; no name.	Erie, Pennsylvania, Lake Erie.	Stranded in high surf and in danger of going to pieces. Station crew ran line to her from surfboat and towed her clear of breakers, whence she was taken to Erie. She would have been lost but for timely aid of surfmen.
Oct. 16	St. yt. Rambler.....	Duluth, Minnesota, Lake Superior.	Shaft gearing broken; drifting helplessly in the bay without anchor and in danger of being driven ashore. Station crew gave her towline from surfboat and towed her to dock after hard pull, landing nine passengers in safety. She was in shoal water at time of accident and beyond reach of large tugs, while none of light draft were in vicinity.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered
1895.			
Oct. 16	Am. sc. Florence M. Smith.	Frankfort, Michigan, Lake Michigan.	Leaking, and in danger of sinking; crew exhausted from work at pumps. Surfmen carried out station pump, manned it and schooner's, and after three hours' work cleared her of water and kept her afloat. She was afterwards towed to Charlevoix for repairs.
Oct. 16	Am. sc. Ellen Stephenson.	Pentwater, Michigan, Lake Michigan.	Pounding heavily against wharf and liable to serious damage. Helped to haul her farther up harbor, where she lay secure.
Oct. 16	Am. sc. German.....	Kewaunee, Wisconsin, Lake Michigan.	Head wind for entering harbor. Surfmen took lines and towed her inside.
Oct. 16	Am. sc. Christiana..	.....do.....	Unable to enter port because of adverse wind. Surfmen manned her line from end of pier and hauled her to safe berth.
Oct. 17	Slp. Agawan.....	Davis Neck, Massachusetts.	Stranded on bar at entrance to river; safety endangered by rough sea. Station crew ran out two anchors, and after great effort succeeded in releasing her and working her up river.
Oct. 17	Slp. Abbie D.....	Gurnet, Massachusetts....	Lost anchors and stranded on rocky beach, in danger of bilging. Surfmen planted station anchor, waded in and shoved bow offshore, keeping it there by strain on anchor. Made sail, then all hands pushed and hove on anchor until sloop floated clear. Put two men on board to sail her to safe moorings, but strong wind carried mast away before reaching there. Sent out another boat with anchor and cable, and moored sloop for the night, landing master and two men. Next day made new heel to mast, fitted rigging and bent sail, putting her in good working order again.
Oct. 17	Am. sc. Frank A. Magee.	Nauset, Massachusetts.....	Sunk by collision with schooner Gypsum Queen off Chatham; master and mate picked up by schooner Edward Lameyer. Life-savers answered latter's signal by pulling out to her. Found that no assistance was needed, but that master wished casualty reported. This was done immediately upon returning to station.
Oct. 17	Br. shp. Norwood...	Long Beach, New Jersey..	Stranded at 1 o'clock in morning; weather smoky. Station crew pulled out to her, but could do nothing except report casualty by telegram to consignee. Ship Bottom life-saving crew came to the scene shortly afterwards and both crews remained by ship until she floated off at 5.30 A. M. Carried telegrams ashore stating that she had floated.
Oct. 17	Am. sc. Little Georgy.	Kewaunee, Wisconsin, Lake Michigan.	Ran lines and helped her to enter harbor against head wind.
Oct. 18	Am. sc. Eliza Levensaler.	Race Point, Massachusetts.	Stranded in early morning on dangerous beach. Owing to furious sea, boat could not be launched. Arrived opposite schooner shortly after disaster with beach apparatus. A line had been drifted ashore from schooner, and by it communication was established and breeches buoy sent on board. Safely landed all four of crew and took them to station, where they were sheltered three days. Master made arrangements with wreckers for floating vessel, and she was hauled off on the 23d and towed to port, leaking and seriously damaged.
Oct. 18	Sailboat; no name..	Duluth, Minnesota, Lake Superior.	Capsized under too much sail. Occupant was picked up by tug near by before surfmen arrived, but they righted boat, bailed her out, and delivered her to owner in good condition. Took capsized man to station and furnished him 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.			
Oct. 18	Fishing boat Two Brothers.	Racine, Wisconsin, Lake Michigan.	Came into port with rigging carried away. Master purchased wire rigging to replace it, but being unfamiliar with work of splicing it, life-saving crew did the work for him.
Oct. 19	Am. sc. Decorra.....	Cross Island, Maine.....	Anchored in exposed and perilous position on lee shore. Station crew answered signal for assistance and pulled out to her. Got her under way and beat her out through Cross Island Narrows to place of security, probably saving her from destruction.
Oct. 19	Am. sc. Sallie B.....	Monomoy, Massachusetts.	Leaking rapidly; bowsprit and main gaff sprung. Both anchors down and chains so twisted and fouled that her crew could not clear them. Surfmen made temporary repairs to spars. Crew of Coskata Station having arrived to assist, pumped vessel dry. Cleared chains and hove up anchors, got her under way, and saw her started safely for nearest harbor.
Oct. 19	Am. sc. Ella L. Cooper.	Coney Island, New York..	Stranded on weather side of channel, west inlet to Jamaica Bay, but floated off and was then taken by wind and tide to lee side, fetching up on Johnsons Inlet Bar, in bad position. Life-savers hastily answered signal for assistance. Ran out heavy anchor, hove her head to wind, and when tide rose manned windlass and hove her clear. Assisted in making sail and getting under way. Master stated that he could not have released his schooner without help of life-saving crew. If she had not been promptly released she would have been seriously damaged.
Oct. 19	Am. sc. Mystic Star..	Big Sandy, New York, Lake Ontario.	Stranded about midday during gale, 17 miles north of station. Keeper received notice of disaster at 8 P. M. Telephoned for teams to haul boat, and upon their arrival started wagon, at 10 P. M., for scene of disaster, over rough and dangerous road, inundated at short intervals. The night was very dark, and a strong gale with frequent snow squalls was prevailing. Arrived at 2.30 next morning. Found that the schooner had lost both anchors and was lying on shoal in great peril. Boarded her within an hour, and stayed by during remainder of night in case it should be necessary to take off the crew. In morning landed master to telephone for tug and lighters. Stood by all day. Sea moderated on the 21st; lighter arrived and 6,000 bushels of wheat were unloaded. Tug then hauled schooner afloat. Surfmen located her small anchor that had been lost and ran lines to tug, which towed her with life-saving crew to Sacketts Harbor. As she was leaking rapidly, master requested life-savers to remain by another night, which they did. On 22d schooner was taken in tow for Ogdensburg, her destination, and surfmen returned to station overland, about 22 miles from Sacketts Harbor, the head wind and heavy sea making it impracticable to return by water.
Oct. 19	Am. str. Maggie Duncan.	Sturgeon Point, Michigan, Lake Huron.	Struck reef, sprung a leak, and was beached to prevent sinking. Keeper took dispatches for tug and pumps. Transferred steam pump to her from tug and moved part of cargo in order to place pump properly for work. Pumped all night and freed her of water, then ran line to tug and she was floated and towed to harbor for repairs.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
Oct. 19	Am. sc. Terisa.....	Middle Island, Michigan, Lake Huron.	Foresail stripped from boom in squall. Two surfmen assisted in repairing and bending sail. Helped her get under way and make good offing.
Oct. 20	Am. sc. Col. Ellsworth.	Vermilion Point, Michigan, Lake Superior.	Cable parted and she was driven ashore by gale, well up on beach, 8 miles east of station. Life-saving crew started instantly on learning of disaster, but crew had safely landed. Sent telephone message to owners for master. Efforts were made to release her on the 27th and at intervals during good weather until November 14, station crew assisting in running lines, manning pumps, and shoveling sand. No good results appearing, all attempts to float her were abandoned until spring.
Oct. 20	Slp. yt. Charlie W.	Jerrys Point, New Hampshire.	Stranded on ledge and in danger of rolling over and sinking at low water. Procured timbers to be used as levers, planted anchors out well ahead, and worked her off by heaving on anchors and timbers.
Oct. 20	Skiff; no name	Louisville, Kentucky.....	In the Indiana chute of falls and unmanageable by the drunken man in her. Surfmen hastened to rescue, took skiff in tow, landed man safely at station, and delivered skiff to owner.
Oct. 21	Am. sc. John Mee...	Manistee, Michigan, Lake Michigan.	Broke loose from tug and drifted against lee pier, in danger of great damage from pounding. Sea washed yawl overboard and set it adrift. Surfman threw heaving line to schooner and made her fast. Tug soon took her in tow again and carried her to secure moorings. Surfmen launched surf boat and picked up yawl, returning it to vessel.
Oct. 21	Am. str. Mabel Bradshaw.	Pentwater, Michigan, Lake Michigan.	Rudder disabled. Went out in surf boat and discovered cause of trouble so that repairs could be made.
Oct. 21	Am. str. E. B. Hale..	Old Chicago, Illinois, Lake Michigan.	Uncertain of position in thick fog. Station crew answered signal of distress and pulled alongside. At master's request, piloted her safely into port.
Oct. 22	Slp. Caulky.....	Hog Island, Virginia.....	Stranded on bar 2 miles southwest of station and lying broadside to rough sea. Station crew went to assistance and succeeded in working her off into deep water, with slight damage. She was pounding hard when reached by life-savers and would undoubtedly have gone to pieces but for their vigorous assistance.
Oct. 23	Am. sc. H. J. Bradshaw.	Cape Henry, Virginia	Anchored on lee shore in heavy weather. Slipped anchor to get under way and stranded on beach, crew landing without danger. Life-savers found her with offshore list and seas breaking over her. Planted sand anchor, rove masthead tackles, and hove her upright in easy position. Stood ready to assist in floating her until November 4, when all hope of releasing her was abandoned.
Oct. 23	Small boat; no name.	Fort Lauderdale, Florida.	Caught in storm too severe to allow of continuance of trip. Keeper hauled boat ashore and secured it. Succored occupants, three men and one woman, for two days at station.
Oct. 24	Am. sc. Active.....	Block Island, Rhode Island.	Mistook channel and stranded on night of the 23d, 4 miles north of station. Crew had landed when wreck was discovered by the life-saving men, who assisted to strip vessel and saved crew's effects. Vessel proved 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.
1895.			
Oct. 24	Br. sc. W. T. Greenwood.	Charlotte, New York, Lake Ontario.	Tried to enter harbor with head wind and grounded on bar. Station crew went to her assistance and at master's request landed men and sent for tug. Returned to schooner and helped to handle sail. Wind having freshened, she worked herself over the bar and surfmen assisted in getting her into harbor, where she was found to be but slightly damaged.
Oct. 24	Br. tug Kittie Haight.	Sand Beach, Michigan, Lake Huron.	On fire alongside dock. Station crew hastened to her with water buckets and on arrival of fire tug assisted in handling hose until flames were extinguished.
Oct. 24	Am. sc. H. B. Tuttle..	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Stranded on reef 12 miles south of station. Life-saving crew went to scene of casualty in tow of tug, and sounded out best water for hauling afloat, when tug soon released her.
Oct. 25	Slp. G. P.....	Gurnet, Massachusetts....	Lost anchor; filled partly and stranded during gale. Keeper sent occupants, a man and a boy, to station. Surfmen then ran out anchor and hove sloop off to moorings to ride out gale. Sheltered man and boy at station during night, and saw them safely on their way home in morning.
Oct. 25	Am. sc. Manitou.....	Pointe aux Barques, Michigan, Lake Huron.	Crew sick and unable to handle vessel, which was lying broadside to wind and sea and drifting helplessly to leeward, 8 miles from station. Keeper answered signal of distress by first telephoning for tug, then boarded schooner and headed her for harbor. On arrival of tug, surfmen ran towline and tug took schooner in tow for safe port.
Oct. 25	Am. sc. Selkirk.....	Middle Island, Michigan, Lake Huron.	Stranded on beach 6 miles northwest of station. Master requested keeper's help to jettison part of cargo of iron ore, but at latter's suggestion an attempt was first made to float her without loss. Ran out anchor and hawser, set taut, took line to windlass and hove her clear. Secured anchor again, assisted in getting under way, and left her on her course down the lake.
Oct. 25	Am. str. Ann Arbor, No. 2.	Frankfort, Michigan, Lake Michigan.	Owing to low water, unable to cross bar and land her passengers. Surfmen took eight of them ashore in lifeboat and steamer proceeded on her way.
Oct. 26	Am. sc. Lizzie Williams.	Fletchers Neck, Maine....	Stranded on bar. Stayed by her until high water, then worked her off and piloted her to anchorage in harbor.
Oct. 26	Am. sc. Annie P. Chase.	Monomoy, Massachusetts.	Both anchors down in rough sea and deep water. Helped to heave them up clear and make sail. No other injury than broken anchor stock resulted from heavy sea, and she proceeded to destination.
Oct. 26	Am. str. Escanaba..	Cleveland, Ohio, Lake Erie.	Stranded during thick weather 3 miles east of station. Life-saving crew reached her in tow of tug, another tug arriving shortly afterwards. Took owner ashore to telephone for a third one. Assisted in running hawsers, and before arrival of third tug steamer was hauled clear uninjured.
Oct. 26	Small boat; no name.	Old Chicago, Illinois, Lake Michigan.	While an elderly man and wife, who had been on a fishing trip in a rowboat, were in the act of getting onto the dock, the woman fell overboard. She was pulled into the boat by her husband, and the life-saving crew took both of them to the station, where the woman was provided with dry clothing and both were furnished with supper.
Oct. 26	Am. sc. Emma L. Nielsen.	Kewaunee, Wisconsin, Lake Michigan.	Trying to make port in head wind. Station crew took line from pier and assisted 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.
1895.			
Oct. 27	Am. sc. Chas. L. Davenport.	Tathams, New Jersey.....	Mistook lights and stranded at midnight; leaking freely. Manned pumps to keep her from pounding heavily and bilging. Hereford Inlet and Holly Beach crews soon arrived and helped to keep water down. Telegraphed for tugs, and in afternoon two reached scene. Surfmen ran hawsers and schooner was soon released uninjured.
Oct. 27	Am. str. Peerless....	St. Joseph, Michigan, Lake Michigan.	Stranded on bar at mouth of harbor early in night. Surfmen ran lines to pier with station boat and stayed by, shifting and hauling until morning. Landed six of crew and master, returning with latter after consultation with owner. Released her undamaged in afternoon without use of tug.
Oct. 27	Scow; no name.....	.....do.....	Broke adrift from moorings, and was in danger of being carried to sea. Surfmen recovered and made her fast until owner called for her.
Oct. 27	Sailboat; no name..	Old Chicago, Illinois, Lake Michigan.	Capsized in fresh breeze 1½ miles from station. Found a young man clinging to boat with one hand and holding his father up with the other. Life-saving crew rescued them both. Anchored capsized craft where found because of head wind, and took men to station. Older man was in precarious condition. Used Service methods for restoration of the apparently drowned, and soon made him comfortable. When sufficiently revived, sent him to hospital, where he fully recovered.
Oct. 27	Fishing boat Pirate..	Racine, Wisconsin, Lake Michigan.	Blown 7 miles offshore in gale of wind. Weather being very heavy, keeper hired tug and went to rescue. Picked up boat and two men, and took them in tow to safe berth. If life-savers had not gone to their assistance, these men would undoubtedly have perished during the night.
Oct. 29	Am. sc. Caroline D..	Cobb Island, Virginia.....	In much danger; stranded on bar 1 mile south of station; crew of six men on board. Surfmen kedged her afloat undamaged, and worked her into safe harbor.
Oct. 29	Yawl; no name.....	White River, Michigan, Lake Michigan.	This boat belonged to schooner Henry C. Richards, which had filled and sunk 15 miles offshore early in the morning. Shipwrecked crew of eight men were making for harbor in strong wind and high sea, and yawl was in danger of foundering in breakers. Life-saving crew transferred the sailors to surfboat and landed them in safety. Took yawl to secure berth. [See letter of acknowledgment.]
Oct. 30	Yt. Fenly.....	Absecon, New Jersey.....	Capsized 2 miles east of station. The two occupants were promptly picked up by steamer near by. Surfmen pulled out and assisted to right and bail out capsized craft, which was towed to inlet and worked up to an 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.			
Oct. 30	Am. sc. Carrie L. Godfrey.	Parramore Beach, Virginia.	Stranded on bar 6 miles south of station. Surfmen launched surfboat and hastened to her. She was lying stern to sea, which was breaking heavily, making it impossible to board her. Lifesavers anchored to windward and veered as near to jib boom as safety would permit, taking line from it to surfboat. Took off in safety four of crew of eight men; breakers then became so high that no more work could be done. Landed rescued sailors and waited for flood tide to reduce sea. It fell somewhat with flood tide, and another effort was made to rescue the four imperiled men remaining on board. Anchored to windward as before and dropped down to jib boom. Succeeded in rescuing all hands through dangerous surf, and landed them at station after twelve hours of hazardous labor. Succored them at station and supplied them with dry clothing. These men could not have been saved but for the bravery and persistence of life-savers. Vessel was total loss.
Oct. 30	Am. sc. Lorena.....	Durants, North Carolina..	Stranded on shoal 5 miles northwest of station at 10.30 A. M., wind blowing fresh gale. Station crew went to assistance, but master not desiring aid until wind should moderate life-savers returned to station, with the understanding that signal should be made if help was wanted. Wind moderated and vessel floated at 10 P. M.
Oct. 30	Sailboat; no name..	Mosquito Lagoon, Florida.	Leaking and disabled. Keeper furnished material for repairs and assisted in stopping leak. The man proceeded to destination after few hours' delay.
Oct. 30	Sip. Hilsboro.....	Jupiter Inlet, Florida.....	Gaff broken and rigging unreliable in heavy sea. Anchored outside bar and showed signal of distress. Life-savers went to assistance and found her plunging bows under. Master requested that his wife and two children be landed in station boat. This was done, and two men were left on sloop to take her over bar into inlet, which was also accomplished without mishap, and all given food and dry clothing at station. [See letter of acknowledgment.]
Oct. 30	Am. sch. Nettie.....	Santa Rosa, Florida.....	Stood in too close to beach and stranded 25 miles east of station. Keeper learned of casualty late in afternoon. Procured tug and started with crew in tow for wreck. She was high on beach, and nothing could be done toward floating her at that time owing to strong wind and heavy sea. Took two passengers in tug and carried them to Pensacola.
Oct. 30	Am. str. S. S. Stone..	Pointe aux Barques, Michigan, Lake Huron.	Stranded during thick, smoky weather on reef south of station, together with two consorts, the schooners Superior and H. P. Baldwin. Station boat landed masters of steamer and schooner Baldwin to telephone for tug. Stood by to assist in releasing vessels when tug should arrive. At 1 P. M., water having risen somewhat, steamer worked herself clear, but broke her rudder. Took her in tow with lifeboat, put her alongside schooner Superior, and assisted in making her fast. She then worked schooner afloat and started with her to Sand Beach, life-savers accompanying them for 9 miles. Sand Beach crew joined here and remained till harbor was reached, while Pointe aux Barques' crew returned to schooner H. P. Baldwin.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
Oct. 30	Am. sc. Superior.....	Pointe aux Barques, Michigan, Lake Huron.	Stranded in company with preceding vessel. Life-saving crew helped make steamer fast alongside, get up anchor, and make sail. After being floated she commenced leaking; manned pumps and accompanied her to point within 5 miles of harbor, which was made in safety, Sand Beach crew having relieved at pumps at this place.
Oct. 30	Am. sc. H. P. Baldwin.	.....do.....	Stranded on reef in company with above craft. Life-saving crew landed master to telephone for tug; stayed by till night awaiting her arrival, but she did not come until next day; helped to jettison 100,000 feet of lumber; ran hawser to tug and vessel was released.
Oct. 30	St. yt. Elida.....	Duluth, Minnesota, Lake Superior.	Machinery broken; drifting helplessly toward beach; station crew took the party, consisting of eight men and women, in lifeboat, leaving master and engineer on board; passed towline to disabled craft and towed her safely to wharf, landing the party without injury. It was freezing weather, and yacht being an open boat the health of the passengers would have been gravely threatened by long exposure.
Oct. 30	Am. str. Mabel Bradshaw.	Pentwater, Michigan, Lake Michigan.	Grounded and struck pier in entering harbor at 10 P. M. Station crew ran line to opposite pier and hove her to middle of channel; she then worked over shoal and made harbor in safety.
Oct. 30	Am. str. E. B. Hale..	Two Rivers, Wisconsin, Lake Michigan.	Stranded 10 miles north of station. Station boat reached her in tow of tug; made three trips ashore to secure services of men to assist in lightering iron ore, then helped to run lines and shovel ore. In afternoon she was released with slight injury; landed the men hired to lighter cargo. [See letter of acknowledgment.]
Oct. 31	Am. sc. Edith.....	Little Beach, New Jersey..	Head sails blown away and stranded. Discovered at 9.20 P. M. Surfman found her so high on beach that boat was not needed. Schooner lay in easy position and her crew stayed by her. Master went to station to send telegrams. Tide having risen during his absence, launched surf boat again and put him on board. Her crew remained by her until forced to leave by heavy seas twelve days later, when she went to pieces. Three of them were sheltered at South Brigantine Station on November 10, and all six of them at Little Beach Station on November 13.
Oct. 31	Am. str. Mabel Bradshaw.	Pentwater, Michigan, Lake Michigan.	Grounded while trying to leave port. Surfmen ran hawser to pier to keep her straight in channel, and she worked out undamaged.
Oct. 31	Am. str. Mabel Bradshaw.	White River, Michigan.... Lake Michigan.	Took bottom in entering harbor. Station crew made soundings for best water, ran lines and assisted her in working over shoal.
Nov. 1	Dory; no name.....	Gurnet, Massachusetts....	The keeper found a dory on the beach full of water. Bailed the boat out and hauled it above high-water mark awaiting a claimant. Having learned, on November 23, that the craft belonged to a gentleman in Plymouth, towed her there and delivered her to owner.
Nov. 1	Rowboat; no name..	Blue Point, New York....	Discovered a capsized rowboat about 1¼ miles from the station. Righted and bailed her out and towed her to the station, where she was safely moored.
Nov. 1	Am. sc. Ellen Ellenwood.	Grand Haven, Michigan, Lake Michigan.	Five of the life-saving crew assisted the crew of the Ellen Ellenwood to tow their vessel out of the harbor by tracking along the pier, the wind being unfavorable for beating out.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895. Nov. 2	Am. str. Elihu Thomson.	Cahoons Hollow, Massachusetts.	Vessel displayed international code signal HW (machinery disabled). Keeper reported her to her owners and sent for a tug. Launched surfboat and met a small boat coming from the steamer outside the bar; took message from her which master desired sent to owners. No assistance having arrived at 8 A. M., and the wind blowing strong, kept crew and boat in readiness until 4 A. M., to render immediate aid should vessel part her cable or drag. At 1 P. M., November 3, a tug arrived from Boston and took the disabled vessel in tow.
Nov. 2	Am. sc. Emily F. Northam.	Cape Henry, Virginia.....	Stranded during a heavy northeast gale and thick weather near the station. Notified Seatack Station and went to wreck with beach apparatus. Landed the master and one sailor in breeches buoy, but as vessel was in good condition and working up on the beach remainder of crew were not brought off. All hands came ashore at low water in the evening and were fed and lodged at station. On November 8 and 9 the keeper went on board at request of master and gave advice in regard to laying out anchors. On the 15th of the month, a tug having arrived to the assistance of the vessel, the surfboat was manned and lines and hawsers run by the life-saving crew, blocks and wrecking gear taken off to the tug, and the master and owner of the schooner transported ashore. From November 18 to December 18 the station crew worked on the stranded vessel as opportunity afforded until she was finally successfully floated, nor did they leave her until she was in a safe harbor.
Nov. 2	Am. sc. Jessie Winter.	Ludington, Michigan, Lake Michigan.	In attempting to sail into the harbor the vessel struck the end of the north pier, where a tug could not reach her. Life-saving crew got a line to her from end of pier, which kept her from going ashore. She was subsequently taken into the harbor by a tug.
Nov. 2	Am. sc. Wonder.....	Pentwater, Michigan, Lake Michigan.	Vessel lost her headway in a squally shift of wind off the mouth of the harbor and drifted onto end of north pier, against which she was continually battered with great force by the rough sea. The life-saving crew, who had hastened to her assistance before she actually struck, got a line from her and hauled her up the channel, releasing her from her perilous position, where she could not have remained long without incurring serious damage.
Nov. 2	Scow; no name.....	Muskegon, Michigan, Lake Michigan.	Broke loose from her moorings, and was being carried out into the lake by a high wind and a strong current, where she would undoubtedly have become a total loss. She was boarded by the life-saving crew, towed to a safe anchorage, and properly secured.
Nov. 2	Rowboat; no name..	Southside, California	Keeper discovered a capsized boat adrift in the surf, about one-half mile from station. Launched surfboat, towed rowboat ashore, and righted her; later in the day an Italian fisherman identified her as belonging to his brother, who had been capsized by poor management, and, though himself rescued by fellow fishermen, had been unable to recover his boat. He expressed much gratitude at the manner in which the boat, their chief means of livelihood, had been cared for.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895. Nov. 3	American schooner; name not ascertained.	Brentons Point, Rhode Island.	Anchored dangerously near a lee shore. At request of master the keeper notified tugboat at Newport and started for the same in surfboat; however, wind shifting and breezing up from offshore, schooner got under way without assistance.
Nov. 3	Am. sc. E. F. C. Young.	Atlantic City, New Jersey.	Stranded on the north point of the beach while attempting to leave the harbor on first of ebb tide. Keeper and crew went to her assistance; found her high and dry; carried out an anchor with surfboat and ran a hawser, which was procured from the station, the vessel being unprovided with proper lines. At high water in the evening the crew were successful in floating the schooner, much to her master's satisfaction. [See letter of acknowledgment.]
Nov. 3	Skiff; no name.....	Manistee, Michigan, Lake Michigan.	Having capsized near station, was picked up by the surfboat and returned to her owners, who had been rescued by the yawl of a schooner which was at anchor near by.
Nov. 4	Am. sc. Minnehaha..	St. Joseph, Michigan, Lake Michigan.	Towed this schooner from an exposed position against north pier, where she was pounding heavily, to smooth water in lee of the south pier. No tug was available at the time.
Nov. 5	Am. sc. Martin C. Ebel.	Big Kinnakeet, North Carolina.	At 3 A. M. the north patrol observed a vessel drifting in toward the beach. After burning his Coston signal he hastened to inform the keeper. Upon further examination she proved to be a three-masted schooner, apparently waterlogged, mainmast and light spars gone and no signal displayed. Surf was very high and bar too rough to cross. After telephoning to keepers of Little Kinnakeet and Cape Hatteras stations for assistance, set out with surfboat, beach apparatus, medicine chest, and cork jackets. The crews which had been summoned arrived promptly. As soon as vessel struck a line was fired across her, but after waiting some time, and becoming conviced that no one was on board, it was hauled ashore. The weather being too thick and stormy to do anything further at that time, the crews of the neighboring stations returned. Kept a watch on vessel all night, wreckage coming ashore. On November 6 and 7 keeper made three attempts to board wreck, but was deterred therefrom by heavy surf, floating spars, the laboring of the hull and consequent apprehension for the safety of his crew and boat. Got on board on the 8th instant, found her to be the schooner Martin C. Ebel, lumber laden, cabin and rudder gone, and vessel about to break up. Conferred with wreck commissioner and turned vessel over to him. She went to pieces at 1.30 A. M., November 18, her cargo coming ashore badly broken up and being strewn along the beach for a distance of 7 miles.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
Nov. 5	Am. str. Livingstone.	Sand Beach, Michigan, Lake Huron.	Stranded in smoky weather, 4 miles north of the station, near Port Hope. Life-saving crew heard her whistles and went to scene at once. Assisted to jettison 400 tons of her cargo of flour. At request of master the keeper took one of the vessel's boats and two men and went to town for tugs and pumps. Steamer meanwhile worked off, but was leaking badly. Life-saving crew manned pumps and trimmed cargo, and the keeper piloted her to a berth on soft mud bottom, which stopped leak. The keeper of the Pointe aux Barques Station was meantime communicated with and requested to remain at Port Hope and look out for all flour picked up and landed at that point. He telephoned for his crew and they came with surfboat and recovered 68 sacks. Keeper remained all night on wharf at Port Hope, taking charge of such cargo as was saved. On the 6th his crew picked up 26 additional sacks of flour, and the whole amount, 94 sacks, was turned over to owners on November 8. Steam pumps having arrived on November 5, the vessel proceeded to her destination.
Nov. 8	Am. sc. Haroldine	Nauset, Massachusetts	Stranded about 3 A. M., in dense fog. Patrolman burned his Coston signal and hurried to station. Life-saving crew went to scene with surfboat. Found the vessel resting easily in a moderate surf, with no danger of loss of life. Carried messages ashore and sent them to owners and agents and telephoned for tug. With services of a towboat she was floated at 3 P. M., station crew assisting by transferring people from one point to another and carrying messages ashore. As wreckers had not left vessel at dark, the strong surf rendering it dangerous for them to land with their loaded boats, the surfboat was kept on the beach all night ready for use.
Nov. 8	Am. sc. Julia Frances.	Jupiter Inlet, Florida	Stranded about 1 P. M., on north side of the inlet, despite warning signals from patrolman. Surfboat was immediately launched, anchors carried out, and cables run, by means of which the vessel was kedged beyond the heaviest seas, when work had to be temporarily abandoned on account of falling tide. When the flood served, operations were resumed and the schooner kedged within 4 feet of the channel, the life-saving crew being overboard in the water at work until 1.30 A. M. After five hours' work on November 9, the vessel was successfully floated inside the bar without having sustained any damage.
Nov. 8	Am. sc. Mary L.	Holland, Michigan, Lake Michigan.	Wind being unfavorable for entering the harbor the life-saving crew went to end of north pier and taking a line from the vessel tracked her up the channel.
Nov. 8	Am. sc. Ida Jane	do	Under similar circumstances as in the preceding instance, like assistance was rendered this vessel.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
Nov. 9	Am. sc. Newell B. Hawes.	Plum Island, Massachusetts.	While getting under way this vessel was caught by the strong flood tide before being fairly under control and, although an anchor was let go, she dragged and stranded on Hump Sands. The life-saving crew boarded her at once and attempted to heave her off, but were unsuccessful. A second effort was made the following day at high water, but without accomplishing the desired end. However, on the flood tide, November 11, she was hove off and anchored in a safe place, the life-saving crew receiving the hearty thanks of the master for their assistance.
Nov. 9	Br. str. Irrawaddy....	Deal, New Jersey.....	Stranded during prevalence of a dense fog, 300 yards offshore. Deal crew went to scene of disaster. Found the vessel resting easily and in good condition. Only one passenger desiring to leave he was landed in surfboat. The Merritt Wrecking Company, of New York, soon took charge and succeeded in floating her on November 20, having discharged most of the cargo. During this time the life-saving crew kept a careful watch on the vessel in case any change of conditions might require their services, and on the 13th, the weather becoming stormy, the beach apparatus was taken abreast of the vessel, where six of the Shark River crew also repaired, but actual aid was not required. At low water that night all the wrecking crew came ashore in their own boats and twenty of them were sheltered at the station and their clothing dried.
Nov. 9	Am. sc. Gumboil.....	Saluria, Texas.....	Went ashore in heavy weather and was discovered at daylight. On reaching the wreck found her deserted, her crew having evidently landed in their small boat. Stage of tide prevented anything being done for the vessel at that time. On returning to station met the master. At his request the crew made an effort to float her off on November 11, but without success. A heavy stake was then driven in the sand at low-water mark and a line set taut from it to the vessel, by which she was hove off at the next high water without incurring any damage.
Nov. 10	Am. sc. Kate Walker.	White Head, Maine.....	Anchored during a very dark night only half her length from some dangerous rocks. In the morning the captain found himself unable to get under way without assistance and landing at Spruce Head, telephoned to the station for the crew, his vessel lying where she could not be seen by the patrol. Proceeded to her aid at once in the surfboat, kedged her clear of danger and getting her under way, worked her out into the channel, when she continued on her voyage.
Nov. 10	Scow; no name.....	Point Marblehead, Ohio, Lake Erie.	A steamer towing three scows from Detroit to Toledo became partially disabled and had to abandon her tow. One of the scows came ashore, about 4 miles west of this station, on a sand bar. On November 12, a tug having come to her assistance, the life-saving crew went to the place with their force pump and buckets, freed the scow from water, and assisted as far as possible in getting 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. Nov. 11	Am. sc. M. M. Chase	Cape Elizabeth, Maine....	Received a telephone message at the station that a vessel was ashore and on fire at Cushings Island, 5 miles north of this place. Went to scene of disaster in surfboat and ascertained that her master had beached her upon discovering the fire in order to save what he could. Assisted him to land sails and rigging until wreckers came and took charge. The vessel ultimately proved a loss.
Nov. 11	Am. sc. Pavilion.....	Jerrys Point, New Hampshire.	Stranded in hazy weather 6 miles northeast of the station. Captain let go his anchor and started in his small boat to go to York Harbor for aid, but was unable to enter and camped on the beach for the night. Upon looking for his vessel in the morning and not finding her, he supposed she had floated away. He came to station and requested keeper to telephone to Portsmouth for a tug to prosecute search. Answer was received that his schooner had been towed into that harbor and held for salvage. The keeper took master to Portsmouth, where he was able to communicate with his owners and agents, and then assisted him in his correspondence and the adjustment of salvage claims.
Nov. 11	Am. sc. F. R. Sharp..	Sandy Hook, New Jersey..	Stranded with tug Ivanhoe while in tow of the latter. The tug let go her line and succeeded in backing off. Lifesaving crew hurried to the scene with surfboat, and ran a line for the tug, which had to be cut, on account of fouling. A second hawser was run and the schooner was pulled off the beach.
Nov. 11	Am. tug Ivanhoe....	.....do	Stranded with tow (see preceding case) and let go her line. The tug backed off, and a hawser was run for her by life-saving crew. This line fouled the propeller of the Ivanhoe, and she drifted ashore helpless. The life-saving crew picked up the line and cut it off close to the propeller, when tug again backed into deep water. Her tow was then pulled off, preventing what might have been a serious disaster to both vessels, their position being on a lee shore, exposed to a freshening wind and growing sea.
Nov. 11	Am. slp. yt. Jupiter..	Jupiter Inlet, Florida.....	Owner applied at station for assistance, his vessel having stranded near the mouth of the inlet. Keeper and crew went to the wreck, where all hands jumped overboard, and by hoisting the yacht's dingey under her bows, and lifting at the stern, got vessel afloat and into deep water without damage.
Nov. 12	Am. sc. Willie Ann..	Brazos, Texas.....	While crossing the bar the vessel was boarded by a sea which swept her small boat from the davits. The surfboat was launched and the schooner's boat recovered. The keeper delivered it to the master of the pilot boat, to be taken to Isabel and returned to its owners.
Nov. 12	Am. sc. Mary L.....	Holland, Michigan, Lake Michigan.	The wind being unfavorable for this schooner to sail out of the harbor, the life-saving crew went on the south pier, took a line from her, and tracked her out to the end of the breakwater.
Nov. 12	Am. sc. Ida Jane....	.....do	Circumstances and assistance rendered same as in preceding case.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
Nov. 13	Am. sc. Nettie.....	Santa Rosa, Florida.....	A sailor came to the station at 2.30 P. M. and reported that he had swum ashore from the schooner Nettie, which had capsized about 11 miles east of this point and 1 mile offshore. Five of his shipmates being still on the wreck, proceeded to her at once with the surfboat and took them off. Landed three of them near their homes and brought the others to the station. The master stated that while standing down the coast his vessel leaked so badly as to fill and capsize. Conveyed him to Pensacola to procure services of tug, and on the following morning went in tow of the steamer to scene of wreck and ran a hawser to the schooner, which was eventually towed into harbor without further assistance from life-saving crew.
Nov. 13	Am. sc. Aunt Ruth..	Point Marblehead, Ohio, Lake Erie.	In a shooting affray on board this vessel, the master and his two sons were wounded by the remaining member of the crew, whom they finally overpowered, having shot him also meanwhile. One of the sons pulled ashore to the station, a distance of 5 miles, for assistance. Keeper summoned a tug by telephone and at once proceeded to the schooner with a surgeon and the marshal in the surfboat. The life-saving crew got the schooner under way and she was towed into Sandusky, where the keeper called the marine-hospital surgeon to care for the wounded men, turned the assailant over to the police, and had United States marshal place a man aboard the vessel to take charge of her.
Nov. 13	Am. sc. Robert Howlett.	Pentwater, Michigan, Lake Michigan.	Stranded while attempting to leave the harbor. The station crew ran lines from her to the piers, and upon the arrival of a tug ran a hawser for towing. When well out in mouth of the harbor, the vessel grounded again badly and part of her deck load had to be jettisoned, in which labor life-saving crew assisted. The foresail being split and vessel having received a severe thumping on the bottom, it was decided to go back into the harbor, which was finally accomplished after eight hours' hard work, the station crew aiding during all the operations.
Nov. 13	Am. sc. Magdalena..	Holland, Michigan, Lake Michigan.	Wind being unfavorable for sailing out of the harbor, the life-saving crew tracked the vessel out by lines from the south pier.
Nov. 13	Am. sc. York State..	Kewaunee, Wisconsin, Lake Michigan.	Vessel made this harbor for shelter in a fresh southeaster. The life-saving crew ran lines for her and assisted to secure her in her berth.
Nov. 14	Am. sc. Magdalena..	South Haven, Michigan, Lake Michigan.	Ran lines and assisted this schooner to haul up the river to her winter quarters, there being no tug available.
Nov. 15	Am. sc. J. E. Bowley.	White Head, Maine.....	Schooner leaking badly, her master beached her on the flats. Life-saving crew boarded her and worked at pumps until tide fell. Then found the leaks, and, procuring tools from the station, caulked them so vessel made no more water on the return of the tide and was able to resume her voyage.
Nov. 15	Skiff; no name.....	Fort Point, California.....	A skiff containing three young men was carried outside the heads by the strong ebb tide. Launched the surfboat and went to their assistance, towing them to the station.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
Nov. 16	Am. sc. Lottie S. Haskins.	Race Point, Massachusetts.	Stranded. Proceeded to her aid with surfboat. Master desired a tug, and keeper sent a surfman to Provincetown to procure one. Meantime the schooner Frank Foster came along, and, anchoring near by, the life-saving crew ran a hawser to her and attempted to heave the stranded vessel off in this manner, but were unsuccessful. A tug having arrived, ran lines to her and assisted in all the operations until the schooner was safely floated.
Nov. 16	Am. str. City of Jeffersonville.	Louisville, Kentucky.....	Stranded in a fog, on the rocks opposite Preston street. Keeper launched two of the station boats and proceeded to the steamer. Landed thirty-five passengers, thirty-three men and two women, on the Louisville side. Returned and ran hawsers from her to the ferryboat W. C. Hite, which succeeded in pulling her off without having sustained any apparent damage.
Nov. 16	Am. str. Atlantis.....	Pointe aux Barques, Michigan, Lake Huron.	Stranded hard, forward and amidships, during dark, thick weather. Patrol answered her signal of distress by burning his Coston light and notified keeper. Launched surfboat and went to scene of disaster. Jettisoned 40 tons of cargo and took soundings about the vessel's stern, showing the best water. She finally worked herself off and the keeper piloted her into deep water.
Nov. 17	Rowboat; no name..	Gilberts Bar, Florida.....	Adrift. Towed it ashore and eventually restored it to owner.
Nov. 18	Br. str. Manitoba.....	Long Beach, New Jersey..	Stranded in hazy weather about 3.30 A. M. Patrolman burned his Coston signal and returned to station to give alarm. Boarded her and offered to land the crew, but they decided to remain by the vessel. Took messages ashore for the master and sent one of the crew 3 miles to nearest telegraph station with them. Crew of Ship Bottom Station arrived at this juncture. Went off to vessel, assisted by four of Ship Bottom crew, and brought off two passengers. Put agent of wrecking company aboard her and stayed by her until wrecking crew arrived. Keeper notified the collector of customs and on the following day, no representative of the collector having arrived, the keeper took account of all cargo discharged into lighters and forwarded same to custom house. Vessel was successfully floated.
Nov. 18	Am. sc. Wonder.....	White River, Michigan, Lake Michigan.	While leaving port ran aground. Launched surfboat and towed her into deep water and clear of harbor.
Nov. 19	Sloop; no name.....	Dam Neck Mills, Virginia.	Came ashore near station on August 5, 1895. Keeper and crew assisted owner to launch her.
Nov. 19	Catboat Charlie.....	Galveston, Texas.....	Was dismasted in a sudden shift of wind by the violent jibing of her mainsail. Life-saving crew went to her assistance and towed her to the city, 1⅛ miles, the ebb tide being too strong for the two occupants to make any headway against it.
Nov. 19	Am. slp. Lina.....	Galveston, Texas	A fisherman having anchored his sloop near end of south jetty and gone fishing in his rowboat, was unable to return to his vessel on account of sudden norther. He came to station the following day and requested aid, fearing some harm had come to his boat. On reaching the locality found she had dragged her anchor and been stove to pieces against the jetty. Life-saving crew gathered up her mast, sail, and boom, the only things worth saving, and brought them and the rowboat to the city.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895. Nov. 19	Am. str. Northern Wave.	Sand Beach, Michigan, Lake Huron.	Steering gear carried away outside of breakwater when running for shelter in a northerly gale and snowstorm. Vessel fell off in the trough of the sea and struck near south pier. Life-saving crew boarded her in a heavy sea, found her lying easy, and crew not desirous of leaving. Next morning brought messages ashore for master. On November 21, towed off timbers and lumber to stranded vessel and aided wreckers to make preparations for unloading her. Thereafter, until she was floated on November 24, the life-saving crew were on hand with surfboat, running lines for the tugs, and carrying messages and supplies to and from the steamer.
Nov. 19	Am. sc. Mike Corry..	Pointe aux Barques, Michigan, Lake Huron.	During a northwest gale and freezing weather, accompanied by high seas and snow squalls, this three-masted schooner was seen about 11.40 A. M., November 20, laboring heavily and drifting down the lake under main and mizzen sails. She made signal for a tug. Keeper telephoned to Sand Beach, but there was no tug in harbor. Launched the lifeboat with much difficulty, and under sails and oars overtook schooner about 16 miles from the shore at 5 P. M. Found she had lost deck load of lumber, broken foreboom, and disabled her rudder on November 19. Advised master to abandon vessel, but he refused to do so, requesting keeper to leave a portion of his crew to assist at pumps and himself return for a tug. Left one surfman on board and set out for Sand Beach, but got to leeward owing to heavy weather and boat and oars becoming iced up. Stood down the lake seeking a landing. Finally landed at Port Sanilac, about 50 miles south of station at 4 A. M., November 21, crew cold and frost-bitten, with clothing frozen (thermometer being at zero), and completely worn out, having had nothing to eat since noon the previous day, and having traveled about 70 miles since leaving the station. Keeper telephoned to Port Huron for tug to go to the schooner, and after thawing out and breakfasting crew returned to station in tow of a steamer, arriving at 9 A. M., November 22. The schooner drifted within 10 miles of the Canadian shore, where the surfman, who had remained on board, assisted in landing at Goderich, Ontario, and secured the services of a tug, which towed vessel into that port November 22. The master furnished the surfman with dinner and funds to pay his fare to the station, where he arrived November 25, the keeper having meantime employed a substitute, owing to continuance of stormy weather.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895. Nov. 19	Am. sc. Iron Cliff.....	Grindstone City, Michigan, Lake Huron.	Had rudder disabled while in tow of a steamer on 19th of November, and shearing badly hawser parted, carrying away standing rigging forward and foremast. Her consort left her and she anchored off Port Austin, 12 miles from the station, on morning of November 20, and made signal of distress. Report having been made of the case to the station the keeper procured teams to transport surfboat, since it was out of the question to pull so far against the sea and wind, and set out for scene of the disaster. The way had to be frequently cleared by the crew and in some places new road built. On arrival at Port Austin found some fishermen in an able boat had already communicated with the schooner. On morning of the 21st boarded her and assisted to get sails and rigging on board and clear away wreckage; the master expecting a towboat shortly the life-saving crew pulled back to their station, arriving at 6 P. M., November 21.
Nov. 19	Am. sc. Kate E. Howard.	Holland, Michigan, Lake Michigan.	The wind being unfavorable for this vessel to enter the port the life-saving crew went to the end of the north pier, took a line from her and tracked her into the harbor.
Nov. 19	Am. sc. H. M. Avery	South Haven, Michigan, Lake Michigan.	Ran hard aground inside of harbor while coming in during heavy snowstorm. Life-saving crew ran a line from her across the river, and after an hour's work succeeded in floating her and towed her up stream, where she went into winter quarters.
Nov. 20	Am. sc. T. W. Allan..	Watch Hill, Rhode Island.	Stranded at 1 A. M. Patrolman burned his Coston signal and notified station. Went to her assistance in surfboat; took her master to Stonington, Conn., where he telegraphed to New London for tugs and wreckers. Upon returning to the wreck worked at the pumps, but vessel leaked so badly as to fill. On the arrival of the wreckers the life-saving crew assisted them to put her deck load of lumber on lighters, and at evening high water tug pulled her off the beach and towed her to New London.
Nov. 20	Sailboat Rosette.....	Oregon Inlet, North Carolina.	Stranded in a high wind near the station. Keeper and crew met the boat at the beach and hauled her up in a position of safety. Gave her crew of three a meal and transported their cargo of fish across the island. Two days later the boat was launched on the ocean side, with the aid of a team and five of crew of Pea Island Station, and taken into the inlet by life-saving crew.
Nov. 20	Sailboat Mary Caroline.	Oregon Inlet, North Carolina.	Stranded at nearly same time and under same circumstances as the Rosette (see preceding case), and services of a similar nature were performed by the 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.
1895. Nov. 20	Br. sc. W. T. Greenwood.	Charlotte, New York, Lake Ontario.	Word was brought about 1.30 P. M., by a schooner entering the port, that a vessel was close inshore, 15 miles northwest of this station, flying a signal of distress. It being impossible to pull to scene of disaster against the gale and sea, the keeper procured the services of a tug and at once left with his crew in the lifeboat in tow. Went about a mile to windward of the wreck, slipped the towline, and dropped down under her stern. The vessel was now stranded three-quarters of a mile from the beach; was deserted and badly broken up. It being impossible to save anything, keeper returned to his station in tow of the tug, the schooner's crew having reached the shore safely in their own boats.
Nov. 20	Am. sc. George B. Owen.	Thunder Bay Island, Michigan, Lake Huron.	Rudder carried away in gale and strong sea while being towed, and vessel sheared about so badly as to keep herself and consort in the trough of the sea. The keeper saw their signal of distress and at once telephoned to Alpena for a tug, then launched the lifeboat and went off to the disabled vessel. The tug soon arrived and assisted to tow the schooner into port. The forethought of the keeper saved several hours of valuable time in this instance.
Nov. 21	Am. slp. Elouise.....	Point of Woods, New York.	Dragged her anchors during a northwest gale and was stranded high on the beach, about a mile from the station. Sheltered her crew of six men for the night and gave them supper. The following morning loaned them a boat and they went to the mainland. The life-saving crew then worked everyday at high water in an attempt to float the sloop, being assisted by her master, until November 25, when their efforts proved successful and she was taken to a safe anchorage.
Nov. 21	Am. sc. Lucy A. Davis.	Wachapreague, Virginia.	Stranded at 1 A. M. on a shoal 3 miles south of the station. Her position was discovered at daylight, her master having made no signal of distress during the night. Boarded her and found her lying easily. The crew of Parramore Beach Station having arrived on the scene, the combined crews made an effort to get the vessel off by setting all sail, hoping to force her over the shoal on the rising tide, but were unsuccessful. The Wachapreague crew remained by her while the crew of Parramore Beach Station pulled ashore and keeper sent telegrams for the master to his agents and to the Merritt Wrecking Company at Norfolk, for tugs. Tug and wreckers arrived in the evening and took charge. The following morning the tug made a signal for assistance, to which both life-saving crews responded. Found their services were desired to assist in throwing deck load of lumber off the schooner. However, a second towboat arriving at this juncture, this plan was abandoned and vessel floated at noon by combined efforts of the tugs.
Nov. 21	Rowboat; no name.	False Cape, Virginia.....	Sunk while crossing Back Bay. Owner applied at station for aid. Two boats belonging to the life-saving crew went to the locality about 5 miles distant, and succeeded in raising the sunken craft.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
Nov. 21	Am. str. Iron Chief..	Ottawa Point, Michigan, Lake Huron.	Steamer was observed making signals off the station. Boarded her and ascertained she had lost her tow, the schooner Iron Cliff, in the blow of November 19 (see services of crews, November 19). At master's request, took telegraphic dispatches for him to Tawas, 5 miles distant, and sent them to owners of missing boat.
Nov. 21	Am. sc. Condor.....	Grand Haven, Michigan, Lake Michigan.	In attempting to enter this port was headed off by a shift of wind. Five of the station crew went to her assistance in the patrol boat, ran a line from her to the south pier, and tracked her into the harbor.
Nov. 21	Am. sc. John O'Neill.	Milwaukee, Wisconsin, Lake Michigan.	Master was unable to raise his anchors and applied at the station for assistance. The keeper and a portion of his crew went on board and worked for three hours with successful results.
Nov. 21	Steam barge J. W. Stephenson.	Kewaunee, Wisconsin, Lake Michigan.	Made this port during a heavy snowstorm. Life-saving crew ran lines for her and assisted to secure the vessel.
Nov. 21	Am. sc. Alert.....	Kewaunee, Wisconsin, Lake Michigan.	Services same as in foregoing case.
Nov. 21	Am. sc. Advance....	.....do.....	Life-saving crew rendered assistance of same nature as in two previous cases.
Nov. 21	Am. str. Bandorille.	Umpqua River, Oregon....	Rudder chain parted in heavy sea on the bar about 9 A. M., and vessel became unmanageable. Went to her assistance in the lifeboat, but fog shut down and when it lifted saw that steamer had drifted to the southward and stranded. Being unable to reach her from seaward, landed, and keeper proceeded toward the wreck on foot, sending crew for beach apparatus. Meantime a small line was floated ashore from the vessel by a life buoy, and then a hawser hauled to the beach by the keeper, who made it fast, and it was set taut by steamer's crew, one athletic fellow coming ashore on it. At this time the lighthouse keeper brought up the body of Capt. J. J. Winant, of the Bandorille, which had been found in the surf. It was still warm, and the keeper made every possible attempt for two and one-half hours to restore life, but without success. Meanwhile the life saving crew were bringing up the beach apparatus, meeting with considerable delay and arriving at 12.30. The breeches buoy was put on the hawser, already from the vessel, and the crew of nine men landed without accident. From 7 P. M. until 1 A. M. the following morning, worked assisting to save cargo. Sent a surfman to Empire City with dispatches, he being assisted on his way by keeper of Cape Arago Life-Saving Station. Part of the crew conveyed Captain Winant's body to Gardiner on the 22d, where it was decently prepared and forwarded to Drains in charge of one of their number. As tide permitted, the crew continued to assist in saving the cargo from November 22 to November 26, and at the owner's request kept one man on board as watchman until December 2. [See further details 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.
1895. Nov. 22	Br. sc. Hazelwood..	Cross Island, Maine.....	Missed stays and stranded 7 miles southwest of station, on western shore of Libbys Island. Lighthouse keeper on the island made signal for assistance. Proceeded to the scene in the surfboat. A tug was sent for and upon her arrival ran a hawser for her. After vessel was floated the keeper and crew sailed her through Cross Island Narrows, where master was unacquainted, and off clear of land, when they returned to their station.
Nov. 22	Barge George Farwell.	Kewaunee, Wisconsin, Lake Michigan.	Ran lines for this vessel and assisted her crew to secure her.
Nov. 22	Am. sc. D. P. Dobbins.	.....do.....	Same assistance as in foregoing case.
Nov. 22	Am. sc. Victory.....	Cranberry Isles, Maine...	Displayed a signal at 11 P. M., near the station. Boarded her and found master ill. As none of the crew were acquainted with the way into the harbor, they had anchored and made a signal, in hopes of securing a pilot. Keeper got her under way and piloted her into Cranberry Island Harbor to a safe berth.
Nov. 23	Am. sc. Cornelia M. Kingsland.	Sandy Hook, New Jersey..	Stranded on Romer Shoal, through miscalculation of the set of current, and rapidly filled. The weather being light, the crew made their way to the beach in their dories about 5 A. M., and the patrolman guided them to a safe landing place. Gave the master and his crew of eight breakfast. About 8 A. M. boarded the wreck in the surfboat and saved a new mainsail and jib. The vessel was abandoned as a total loss.
Nov. 24	Am. sc. Amy Knight.	Burnt Island, Maine.....	Suffered the loss of her deck load and her small boat in a storm and was leaking. Life-saving crew observed her distress while returning to the station from Port Clyde and boarded her. Pumped her out and then rowed the master ashore and assisted him to purchase a dory for his vessel. Took him and dory off to the schooner and again pumped her out, when she proceeded on her voyage.
Nov. 24	Slp. Georgia Lee.....	Wachapreague, Virginia..	Missed the channel and stranded on the bar. Life-saving crew went at once to her assistance, laid out an anchor and hove her off without damage, then piloted her inside.
Nov. 24	Barge Pomeroy.....	Racine, Wisconsin, Lake Michigan.	Steamer with three barges in tow made a signal off the port for a tug. The master of the tug being shorthanded requested assistance from the keeper to handle his lines. Four of the life-saving crew went with him and assisted to tow in one of the barges.
Nov. 25	Am. sc. Mary.....	Sabine Pass, Texas.....	Encountered heavy weather and sprung a leak. Crew became exhausted from pumping and beached her about 3 miles from the station. Life-savers went to the scene as soon as she stranded and took crew off, but were unable to do anything for the vessel until weather moderated. On following day boarded the schooner and pumped her out, carried out an anchor and attempted to heave her off, but the tide was too low. On November 27 repeated their efforts and were successful. Took the vessel to the station wharf, discharged part of her cargo (lumber), and succeeded in stopping the leaks. On the 28th reloaded her and repaired her rigging and sails. She proceeded on her voyage on November 30. During their detention her crew of three men were sheltered and fed at the life-saving 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. Nov. 26	Br. sc. Eltie.....	Rye Beach, New Hampshire.	Stranded about 8.30 P. M. in a dense fog. Keeper proceeded to her assistance with his crew, having first fired a Coston signal, and found her in no immediate danger. Landed two of the crew in the breeches buoy, and the remaining three, together with their personal effects, in the vessel s boat. Lowered and furled sails and snugged things up. Took shipwrecked crew to station, lodged and fed them, and gave them some articles of clothing from the supply donated by the Women's National Relief Association. On November 27th life-saving crew assisted to lay out an anchor and secure the vessel's safety. On the 29th attempted to float her, but without success, when her master, accompanied by the keeper, went to Portsmouth for a tug. The Eltie was floated on November 30 by the services of a towboat, assisted by the station crew. The master of the schooner was sheltered and fed at station during this period.
Nov. 26	Am. str. City of Concord.	Erie, Pennsylvania, Lake Erie.	Attempted to land alongside the pier and got one line ashore, but the strong current forced them to let go the line and carried the vessel aground. The life-saving crew hauled in the line and, putting it in their surfboat, pulled to the stranded vessel and ran the line to the tug W. L. Scott, which lost it; it was again picked up by the crew and run to the tug F. W. Bacon, but she was unable to do anything with it on account of the gale; meantime the steamer worked herself off, and was taken to the wharf by a towboat.
Nov. 26	Am. sc. Jessie Winter.	Grand Haven, Michigan, Lake Michigan.	At anchor across the river from the station; sea running in heavily and vessel riding in bad shape. Keeper called his crew at 5 A. M. and went to her assistance in the surfboat, towed her up the river, and made her fast in a safe place.
Nov. 26	Am. str. J. Emery Owen.	Evanston, Illinois, Lake Michigan.	This steamer, with the schooners Elizabeth A. Nicholson and Michigan in tow, stranded about 7 miles north of the station, in a blinding snowstorm and high northerly gale, about 1.30 A. M.; her signals of distress were heard by residents near by, who at once attempted to communicate with the life-saving station. The snowstorm having disabled the telegraph wires, it was 3.40 A. M. before the keeper was apprised of the disaster; he immediately set about procuring teams to haul the surfboat, experiencing considerable delay on account of the storm, and the heavy snow fall made traveling so slow that it was 8.30 A. M. when the life-saving crew reached the wreck; en route the surfboat had a hole 6 inches in diameter stove in her by a fallen log, which was hidden by the snow, and her planking was considerably split; the crew patched her with canvas, and at 8.45 were ready for service; meantime the schooner Elizabeth A. Nicholson had gotten under the steamer's stern, and her crew, together with the master, his wife, and baby, had gone aboard the Owen for greater safety; a little later the schooner's boat, cabin, and mizzenmast were cut down by the steamer, and she drifted to end of towline, where the sea broke over her fore and aft; the Michigan let go her anchors, but before they held she stranded. On the first trip of the surfboat she went alongside the steamer

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
Nov. 26	Am. str. J. Emery Owen.	Evanston, Illinois, Lake Michigan.	and brought off her captain, together with Captain Smith, of the Nicholson, his wife and infant, one passenger, and two sailors; the next trip was made to the Michigan, and a woman passenger, the master, and two sailors landed; the succeeding trip was also made to the Michigan, and a fourth, fifth, and sixth trip to the Owen, bringing off successfully each time passengers and baggage until all hands—thirty-six in number—twenty-seven from the Owen (nine of whom belonged to the Nicholson) and nine from the Michigan—were landed by 11.15 A. M. with most of their effects. The life-saving crew returned to the station at 4 P. M. The steamer was eventually saved.
Nov. 26	Am. sc. Elizabeth A. Nicholson.	Evanston, Illinois, Lake Michigan.	See preceding case. This vessel proved a total loss.
Nov. 26	Am. sc. Michigan....	.....do	For services rendered by life-saving crew, see foregoing case of the steamer J. Emery Owen. The Michigan sustained serious damage, but was saved.
Nov. 26	Fishing boat; no name.	Racine, Wisconsin, Lake Michigan.	Broke loose from her moorings and drifted down the river. The life-saving crew boarded her, towed her to the dock and secured her, thus saving her from drifting into the lake or being smashed against the piers in the fresh northwest gale prevailing.
Nov. 26	Am. str. J. M. Allmendinger.	Milwaukee, Wisconsin, Lake Michigan.	Stranded about 3 A. M. in dense snowstorm accompanied by high northerly gale, 14 miles north of the station. The life-saving crew went to the wreck in tow of the tug Welcome, which had been sent by the towboat company for them. The weather was bitterly cold and the surfboat and her crew had to be cleared of ice by using a hot-water hose from the tug on arriving at the wreck. Transferred all the crew of the stranded vessel, nine in number, to the tug, and were towed back to the station.
Nov. 26	Am. sc. Charlotte Raab.	Kewaunee, Wisconsin, Lake Michigan.	Anchored in a snowstorm 10 miles south of the station, close to the shore. The keeper, fearing she would get into trouble, was watching her from the light house and saw her show a signal of distress, whereupon he summoned his crew and went with the surfboat, in tow of a tug, to her assistance. Found that her master was unable to raise his anchors. Assisted to heave up both anchors and get sail on the schooner, the canvas being badly frozen. Returned to station in tow of the tug, crew and surfboat covered with ice.
Nov. 27	Am. sc. Nellie Lamper.	White Head, Maine.....	Missed stays while beating out of Tennants Harbor and drifted ashore. Life-saving crew went to her assistance. Carried out an anchor and hove her off at the next high tide, then kedged her out into the harbor to a safe anchorage.
Nov. 27	Am. sc. Mary B. Rogers.	Hunniwells Beach, Maine.	In light winds and a strong current anchored dangerously near the rocks. Her master realized his critical situation and signalled for assistance. The life-saving crew went to his aid, got the vessel under way and sailed her out of danger, when she proceeded on her voyage.
Nov. 27	Am. str. F. P. Stoy..	Atlantic City, New Jersey.	Struck on outer bar, on the ebb tide, about 9.30 P. M., and bent her shaft, thus disabling machinery. Patrol heard her signal of distress, and answering with his Coston light, notified the keeper. The life-saving crew went to her assistance in the surfboat, and on the flood tide towed her to the marine railway, where the damage could be 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.			
Nov. 27	Rowboat; no name..	Frankfort, Michigan, Lake Michigan.	The surfman on lookout picked up a rowboat which had gotten adrift in the harbor and subsequently restored it to its owner.
Nov. 27	Yawl; no name.....	Old Chicago, Michigan, Lake Michigan.	About 7.30 P. M. the patrolman observed a yawl adrift in the basin. Two of the life-saving crew launched the station small boat and picked it up. Found that it belonged to the schooner Mishicott, and returned it to owners.
Nov. 28	Am. sc. Congress.....	Turtle Gut, New Jersey..	While standing into Cold Spring Inlet was compelled to anchor to prevent drifting ashore, the wind falling light. Life-saving crew went to her assistance and towed her through the channel, when she was able to make sail and proceed on her voyage.
Nov. 28	Am. sc. Driver.....	Sheboygan, Wisconsin, Lake Michigan.	The life-saving crew responded to a signal from the vessel and found she wanted a towboat. The tug arriving at this juncture, the keeper ran a line for her to the schooner and assisted to get the hawser aboard.
Nov. 29	Am. sc. Promised Safety.	Brentons Point, Rhode Island.	Stranded high and dry, 8 miles to eastward of the station, having been compelled to slip her anchors to prevent foundering in a gale. Life-saving crew went to her assistance, and planting a heavy log at low-water mark, rigged up tackles to heave her off. With the assistance of a neighboring farmer, and by use of pries and tackle, got her out of her bed and hove her head around offshore. The keeper then laid out three anchors and ran cables, and after two attempts at high water succeeded in floating her on the morning of the 30th of November, being aided by the farmer and three of his men: the life-saving crew then made sail on the vessel and worked her offshore, when she proceeded under charge of her master.
Nov. 29	Barge; no name.....	Middle Island, Michigan, Lake Huron.	Tug with lumber-laden barges in tow one of which was water-logged and had rudder disabled, anchored in lee of the island. Life-saving crew boarded her to see if any assistance could be rendered. The master stated that nothing could be done for barge until she was discharged and docked, but requested the keeper to telephone his owners in Bay City of their whereabouts, which was done.
Nov. 30	Am. sc. Gov. James Y. Smith.	Chatham, Massachusetts.	While beating up the coast against a strong head wind missed stays and stranded on a shoal, 2½ miles south of the station, about 2.30 P. M. The life-saving crew boarded her, followed shortly by the Monomoy Station crew. Carried out an anchor and succeeded in floating her; pumped her out, and piloted her to an anchorage near Monomoy lighthouse. Here she remained until December 2, when she displayed a signal about 7.30 A. M., to which the Monomoy crew responded. Found that the master desired to shift his anchorage, the weather being threatening. The keeper piloted him to a safe berth in Chatham Roads and took a message ashore for a tug, which arrived on December 3 and took vessel in tow.
Nov. 30	Am. sc. Morning Star.	North Beach, Maryland...	The keeper piloted this vessel through an intricate passage, with which her master was unacquainted, and a portion of the life-saving crew assisted in working the schooner.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
Nov. 30	Am. slp. Jordan.....	Smith Island, Virginia....	Dismasted while passing close in under the Isaac Shoals. Master let go his anchors, but dragged into deep water, when he showed signal of distress. Life-saving crew boarded her and rigged a jury mast with her topmast, rove off halyards, weighed her anchor, and made sail on her, when she proceeded on her way to Norfolk.
Nov. 30	Am. sc. Hunter Savidge.	Sand Beach, Michigan, Lake Huron.	About to leave port when the master discovered that she was leaking badly. Requested assistance from the life-saving crew. The crew pumped her out, and, removing the deck load, found a bad leak in the centerboard box. Stopped it and again pumped the vessel out. Their prompt action undoubtedly saved the schooner from sinking.
Nov. 30	Am. sc. Mary Collins.	Middle Island, Michigan, Lake Huron.	In beating out of the channel brought up on the middle ground, her master being unacquainted with the locality. The life-saving crew went to her assistance. Master wanted a tug, but on taking soundings the keeper found that the schooner was only aground on a lump abaft her beam. Assisted her crew to put all sail on her and worked her afloat; then the keeper piloted her through the channel and outside the reefs, leaving when she had good sea room.
Dec. 1	Am. slp. Mascot.....	Fire Island, New York ...	Mistook channel in entering inlet and grounded. Life-saving crew offered assistance, but it was declined. Next morning, sloop not having floated at high tide, another offer of assistance was made, and was accepted. Surfmen hove her off the shoal and piloted her to safe anchorage.
Dec. 2	Am. sc. Theodore Dean.	Lewes, Delaware	Compelled to leave berth at upper pier because of heavy weather, and in trying to sail out was in danger of fouling lower one. Let go anchor and swung into shoal water. At master's request, station crew pulled to wrecking steamer, and conveyed captain to schooner to make terms for hauling her out, but tide had fallen and nothing could be done until next high water. She was released next morning by tug of light draft.
Dec. 2	Am. sc. Lucia A. Simpson.	Racine, Wisconsin, Lake Michigan.	Surfmen answered signal for tug by pulling up river and notifying master, who went out and towed vessel into harbor.
Dec. 2	Am. tug Triumph...	Coquille River, Oregon...	Trying to tow five schooners over bar during high water, and unable to handle hawsers with her own force. Station crew assisted in running lines and hauling them in when necessary.
Dec. 4	Am. sc. Willie.....	Galveston, Texas	Misstayed and stranded on bank of channel. Anchor had been run out when station crew arrived, but it was found to be planted in wrong direction for hauling her afloat, so it was picked up and carried out astern, and the schooner hove off. Surfmen helped to make sail and she went to sea.
Dec. 4	Am. sc. James Andrews.	Brazos, Texas.....	Struck on bar, turned and stood out, anchoring outside and hoisting signal of distress. Station crew found a considerable quantity of water in her hold, and cargo of flour in danger of being damaged. Pumped her out and got her under way for entering harbor, but advised master to wait for flood tide. He followed this suggestion and entered safely on rising 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.			
Dec. 5	Am. sc. Mary Collins.	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Answered steamer's signal for assistance. Found that the steamer had left her tow at anchor and had proceeded to Chicago. Master of schooner wanted a tug to tow her into Sturgeon Bay. Returned to station and telegraphed for tug, but not being able to obtain one, a steamer going up lake from Chicago took vessel to destination.
Dec. 6	Br. sc. Sarah F.....	Burnt Island, Maine.....	Dragged anchors and stranded on east side of Port Clyde Harbor. Life-savers ran hawser from her to a schooner anchored to windward, and at high water hove her afloat uninjured and took her to safe anchorage.
Dec. 6	Br. sc. Nantasket.....	Monomoy, Massachusetts.	Mistook lights, struck on shoal, filled, and capsized during the night. She was discovered at daylight on the 7th, and station crew pulled out to her. No traces of her crew could be seen, and as nothing could be done for the wreck, life-saving men started to return to station. After landing, they saw a boat near wreck, and another trip out was therefore made. Found that the boat contained the disabled vessel's crew who had been on another schooner near by. Took their effects into surfboat, also a part of the crew, and both boats landed at station, where the sailors were succored for two days and furnished with needed clothing. Free transportation to their homes in Nova Scotia was obtained for them. Vessel proved a total loss.
Dec. 6	Am. bkn. Elmiranda.	Coskata, Massachusetts...	Lost her heavy anchor and stranded on Great Point Rip, 4 miles northeast of station. Surfmen discovered her through driving snow at daylight, and telegraphed for tug. Launched surfboat, and keeper and crew pulled out for disabled vessel, reaching her at the same time the tug did. Ran lines and assisted in releasing her. Manned pumps and kept them going until she was towed aground in Vineyard Haven, where repairs could be made.
Dec. 6	Nor. bk. Ole Smith Ploug.	Sullivans Island, South Carolina.	Towing hawser parted and bark stranded on Stono Bar, 14 miles southwest of station, on December 3. Keeper was informed of casualty by letter from master of tug on the 5th, and reached wreck early next morning in surfboat. Manned pumps, ran lines to tugs, and set sails, hoping to release her. At high tide she was moved toward deep water, but not sufficiently to float her. Tide falling, stopped work for the day. Her crew refused to remain on board during night, and they and their clothing were transferred to tug by life-savers. Work was resumed next day, station crew rendering all possible assistance, and was continued until the 8th, when vessel was released and towed to Charleston uninjured. [See letter of acknowledgment.]
Dec. 6	Br. sc. Robert McDonald.	Charlotte, New York, Lake Ontario.	Trying to make port through shore ice during stormy weather. Harbor tug being laid up for winter, station crew took line from end of pier and hauled the schooner into safe berth, breaking heavy ice in order to carry her far enough inside to be free from danger of the seas. [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.			
Dec. 6	Am. str. John F. Eddy.	Bois Blanc, Michigan, Lake Huron.	Stranded during thick weather 6 miles south of station. Surfmen launched lifeboat, and, pushing through heavy ice floes in harbor, succeeded in reaching her. Keeper advised master not to lighter any of his wheat, as tugs could haul his vessel afloat without its being done. Ran lines to tugs, and after an hour's work steamer was floated and proceeded on her way to Buffalo.
Dec. 7	Am. slp. John L. Mills.	Wallops Beach, Virginia..	Stranded in surf, imperiling the lives of four men and in danger of being beaten to pieces by the sea. Life-saving crew launched and manned surfboat, ran out anchors and hove her head offshore. Set sail, and as tide rose worked her clear of shoal and took her into safe harbor.
Dec. 7	Scow Harry Johnson.	Kenosha, Wisconsin, Lake Michigan.	Towline parted and scow stranded in heavy surf near entrance to harbor at 9.30 P. M. Keeper secured volunteer crew (inactive season) and went to rescue the three men on board. Surfmen had to stand waist deep in slush ice in launching boat. Made two trips to scow through ice, snow, and strong sea, and succeeded in landing the crew in safety.
Dec. 8	Am. sc. General Banks.	Chatham, Massachusetts..	Anchored in exposed and dangerous position. Keeper advised master to get under way and go into harbor. Assisted to make sail and saw him safely on course for Vineyard Haven.
Dec. 8	Slp. Mary	Saluria, Texas	In need of water and provisions, having been away from port for twenty days on fishing trip. Keeper supplied master with sufficient food and water to last him until head winds should permit his reaching Port Lavaca.
Dec. 9	Sc. M. L. Breck	Ottawa Point, Michigan, Lake Huron.	Caught in drifting ice and let go the anchors, but they did not hold. Station crew went to assistance in surfboat, breaking through the ice to reach the helpless craft. Aided in making sail to work her out, but she fetched up on anchor chains and was held in place. After ice had drifted past, schooner proceeded in safety.
Dec. 10	Am. sc. Harvest.....	Oak Island, North Carolina.	Dragged anchors and stranded during northeast gale. Keeper and crew went to her assistance, but found that tide had fallen so as to render efforts to float her then of no avail. When tide made, station crew planted anchor offshore and hauled her clear; made sail and took her to safe berth.
Dec. 10	Canal boat Geneseo.	Erie, Pennsylvania, Lake Erie.	Struck corner of pier at entrance to harbor, parted towline and drifted out into lake, leaking rapidly. Manned surfboat and pulled out to assistance. Tug also went out to take her in tow again. As it was feared she might fill and sink before reaching wharf, surfmen stayed by until she was safely docked.
Dec. 10	Am. sc. Louise.....	Umpquah River, Oregon..	Dragged anchor during high wind and grounded on sand spit in river. By combined efforts of surfmen and schooner's crew, and with the aid of winches and capstan, she was hauled off uninjured and anchored in deep water.
Dec. 11	Am. sc. Annie Sargent.	Fletchers Neck, Maine...	Fearing that she would part her chains and be driven ashore, the crew left her and applied at station for shelter during night. Next day she dragged until she struck bottom, and lay near rocks pounding hard and in danger of being destroyed. Surfmen boarded her, ran hawser to mooring buoy, manned windlass, and after hard work succeeded in floating her. Made sail and carried her into inner harbor 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.			
Dec. 11	Small boat; no name.	Jerrys Point, New Hampshire.	Lighthouse keeper's boat broke adrift and was in danger of being driven to sea and lost. Station crew pulled out and assisted in securing it. Towed it to station and made it fast.
Dec. 11	Catboat Just Right.	Portsmouth, North Carolina.	Dragged anchor and stranded on shoal 3½ miles from shore. Keeper answered signal of distress, and learned that her small boat had broken adrift and no communication with shore was possible. The two men on board had no wood and were short of water. Surfmen landed master where he could procure wood and water, and put him aboard again. Ran out anchor so he could heave her off and into deep water when wind shifted. He released his craft the next morning.
Dec. 11	Am. str. Chas. Reitz	Pentwater, Michigan, Lake Michigan.	Stranded during snowstorm 4½ miles southwest of station, and began leaking. Keeper secured volunteer crew (inactive season), and at 3.30 A. M. started for wreck. It was reached before daylight, but keeper, not knowing how closely the ice blocked the beach, made no immediate attempt to land the crew. At daylight six of them were safely landed. Luggage and part of crew were put into steamer's lifeboat, the cook and his wife were taken into surfboat, and all were carried to harbor. Next day keeper helped put steam pump on board steamer, and she was pumped out and hauled afloat on the 13th.
Dec. 12	Am. sc. Collector....	Quoddy Head, Maine.....	Parted chains in gale of wind, stranded, and sunk at 1 o'clock in the morning. On account of strong wind and heavy sea, boat could not be launched at station, but had to be dragged overland for a mile and a half. Found sea sweeping decks, and the three men forming crew were in extreme peril, both from sea and cold. The only boat was washed away when vessel struck, and crew were helpless to save themselves. Surfmen launched boat and pulled to rescue. The men were taken off in safety, and succored at station for two days.
Dec. 12	Am. sc. A. Hayford..	White Head, Maine.....	Surfmen answered signal of distress, and assisted in heaving up anchors. One anchor caught in rocks and was lost; the other was weighed and secured. Sail was made and schooner was worked out clear of ledge.
Dec. 12	Skiff Mary.....	Portsmouth, North Carolina.	Capsized with two men 1 mile west of station. Surfmen hastened to the rescue, picked up the men, righted boat, and bailed her out. Carried men and skiff to dredge Leary, to which they belonged.
Dec. 12	Sc. C. Colombo.....	San Luis, Texas.....	Stranded on shoal at 10 P. M., 4 miles from station. Surfmen launched and manned surfboat, and on drawing near found vessel about the middle of shoal. Ran out and planted anchors, set sail and manned windlass. After three hours' work succeeded in floating her. Keeper piloted her into San Luis Pass, where she was anchored for the remainder of night. Next day made all sail and took her over bar, clear of dangers.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
Dec. 13	Slp. Little Inez.....	Ocracoke, North Carolina.	Anchored in exposed position and in danger of being driven to sea and lost, with two men on board. Master and one man had gone ashore and could not return because of wind and sea. Station crew pulled out, and after hard work succeeded in reaching sloop. Got up anchors and took her to safe berth. Having no fuel on board, the four men were sheltered at station for two days, when weather moderated.
Dec. 14	Am. str. Alfred P. Wright.	Cleveland, Ohio, Lake Erie.	Stranded in thick weather, 7½ miles from station. Surfmen went to scene in tow of tug and lighter. Made soundings to find best water for hauling afloat, and after 200 tons of oats had been lightered, ran lines for tugs and released her. She was taken to Cleveland for inspection as to injury sustained.
Dec. 15	Br. sc. Carlotta.....	Cranberry Isles, Maine...	Dragged anchors and fetched up in strong surf dangerously near rocky shore, imperilling the lives of all on board. Surfmen took anchor and hawser belonging to station, planted anchor well offshore, and when wind moderated hove endangered craft clear of rocks. Made sail and took her into safe harbor.
Dec. 16	Am. str. Frank Edwards.	Racine, Wisconsin, Lake Michigan.	Fast in drift ice at entrance to harbor. Keeper took station line out to south pier, threw it to her, and with aid of bystanders assisted her so she could steam up river to her dock.
Dec. 16	Am. str. Greenwood.	Cape Arago, Oregon.....	Blowing signal for pilot, but beyond range of hearing of pilot boat. Surfmen launched surfboat and pulled over to master of tug at Empire City, informing him of the call.
Dec. 17	Am. sc. Emily F. Northam.	Cape Henry, Virginia.....	On this date succeeded in releasing the Northam, after various efforts covering interval from November 2. Took charge of her until delivered in safety at Norfolk. (See record of November 2.)
Dec. 17	Am. sc. Maggie J. A..	Big Kinnakeet, North Carolina.	Parted her hawser and was driven ashore during storm of the 13th. With assistance of five citizens and of crew from Little Kinnakeet Station, life-savers put her on launching ways and ran her out where she would float at high water.
Dec. 18	Am. sc. Alice Raymond.	Burnt Island, Maine.....	Stranded on Hart Island at 1.20 A. M., 3 miles from station. Discovered her at daybreak, and station crew went to her at once. She was leaking and had been abandoned. Furled sails and then went to Port Clyde to find master and crew. Arrangements had been made to strip vessel, but keeper advising an effort to float her at high water, it was decided to make the attempt. Surfmen manned pumps and kept water out of hold as tide rose. Sail was made and vessel was successfully worked off the rocks and taken into Port Clyde Harbor to be placed on marine railway.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
Dec. 21	Am. sc. Albert Pharo.	Gurnet, Massachusetts....	Stranded during night about 1 mile from station. Keeper answered signal of distress immediately. Found her well up on shoal and pounding heavily. Advised master to back her off, but he decided to fill away to the eastward, which resulted in bringing his craft broadside to sea, and driving her upon highest point of shoal, where she remained fast. Sea increased and broke over her constantly, bringing great strain on her and starting fresh leaks. One surfman at pumps had his hand injured by water barrel being torn from its lashings and hurled against him by the sea. Vessel was soon in danger of destruction, as sea increased rapidly, and keeper advised master to leave her for the night. Sails were hauled down as well as possible, and crew of four, with their luggage, left schooner in station surfboat. Unable to land at Gurnet because of surf, but found landing on Saquish Beach and walked to station. Crew were furnished with dry clothing, food, and shelter. Next morning, station crew boarded schooner again and secured sails better, but were forced to leave in short time because of heavy sea breaking over her. Took master to Duxbury for train to Boston, where arrangements were made with wreckers to float vessel. Tugs and lighters arrived from Boston on the 24th, and station crew gave all possible assistance in running hawsers, weighing anchors, and piloting clear of shoals, until morning of the 26th, when schooner was floated. [See letter of acknowledgment.]
Dec. 21	Am. sc. Six Brothers.	Big Kinnakeet, North Carolina.	Dragged her anchors and stranded during gale of the 10th. No one was on board, and no attempt was made to release her until this date. At master's request, station crew went with ten citizens, and four of crew from Little Kinnakeet Station and put her on launching ways. Ran her off, where she floated at high tide.
Dec. 21	Yawl; no name.....	Portsmouth, North Carolina.	Stranded on the beach, and in danger of being beaten to pieces by surf. Keeper and crew hauled her up clear of sea and bailed her out.
Dec. 22	Am. sc Annie and Reuben.	Hunniwells Beach, Maine.	Anchored in dangerous proximity to rocks during heavy weather; broke adrift and stranded. Gale of wind and high surf prevented surfmen launching and pulling out from station, so surfboat was loaded on cart and hauled to point near imperiled craft. Her anchors were still holding her, and knowing that crew were safe as long as they continued to hold, it was decided best to wait till flood tide should reduce the furious sea before attempting to reach her. In meantime sent for beach apparatus in case it should be needed, and began setting it up. Before it was ready for use schooner broke adrift and stranded on Heron Island. Surfmen then manned station boat, forced it through the surf, and pulled to wreck. The crew of five men had just reached the rocks when life-savers arrived, and were taken into surfboat and carried to station, where they were furnished with dry clothing and sheltered for the night. Next morning, sea having gone down, visited wreck and worked at

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1895.			
Dec. 22	Am. sc. Annie and Reuben.	Hunniwells Beach, Maine.	calking and patching until tide made. Manned pumps and kept her free from water until steamer came and hauled her afloat. She was taken to safe berth at wharf in Kennebec river. [See letter of acknowledgment.]
Dec. 22	Sc. I. D. Jane.....	Gull Shoal, North Carolina.	Stranded on Gull Shoal Reef, 3½ miles from station. Station crew answered signal of distress by going immediately to assistance. Jumped overboard, and, by shoving and hauling, finally released her. Keeper and crew of Little Kinnakeet Station assisted at this casualty.
Dec. 25	Skiff; no name.....	Galveston, Texas	Swamped with two occupants near jetty during early part of night. The men reached shore and went to station for assistance. Station crew helped haul up and secure skiff. Men were furnished with dry clothing and sheltered at station for the night.
Dec. 25	Rowboat; no name..	Chicago, Illinois, Lake Michigan.	Adrift in lake with one man in her, apparently helpless. A volunteer was secured (inactive season) and station boat pulled out to the rescue. The man had lost his oars and was being driven rapidly offshore by the wind. Picked up his oars and returned them, enabling him to reach shore safely. He would probably have been lost but for this aid.
Dec. 26	Br. sc. Flash.....	White Head, Maine.....	Owing to light winds and strong currents, she was compelled to anchor in dangerous position, exposed to heavy sea and liable to drag on the rocks. Life-savers got her under way and worked her out clear of dangers, taking her to safe anchorage in Seal Harbor.
Dec. 27	Am. sc. Annie and Reuben.	Hunniwells Beach, Maine.	Broke adrift from moorings at dock (see record of December 22), struck a sunken wharf and was thrown over on her beam ends. Station crew rove off masthead purchases, and when tide rose set taut on them and righted her. Manned pumps and cleared her of water. Ran hawser to wharf and hove her afloat and alongside, making her secure again.
Dec. 27	Sloop; no name.....	Gay Head, Massachusetts.	Surfmen discovered her adrift at daylight and in danger of destruction. He started at once for help, but meeting the master, returned with him to sloop, finding when they reached her that the sea had driven her against wharf, where she had sunk. Casualty was then reported at station. Keeper and crew hastened to wharf and removed mast, sail, and rigging.
Dec. 27	Am. sc. Emma C. Cotton.	Pea Island, North Carolina.	Stranded at 2 A. M. during shift of wind, 200 yards from shore. Alarm was given and station crew hastened to wreck with beach apparatus. Prepared to fire shot line on board, but master of schooner hailed keeper and requested that action be deferred until daylight. While waiting, keeper sent for surf boat, and at daybreak an attempt was made to launch it, which was successful, and schooner was boarded. Took off the crew of seven men with their baggage and landed them without mishap; carried them to station, where they were succored for three days. On January 2, saved the sails of the schooner, assisted by crew of Oregon Inlet Station. Vessel and cargo of coal were 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.
1895.			
Dec. 27	Am. sc. Josephine D.	San Luis, Texas	Misstayed and stranded hard and fast on shoal 3½ miles from station. Keeper and crew went to assistance. Ran out anchor, and as tide began to rise hove schooner gradually into deeper water, floating her after two hours' work and putting her into channel. She proceeded uninjured to Galveston.
Dec. 28	Flatboat; no name..	Louisville, Kentucky	In danger of swamping with two men in the middle chute of the falls. Launched and manned station boat and pulled to the rescue. Took flatboat in tow and landed men safely at station.
Dec. 29	Am. sc. Flora S	San Luis, Texas	Stranded during night 3½ miles from station. Lookout discovered her at daybreak and gave alarm. Keeper and crew hastened to her assistance. Ran out anchors for hauling her afloat, and as tide began to rise set sail and hove away on hawsers. Schooner was gradually worked into deep water, and was piloted by keeper to anchorage in harbor.
Dec. 30	Slp. Jessie	Indian River Inlet, Florida.	Keeper answered signal for assistance by pulling out, and finding that her tender had broken adrift and was in danger of being lost, picked it up and returned it to sloop.
Dec. 31	Am. sc. Smuggler...	Cahoons Hollow, Massachusetts.	Stranded during gale at 4.40 A. M. Patrolman ran to station and reported the fact. All hands started for wreck in teeth of gale, carrying beach apparatus in wagon. Clouds of sand blowing along shore almost blinded men and horse, and seriously retarded progress. Found schooner 250 yards offshore, with five men in forerigging and ten in the main; every sea was breaking over her and threatening destruction. Quickly got Lyle gun in position and fired shot line to imperiled craft, but a furious squall caught and whirled it over the topmast. Immediately made ready to fire second shot, and during temporary lull sent it across the vessel almost into hands of the crew. Communication being established, breeches buoy was sent out and work of rescue began. One by one nine men were taken ashore. After each landing, hawser had to be set up and slack of whip line taken in, as wind and sea drove vessel farther inshore. Sufficient number of men were then at hand to properly tend both tackle and whip line, so the remaining six men were landed in short time. Fifteen minutes after last man was hauled ashore, the masts went by the board, and schooner was beaten to pieces. During this rescue surfmen and apparatus were being constantly lashed by the seas and enveloped in clouds of sand. Shipwrecked men were taken to station and supplied with clothing. Sheltered them at station for two days and procured passes for them to Gloucester. [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. Dec. 31	Am. sc. Ellen Lincoln.	Nauset, Massachusetts.....	Stranded at midnight, during thick and stormy weather, 3 miles north of station. Patrolman informed keeper by telephone, who called all hands and started for scene with beach apparatus. Soon saw that breeches buoy would not be needed, vessel being on inshore side of bar, in comparatively smooth water, 100 yards from beach. Keeper went to water's edge and called to master to hoist out his boats and come ashore, as landing could be made, surfmen assisting them through breakers. The whole crew of nineteen were safely landed, together with their baggage. Took them to station, where they were succored two days. Vessel was stripped by underwriters and finally went to pieces.
Dec. 31	Am. sc. Ella Strickland.	Portsmouth, North Carolina.	Anchored in exposed and dangerous position; wind shifted and she dragged ashore and sunk, 8 miles from station. Station crew went to her assistance and took off crew of four men. Nothing could be done for vessel until wind moderated. Two days later keeper and crew again went out to sunken schooner and pumped her out; stopped some of the leaks and hove her off the shoal. Took her to safe anchorage and delivered her to master. [See letter of acknowledgment.]
1896. Jan. 2	Am. sc. Mattie J. Alles.	Chatham, Massachusetts..	Anchored in a dangerous position. Keeper boarded her in the surfboat and advised the master to shift his anchorage, and, with the life-saving crew, assisted him to get under way and drop into deeper water.
Jan. 2	Am. sc. John L. Williams.	.....do.....	The circumstances attending this case and the assistance rendered were similar to those in the preceding instance.
Jan. 4	Am. sc. Albert H. Harding.	Plum Island, Massachusetts.	While attempting to make her loading berth in a fresh breeze at Plum Island Point stranded before she could let go an anchor, being shorthanded. The vessel was not visible from the station, but word was sent that she desired assistance and the life-saving crew set out for the scene. When halfway there saw her signal for a tug, and the keeper returned to the station and telephoned to this effect, then proceeded to the schooner. No tug arriving, an attempt was made to heave her off by carrying out a kedge anchor, but failed to start her. The weather moderated on the morning of the 5th and keeper again telephoned for a tug and went on board the stranded vessel with his crew. When the towboat arrived ran a hawser for her and when the vessel was up to her kedge, weighed it for the master. The schooner was now in deep water and required no further aid.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Jan. 6	Am. sc. Ruth S. Hodgdon.	Fletchers Neck, Maine....	At anchor in the outer harbor, leaking and badly iced up. Master set signal of distress, which was seen by the patrolman and reported to the station. The surfboat was launched and after breaking through 200 yards of ice to reach clear water proceeded to the vessel. Her captain wanted assistance to get into the inner harbor. Life-saving crew got her anchor, made sail, and broke a passage for the schooner through the ice, worked her into the harbor and put her alongside the wharf in a safe place. One of her sailors being destitute of clothing, he was supplied with an outfit from the articles furnished by the Women's National Relief Association.
Jan. 6	Am. sc. Sadie Corey.	.....do	While the life-saving crew were on their way to the schooner Ruth S. Hodgdon (see preceeding case), a signal of distress was observed on board the Sadie Corey. Part of the crew went to her assistance and found that her master was badly frost-bitten and his vessel iced up; he desired aid to get into the inner harbor. Weighed the anchors, got the vessel under canvas, and after several hours' work, breaking through the ice, the life-saving crew succeeded in getting her to a safe berth at the wharf inside.
Jan. 6	Am. sc. Billow.....	Jerrys Point, New Hampshire.	Stranded, 7 miles from the station, on one of the Isles of Shoals, at 3.45 A. M., in so dense a vapor that she was not seen until noon by the keeper and surfman on lookout, when the mist partially lifted. Notified Rye Beach Station by telephone, and, launching surfboat, steered off by compass. The weather clearing just upon arrival, it was seen that the vessel was on fire fore and aft (cargo, lime). Her crew had landed in their own boat, and, with the assistance of residents, had saved some of their clothing, a jib, and the yawl, when the sea and fire drove them off. The Wallis Sands and Rye Beach crews arrived at this juncture, but returned to their respective stations, as nothing could be done for the vessel. Assisted to transport her crew and their effects to the mainland in the surfboat and the schooner's boat, in tow of a tug. The master proceeded to Portsmouth to see his owners, and for two days his crew of four men were sheltered and fed at the station, and one of their number furnished with articles of clothing from supply donated by the Women's National Relief Association. On the 8th conveyed the shipwrecked crew to Portsmouth, where, through the kindness of the officials of the Boston and Maine Railroad, the keeper secured transportation for the master and cook, who were in destitute circumstances, having lost all they possessed.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896.			
Jan. 6	Br. sc. Clifton	Chatham, Massachusetts.	In response to a signal displayed from her anchorage, about 4 miles from the station, the keeper boarded her in the surfboat at 12.30 P. M., January 5. Her master reported having experienced a rough passage from Booth Bay, Maine, that his vessel was iced up and leaking badly, and three of his crew disabled through frostbites. He desired the life-saving crew to assist him to Vineyard Haven. The keeper hoisted his surfboat on board the schooner and got her under way; about 6 P. M. wind shifted and the vessel was anchored 2 miles from Pollock Rip Light Vessel, where that night a blizzard prevailed from the north. The windlass broke while getting under way about 10 A. M. on the morning of the 6th, and the anchor, with 30 fathoms of chain, was slipped; beat up to Shovelful Shoal Light Ship and got a course from her, meanwhile life-saving crew were at work transporting an anchor forward to replace the one lost. It was difficult to steer a good course, and it is probable the vessel reached to windward of what she was thought to be making for at 3 P. M.; she stranded on Shovelful Shoal. She was shortly afterwards boarded by the Monomoy Station crew, and the combined life-saving crews proceeded to land the shipwrecked men, towing the schooner's boat with their effects in it. The Chatham crew returned to their station, arriving at 10.30 P. M., January 6. Nine of the schooner's crew, being all except the cook, who stopped at the light house, were fed and housed at the Monomoy Station until the afternoon of the 7th, when they were put on board of their vessel by the keeper, a tug having come to her assistance, by which means she was floated on the 9th and towed to New York.
Jan. 8	Batteau; no name..	Assateague Beach, Virginia.	Ice had carried the boat adrift from her moorings. The life-saving crew launched the surfboat, picked the craft up and secured her at her anchorage in a safe manner, thus probably saving her from becoming a total loss.
Jan. 9	Am. sc. Moonbeam..	Spermaceti Cove, New Jersey.	Stranded on a shoal spot, 2 miles offshore, while in tow. Keeper boarded her in the surfboat and conveyed the master of the schooner aboard the tug for a consultation with her captain. Later on returned him to his vessel. No further assistance being required, crew returned to station. At high water the tug got her stranded consort afloat.
Jan. 9	Sloop; no name.....	Gilberts Bar, Florida.....	At daylight on the 10th instant, a gentleman named Allen, a civil engineer, living about 5 miles north of this point, came to the station and informed the keeper that his sloop had been capsized and sunk by a heavy squall late the previous afternoon; he had escaped in his skiff and being without oars had drifted ashore in a swamp. After remaining there during the night fishermen had brought him to the station. The keeper provided him with food and dry clothing, and manning his sailboat recovered the abandoned skiff, took Mr. Allen to the scene of the disaster and searched for his lost surveying instruments without success, and then landed him at his

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896.			
Jan. 9	Sloop; no name.....	Gilberts Bar, Florida.....	home. On January 11, the keeper, with the assistance of neighboring residents, and by the use of two boats as pontoons, succeeded after much labor in raising the sunken sloop and towing her to a safe anchorage. The lost instruments were not recovered. (House of Refuge. No crew employed.)
Jan. 10	Am. str. Maverick..	Point Judith, Rhode Island.	During thick weather, about 5.30 P. M., the patrolman on watch observed this steamer heading toward the beach and displayed his Coston signal. The vessel kept off, but after proceeding about half mile stood inshore again, and a few moments later struck. The keeper was at once notified and proceeded with the life-saving crew in the surf boat to the spot. Took the master of the steamer on board a barge, which was anchored a short distance offshore from the stranded vessel, with the intention of running a line between the two. While the life-saving crew were working with the line the steamer's pumps were discharging her oil cargo from the tanks, lightening her so that she floated before the hawser was ready. The master of the Maverick was put on board his vessel by the keeper and she proceeded on her way, requiring no further assistance.
Jan. 10	Fishing boat; no name.	Little Island, Virginia.....	The patrolman on duty during the morning watch found a small fishing boat stranded on the beach. The keeper had her hauled to the station, and notified the wreck commissioner.
Jan. 11	Naphtha launch Gertrude.	Mosquito Lagoon, Florida.	The keeper met a man in a rowboat near the station (house of refuge; no crew employed), who informed him that he was the engineer of the stranded naphtha launch Gertrude, and was in search of assistance and a pilot. The keeper at once proceeded with him to the scene of the disaster, about 2 miles distant, where, upon their arrival, it was found that the master had succeeded in working his vessel off the coral reef. The keeper then piloted her through the intricate passage of these waters into the main steamer channel, whence she could proceed on her voyage through the lagoon in safety.
Jan. 12	Am. sc. D. B. Mayhew.	Fire Island, New York...	Stranded 2 miles west of this station, while entering the inlet, her master being unacquainted with the channel. The life-saving crews of this station and Oak Island Station responded to her signal of distress. Before the vessel was reached, however, the rising tide floated her. The keeper of the Fire Island Station then piloted her to a safe anchorage.
Jan. 12	Am. sc. Sarah Blum.	Wachapreague, Virginia..	Missed stays and stranded near the station on the ebb tide. The life-saving crew went to her assistance in the surf-boat and carried out an anchor, by which means, when the tide flooded, she was hove off without any damage and brought into harbor.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Jan. 12	Am. str. James Woodall.	New Inlet, North Carolina.	Stranded in hazy weather, about 8 P. M., on New Inlet outer bar. Patrolman burned his Coston signal, which was answered by the vessel's whistle, and promptly informed the station. Keeper notified the Pea Island and Chicamicomico stations, requesting the latter to send crew and mules to his aid. The New Inlet crew proceeded to the scene with their beach apparatus, but vessel was found to be out of range of the Lyle gun. They returned to the station for the lifeboat, and then the keepers sent up two rockets to reassure the shipwrecked men and hurry the other life-saving crew. Having started with their boat they were met by the Chicamicomico crew and mules and together proceeded to a point abreast the vessel. Here another rocket was displayed, and at low water, about 10 P. M., in a heavy surf and very dark night, the lifeboat was launched, her own crew being strengthened by two of the Chicamicomico crew. Found the vessel lying broadside to the sea, rolling deeply and with the breakers sweeping her fore and aft, requiring the whole strength and most skillful efforts of the crew to prevent their boat from being dashed to pieces against her. After a hard struggle got the entire crew of ten into the lifeboat and landed them safely. The Pea Island crew were now on the beach and assisted to get lifeboat and beach apparatus to the station. On the following day brought ashore the personal effects of the shipwrecked crew. Sheltered and fed the distressed seamen for five days, and the mate one day longer. A small portion of perishable cargo was saved and disposed of by the captain on the beach, the keeper notifying the residents near by of the sale. The vessel proved a loss. [See letter of acknowledgment.]
Jan. 12	Am. str. Gulf City..	Santa Rosa, Florida.....	Became disabled on January 12, about 20 miles east of the station. The disaster was reported at 4.45 P. M. the following day by two of her crew, with a request from their captain that the keeper procure a tugboat for him. Having first gotten the surfboat on the beach ready for launching, the keeper proceeded to Pensacola with the two sailors. They returned off the station about 5.30 A. M., January 14, on the towboat W. J. Keyser, when the life-saving crew launched the surfboat and proceeded in tow to the eastward. The disabled steamer was met proceeding slowly under sail, the weather being fine. She was taken in charge by the tugboat, no further service being required from the life-saving crew, and set out for Mobile, the surfboat being towed as far as the station.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896 Jan. 13	Am. sc. Brunette	Burnt Island, Maine..	Stranded during the night of the 12th instant, in a heavy snowstorm, on Hart Island, where she was discovered by the patrolman at daylight on the 13th. The life-saving crew at once boarded her in the surfboat. At the master's request took him to Port Clyde to secure a tug, and then returned him to the wreck. The tug not arriving promptly, and the weather being threatening, the master engaged a party of wreckers, who, assisted by the life-savers, stripped the vessel of her sails and running rigging. Having accomplished all that could be done at present, the keeper again landed the master at Port Clyde and returned to the station. The vessel was sold to the wreckers, who saved part of the cargo, the anchors and chains, but the hull proved a total loss.
Jan. 13	Am. slp. Lydia Ann..	Bodie Island, North Carolina.	This vessel had stranded, 3 miles from the station, on December 31, 1895, coming ashore high and dry without sustaining any damage. On January 13, 1896, her owner applied at the station for aid in getting her afloat. For two days the life-saving crew assisted him, moving his boat about 300 yards, until she was in a position where the master was satisfied she would float at high water.
Jan. 13	U. S. Lighthouse str. Armeria.	Jupiter Inlet, Florida.....	Stopped off the station to land a supply of oil for the Jupiter Inlet Light. Keeper launched the surf boat and went to the assistance of the Armeria's boats, directing them where to land. The life-saving crew stood by all day working in the surf and assisting to unload the cargo and get the boats safely off the beach.
Jan. 13	Am. tug Shriver Brothers.	Muskegon, Michigan, Lake Michigan.	Parted her moorings and drifted into the lake, where she became jammed in the floating ice and was discovered by the patrolman at daylight. The keeper and five surfmen went out on the harbor tug to the assistance of the distressed vessel. Got as near to her as the ice would permit, and then ran a line to her by passing from cake to cake of the floating ice. She was towed into the harbor, the station crew remaining by her until she was in a safe place.
Jan. 14	Am. sc. Gipsy Queen.	Knobbs Beach, Massachusetts.	While beating into Ipswich Harbor against a strong ebb tide missed stays and stranded on the north breakers of the bar. The life-saving crew immediately went to her assistance in the surfboat, the disaster having been observed by the lookout. Found the vessel lying in a dangerous position, with the sea breaking over the lee side. The station crew furled her sails and ran out a heavy anchor into deep water, with a view of floating her on the incoming tide. Upon returning to the schooner found her leaking badly, and with her master's authority lightened her by throwing overboard 1½ tons of iron ballast, and assisted at the pumps. About 8 P. M., four and a half hours after grounding, she was floated by a heavy heave on the hawser. The keeper and crew remained on board, and the former piloted the vessel into the harbor while his men assisted to work her until she was grounded on the mud flats to admit of temporary repairs being made. Pumped her out dry and returned to the station.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Jan. 14	Am. slp. Marvel Not	Wachapreague, Virginia..	Got out of the channel and stranded, one-half mile from the station. The life-saving crew promptly repaired to her assistance in the surf boat and carried out an anchor for her. As soon as the tide made sufficiently she was floated into deep water and brought into the harbor with the aid of the station crew without having sustained any damage.
Jan. 14	Barge Laura.....	Galveston, Texas.....	Was discovered aground on the north end of Pelican Island, 3 miles from the station, about 8 A. M., by the surfman on watch. Keeper and crew went to her assistance in the surf boat. Found one man on board the barge, who stated that her cable had parted during the night, when she had drifted into her present position. The life-saving crew carried out an anchor and ran a hawser from it for use at high water. As it was thought the vessel would float at that stage of the tide, her master requested the keeper to telephone to his owners for a tug. There being no further assistance required, the crew returned to the station and the keeper sent the desired message. At high tide the barge was hove into deep water and shortly afterwards towed to the city.
Jan. 15	Am. sc. Gem.....	Chatham, Massachusetts..	Displayed a signal in her main rigging when about 4 miles off the station, at 7 A.M. Keeper boarded her in the surfboat, and found that her sails had been blown away and spanker boom broken. Her master requested him to carry a telegram ashore to his owners, which was done. A tug arrived about 3 P. M., and took the vessel in tow for Vineyard Haven.
Jan. 15	U. S. slp. Alert.....	Pea Island, North Carolina.	Rudder unshipped and vessel became unmanageable, anchoring about 5 miles off the station. The life-saving crew having boarded her, the keeper was requested by Lieutenant J. C. Cantwell, R. C. S., assistant inspector life-saving stations, who was on board, to return to the station and bring off materials to effect temporary repairs. This work was performed, and the sloop proceeded to Elizabeth City, while Lieutenant Cantwell and Mr. P. H. Morgan, superintendent Sixth Life-Saving District, were landed at New Inlet Station by the life-saving crew to continue their official tour of inspection.
Jan. 16	Slp. Virginia Bell...	Sullivans Island, South Carolina.	Dragged her anchors and stranded in a marsh 4 miles to the northward of the station. Life-saving crew went to her aid, finding her listed badly to starboard, with her rigging carried away, without provisions or fuel, and her small boat gone. Sent to the station for provisions and fuel, dug around the vessel to get her out of her bed, and laid out an anchor, by which means she was hove off the beach at high water on January 18, after two attempts. The station crew then refitted the sloop's rigging, so that her master was enabled to proceed on his voyage. [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.
1896.			
Jan. 16	Slp. Vivian.....	Wachapreague, Virginia..	Stranded on the east end of the island, through ignorance on the part of her master regarding the channel. The disaster was reported while the life-saving crew were at work on the Virginia Bell (preceding case), upon the completion of which task they went to the assistance of the Vivian, and with planks and rollers aided her crew to get her into such a position that she was floated on the next high water and proceeded on her voyage.
Jan. 18	Rowboat; no name..	Oak Island, New York ...	Three men crossing from the mainland to the beach on the ice, with a rowboat loaded with provisions, broke through and their craft sank in shoal water. They made a signal for assistance, which was responded to by members of the life-saving crew in a small boat belonging to the station. They were assisted to unload their boat, and with their provisions were carried to the mainland.
Jan. 18	Br. str. Gorino.....	Cape Henry, Virginia.....	Stranded in thick weather, at 3 A. M. The patrolman burnt his Coston signal and at once notified the station. The life-saving crew hauled their boat to windward of the wreck, which was lying about 1,000 yards offshore, and then waited for daylight, on account of the high surf. When morning broke it was seen that the vessel was lying easy outside the breakers and the keeper opened communication with her by means of the international signal code. It was ascertained that her master desired the services of a tug, and the keeper sent a message to Norfolk to this effect. Three large tugs arrived at 11.30 A. M. Launched the surf boat and carried some messages off to the steamer and brought several telegrams ashore. The tugs failing in an attempt to move the ship, her master turned her over to the Merritt Wrecking Company, who succeeded in floating her the following day.
Jan. 19	Rowboat; no name	Shoalwater Bay, Washington.	A small boat, being towed by a sloop sailing in the bay, broke adrift, and the sea was too rough for her owners to recover her. The disaster was observed by the lookout at the station, the whaleboat launched, and the boat picked up and returned to the sloop, which had by this time come to anchor in a sheltered cove.
Jan. 20	Am. st. yt. Argo.....	Saluria, Texas	The master applied at the station for water and coal oil, his supplies of these articles having become nearly exhausted. He was furnished with 2 barrels of water and 5 gallons of coal oil, with the understanding that the latter was to be made good in kind as soon as possible, and these stores were put on board his vessel by the station crew. The next day the owner of the same yacht requested the keeper to furnish him with sufficient coal to insure a safe passage to Aransas Pass, his supply being barely enough for the run in good weather. Nine hundred and fifty-five pounds of coal were hauled to the beach and put on board by the life-saving crew, it being stipulated that the same amount, of like quality, should be returned to the station at as early a date as possible. The owner was profuse in his thanks for the valuable services rendered.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896.			
Jan. 20	Am. sc. Lake Austin	Aransas, Texas.....	While beating out of the harbor with a light breeze missed stays, and striking on the submerged northeast breakwater hung fast on the rocks, with the seas breaking over stern. The life-saving crew hastened to her assistance and ran a line from her to a tug, which had approached as near as possible (within about 250 yards) to the imperiled vessel. The station crew then went aboard the schooner and assisted to shake her, which enabled the tug to tow her off from a position in which she could not have lasted long.
Jan. 20	Scow; no name.....	Coquille River, Oregon...	A derrick scow, belonging to the contractor on the Government jetty works, parted her moorings and was in danger of drifting out to sea. She was secured by the life-saving crew.
Jan. 21	Catboat Hattie.....	Jupiter Inlet, Florida.....	Broke her rudder while passing through the last line of breakers in leaving the inlet, and became unmanageable. The life-saving crew went into the surf to her aid, one of their number swimming out to her to assist her owner to bring her in, the others standing by to receive and land her. Her rudder was repaired and the boat hauled across the beach to smooth water inside, where she was left in charge of her master.
Jan. 22	Am. sc. James Boyce, Jr.	Cape Hatteras, North Carolina.	Displayed the international code signal P H ("want food") from her anchorage in the hook of the Cape. The signal was first observed from Creeds Hill Station, but as the surf was very rough at this point, the keeper telephoned to the keeper of Cape Hatteras Station, informing him of the facts in the case. Here the sea was more moderate, and the life-saving crew went off to the schooner in the surfboat, carrying 1 barrel of flour and one-half barrel of beef, for which the master paid the keeper. No further assistance was required. [See letter of acknowledgment.]
Jan. 22	Am. st. yt. Argo.....	Saluria, Texas.....	At 9.30 A. M. an international code signal was displayed from this yacht, inquiring as to the best time for crossing the bar. Answer was made to the effect that the present time was the most favorable, and range flags were set upon the beach for her guidance through the channel, there being no pilot at this port. By this means she passed out with safety, and proceeded on her voyage.
Jan. 22	Am. sc. Lila and Mattie.	Coquille River, Oregon...	Attempted to cross the bar with a light breeze when a strong current was running out, due to the prevalence of a heavy freshet. The lookout at the station hoisted the danger signal, but no attention was paid to it nor to the driftwood which was being carried out of the river. When on the bar the wind left the vessel and she fell off broadside to the breakers and soon stranded about 300 yards north of the north jetty. The life-saving crew proceeded at once to her aid, taking the beach apparatus in the surfboat. Lines were run from the north jetty to keep the surf from working the schooner any farther to the northward. On the afternoon of the 23d a small line was carried to the south jetty by the surfboat, but the current was so strong a hawser could not be gotten across. From this date until February 9, the life-saving crew were at work daily, exerting every effort to save the vessel. Anchors were carried out and the station crew roused

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896.			
Jan. 22	Am. sc. Lila and Mattie.	Coquille River, Oregon...	each day at from 3 to 4 A. M., several hours before high water, to heave on the hawsers. On January 26 the vessel was afloat, when the hawser parted and she stranded again, losing her rudder entirely. On subsequent attempts the lines frequently parted, just when success was nearly achieved. Finally, after days of hard and tedious labor, during which time 35 trips were made in the surfboat in various operations, the schooner was gotten afloat and into the river at 7.30 A. M., February 9. [See letter of acknowledgment.]
Jan. 25	Am. str. St. Paul.....	Monmouth Beach, New Jersey.	Stranded during a dense fog, about 1.30 A. M. The patrolman burned his Coston signal and hurried to the station to give the alarm. The keeper telephoned to the Long Branch and Seabright stations for assistance, and at once proceeded to the wreck with his crew and the beach apparatus. The disaster had already been discovered by the Long Branch Station patrol, who had also burned his Coston signal, and that crew were on their way to the wreck. The shot line was successfully laid across the vessel at the first attempt, and the breeches buoy rigged and sent off. No one making any effort to come ashore, the breeches buoy was hauled back and a message sent off advising the master not to launch his boats, but to use the buoy if anyone desired to land. The keeper received a message from the master for transmission to his owners requesting them to send assistance, and the buoy was kept going, with the aid of the Long Branch crew, bringing off telegrams and letters from the passengers. When daylight broke, perceiving that the surfboats would probably be required, they were sent for from the three stations. Captain Mulligan, of the Monmouth Beach crew, meanwhile went on board by the buoy and conferred with Captain Jamison, of the St. Paul, advising him not to attempt to land his passengers and mail, but to await the arrival of steamers and transfer to them. Several steamers arrived at 10 A. M., and the three crews of life-savers began the task of transferring the passengers and mail in their surfboats, Captain Mulligan superintending operations. Twenty-five trips were thus made, and 256 passengers and 200 sacks of mail were transferred by 5 P. M. Captain Jamison then requested that the breeches buoy be left rigged for the transmission of messages, and it remained in position until the following day at 11 A. M. About 200 messages were received and transferred by this means. The crews then returned to their respective stations, the Chapman and Merritt Wrecking Companies, having charge of the vessel, which was eventually floated. After transporting their boat to the station, the Monmouth Beach crew returned about 7 P. M., to work the breeches buoy.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Jan. 25	Br. ship. Foyle.....	Monmouth Beach, New Jersey.	Stranded on Shrewsbury Rocks, about 8.40 P. M. Her signals of distress were observed by the keeper of Monmouth Beach Station, who, with his crew, was at the wreck of the steamer St. Paul. (See preceding case.) Leaving two men to work the breeches buoy to the latter vessel, he proceeded with the remainder of his crew to the scene of the first disaster. Such a high surf was running and so dark was the night that it was impracticable to launch the surfboat, and the vessel's distance from the shore precluded the use of the beach apparatus. Realizing the urgent need of assistance, Keeper Mulligan promptly dispatched a message to the representative of the Merritt Wrecking Company, who was on board the St. Paul, requesting that one of their powerful tugs be sent from the latter vessel to the aid of the distressed ship. This message was sent on board the steamer by the breeches buoy, to which a lantern was attached to attract attention, and a tug left at once to aid the Foyle. She was towed inside Sandy Hook and grounded on the mud flats near Spermaceti Cove, barely in time to prevent her from sinking. It was ascertained that the vessel was making 18 inches of water per hour, and had been pounding so heavily on the rocks that her master feared her spars would come down, and had three times been on the point of abandoning her when the tug arrived. While this action was being taken by Keeper Mulligan, the Seabright crew had made a gallant but fruitless attempt to board the vessel in their surf boat, her position having been discovered at that station, battling with the surf until midnight, when the tug came to the vessel's assistance. The Foyle was boarded at 7 A. M on the morning of the 26th by the Spermaceti Cove crew, who proffered assistance and aided to clear away the main hatch so that steam pumps could be used. As she was in charge of the Merritt Wrecking Company no further assistance was desired. [See letter of acknowledgment.]
Jan. 26	Fishing boat; no name.	Fort Point, California.....	Capsized in a squall, about 11 A. M., half mile from the station. The surfboat was launched and the fisherman rescued from the bottom of his craft, which was then towed ashore, righted, bailed out, and put in order for him.
Jan. 27	Am. tug Sea King...	Avalon, New Jersey.....	Stranded, together with her tow, half mile from the station, about 5 A. M. The patrolmen of both the Avalon and Townsends Inlet stations observed the disaster and displayed their Coston signals to the distressed vessel, and both crews hastened to her assistance. The Avalon crew, having first boarded the tug, went to the assistance of her tow, while the Townsends Inlet crew remained by the steamer and made soundings for her master. At this juncture the tug Pilot came along, and the keeper took her master on board the Sea King, where an agreement was reached in regard to pulling the latter vessel off the beach. The life-saving crew ran a long hawser between the two tugs, and at 4.30 P. M. the Sea King was floated without having sustained any apparent damage.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896.			
Jan. 27	Am. sc. John W. Linnell.	Avalon, New Jersey.....	Stranded while in tow of the tug Sea King. (See preceding case.) The Avalon life-saving crew boarded her and took her master ashore to send dispatches for wrecking steamers, which arrived in the afternoon. At 8 A. M. the following morning, the Townsends Inlet crew boarded the stranded vessel and the towboats with telegrams, and later on took insurance agents and owners out in the surfboat and made soundings to ascertain the best way of hauling the schooner off. The life-savers then ran three 12-inch hawsers from the vessel, on which eight ocean tugs pulled, but failed to start her. However, at high tide, January 29, she was successfully floated, and left for Philadelphia in tow of two tugs. The keeper telegraphed the fact to the Philadelphia and New York maritime exchanges, to her owners, and to the wrecking company.
Jan. 29	Flatboat; no name..	Louisville, Kentucky.....	About 3.30 P. M. the member of the life-saving crew on lookout duty gave the alarm that a flatboat, with two men on it, was in dangerous proximity to the falls of the river. The keeper had one of the station boats manned, hastened to the aid of the two men and brought them and their craft to the shore in safety.
Jan.. 31	Am. sc. G. M. Hopkins.	Knobbs Beach, Massachusetts.	While beating out of Ipswich Harbor, near noon, in a light, baffling wind, missed stays and stranded on the south breaker in a dangerous position. This casualty was observed by the surfman on lookout and the life-saving crew at once set out in the surfboat for the scene of the disaster. Soon after boarding the schooner they were joined by the Davis Neck life-saving crew and combining forces they assisted in throwing overboard about 110 tons of her cargo of beach sand. At low water two anchors were carried out into the channel, and about 10.45 P. M., after some heavy heaving, the vessel was floated into deep water. The anchors were then picked up, sail made, and the keeper of Knobbs Beach Station piloted her back into Ipswich Harbor. The life-saving crews returned to their stations at 1 A. M., February 1.
Feb. 1	Rowboat; no name..	Bethel Creek, Florida.....	Capsized and adrift in the surf. Keeper hauled it on the beach, and with assistance took it to station for delivery to owner.
Feb. 2	Scow No. 2.....	Velasco, Texas.....	Parted her moorings and was swept out over the bar by freshet in the river, with eight men on board. Keeper and crew pulled out to her in surfboat. The men had just succeeded in anchoring her, and decided to land in their own boat. Station crew accompanied and guided them safely ashore. Next morning found that she had sunk so that her deck was awash. Surfmen pulled out to her again and assisted in lightening cargo of rock. Ran lines to tug and saw scow towed safely into harbor.
Feb. 2	Skiff; no name.....	.....do	Adrift in breakers, and in danger of being destroyed. Patrolman hauled it up clear of surf. Later, it was taken to station and held for owner.
Feb. 2	Am. str. Clinton.....	Aransas, Texas	Stopped off entrance and hoisted signals inquiring depth of water on bar and time of high water. Keeper furnished desired information and she proceeded on her way.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Feb. 3	Am. str. Columbia..	Point Adams, Oregon.....	Steering gear disabled by shipping heavy sea on Columbia River Bar. Keeper answered signal of distress by launching lifeboat and notifying two tugs of the casualty. Cape Disappointment keeper sent notice of accident to Astoria, and the two light-house tenders, Columbine and Manzanita, followed tugs out in case their assistance should be needed. Tugs towed steamer inside to a place of safety, where repairs were made.
Feb. 4	Br. str. Lamington..	Blue Point, New York....	Stranded at 7.10 P. M. during thick and stormy weather, 2 miles east of station. Casualty was at once reported at station by patrolman. Keeper notified Bellport and Lone Hill stations and started immediately for wreck. Keepers and crews of stations named soon joined the Blue Point crew and aided in setting up beach apparatus. Steamer was on outer bar about 400 yards from shore, laboring and pounding heavily. It being impossible to launch boat because of fury of the sea, operations with beach apparatus were at once begun. Owing to strong wind and long distance of ship from shore, three shots were fired without success. Fourth shot landed line over the vessel at 10.45 P. M., but in the intense darkness it was not found by those on board, though repeated signals were made to them to haul away. A large fire was then made on the beach to assure the steamer's crew of the attendance of life-savers, and the surfmen from the three stations stayed by all night, exposed to violent storm of wind, rain, and hail. At daylight the line was discovered by the people on the steamer and communication soon established. By 8 o'clock the breeches buoy was aboard and work of landing began. At 1 P. M. twenty men had been rescued. The master, two mates, and chief engineer remained on board to assist wrecking tugs, which had been telegraphed for. Keeper and one surfman from the Smiths Point Station also assisted in this rescue. Sent a customs officer on board in breeches buoy, as he wished to make inquiries about cargo. About 2 o'clock two tugs arrived and commenced preparations for releasing steamer. Keeper sent a surfman on board to ascertain what work would be done. This man and customs officer were then landed, having learned that an attempt would be made to float her at high water. Wreckers cast off life-saving gear and sent a ship's line ashore to keep up the connection. A watch was set abreast the stranded craft, and crews returned to their respective stations, the twenty sailors being sheltered and succored at Blue Point Station. Wind and sea increased during the night, and on morning of the 6th, those remaining on steamer signalled for assistance. Blue Point, Lone Hill, and Bellport life-saving crews soon assembled at scene, and bent the whip to steamer's line, but the latter parted as it was being hauled off. By this time wind amounted to a gale. Wrecking tugs left to seek shelter, and a heavy sea and strong current were running. Brought Lyle gun into action

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Feb. 4	Br. str. Lamington..	Blue Point, New York....	again and reestablished line communication. Whip and hawser were sent on board and breeches buoy started off, but it was now growing dark and steamer was rolling so heavily that it was considered extremely unwise to attempt to land anyone except in the direst necessity, so it was decided to wait till daylight, especially as the vessel seemed in no immediate danger of breaking up. Life-saving crews stood by all night, ready for work at the first indication of need, and kept a bright fire burning on the beach. On morning of the 7th, just before daylight, steamer seemed to lie steadier; buoy was sent on board and the landing was begun. By 8 o'clock the four officers and fifteen wreckers had been safely brought ashore. They were taken to the Blue Point Station and furnished with dry clothing. On the 8th, life-savers slung a pony under breeches buoy and landed it from steamer uninjured; also saved all baggage belonging to the crew, and put mate on board as watchman. On the 9th, sent master aboard, but an hour later both he and the mate were taken off, heavy surf rendering the ship unsafe. On the 10th life-savers took officers' baggage and the nautical instruments from stranded steamer and landed them with breeches buoy. Line connection was maintained from ship to shore, and on the 19th, weather again threatening, and surf running high, wreckers signaled to be landed. Sent out breeches buoy, and in ten trips the sixteen men were landed. They were sheltered at station until next day. Wreckers succeeded in floating steamer on the 26th, and she was towed to harbor. From the 5th to the 24th, members of the wrecked crew and of the wrecking company were succored at the station in numbers varying from one to twenty, according as conditions of weather and necessity for shelter demanded.
Feb. 4	Am. sc. Little Sampson.	Little Kinnakeet, North Carolina.	Stranded in Pamlico Sound, 2 miles from station. Keeper and crew pulled to her and ran out anchor for heaving her afloat. Lightered part of her cargo and succeeded in releasing her after two hours' work.
Feb. 4	Am. sc. Rowena	Chester Shoal, Florida.....	This schooner was beached on March 21, 1895, to prevent sinking, and had not been hauled off. On this date keeper assisted wrecking party with station blocks and tackles until midnight. Next day continued the work and finally released her. Stopped leaks and rigged her so she could be sailed to Jacksonville for repairs.
Feb. 5	Am. sc. Allie B. Cathrall.	False Cape, North Carolina.	Stranded at night in thick and stormy weather. Night patrolman discovered her shortly afterwards, showed his Coston signal and gave the alarm at station. A start was immediately made for wreck with beach apparatus. Communication was established with first shot, and the crew of six men were soon safely landed in breeches buoy. Gave them shelter and succor at station until the 19th, while unloading cargo of lumber. Vessel was 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.
1896. Feb. 5	Barge; no name.....	San Luis, Texas.....	Broke adrift from towing steamer and stranded high on beach. Station keeper and crew anchored her with station kedge and awaited high tide to float her. Water continued low for several days. On the 22d, tide having raised, station crew proceeded to barge, and after two hours' work hauled her afloat and anchored her in safe berth, awaiting return of towing steamer Alice Blair, which had continued her voyage to Brazos. The owner and agents were notified of her location, but did not send for her. On April 28 she parted her lines and was driven on the shore in a a heavy blow.
Feb. 5	Slp. Guy.....	Aransas, Texas.....	Jib blown away by squall, making it necessary to anchor. Captain at once began to kedge, but was in great danger of being driven into heavy breakers. Keeper and crew went to assistance in surf boat and took off the five passengers, landing them safely. Put surfman on board, and he aided master in hauling clear of breakers. Reefed mainsail, and sailed her into harbor uninjured, having extricated her from a perilous position.
Feb. 6	Am. sc. Asenath A. Shaw.	Brigantine, New Jersey..	Lost anchor and chain and was driven ashore during heavy gale. Keeper notified South Brigantine Station crew, and then, with his own, started for wreck with beach apparatus. Found vessel so high on beach that apparatus was not needed. South Brigantine crew having arrived by this time, launched surf boat and boarded schooner. Not being in immediate danger, master and crew remained by the vessel. Keeper forwarded dispatches for master. Efforts were made by wrecking companies to float vessel, and she was finally released on September 11, but slightly damaged.
Feb. 6	Am. bg. H. B. Hussey.	Ocracoke, North Carolina.	Had her sails blown away, and was driven on Hatteras Bar early in the morning. Surf boat was hauled to beach abreast the disabled vessel, and an attempt was made to reach her. Pulled against fresh gale and strong current for two hours without making headway, and had to desist. Hoisted on shore the international code signal M K ("Remain by the ship"), and continued on beach opposite her all day. At 4 P. M. she went across the bar, and swung to her anchors in deeper water. A little later launched surf boat again and succeeded in reaching her after hard pull. Master would not leave his vessel, and as nothing could be done until weather moderated, keeper and crew returned to station. Next morning again boarded vessel, bent sails, hove in anchors, got her under way and took her into good harbor. Keeper and crew of Durants Station assisted in every way at this wreck, and sheltered master at station for one night. [See letter of acknowledgment.]
Feb. 6	Am. sc. James P. Collins.	Santa Rosa, Florida.....	Parted one of her cables, dragged remaining anchor, and stranded 4 miles east of station. Keeper and crew manned station boat and went to her assistance. Picked up lost anchor and chain, backed it with another anchor and ran it out astern. Hove a strain on it ready for floating at high water. Next day schooner was released uninjured.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896.			
Feb. 7	Sloop; no name.....	White Head, Maine.....	Sail split in strong wind. Sloop became unmanageable and stranded in breakers, seriously endangering her safety and that of the man on board. Life-saving crew went at once to the rescue, hauled her clear of surf, bailed her out, and towed her to smooth water. She was but slightly damaged.
Feb. 7	Am. sc. J. Henry Edmunds.	Cold Spring, New Jersey..	In attempting to land in skiff, pilots found too much surf and returned to schooner. They then set international code signal J C P ("Can you send a boat?"). Keeper and crew launched surfboat and pulled off to schooner, taking three men on board and landing six pilots in safety.
Feb. 7	Am. sc. St. Croix.....	Lewes, Delaware	Parted chains, lost rudder and foresail, and stranded on Round Shoal, 10 miles northeast of station. Signal of distress was discovered at daylight, and surfboat was immediately launched. Pulled over to tug Ivanhoe and informed her master of the casualty. He volunteered to tow surfboat across mouth of bay to her. On reaching her found that she was pounding heavily on shoal and leaking. Ran hawser and sounded for best water for releasing her, then procured tug Protector to assist in the work. She was floated at 1 P. M. and taken in tow for Philadelphia, having been extricated from extreme peril.
Feb. 7	Am. sc. Star.....	Sabine Pass, Texas.....	Stood too close inshore; misstayed and drifted into breakers, carrying away rudder. Keeper and crew answered signal of distress shortly after disaster, pulling a distance of 12 miles to reach the endangered craft. Searched beach for rudder, and, having found it, took it aboard and succeeded in shipping it. Got vessel under way and worked her to safe anchorage in Sabine Pass.
Feb. 8	Am. slp. George Washington Faunce, Jr.	Turtle Gut, New Jersey...	Stranded on south bar, Cold Spring Harbor. Manned surfboat and went to assistance. Found that flood tide had floated her, but wind being light, towed her inside of inlet to secure harbor.
Feb. 8	U. S. revenue cutter Hamilton.	Assateague, Virginia.....	Keeper and surfman pulled out to her, at 9 P. M., and delivered important telegram to one of the officers. A dispatch was also taken ashore and forwarded for the officer.
Feb. 8	Am. slp. Viola H....	San Luis, Texas.....	Stranded at night, master being unacquainted with channel. She was discovered at daylight, and keeper and crew went to her assistance. Ran out anchor and hove strain on it to await a high tide. Water continued low until the 11th, when station crew helped to unload cargo of lumber preparatory to hauling her afloat. Made lumber into a raft and anchored it in deep water near by. At 7 P. M. sloop was floated and taken to secure anchorage alongside the raft. Next day keeper and crew assisted in reloading cargo; made sail, hove up anchor, and saw her safely on her way to destination.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Feb. 9	Br. sc. Glendon.....	Rye Beach, New Hampshire.	Stranded, during thick snowstorm, 6½ miles southwest of station, at 2.30 P. M. Keeper received telephone message of disaster twenty minutes later from Hampton Beach, by way of Jerrys Point Station. The Wallis Sands crew having also been notified, it was arranged that keeper and three of crew should join Rye Beach crew at scene of wreck. Keeper and crew of Rye Beach Station loaded beach apparatus on cart, and as soon as team could be procured, started for wreck. Beach road being badly washed out, a detour was rendered necessary. over rough land, increasing distance to 9 miles. Arrived abreast of schooner a few minutes before dark, and burned Coston signal to inform crew that help was near. Keeper and men from Wallis Sands Station now arrived, and beach apparatus was made ready for use, it being impossible to use a boat in the heavy sea on the rocky beach. Vessel then lay stern to shore, affording small target for shot and line. Gun was fired, however, and it was thought that line landed somewhere on wreck, but as no effort was made to haul aboard, it was drawn back to beach, without the projectile. In the meantime vessel was drifting inshore and farther south. This necessitated change of position for apparatus, and it was shifted abreast of wreck again. Another shot was fired, which undoubtedly reached the wreck, as the line surged with the vessel's motion in the seaway. As no attempt was made on the vessel to haul off, this was also drawn ashore. Position was again changed to follow the wreck's southern drift, and a third shot fired. This time the line was laid over the spring stay near the mainmast head, but the distressed crew seemed unable to see it. As a last resort the surfboat was sent for, it having been left where operations were begun. Before it could be brought, however, the line on board had been found by the crew. The whip and the hawser were soon sent off and ready for use. It was now 9 P. M., and the wreck was fast going to pieces, but with the help of willing hands the entire crew of seven men were landed in safety. They were cared for by the citizens of Hampton, and keepers and crews returned to stations. [See letter of acknowledgment.]
Feb. 9	Am. sc. Florida..	Plum Island, Massachusetts.	Stranded, during thick and heavy weather 4½ miles north of station, beyond the Merrimac River, between 3 P. M. and 4 P. M. Keeper was informed of disaster by telephone, and immediately sent surfboat in wagon along the beach in charge of crew, waiting himself at station for team from Newburyport to haul beach apparatus to scene. Surfboat was injured in hauling over the dike by protruding bolts in timbers, which were not visible because of tide flowing over them. Life-savers, however, found large dory on south shore, and crossed the mouth of the river in it. Being unable to procure team there for hauling boat, they went on foot to wreck, reaching there at 6 P. M. State of surf was such that no boat could have been launched. It was rapidly growing dark, and what was supposed to be the wreck could be seen only by its being pointed out by citizens who had been watching it for some time. While

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896.			
Feb. 9	Am. sc. Florida.....	Plum Island, Massachusetts.	awaiting arrival of apparatus, surfmen patrolled beach on the look out for members of the shipwrecked crew who might have made efforts to reach shore, but none were found. Keeper reached scene with apparatus at 7.20 P. M., having been obliged to change horses at Newburyport, and to drive thence over 12 miles of rough roads, covered with snow and ice, and in places with mud and water. Apparatus was set up as quickly as possible, and a shot and line fired through the darkness at a dark spot, supposed to be the wreck, about 300 yards offshore. No attempt having been made to haul off, the line and shot were pulled ashore and made ready for another trial, but a crash was heard in the direction of the wreck, and the shadowy object disappeared completely from view. Surfmen were then sent to patrol the beach in search of bodies, and one was found that night. No others were ever recovered. Between 10 P. M. and 11 P. M., the keeper received notice that a vessel had stranded near Plum Island Station, and with one surfman he returned to that point, leaving remainder of crew to patrol Hampton Beach.
Feb. 9	Br. sc. Alianza.....	.....do.....	Cargo of coal shifted in heavy sea, and she was thrown on her beam ends. Being thus helpless, she was driven ashore. This disaster occurred three-quarters of a mile south of station, but keeper and crew were then making every effort to rescue the crew of the ill-fated schooner Florida, several miles distant across the Merrimac River. (See preceding case.) One man had been left in charge of station and was at his post when wreck took place, but owing to driving snow and the darkness of night, he could see only a few yards away. Vessel struck first on outer bar, pounded over it into deeper water, and was then driven on the beach about 30 yards from shore. She listed to seaward, and almost immediately began to go to pieces. The patrol from the Knobbs Beach Station went as far beyond his beat to the northward as he could within his time limit, but saw nothing of the vessel. The crew of seven men were swept off, and four of them reached shore in safety. The other three, including master, were lost. The survivors made for the nearest inhabited house (the Plum Island Hotel), and were given shelter there. The landlord at once went to station and informed surfman of wreck, who telephoned circumstances to keeper of Knobbs Beach Station, and also by way of Newburyport to the keeper and crew at scene of wreck of the schooner Florida. As the Alianza had broken up, there was no possibility of doing more than search for the bodies of the three missing men Keeper of Knobbs Beach Station sent patrol to Plum Island Station to search along the beach, and upon arrival of part of crew of latter station, patrol was also sent out from there. Two bodies were found in the early morning of the 10th, one being that of the master. The third body was found on the 20th, and all were properly cared for. The survivors were furnished with clothing and sheltered at station until the 11th, when they left for Boston, in care of British consul. [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.
1896.			
Feb. 9	Am. sc James E. Bayles.	Long Branch, New Jersey.	Anchored close to dangerous lee shore and in constant peril of parting chains and stranding. Patrolman reported case to keeper, and beach apparatus was hurried abreast of vessel. Messages were sent for tugs and two started out, but were obliged to put back on account of heavy sea. Station crew made all ready in case of disaster and stood watch from 6 A. M. to 1 P. M., when wind died out and then shifted to the westward, enabling schooner to work offshore.
Feb. 9	Small boat; no name.	Hog Island, Virginia.....	Capsized at sea on evening of the 8th and drifted about with occupant upon it until daylight of the 9th, when it was discovered by patrolman 4 miles southwest of station. Keeper and crew started at once to the rescue and found the man exhausted and almost perishing from cold. Took him to station and towed boat ashore. After giving him stimulants and rubbing him with hot liniments, he revived. He proved to be Surfman No. 2, of Smith Island Station, who had left Hog Island on afternoon of the 8th for his station with a new boat. Keeper learned through telephone at 6.30 P. M. that he had not reached Cobb Island, so three surfmen were sent out in sailboat to look for him. Weather being thick, nothing was seen, and after two hours' search the life-savers returned. In the morning he was found as above noted. He was furnished with clothing, and left by rail for his station on the 10th, having entirely recovered from effects of exposure. Boat was hauled out badly damaged but in condition for repairs.
Feb. 9	Sc. Pilot	Old Chicago, Illinois, Lake Michigan.	Caught in heavy ice and became unmanageable, endangering the lives of three fishermen. Keeper hired tug (inactive season) and went to rescue. The men had landed on the four-mile waterworks crib, and set distress signal. They entered their boat on arrival of tug and were towed clear of ice and into harbor.
Feb. 10	Am. sc. Caroline Hall.	Smith Island, Virginia....	Stranded on shoal during foggy weather, 5 miles southeast of station, at noon of the 9th. When fog lifted on morning of the 10th, she was discovered from station lookout. Lifeboat was immediately launched and a start made for distressed vessel. After hard pull against head wind and sea, she was reached. Ensign was flying union down, but she was deserted. Her crew of seven men were found on a little island about 500 yards from her, which they had reached in schooner's boat. They were taken in lifeboat to vessel and clothing secured, then were conveyed to station, where they were sheltered for three days. Vessel and cargo of coal were 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.
1896.			
Feb. 10	Am. sc. Maggie J. Lawrence.	Pea Island, North Carolina.	Stranded during strong northwest wind, at 3.30 A. M. Discovered by patrolman and reported at station, and also at Oregon Inlet Station. Keeper and crew hauled beach apparatus and surfboat abreast of vessel and awaited daylight before beginning action, as schooner was gradually working inshore, and in no immediate danger of going to pieces. As it grew light, it was found that surfboat could be used to advantage. This was soon launched, and the wreck reached. Crew of seven and their baggage were taken off and landed without mishap. The Oregon Inlet crew arrived in time to assist in landing and hauling surfboat upon beach. Sheltered crew at station for six days, while engaged in saving stores, rigging, and sails of wrecked vessel. Master was cared for during fifteen days while this work was in progress, and was aided by station crew. Schooner was total loss.
Feb. 11	Am. sc. Millie J. H..	Burnt Island, Maine.....	Mistook locality, and set flag for pilot. This was reported by the day watchman, and keeper, knowing dangers of the rocky beach, had surfboat launched and pulled out to schooner. At request of master, keeper assumed charge, and piloted her into Port Clyde for safe anchorage.
Feb. 11	Am. sc. Belle R. Hull.	Watch Hill, Rhode Island.	Strained by strong wind and heavy sea; seams opened and vessel leaked rapidly. To prevent her sinking at sea, master ran for the shore. She was discovered, almost water-logged, at 7.40 A. M., heading for the beach. Acting keeper had beach apparatus at once transported to probable point of stranding. A terrific squall, accompanied by snow, blew away her foresail and jib, and she was driven on the beach at 8.15 A. M., one-half mile east of station. Lyle gun was fired at once and communication established. The master's wife and the five men on board were soon safely landed with the breeches buoy. Ten minutes later the masts went by the board and the vessel was dashed to pieces. Crew were taken to station, provided with dry clothing, and afforded shelter during the day and night. Except for the prompt work of the life-savers, this disaster would undoubtedly have resulted in the loss of all hands. [See letters of acknowledgment.]
Feb. 11	Am. str. Alfred Lister.	Coney Island, New York..	Foundered near bell buoy, Rockaway Inlet. Steamer Two Brothers, near by, rescued the crew. Keeper telegraphed news of casualty to New York Maritime Exchange.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896.			
Feb. 11	Am. sc. Susie H. Davidson.	Cape May, New Jersey...	Parted her main cable and stranded on shoal during hurricane; leaking rapidly and in danger of pounding to pieces, the other two anchors were slipped, sail was made, and she was run nearer to the shore. Seeing that she was being headed for the beach keeper telephoned to Cold Spring Station and started with apparatus and crew to assist vessel. Upon arrival found sea breaking over her and threatening to sweep everything before it. A successful shot was quickly fired and breeches buoy sent aboard; one man was landed but the remaining seven refused to trust themselves to the breeches buoy; keeper then went on board (the Cold Spring crew having arrived), and assured the men that the buoy was perfectly safe, and they were then landed without mishap. They remained at station during the day and were furnished with dry clothing. With the assistance of two tugs and a wrecking crew the vessel was hauled off on the 13th and towed to Camden, New Jersey, for repairs. [See letter of acknowledgment.]
Feb. 11	Fish boat; no name	Indian River Inlet, Delaware.	Misstayed, drifted into breakers, and capsized during northwest gale. Lookout saw the craft and called keeper's attention to it; horses were at once hitched to surfboat wagon for hauling to point toward which boat was drifting. Word was sent to Rehoboth Beach Station for crew to join at scene of disaster. Boat capsized before crew arrived abreast of it, and occupant was clinging to the bottom, constantly swept by the sea. Rehoboth Beach crew joined Indian River Inlet crew opposite capsized boat and surfboat was successfully launched against heavy gale and high surf. Oars were double banked and a strong pull made to reach the helpless man. The anchor had been washed from the disabled craft and was holding it in the midst of the breakers; after arduous pull the boat was reached and man hauled into the surfboat; he was almost unconscious and could have held out but a few minutes longer. He was landed safely, wrapped in blankets, and carried to station, 2½ miles distant. After proper treatment there he was restored. Next day both crews went to fish boat and righted it, bailed it out, and repaired it as well as possible with material at hand. Fisherman was sheltered at station for three days.
Feb. 12	Yawl boat; no name.	Milwaukee, Wisconsin, Lake Michigan.	Caught in heavy ice 200 yards from shore, and unable to land. Master of fire tug informed keeper of the situation, and that the lives of four men were endangered. Owing to shallow water, tug could not reach them. Keeper put beach apparatus on tug, and was carried up the river to get wagon from fire department; apparatus was transferred to wagon and driven to point abreast the ice-bound yawl, accompanied by a number of city firemen, it being inactive season at the station. Successful shot was fired with Lyle gun and double whip sent out. It was made fast at yawl, and thirty men tried to haul her ashore, but failed. The horses were then hitched to the whip, and these, aided by the men, extricated the boat and her imperiled crew.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896.			
Feb. 13	Sc. yt. Frolic.....	Cobb Island, Virginia.....	Anchored on dangerous shoal with gale of wind blowing and sea running high. Lookout reported her light at 6.30 P. M., and keeper mustered crew and launched surfboat as soon as possible. Pulled alongside, and found that master was ignorant of his position. At his request, life-savers hove up vessel's anchor and got her under way. Keeper ran her into harbor and anchored her safely for the night.
Feb. 13	Am. sc. Willie T.....	Big Kinnakeet, North Carolina.	Parted moorings and stranded during the storm of the 6th. At master's request, crews of Big Kinnakeet and Little Kinnakeet stations, assisted by citizens, put schooner on launching ways and ran her down to the water. She floated off when tide made.
Feb. 13	Am. sc. Hettie J. Dorman.	Portsmouth, North Carolina.	Misstayed and stranded while trying to work out of Ocracoke Inlet, leaving her in an exposed and dangerous position. Lifeboat was launched and crew went to assistance. Ran out anchor and hove vessel around; made sail and worked her off the shoal. She was taken back to port for repairs.
Feb. 14	Br. str. Otranto.....	Fire Island, New York...	Stranded shortly before midnight 2 miles west of station. Patrolman burned his Coston signal and at once reported disaster to keeper. Surfboat was launched and crew pulled out to her assistance. Found her in no immediate danger, and at master's request keeper took telegrams ashore and sent them to New York agents. About 9.30 A. M. the agent sent dispatches to master of steamer, which station crew tried to deliver, but strong southwest wind having sprung up and raised rough sea, surfboat could not be used. Beach apparatus was hauled abreast of vessel and efforts made to establish communication, but, owing to her great distance from shore, failed. Oak Island and Point of Woods crews assisted in these operations. Watch was kept throughout the day and night by station crews. Next morning, wind having moderated, keeper and crew launched surfboat and put steamer's agents and a number of dispatches aboard. Wrecking company began work looking to release of steamer. On the 17th again carried dispatches aboard. On the 18th weather became threatening, and station crews ran line from bow to shore as a precautionary measure. At 10 P. M., however, steamer was hauled afloat by wrecking company and towed to New York.
Feb. 14	Am. str. Charlie Clark.	Louisville, Kentucky.....	Stranded on the wing dam in the falls of the Ohio. Lookout gave the alarm and station boat and crew went to assistance. Steamer was pushed into deep water by tug, and one of the station boatmen assisted pilot in taking her up over the falls and into the canal in safety.
Feb. 14	Barge; no name.....	.....do.....	In tow of preceding steamer and stranded with her on the dam. Station crew ran lines from her to tugs, and she was hauled to the shore and made fast.
Feb. 14	Barge; no name.....	.....do.....	In company with preceding barge and stranded on the dam. Keeper and crews ran lines to tugs, and barge was pulled off and made fast to the bank.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896.			
Feb. 15	Fish boat; no name..	Quogue, New York.....	Capsized while landing through surf, endangering the lives of two fishermen. Station crew went to the rescue and, by jumping into the surf with a line, aided them in reaching shore safely; boat was hauled out and saved from destruction by the sea. Keeper of Tiana Life-Saving Station assisted in this work.
Feb. 15	Catboat Shoo Fly ...	North Beach, Maryland..	Dragged anchor and stranded on shoal in rough sea while crew were away on hunting expedition. Lookout discovered her danger and reported to keeper. Two surfmen were sent to her assistance in rowboat. Shortly after they reached the catboat the hunters returned. Surfmen helped to reef sails, get up anchor, and work her off shoal into deep water, uninjured.
Feb. 16	Am. slp. Visla H.....	Sabine Pass, Texas.....	Stranded on submerged end of west jetty, endangering her safety and that of the three men on board. Keeper and crew launched surfboat and hastened to the rescue; anchors were run out astern and lines taken to windlass. After heaving for three hours, the sloop was hauled off the rocks and taken into harbor undamaged.
Feb. 17	Am. sc. Majestic.....	Fletchers Neck, Maine....	Stranded at night during thick weather on dangerous rocky ledge. Crew of three landed in ship's boat and walked to station. Keeper and crew launched surfboat and pulled to ledge, on which vessel had struck, and cruised about the locality for an hour, but could find no trace of her. Next day made another effort to find her, but nothing of her was ever seen; she had probably pounded over the rock, been driven seaward, and sunk. Shipwrecked crew were frost-bitten, but recovered rapidly after treatment according to Service methods. They were sheltered at station and furnished with clothing; procured transportation for them to their homes.
Feb. 17	Am. sc. Gertie S. Winsor.	Race Point, Massachusetts.	Stranded, during thick and stormy weather, at 3 o'clock in the morning. Patrolman burned Coston signal and reported casualty to keeper, who at once had beach apparatus ready for transportation to wreck. Three surfmen were sent on ahead to dig hole for sand anchor, to facilitate operations. Beach apparatus was hauled around and set up shortly after 4 A. M. Fired shot and landed line between fore and main masts. Hawser was set up, and whole crew of sixteen men landed without mishap. They were sent to station as quickly as possible in charge of surfman, two of them being badly frost-bitten. Used Service methods in treatment of frostbites, and the men were relieved. Provided them with dry clothing, and sheltered them during remainder of night. In this disaster and during the rescue, all of the vessel's crew and all of the surfmen were frost-bitten about the face, feet, and hands, though none very seriously.
Feb. 19	Dory; no name.....	.....do.....	Lookout discovered this boat with two fishermen approaching the breakers and notified keeper. Station crew ran down to beach and hauled them safely through the surf. The men had become frightened by threatening weather and pulled for the shore. Gave them shelter and food at station.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896.			
Feb. 19	Am. sc. Ida G. Farren.	Portsmouth, North Carolina.	Driven ashore during gale of the 16th. Master and crew, together with master and crew of schooner Columbia had left their vessels. They started to return, but strong northeast gale drove them back, and they were cared for at station until the 19th. Storm having abated, an attempt was made to float the Farren on this date. Station crew pulled to her in lifeboat and found that she had dragged over her anchor, which was under her bilge. Made efforts to get it out, but failed. On the 22d, keeper and crew again boarded schooner. Bailed and pumped her out, and hoisted out a part of her cargo of oysters. Cut away ceiling and stopped leaks. Ran an anchor and 75 fathoms of chain out ahead, and hove a taut strain so vessel would float on a full tide. A high tide occurred on March 3, and schooner was released.
Feb. 20	Slp. M. E. D.....	White Head, Maine.....	Parted moorings during gale and was driven against wharf at Spruce Head, where she filled and sank. No one was on board at time of casualty. Life-saving crew promptly went to her assistance. With great difficulty succeeded in passing hawser around her; took it to derrick on wharf and raised her. Bailed her out and took her to sheltered cove, where she was secured for owner.
Feb. 20	Am. bge. Star of the East.	Point Judith, Rhode Island.	Parted towline and stranded at 6 A. M., three-quarters of a mile west of station. Patrolman saw her at once and reported to keeper. Surfboat was launched and pulled out to her through high sea. Took master and his two men in surfboat and landed them safely. In afternoon station crew again went to barge and saved clothing belonging to the men. Master and crew were sheltered and succored at station until the 25th. On the 22d wrecking company took charge of barge, and on the 26th succeeded in floating her, and towed her to New London. While master and crew were at station they were transported to and from barge by life-saving crew, as needed.
Feb. 20	Am. sc. J. Henry Edmunds.	Cold Spring, New Jersey.	In attempting to board this pilot boat in a skiff during a gale of wind, the pilots were driven to leeward, and were obliged to make for the shore, which they reached with boat and clothing badly iced. Keeper and crew launched surfboat and took pilots and six men out to their schooner after a hard pull.
Feb. 21	Am. sc. Anna L. Sanborn.	Gurnet, Massachusetts.....	Stranded at 8 P. M., during strong northwest wind. Patrolman answered signal of distress by burning Coston signal, and then notified keeper. Surfboat was manned and a start made, but owing to mass of shore ice progress was slow. On reaching schooner anchor was run out and chain hove taut, ready for heaving off when flood tide should make. At 10.30 P. M. she was surrounded by a large field of ice, which did not pass until after midnight. She was then hove afloat and swung to her anchor. Got her under way and keeper piloted her to safe anchorage.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896.			
Feb. 21	Sloop; name unknown.	Gilberts Bar, Florida.....	Stranded on the beach; keeper went to her aid and succeeded in getting her off. He beat her offshore so man in charge could proceed in safety to destination.
Feb. 22	Am. sc. Lettie G. Howard.	Gurnet, Massachusetts....	Stranded on Black Point at 7 P. M. Manned surfboat and pulled off to her with anchor and lines. Found her keeled over so that rail was under water. Made soundings around her for best depth of water, and decided to wait till tide rose before beginning operations. Stayed by her all night, and at 3.30 A. M. manned pumps. Soon cleared her and her bow swung inshore. Station crew then ran out kedge and hove bow around. Made sail and worked her clear of rocks into mid-channel. Shortly afterwards she was headed off for the fishing banks, apparently uninjured.
Feb. 23	Am. sc. Gertrude T. Browning.	Little Egg, New Jersey...	Lookout reported her at 10 A. M., standing off and on, with ensign at the main. Keeper concluded that master wanted pilot, but knowing that it would be dangerous to attempt to enter inlet on account of shoal water on the bar and of ice inside, he did not board her. She then ran up the beach, and when abreast of Bonds Life-Saving Station, set signal of distress. Keeper of that station boarded her at once. Master stated that his vessel was leaking and he wanted to enter the inlet. He was informed that if he had made signals to that effect earlier, the keeper of Little Egg Station would have gone to him immediately. Master then headed vessel down the beach again, but showed no signal. Keeper, however, had been notified by telephone from Bonds Station of her condition, and pulled out to her in surfboat. Found all in good shape on board, pumps working well, and vessel making very little water, but at master's request, keeper piloted her safely into inlet and anchored her. Next day master started to sea again, but grounded his schooner on a sand bar. Keeper and crew went to assistance, worked her clear, and anchored her until high water, then got her under way and took her out of harbor without mishap.
Feb. 23	Am. sc. Lizzie Prien	Coquille River, Oregon...	Becalmed at entrance to river, and being broadside to sea, both anchors were let go. Heavy strain parted chains and she stranded near north jetty at 7 P. M. Keeper and crew at once pulled out to her in surfboat. Ran lines to jetty and hove taut to await high water. Commenced work again at 3 A. M. (high water) and hove schooner within 75 feet of gap in jetty, when lines parted. Ran new lines and awaited next high water, when she was moved to the gap, where lines again parted. Unshipped rudder to prevent damage to sternpost. Ran new lines and waited for next morning's tide. On the 25th, hauled her through the gap. In passing through she received some slight damage by fetching up against jetty, and lines again parted. Continued work each day until the 28th, when schooner was hauled into the river and floated. On the 29th, recovered anchors and chains and returned them to her. [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.
1896.			
Feb. 24	Am. slp. Idlewild...	Galveston, Texas.....	Stranded during thick weather early in the morning, 3 miles northwest of station. Surfmen pulled to her assistance and found her hard aground. Ran out anchor and tried to heave her off, but failed. Unloaded part of her cargo of rice, transferring it to surfboat, and then made another effort to float her. Some of the men jumped overboad and pushed while the others hove on cable and she was finally released. Cargo was replaced and sloop proceeded to Galveston.
Feb. 25	Sailboat; no name..	Assateague Beach, Virginia.	Patrolman discovered that five men had landed from this boat near station at 10 P. M. Surfmen helped to haul boat on beach and secure it. Men were taken to station and furnished with shelter and food. They stated that they belonged to a raft that was being towed to Newport News, but that tug had broken down and gone back for repairs. At midnight master and crew of raft went offshore in their boat, but in the morning, weather becoming threatening, they returned and brought four more boats with them. On morning of the 27th the men went offshore again, and brought back three more boats. On the 28th station crew assisted in getting the boats off the beach and taking them to secure harbor in Linds Cove. During the time of these operations no evidence of any raft was visible from station.
Feb. 26	Slp. Vigilant.....	North Beach, Maryland..	Caught in drifting ice and carried on shoal. Lookout reported casualty to keeper, who at once made preparations to assist her. As large masses of ice were drifting about, a scow was used instead of surfboat, for fear of injury to the latter. Having reached sloop, she was cleared of ice and hauled away from shoal. Made sail and left master on his way to Ocean City.
Feb. 27	Slp. Osborn.....	Kill Devil Hills, North Carolina.	Dragged ashore during gale of the 19th, 4 miles northwest of station. At master's request, keeper and crew proceeded to stranded sloop on this date, and, assisted by keeper and crew of Kittyhawk Station, ran out anchor and hove her off uninjured. Master made sail and went to destination.
Feb. 27	Br. ship. Mabel Taylor.	Santa Rosa, Florida.....	Struck aback and drifted on shoal. Patrolman observed a vessel, at 10 P. M., burning signal for pilot and continuing to do so. He finally flashed his Coston signal, and, returning to station, reported to keeper. Knowing pilot boat to be anchored in the bay and unable to see signals, keeper had surfboat manned, and pulled out to her. Offered to put pilot on board the vessel, but they said she was anchored and needed no pilot. At daylight, keeper noticed that she had two tugs alongside and seemed in trouble. Manned surfboat again and started out to assist her, but met tugs returning with ship's crew on board. Vessel had struck a shoal and could not be hauled off. She proved 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.
1896. Feb. 27	Br. str. Maristow....	Brazos, Texas.....	At daylight, a boat belonging to this steamer was sighted making for the beach some distance from station. Surfboat was launched and crew pulled to Padre Point, where boat had landed. Learned that steamer had broken her shaft about 400 miles north of Vera Cruz. Mate, with boat's crew, left her on the 21st to find telegraphic communication. Station crew assisted in launching ship's boat, and directed the mate to nearest telegraph station. On morning of March 1, the steamer was sighted, 7 miles southeast of station, flying distress signals. Manned surfboat and pulled down to her. Told master that his boat's crew had landed safely and telegraphed for assistance. Steamer was brought to anchor, and master was landed in surfboat to communicate with agents. On March 4 she was taken in tow for Galveston, and reached there in safety.
Feb. 28	Am. sc. Maggie Sutphen.	Hog Island, Virginia.....	Stranded on inner bar; rough sea, endangering the lives of the two men on board. Life-saving crew boarded her at once, ran out anchor, and tried to haul her afloat. Not succeeding, waited until next high tide. Sea started her seams, and she began to leak, but when tide raised she was hauled off and taken to secure anchorage, where damages could be repaired.
Feb. 28	Am. str. Point Loma.	Cape Disappointment, Washington.	Sprung a leak. Her fires were extinguished, and she was driven ashore by west gale, 6 miles north of station. Patrolman saw a vessel approaching the beach shortly after midnight and burned his Coston signal to warn her off, but as she continued to draw closer in, the fact was reported to keeper. It was soon perceived that she was disabled, and would drift ashore. All hands were called, beach apparatus was hitched to team furnished by the commanding officer at Fort Canby, and start was made for point where steamer would probably strand. Surfboat was hauled to railroad to be transported to scene. By this time the steamer had disappeared from view, and was not again seen until daylight, when she was located on Long Beach. Apparatus was hurried abreast of her, put in position, and several shots were fired, with lines ranging from No. 4 to No. 9, but the distance was so great that all fell short. While faking lines for further firings, a surfman and detail of soldiers from Fort Canby were sent for surfboat. In firing the last shot, which proved successful, the gun was taken down to the water's edge, and the undertow followed out as far as possible. The beach apparatus was soon set up, and the breeches buoy sent out, but no one would get into it. It was now discovered that the steamer's life raft had drifted ashore, and it was secured and sent out with the whip to the imperiled men. Still no one would leave. By this time surfboat had reached the scene, and keeper, ready to take all risks for saving lives, decided to make the attempt to launch it and reach the wreck. Five volunteers were secured to take places of those engaged in handling lines, and watching for a favorable opportunity, a successful launch was made. The seas were rolling in furiously

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896.			
Feb. 28	Am. str. Point Loma.	Cape Disappointment, Washington.	and threatening instant capsize, but after hard pull the steamer was reached. As she was bow on to the shore no lee was afforded, and the men hesitated to drop into surfboat, which shipped much water as each sea passed. Two were at last gotten safely off the ship, but while attempting to take off a third one a tremendous sea swept down, and in the effort to meet it the steering oar was broken. The boat was then completely submerged, and immediately capsized, carrying most of the crew under her. Keeper was struck by a piece of wreckage and nearly drowned, as were the other members of the crew. Finally, however, the boat reached shore, and all were landed in safety, though thoroughly exhausted. The life raft was then hauled out to wreck again. The crew were now willing to trust this means of conveyance, and the remaining men, fifteen in number, were successfully landed. As the last of them were being brought ashore, keeper and crew of Ilwaco Beach Station arrived, and gave all needed assistance. Steamer was a total loss. Captain Day, of the U. S. Army, rendered valuable assistance in this case.
Feb. 28	Am. sc. Gem.....	Shoalwater Bay, Washington.	Dragged anchor during gale and stranded, 3 miles east of station. Keeper and crew went to assistance in surfboat. Ran line to tug and schooner was hauled afloat uninjured.
Feb. 29	Am. sc. Nettie Cushing.	Cape Elizabeth, Maine.....	Anchored in dangerous position between Cape Elizabeth and Richmonds Island. Keeper and crew pulled off to her in surfboat. Found that master realized his danger, but was afraid to get under way. Keeper then took charge, got up anchor, and worked her to a safe offing for course to Portland. Vessel would doubtless have been lost but for the prompt action of the life-saving crew, as heavy southeast gale sprung up shortly afterwards, and she would have been driven ashore.
Mar. 1	Rowboat; no name..	Santa Rosa, Florida.....	The patrolman reported having found a boat, without oars, belonging to the stranded ship Mabel Taylor, high and dry on the beach, 2¼ miles west of the station. The keeper, accompanied by his crew, went to the spot to bring the boat to the station, but finding her garboards started and keel bent, hauled her well up on the beach and left her temporarily. After surfboat practice on March 10, towed her to the station for safe-keeping.
Mar. 1	Slp. Ethel	Saluria, Texas.....	Supplied this vessel with fresh water from the station cistern.
Mar. 2	Am. bk. H. J. Libby	Zachs Inlet, New York...	Stranded during the prevalence of a blinding snowstorm, 1 mile southwest of the station. She was discovered by the patrolman ten minutes after the disaster occurred, who, having burned his Coston signal, hurried to the station and gave the alarm. The keeper notified the Short Beach and Jones Beach stations by telephone and set out for the wreck with his beach apparatus. Upon arriving at the scene, where they were promptly joined by the other two life-saving crews, it was found that the wreck lay too far offshore to use the Lyle gun, so the three crews, dividing themselves into two parties, brought

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Mar. 2	Am. bk H. J. Libby	Zachs Inlet, New York...	up, after a hard pull, the surfboats from Zachs Inlet and Short Beach stations. Both boats were launched about 7 A. M., and the entire crew of the bark, fourteen in number, brought ashore, seven in each boat. Half of them went to Zachs Inlet Station and the other half to Short Beach Station, where they were housed and fed, several of them also being furnished with clothing from the supply of the Women's National Relief Association. On March 4 the Zachs Inlet crew took the master and mate on board the bark to get their personal effects and confer with the wrecking company, and on the 5th two trips were made in the surfboat to bring ashore the clothing and effects of the sailors. On March 6 the shipwrecked mariners were taken across to the mainland. The vessel ultimately proved a total loss. [See letter of acknowledgment.]
Mar. 2	Am. sc. Nellie Woodbury.	Long Beach, New York...	Stranded about 3 A. M. during a heavy snowstorm. The surfman on patrol displayed his Coston signal and notified the station. The life-saving crew set out for the wreck with the beach apparatus, making slow progress, however, on account of the storm, the snow falling so heavily that they passed by the vessel without seeing her. When daylight broke the schooner was sighted close by, forging ahead slowly in the breakers toward the eastward. She finally grounded hard and a shot line was put on board successfully at the first attempt and the whip sent off; however, in getting the hawser aboard the schooner's crew got several turns of it around the whip so that the breeches buoy could not be hauled close enough to the mast for the crew to get into it. As the seas began boarding the vessel about this time her crew of six launched their yawl and by this means luckily landed in safety. They were taken to the station, furnished with food, and with dry clothing from the supply donated by the Women's National Relief Association, and sheltered for two nights, after which they went to work for the wrecking company, which had taken charge of the vessel.
Mar. 2	Am. sc. Bonita.....	Cobb Island, Virginia.....	About noon the surfman on lookout noticed a flag hoisted union down in the rigging of this vessel, which was about 2 miles offshore. As a heavy northerly gale was blowing and a high sea running, the life-saving crew hauled the surfboat 2 miles up the beach so as to take the wind on the quarter, being kindly and materially aided in this long drag by six of the neighboring residents. Upon boarding the schooner the keeper was informed by her master that his crew was completely worn out, mainmast sprung, jib stay carried away, and his best anchor and chain lost. He requested assistance to make an anchorage. The life-saving crew set up the jib stay temporarily, and after putting three reefs in the mainsail made sail and worked the vessel into harbor, where she was safely anchored.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896.			
Mar. 11	Am. sc. L. S. Wyman.	Pamet River, Massachusetts.	Sprung a leak early during the night of the 10th instant, and though the pumps were worked to their utmost the water gained so rapidly that at 8.30 A. M. on the 11th the crew of four men took to their boat and saw the schooner go down a few moments after they had abandoned her. They pulled for the shore, about 3 miles distant, and landed safely abreast the station about 6 A. M. They were sheltered and cared for, being much exhausted by their labor and exposure, and remained at the station until the afternoon, when they left by train for Boston, a certificate for free transportation having been furnished them by the keeper.
Mar. 11	Am. sc. Kate Scranton.	Eatons Neck, New York..	Stranded in a thick snowstorm, having lost her reckoning. Before the arrival of the surfmen her crew of four attempted to land in the vessel's yawl, which capsized in the breakers and two lives were lost, the two survivors being rescued from the surf by the life-savers, and the master then landed by the breeches buoy. The three mariners, the two who had been dragged from the surf being utterly exhausted, were well cared for, furnished with dry clothing from the supply donated by the Blue Anchor Society, and maintained at the station for two days. The vessel proved a loss. [For detailed account of this disaster see caption "Loss of Life."]
Mar. 11	Rowboat; no name..	Assateague Beach, Virginia.	At daylight the surfman on lookout reported that a small boat, belonging to a neighboring fisherman, was adrift and fast going out to sea. The keeper had the surfboat launched and picked her up, brought her to the station, and secured her, thus saving the boat from being lost.
Mar. 11	Am. sc. Gannet.....	Santa Rosa, Texas.....	At 4.45 P. M. the day lookout observed that a schooner, which had been anchored close to the beach, about 2½ miles east of the station, had parted her cable and drifted ashore. The keeper and crew proceeded to her assistance. An anchor was carried out with 50 fathoms of cable and backed by a second anchor, and after three hours of heavy heaving she was floated and safely moored.
Mar. 12	Dory; no name.....	Gurnet, Massachusetts....	One of the surfmen noticed a small boat come ashore. He went to the spot, found she contained a pair of oars and a boat anchor, and having launched her rowed to the station and hauled her out in a safe place. On April 1, a man came to the station and gave satisfactory proof that the boat belonged to him, whereupon the keeper surrendered her, taking a receipt for the same.
Mar. 12	Cat yt. Helen.....	Cuttyhunk, Massachusetts.	Parted her moorings and was driven ashore in a heavy blow. At low water the life-saving crew planted an anchor offshore and made everything ready for heaving on the vessel when a suitable time came. On March 26, the spring tide being full and the weather good, she was floated by her owners without further assistance.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896.			
Mar. 12	Am. sc. Cavalier.....	Eatons Neck, New York..	Missed stays, when close aboard Eatons Neck Reef, and had to anchor to prevent going on the rocks. The life-savers boarded her in the surfboat and found her lying all clear, but in a dangerous position in case of a westerly gale. At the request of the master, took ashore a message from him, addressed to his consignees, asking that a towboat be sent to his assistance. The tug arrived about midnight and towed the vessel away.
Mar. 12	Canoe, Little B. J....	Gull Shoal, North Carolina.	Two young men, who had visited Gull Shoal Island for the purpose of hunting, allowed their canoe to be left high and dry by the falling tide and were compelled to remain on the island all night. At 6.30 the following morning the keeper perceived their situation and went to their assistance with the life-saving crew. The canoe was unloaded, launched and reloaded, when the young men left for the mainland after expressing their thanks to the life-savers.
Mar. 1	Am. slp. Gracie.....	Point of Woods, New York.	Foundered and sunk off the station landing. The life-saving crew bailed her out and chopped the ice from her, but were unable to keep her free, and could not move her from her position. She was carried off on the night of the 15th by the ice, and was seen the following morning, but it was impossible to reach her. On the 17th the life-savers worked through the ice in a sharpie and found the sloop a total wreck. A few blocks and the gaff were saved and delivered to their owner.
Mar. 14	Am. sc. Eddie A. Minot.	Gurnet, Massachusetts....	Was discovered aground on a shoal, at low water, about 6.30 A. M., and was boarded by the life-saving crew. The master stated that his vessel had started a butt, and as he feared she would leak when floated, and that he would require assistance at his pumps, he requested the keeper to remain by him. The life-savers assisted to make sail on the schooner, and to heave on a kedge, which had already been carried out, by which measures she was shortly floated. The leak proving slight and within control of the vessel's crew, the keeper returned to the station.
Mar. 15	Am. sc. Clarissa Allen.	Point Judith, Rhode Island.	Stranded in a thick snowstorm and light surf, 2 miles north of the station, about 7.15 P. M. The master lowered his own boat, and landed with his crew of three men as soon as the vessel struck, bringing their personal effects ashore. They were met on the beach by the surfman on patrol and brought to the station, where dry clothing was furnished from the supply of the Women's National Relief Association. The shipwrecked crew remained at the station until March 19, during which time bad weather prevented any work being done on the schooner. On the 21st the life-saving crew boarded her and brought ashore a part of her rigging and some blocks. The master remained at the station until March 25, when he disposed of the vessel at private sale.
Mar. 15	Am. sc. Thomas Thomas.	Atlantic City, New Jersey.	Stranded on Absecon Bar while attempting to cross at low water. As the disaster had been observed from the station, the life-saving crew immediately went to her aid in the surfboat, carried out an anchor and assisted in heaving her afloat without damage.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896.			
Mar. 15	Am. sc. R. F. Hastings.	Wachapreague, Virginia.	About 8 P. M. the crew of the vessel, five in number, came to the station and reported that their schooner had struck the sunken wreck of the steamer Amy Dora, which was lost near here some years ago, and had sunk so quickly that they barely had time to escape in their yawl with only a portion of their clothing. They were sheltered by the keeper and provided with breakfast the following morning. The vessel and her cargo of oysters proved a total loss.
Mar. 15	Am. sc. Anaconda.	Big Kinnakeet, North Carolina.	Dragged her anchors and was driven ashore 1 mile west of the station. On March 19, at the request of her master, the life-saving crew carried out an anchor, and running a hawser to the vessel, succeeded in heaving her afloat after three hours' hard labor.
Mar. 16	Am. sc. William Cobb.	Point Allerton, Massachusetts.	Stranded on Hardings Ledge during a thick snowstorm, about 4 A. M. She was discovered shortly afterwards by the patrolman, who gave the alarm, and the life-saving crew at once went to her aid in the surfboat. A tug arriving at the wreck simultaneously with the life-savers, the latter ran a hawser for her, and boarding the schooner, assisted in lowering and furling her sails. At high water, the towboat succeeded in hauling the vessel off with but little damage beyond the loss of her shoe.
Mar. 16	Am. sc. General McClellan.	Cobb Island, Virginia.	About nightfall the surfman on lookout reported a schooner stranded on the inner bar. The keeper at once mustered the life-saving crew, launched the surfboat and went alongside her. His offer of assistance was thankfully accepted, and having carried out an anchor, the life-savers succeeded in heaving the vessel into deep water. The keeper then took charge, put sail on her and piloted her into the harbor, where she was safely anchored, having sustained no apparent damage.
Mar. 17	Am. sc. Nickerson.	Gurnet, Massachusetts.	Stranded three-quarters of a mile from the station through lack of knowledge on the part of her master in regard to set of the ebb tide. As soon as the tide began to make (5.30 P. M.), the life-saving crew went to her assistance, carrying a kedge, hawsers, and lines. On approaching her, the kedge was let go in the channel and 90 fathoms paid out on the hawser straight to the vessel. Upon boarding her, it was found that seven out of her crew of ten had deserted her, leaving the master too shorthanded to do anything. At his request, the keeper assumed charge, and soon hove the vessel afloat. The surfboat was then manned and the schooner towed to a safe anchorage.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896.			
Mar. 19	Am. bg. Water Witch.	Brentons Point, Rhode Island.	Information reached the keeper, early on the morning of the 20th, that a vessel had stranded about 9 miles east of the station the preceding night, and that assistance was needed. Deeming it impossible to reach the scene of the disaster in the surfboat, owing to a heavy gale and high sea, the keeper procured a team and set out with the beach apparatus. On reaching the spot it was found that the vessel had broken up almost immediately after striking, her crew landing in their own boat, saving scarcely anything. They had meantime been cared for by a resident of the vicinity, Mr. H. F. Peckham. With the use of a team belonging to this gentleman, the crew of seven were taken to the life-saving station, where they were furnished with clothing from the supply of the Women's National Relief Association, housed and fed until the following morning, March 21, when they left by rail for Boston on passes obtained by the keeper.
Mar. 19	Am. sc. Jonathan Sawyer.	Sandy Hook, New Jersey..	Stranded near the station through an error in the identification of the light-ship's lights. The disaster was promptly discovered and reported by the surfman on patrol, and the life-saving crew arrived abreast of her with the beach apparatus at 5.30 A. M. A line was thrown across her successfully at the first shot, but no one on board appeared to know what to do with it. Finally, after much signaling and gesticulation on the part of the life-savers, the whip and hawser were gotten on board and rigged and the keeper went off to the wreck. He assisted the crew of five to land in the breeches buoy, as the vessel was pounding heavily and being swept by the sea from stem to stern. The master and mate remained by her temporarily, a wrecking steamer having arrived. The wreckers got a line to the schooner but on account of increasing wind and sea soon abandoned work. The weather moderating somewhat the following day operations were resumed and after partially discharging her cargo the wreckers succeeded in floating her, leaking somewhat, on the night of March 22. The crew of five were sheltered and fed at the station for three days, the captain and mate remaining on the wrecking steamer.
Mar. 19	Br. str. Craigmore...	Jupiter Inlet, Florida.....	Stranded 8 miles south of the station, owing to an accident to her steering gear. She was discovered by the patrolman at daybreak and the life-saving crew proceeded to her assistance in the surfboat. It was decided to attempt to float her at high water about midnight, and under the keeper's supervision a catamaran was made of two of the steamer's cutters on which to carry out her anchors, which were too heavy to be handled by one boat. This catamaran was towed out the requisite distance by the surfboat, the anchors planted and hawsers gotten in readiness for heaving. Meanwhile her master had begun to jettison her cargo, but desisted on the advice of the keeper. At 11 P. M. the vessel was successfully floated without having sustained any damage.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896.			
Mar. 19	Skiff A. N. Silver Moon.	Louisville, Kentucky.....	The day lookout gave the alarm that an empty skiff was adrift in the river, near the chute of the falls. The station boat was manned and the skiff picked up and returned to her owner.
Mar. 19	Br. shp. Glenmorag..	Ilwaco Beach, Washington.	Stranded about 4 P. M., 7 miles north of the station, in thick, foggy weather. Information of the disaster reached the keeper two hours later, and at 7.30 P. M. the life-savers arrived at the wreck. It was found that her crew had landed in their own boats, but in leaving the ship a heavy sea had thrown one of them violently against the vessel's side, killing two of its occupants and injuring four others. The life-saving crew assisted to land the ship's instruments and part of the crew's clothing and returned to the station at 11.50 P. M., leaving the surf boat on the beach, by the wreck, for use the next day. After reaching the station one of the surfmen returned with food to the mate, who remained on watch by the vessel. The ship's company were cared for by the neighboring villagers. On March 20, the surfmen returned to the wreck and assisted to land the personal effects of her crew. As nothing further could be accomplished they then returned with the surfboat to the station.
Mar. 21	Am. sc. Bertie.....	Hunniwells Beach, Maine.	While beating out of the Kennebec River, struck a sunken rock and almost immediately filled and went down, her crew of three men taking to their own boat. The disaster was observed from the life-saving station, but the utmost dispatch only enabled the crew to arrive at the spot just as the vessel disappeared from view. The surfmen then assisted to save floating property and returned to the station with the schooner's crew, who were then provided with breakfast.
Mar. 21	Am. sc. John F. Krautz.	Forked River, New Jersey.	Stranded about 11.20 P. M., on Barnegat Shoals. When daylight broke her position was discovered by the patrolmen of both the Barnegat and Forked River Life-Saving stations. The crew of the former station boarded her first and found her well upon the shoals, resting easy. Her master desired messages taken ashore for transmission to the wrecking companies, which service the keeper performed for him, and later in the day put the Merritt Wrecking Company's agent aboard the vessel. When the Forked River life-saving crew arrived no further service was desired than had already been performed. At 1 P. M. the schooner was hauled off the shoal by the steamer J. D. Jones and towed to New York.
Mar. 21	Am. sc. Henrietta...	Little Kinnakeet, North Carolina.	Stranded at low water in Pamlico Sound. Her signal of distress was seen by the lookout, and the keeper and three surfmen went to her assistance in the skiff. The vessel was found to be hard and fast aground, so that nothing could be effected except to carry out an anchor and await the rising of the tide to float her, which was done. The schooner came off at high water without further aid.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896.			
Mar. 21	Am. sc. Flora Woodhouse.	Sabine Pass, Texas.....	About 2 P. M., the lookout reported to the keeper that a three-masted schooner, which was beating into harbor, was standing directly for a reef lying three-quarters of a mile southeast of the station. The international code signal J D ("You are standing into danger") was at once hoisted on the flagstaff, but no heed was paid to the warning, and in a few moments the vessel stranded. The surfboat was at once launched, and the life-saving crew went to her assistance. Anchors were carried out and the hawsers taken to the windlass, but after three hours' work, having failed to start her, operations were abandoned for the day on account of falling tide. The following morning the life-savers returned to the schooner, and, having carried out additional anchors, succeeded in floating her after seven hours' hard work. They then got her under way and brought her in to a safe anchorage.
Mar. 21	Skiff; no name	Manistee, Michigan, Lake Michigan.	During the forenoon, the keeper observed a man in a skiff, near the end of the North pier, being carried out of the harbor by the drift ice. He hurried down the breakwater with a heaving line, but owing to the gale and the distance to the boat was unsuccessful in making the cast. Meantime, some bystanders had brought a lighter line, with a weight at the end of it, with which the keeper succeeded in reaching the skiff. The heaving line was then bent on and sent out, by which means the boat and its occupant were hauled out of their perilous predicament
Mar. 23	Am. sc. E. H. Weaver.	Sandy Hook, New Jersey.	Stranded on Romer Shoal through a mistake in the identity of lights. The life-saving crew boarded her after a hard struggle against wind and sea. Found her master confident that he could work off on the flood tide, and he refused the assistance of a wrecking tug, which had come to the scene. The keeper, from his intimate knowledge of this dangerous shoal, was able to materially assist the master by his advice, and the vessel was successfully extricated from her dangerous position.
Mar. 23	Am. sc. Charles L. Mitchell.	Cold Spring, New Jersey..	Stranded during a thick northeast snowstorm, on the north bar of Cold Spring Inlet, at 7:30 P. M. The patrolman's attention was attracted by a flare-up light which she displayed and, answering with his Coston signal, he returned to the station and gave the alarm. The life-saving crew reached her at 10 P. M., after a hard pull through a strong surf and blinding snow. They assisted to put sail on the vessel, by which means she was forced nearly over the bar, when the tide left her. The schooner was now leaking badly, and the surfmen remained on board laboring all night at the pumps. At 6.45 A. M., March 24, the Turtle Gut crew arrived at the vessel and took their turn at the pumps, the Cold Spring crew going ashore for breakfast, at which time the keeper sent telegrams for a towboat. At 9.30 A. M. the Cape May Station crew also boarded the vessel and aided in the efforts to keep her free from water. Shortly afterwards the tug Pilot, of Philadelphia, came up and the life-savers having run a hawser for her the

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896.			
Mar. 23	Am. sc. Charles L. Mitchell.	Cold Spring, New Jersey..	schooner was floated at 11 A. M., when the Turtle Gut crew left her. The master, however, earnestly requested the keeper of the Cape May Station to remain on board with his men until the Delaware Breakwater was reached, as he feared it would be impossible for his own crew to keep her afloat. This request was complied with, the harbor reached at 1 P. M., steam pumps secured and the life-saving crew sent back to their station on the tug Pilot. [See letter of acknowledgment.]
Mar. 24	Am. sc. M. E. Lynch.	Lewes, Delaware	Her master applied at the station for assistance to get his vessel under way. The life-saving crew went on board and assisted to raise the anchors, when she was towed out into the harbor by a tugboat.
Mar. 25	Br. sc. Anita.....	Cross Island, Maine.....	Missed stays just off Cross Island and having no pilot aboard ran with the wind and current into a very dangerous position among the rocky ledges of Cross Island Narrows. The life-saving crew boarded her, and by carrying out anchors and running lines were successful in working her clear of the rocks into a safe position.
Mar. 25	Am. sc. Forest Belle.	Burnt Island, Maine.....	While lying in Port Clyde Harbor, dragged her anchors and stranded. She was promptly boarded by the life-saving crew, who ran lines to a wharf near by, and when the flood tide served hove her alongside the wharf and made her secure.
Mar. 26	Am. str. Nellie Spear.	Louisville, Kentucky.....	This towboat, with six barges astern, one of which was loaded, was carried over the wing dam of the falls by the strong current. The life-saving crew proceeded to the scene, but on arrival found that, fortunately, no damage had been sustained. The keeper gave the pilot some valuable directions regarding the channel and where to land his vessel and tow below the bridge, and then returned to the station.
Mar. 27	Catboat; no name...	Chatham, Massachusetts..	The day lookout reported that a catboat had dragged her anchor and stranded on one of the shoals in Chatham Harbor. The keeper and three surfmen went to her in the small boat and succeeded in floating her, when she was anchored in deep water. Upon returning to the station the keeper telephoned the facts to the owner of the boat in Chatham.
Mar. 27	Am. sc. Mizpah.....	Cuttyhunk, Massachusetts.	While moored in Cuttyhunk Pond, dragged her anchors early in the morning and stranded on the eastern point, near the entrance, coming on the beach broadside to the sea, which broke over her. This disaster was observed by the surfman on patrol, and the life-saving crew, having been notified by him, repaired to her assistance. A line was made fast to a stout post across the channel and taken to the schooner's windlass, by which means she was shortly hove off into deep water and securely anchored. The keeper of the Massachusetts Humane Society's Station assisted in this work, furnishing a running line from his boathouse, which was near by.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896.			
Mar. 27	Am. sc. Three Marys.	Creeds Hill, North Carolina.	In response to the international code signal J B T ("Send a boat") displayed from this vessel, which was at anchor abreast the station, the keeper boarded her in the surfboat and ascertained that the master wanted 600 gallons of fresh water for his donkey boiler. He returned on shore and communicated in regard to the matter, by telephone through Durants Life-Saving Station, with the pilots at Hatteras Inlet Bar. The latter expressed their willingness to furnish the water if the schooner would come to that point, and the keeper so informed her master, who on the following day proceeded to the bar and received the desired supply from the pilots.
Mar. 27	Skiff; no name	Fort Lauderdale, Florida..	About sundown, hearing loud cries for help from the river, the keeper went off in his boat (House of Refuge, no crew employed) and found a man in a skiff, which was in a sinking condition. He was brought ashore and cared for until the following morning; his boat was also towed to the station and put in serviceable condition, so he could continue on his journey.
Mar. 27	Skiff; no name	Louisville, Kentucky.....	This boat, with its occupant, a boy, was in dangerous proximity to the cross dam of the falls. The keeper had one of the station boats manned and succeeded in overtaking the skiff, which was taken in tow and brought safely to the station.
Mar. 28	Am. str. General Leavitt.	Quoddy Head, Maine.....	Grounded on a large log, keeled over and sunk during the night while moored to her wharf at Lubec, her crew being absent. The keeper was informed of the disaster and went to her assistance with four of the surfmen. Tackles were rigged from the wharf and the vessel righted, and as the tide left her deck the life-savers bailed her out, started a fire in the furnace, and left her in charge of her own crew.
Mar. 29	Am. sc. Edward Waite.	Pecks Beach, New Jersey.	Owing to an error in her chronometer, stranded during thick, stormy, weather, 1½ miles from the station, at 1.30 P. M. The life-saving crew promptly boarded her, pulling off in the teeth of a gale and through a very high surf, and safely brought ashore her entire crew of eight men. They were taken to the station, provided with dry clothing, and cared for for three days, when the keeper procured passes for six of them to proceed to Philadelphia. The vessel broke up rapidly. [See letter of acknowledgment.]
Mar. 29	St. yt. Argo.....	Galveston, Texas	Stranded in the bay in foggy weather. The disaster was not discernible from the station until the fog lifted at 7 A. M. the following morning, when the life-saving crew went to her assistance in the surfboat and ran out an anchor, but finding that the yacht's windlass was broken, they returned to the station for tackles to rig a purchase for heaving on the hawser. Meantime the tug Magnet came up and got a line to the vessel. Upon the return of the life-savers the efforts of the towboat, seconded by the heaving of the surfmen on the purchases they had rigged, were successful in floating the yacht, and she proceeded to the city, having sustained no apparent damage.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896.			
Mar. 29	Am. sc. Flora S.....	San Luis, Texas.....	While anchored in San Luis Pass both chains parted during the night and the vessel stranded on the middle ground. The disaster was reported at the station during the forenoon by two of her crew, and the keeper and his men went immediately to the wreck in their supply boat, carried out an anchor and hove taut the hawser, leaving the vessel to be floated by her own crew on the night tide; this, however, they failed to accomplish. On March 30 the surfmen made a diligent search for the lost anchor, but without success. Another anchor was carried out from the schooner, and the life-savers remained on board during the night, and succeeded in floating her at 2 A. M., March 31. During this time she had to be frequently pumped, and a bad leak, which was discovered around the rudder casing, was caulked. At daylight sail was made, the anchors hove up, and the keeper piloted her through San Luis Pass, leaving her, when abreast the station, to proceed in charge of her master.
Mar. 31	Am. sc. Henry Disston.	Hog Island, Virginia.....	Her master mistook a buoy, while attempting to enter Great Machipongo Inlet for a harbor, and being unacquainted with the channel, stranded on the outer bar. The life-saving crew boarded her and carried out an anchor, by which means she was floated two hours later on the rising tide, and taken to a safe anchorage. The assistance of the station crew was timely, for a storm was brewing, and had the vessel remained in her position until the following morning she would probably have been a total loss.
Mar. 31	Skiff Pocahontas.....	Louisville, Kentucky.....	In danger of being carried over the falls of the river by the strong current, against which her two occupants were unable to make headway. The station boat went to her assistance, overtaking the skiff just above the falls, and towed her ashore, thus preventing disaster and probable loss of life.
Mar. 31	Fishing boat; no name.	Muskegon, Michigan, Lake Michigan.	While attempting to enter the harbor on account of stress of weather, about 10 P. M., fouled the south pier. One of her crew was knocked overboard by the shock, but managed to climb out on the breakwater, where, meeting a member of the life-saving crew, he informed him of the disaster. The keeper and three surfmen went to the scene in the small boat, cleared the sloop from the pier and towed her into the harbor, where she was safely anchored. Their timely aid saved the boat from becoming a total wreck, and probably prevented a loss of life, one of her occupants being unable to climb out on the breakwater on account of his great weight, over 300 pounds.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Apr. 1	Am. sc. Imperial.....	Cedar Creek, New Jersey..	Stranded, together with the steamer Santuit, which was towing her, about 10.30 P. M., three-fourths of a mile south of the station, during foggy weather. The steamer's whistle of distress was heard at the station, and definite information of the disaster was shortly brought by the south patrolman, who had burned his Coston signal upon making the discovery. The keeper, having first telephoned to Forked River Station requesting cooperation, set out for the wreck with his crew, carrying the beach apparatus. When they arrived the steamer had just worked off the beach by her own power and, standing offshore, disappeared in the fog, leaving the schooner to her fate. Cedar Creek crew were shortly joined by the Forked River crew, and a shot line successfully laid on board the schooner and the breeches buoy sent off. By this means her crew of five were safely landed with all their personal effects. Were cared for at the station for forty-eight hours, until the keeper secured them transportation by rail to Boston, the schooner being turned over to the Chapman Wrecking Company.
Apr. 1	Flat; no name.....	Louisville, Kentucky.....	A man attempted to cross the river from Jeffersonville in the face of a strong current, which was swollen by recent heavy rains. The force of the stream was too much for him to contend with, and his predicament being observed by the life-saver on lookout, the alarm was given, one of the station boats manned and sent to his rescue. He was overtaken just before reaching the falls and towed ashore.
Apr. 1	Skiff; no name.	.....do.....	Two hours after the foregoing incident occurred, two young men ventured the same trip, but their skiff was soon powerless in the swift-running stream. The life-savers, however, had perceived the approaching danger before the men were aware of it themselves, and the station boat rescued them and their craft and towed them to their desired destination.
Apr. 1	Barge; no name.....	.....do.....	While in tow of the steamer W. S. Martin both vessels were carried over the wing dam by the powerful current. The boats passed over without damage, but the backwater at the foot of the falls began to pour into the barge, threatening to swamp her and upset the tug. At this juncture the barge was cut loose from the steamer, righted on being released, and drifted down the river. Meanwhile the life-saving crew were on their way to the assistance of the distressed craft. They shot the dam, and going through the rapids, overtook the barge, made fast alongside, piloted her safely past the bridge piers, where there was danger of her fouling, and remained on board until the steamer, which had been able to take care of herself as soon as freed from the barge, came up and resumed her charge.
Apr. 1	Yawl; no name.....	Old Chicago, Illinois, Lake Michigan.	Four inexperienced men went out in this boat half a mile beyond the pier heads, where they were caught by a strong wind, and, being provided with only one pair of oars, were unable to return. They made a signal of distress, in response to which the life-saving crew launched the surf boat and went to their assistance. The yawl was taken in tow and her occupants, who were much exhausted, brought safely into the harbor.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896.			
Apr. 2	Steam pile driver; no name.	Cape Disappointment, Washington.	At 3.30 P. M. the surfman on watch reported that three pile drivers, which had been engaged in driving stakes for fish traps on the west side of Sand Island, had been set adrift by a force of gill-net fishermen, who thought their prerogatives encroached upon. The surf boat was launched and proceeded to the scene, meeting en route a crew of men from the pile drivers in a small boat, four of whom were taken on board. One of the pile drivers, valued at $1,800, was overtaked by the surfmen and secured to a fish trap, which prevented it from going to sea with the ebb tide, a second was picked up by a tug, and the third drifted ashore in a safe place on Sand Island.
Apr. 3	Am. sc. Chaparral..	Burnt Island, Maine.....	While at anchor in Port Clyde dragged her ground tackle in a 40-mile gale and snowstorm, and stranded. Her position was discovered when the snowfall moderated, and the surfmen went to her assistance. Anchors were carried out, the vessel hove afloat without damage, and taken to a safe berth.
Apr. 3	Am. sc. J. H. Butler..	.....do.....	Dragged her anchors in Port Clyde Harbor under the same circumstances and at the same time as the Chaparral, but fetched up 50 feet from the rocks. She was boarded by the life-saving crew, who ran lines and warped her clear of danger to a safe anchorage.
Apr. 3	Am. sc. Florence.....	Point Allerton, Massachusetts.	This vessel, a Boston pilot boat, missed stays while beating into harbor and let go her anchor, but dragged ashore on Lighthouse Island, where she burned signals of distress and sent up rockets. The keeper answered with a Coston signal, and went to her assistance in the surf boat. Found that her master desired the services of a tug, and, at his request, keeper sent message to this effect to Boston. The vessel remained on the beach the following day and was again boarded on the 5th by the surfmen, who assisted to discharge her ballast and pump her out, after which, at high water of that date, she was hauled off by a towboat and taken to Boston.
Apr. 3	Am. sc. Belle.....	Jupiter Inlet, Florida.....	About 3.30 A. M. the patrolman was hailed from a small schooner, which had anchored the preceding evening near the station, on the edge of the breakers. Being unable to understand them, the patrolman swam off to the vessel and ascertained that her crew of two men were desirous of beaching her. He warned them against so doing, and returning ashore reported the matter to the keeper. As the sea was making, and the wind gathering force, the keeper sent surfmen Nos. 1 and 4 on board, with instructions to carry her to Lake Worth. The surf was now breaking over the schooner, and finding her crew demoralized, the life-savers slipped the cables and stood offshore in a heavy sea and half a gale of wind. The vessel was unable to stand the force of the waves even when hove to, so they were compelled to scud, which carried them past Lake Worth before daylight, and determined them to hold their course for New River Inlet, 60 miles south of Jupiter, where they crossed the bar in safety, and beat up to Fort Lauderdale House of Refuge, reaching there at 3.30 P. M. There they left the

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896.			
Apr. 3	Am. sc. Belle.....	Jupiter Inlet, Florida.....	vessel in charge of the keeper, who took them 2 miles in his boat to the railroad station, and furnished them with funds to carry them home, where they arrived at 10 A. M., April 4. [See letter of acknowledgment.]
Apr. 4	Am. sc. Jerome B. Look.	Little Beach, New Jersey.	Stranded in a westerly gale on the outer point of Little Egg Harbor Shoals at 1.30 P. M. The life-savers boarded her at 2.20 P. M., where they were joined by the Little Egg Station crew an hour later. An unsuccessful attempt was made to float the vessel by throwing her sails aback, and the gale had now increased, so that the surfmen could not carry out an anchor. At 11.30 P. M. the wind lulled, and the combined life-saving crews ran out a kedge, by which the vessel was hove off about midnight, and brought to in 7 fathoms of water. The gale, which now increased again, compelled the surfmen to remain on board throughout the night, but at daylight the master worked his schooner close to the beach abreast Little Egg Light, where both crews effected a dangerous landing, and proceeded to their respective stations.
Apr. 4	Yawl; no name.....	Frankfort, Michigan, Lake Michigan.	Capsized while returning to the steamer Ann Arbor No. 2, after putting several passengers ashore, the vessel herself being unable to enter the harbor on account of the sea on the bar. The steamer's whistle of distress was promptly responded to by the life-savers, who, hastening to the scene in the surfboat, rescued the crew of three men from the bottom of their overturned craft. They were conveyed to the station, hospitably cared for, and loaned dry clothing from the supply of the Women's National Relief Association. After a rest of several hours two of them were put aboard their vessel by the surfboat, and the third returned later in the day, after his strength had sufficiently recovered, when the steamer came in. These men were undoubtedly saved from drowning by the prompt and efficient aid of the surfmen. Their yawl was also recovered and returned to its owners.
Apr. 5	Am. sc. Frank S. Hall.	Core Bank, North Carolina.	Stranded in Core Sound, 7 miles WNW. of the station. The life-saving crew went to her assistance in the surfboat and having carried out anchors into deep water and run lines succeeded in floating her. The surfmen were absent on this service seven hours.
Apr. 5	Am. sc. G. Ellen.....	Pentwater, Michigan, Lake Michigan.	The life-saving crew assisted this vessel to make harbor by running lines for her, and lending a hand to haul her over the shoal spots near the entrance and up the channel.
Apr. 8	Am. slp. Minnehaha.	Gilberts Bar, Florida.....	Came to the station leaking badly. By removing the flooring the keeper located the leak and then got overboard and caulked it securely.
Apr. 8	Naphtha launch Ida.	.....do.....	Arrived at the station with steering gear disabled. The keeper dived under her stern and found the rudder stock broken. He then rigged a temporary steering device with one of the station oars which enabled her to proceed for repairs. The following day the vessel returned and her master applied for assistance to ship his rudder. This the keeper accomplished by trimming the boat by the head and going overboard under the stern.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896.			
Apr. 8	Am. sc. Exchange....	Kewaunee, Wisconsin, Lake Michigan.	Sprung a leak while discharging a cargo of coal at the light house, on the end of the pier. There was a swell on, and despite the efforts of her crew the water gained until the vessel was in danger of sinking, when the master sent to the station for aid. The keeper had the station pump carried on board and by the efforts of his crew managed to keep her afloat. At 9 P. M. the sea became too heavy to continue unloading and the schooner was shifted to a berth abreast the station, where the pumps were kept going all night. On the morning of April 9, it being still too rough to resume the work of discharging, the life-saving crew towed the vessel into the north slip and ran her up as far as possible in the mud, which stopped the leak; they then assisted to pump her dry, and at 9 A. M. returned to the station.
Apr. 10	Am. slp. Helen F. Leaming.	Atlantic City, New Jersey.	The wind dying out while this vessel was crossing the bar, she drifted into the breakers on the south side of the channel, let go an anchor, and set a signal of distress. The life-saving crew promptly boarded her in the surf boat, carried out a kedge, and worked her to a safe position, from whence she proceeded up the channel.
Apr. 10	Skiff Lady Rowena..	North Beach, Maryland...	Was discovered in the edge of the surf at 1 A. M., by the patrolman on duty. He reported it at the station, when the crew turned out, went to the spot and dragged the craft above high-water mark. The following day her owner arrived and claimed the boat, which was found to be so badly stove on her starboard side as to necessitate repairs before being removed.
Apr. 10	Slp. Charles M. Kelly.	Cobb Island, Virginia.....	Stranded on the main beach, near the station, through a mistake in a buoy. The life-savers went to her assistance and carried out an anchor with the surfboat, by which to heave her off. After two unsuccessful attempts, the kedge coming home, she was floated on the third trial and piloted by the keeper to a safe anchorage in the harbor.
Apr. 10	Fish boat; no name..	Seatack, Virginia	Capsized in the outer breakers, 2 miles from Seatack Station and 2½ miles from Dam Neck Mills Station. Of her crew of nine—two white and seven colored—the colored men were drowned immediately, but the two white men clung for some little time to the bottom of their overturned craft until finally torn from their hold by the angry seas. Owing to the confusion and excitement among the onlookers, so much precious time was lost before information of the disaster was carried to Seatack Station that, although the utmost dispatch characterized the movements of the life-saving crew, they did not arrive on the scene until the last of the unfortunate fishermen had disappeared from view; their boat had just reached the inshore break, bottom up; it was beached by the surfman and righted to ascertain if any bodies were in it. On the 12th instant the Seatack crew assisted to raise the fish nets and anchors lost from the boat, but none of the drowned were found entangled among them. The patrolmen of the Seatack, Dam Neck Mills, and Little Island stations eventually recovered all the bodies, which washed up at different points and times on the beach, the last one coming ashore May 13. They were delivered to relatives after a coroner's inquest.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Apr. 10	Am. sc. Ella Stephenson.	White River, Michigan, Lake Michigan.	An indistinguishable signal was seen on this vessel when about 6 miles offshore, and a few minutes later a sailor, who had landed from her in a yawl, reached the station with the news that she was leaking badly and in need of assistance. The keeper sent his crew to her in charge of No. 1 surfman while he himself set out to procure the services of a tug. The life-savers soon had the water under control after boarding her, and upon the arrival of the towboat she was taken into harbor and grounded on the flats. The following day the surfmen were employed for five hours pumping her dry, after which two of their number accompanied her to Grand Haven to assist in keeping her free. At the latter port her master again sought assistance from the life-saving crew there stationed, his vessel having filled from the leak and grounded in shoal water. The surfmen pumped her out and were successful in finding and plugging the leak.
Apr. 11	Am. sc. James A. Parsons.	Monomoy, Massachusetts.	Through a mistake on the part of her master, in the identification of Monomoy Point Light, this vessel was stranded on Handkerchief Shoal, 5½ miles from the station, at 4 A. M. Her position was discovered at daylight by the patrolman, and the life-saving crew at once went to her assistance. They laid out a kedge anchor and aided her crew in heaving on the hawser and handling her sails, by which means she was shortly floated without having sustained any damage. The keeper then piloted her into deep water, whence she proceeded to Hyannis, to await a favorable wind to continue her voyage.
Apr. 11	Slp. Jordan.....	Cobb Island, Virginia.....	Stranded on Carters Bar, 1½ miles from the station. When the surfmen arrived alongside, her master requested them to carry out his anchor for him. The keeper slung it from the stern of the surfboat, ran out 80 fathoms of hawser, let go the anchor, and returning on board with his crew, assisted to heave her afloat; he then sailed her into deep water. The arrival of the life-savers was timely, as the sea was making and the sloop could not have long remained in the position in which she was found without having sustained serious damage.
Apr. 11	Yawl Earnest and Jimmie.	Santa Rosa, Florida.....	Sunk on March 20, about 6 miles from the station, her two occupants being drowned. The details of the casualty were never ascertained, but it was supposed she was struck by a squall when the sheet was belayed, and capsized. On April 11 her owner applied at the station for assistance to raise her. The keeper and crew went to the spot where the yawl lay in 18 feet of water, and, having hooked her with grapnels, drew her to the surface, slung her astern of the station boat, and were towed to the marine ways. Then they righted and bailed the boat out and turned her over to her owner.
Apr. 11	Small boat; no name.	Old Chicago, Illinois, Lake Michigan.	During the afternoon the lookout observed a small boat adrift, about 2 miles distant. Life-saving crew picked her up with the surfboat and towed her to the station.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Apr. 12	Am. sc. Almeida.....	Race Point, Massachusetts.	Stranded one-half mile from the station at 2 A. M. She was shortly afterwards boarded by the life-saving crew, who found her working up on the beach. His advice having been sought by the master, the keeper counseled him to send for a tug to carry out his heavy anchors, and landed one of the schooner's crew, who, in company with a surfman, set out for Provincetown to secure the services of a towboat. Upon their return, the surfmen again boarded the vessel, carrying the practice hawser and a 12-inch tackle from the station. When the steamer arrived the keeper assumed charge, directed where the anchors should be planted, ran out about 200 fathoms of line, and clapping on the tackle, took the fall to the windlass and succeeded in heaving the vessel afloat, with no other damage than a slight leak. The surfmen then assisted to get the schooner under way. [See letter of acknowledgement.]
Apr. 12	Am. slp. Rhoda Ann.	Coney Island, New York..	Stranded on a shoal spot, one-half mile from the station, at 2.30 P. M., where, after an unsuccessful attempt to work her off with her sails, her master dropped anchor to keep from going on the bar. At this point she was not in any danger and no signal for assistance was made. However, after dark her cable parted and the vessel was carried well upon the bar by the wind and tide; here she stove a hole in her bottom by striking the fluke of the second anchor, which was let go, pounded so as to open a seam well down on the starboard side, and unshipped her rudder. The deck load of sand was thrown off and the pumps kept going, but seeing that she was on the point of sinking, her master, his wife, and the one deck hand abandoned her in their yawl and came to the station. The keeper gave up his room to the captain's wife, and, with a portion of the life-saving crew, the master and his hand boarded the sloop at low water, about midnight, when the tide had left her, threw overboard her cargo of five tons of sand, and located the leaks, which were stopped with oakum and canvas patches, ran the vessel's anchor well out in the channel, and shipped her rudder. At 6 A. M. on the 13th, boarded her with six surfmen and floated her at high water. Her master then sailed her into Sheepshead Bay.
Apr. 12	Am. sc. Berwick.....	Coquille River, Oregon....	Was struck by a heavy sea while crossing the bar and broached to. Before she could be recovered a second roller landed her on the beach south of, and close to, the rocks of the south jetty. The life-saving crew at once boarded her, and carried out anchors and ran lines to heave her stern clear of the boulders. The following day they pulled 6 miles and borrowed a couple of 6-inch hawsers from two schooners with the expectation that the river tug Triumph would pull on the stranded vessel, but bad weather now prevailed until the 22d instant, so that no work could be attempted on the wreck. On that date, being unable to secure the cooperation of the tug, the keeper, by using both the lifeboat and surfboat, carried out the Berwick's heavy anchor and 15 fathoms of chain, planted it 500

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Apr. 12	Am. sc. Berwick	Coquille River, Oregon...	feet from the bar, and ran the two 6-inch hawsers, spliced together, to the vessel. When the tide served on the 23d a strain was put on the line, which parted close to the chain, and no other hawser being procurable the life-savers were compelled to abandon further attempts to release the vessel, after securing her as well as possible against danger of going on the rocks. On April 29, she suffered considerable damage from a rough sea and began leaking. Her owners having now decided to repair the boat and have her launched, proposals for performing the work were invited from local shipbuilders.
Apr. 13	Fishing boat; no name.	Pamet River, Massachusetts.	The surfman on day watch observed a boat about 1½ miles offshore, whose occupants, two men, appeared unable to propel their craft to the beach against the strong land breeze. The keeper had the surfboat launched, picked up the boat, towed her ashore and took the men, who were much exhausted, to the station, where they were provided with a meal and cared for until rested and refreshed.
Apr. 13	Am. sc. Kate E. Howard.	Holland, Michigan, Lake Michigan.	The wind being unfavorable for this vessel to sail into the harbor entrance the life-saving crew went to the end of the south pier and taking her line tracked her up the channel.
Apr. 13	Am. sc. Una.....	.....do.....	Rendered same assistance to this vessel under similar circumstances as noted in the foregoing case.
Apr. 14	Am. sc. S. S. Smith..	Davis Neck, Massachusetts.	Was partially dismasted at sea by heavy squalls on the 13th instant, which left her in such a condition as to be almost unmanageable and forced her master to run before wind and sea until he brought up at 1 A. M., April 14, in thick, hazy weather on the south breaker of Ipswich Bar in a dangerous position. When the weather cleared a little, shortly after daybreak, she was seen by the patrolmen of both Davis Neck and Knobbs Beach stations, and the two crews boarded her in their surfboat, cleared away the wreckage, carried out anchors and made an attempt to float her on the forenoon high tide, but without success. The Knobbs Beach crew now pulled to their station and telephoned to Newburyport for a tug, receiving assurances that one would be sent. When they returned to the vessel, heavier anchors were planted in the channel, and when the night tide served, no towboat having appeared, the two life-saving crews renewed their efforts to float the schooner, and were rewarded with success. She was then towed by the surfboats into Ipswich Harbor and safely anchored. The surfmen reached their respective stations about 2 A. M., April 15.
Apr. 14	Slp. Lilly Gay.....	Little Kinnakeet, North Carolina.	Owner sought assistance from the life-saving crew to launch his sloop, which had been driven ashore high and dry in a heavy gale on February 6, 1896. The surfmen, with the cooperation of the life-savers from Gull Shoal and Big Kinnakeet stations, moved the vessel on skids a distance of about 30 yards, leaving her in a position where she would float when the tide served sufficiently.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896.			
Apr. 14	Am.sc. Minnehaha..	Old Chicago, Illinois, Lake Michigan.	Struck the end of the north pier while attempting to enter the harbor, and carried away part of her head gear, her crew of two men scrambling to the breakwater and coming to the station for assistance, leaving the captain alone on board. The life-saving crew promptly went to his aid, and finding that he desired the services of a tug returned to the station and attempted to secure one, but none was available. Boarded schooner again, and volunteered to assist the master to sail her into port, which offer was thankfully accepted. While beating up to the harbor entrance, the keeper perceived a fire on shore, so leaving three of the surfmen on the vessel to sail her in (which they shortly accomplished in safety), he went with the remainder of his crew to assist at the scene of the conflagration, which was in a lumber yard, near the lighthouse slip, and dangerous to shipping.
Apr. 14	Barge D.P.Dobbins..	Old Chicago, Illinois, Lake Michigan.	Upon arriving at the slip from the Minnehaha (see preceding case) the keeper was requested by the master of the barge D. P. Dobbins to assist in moving his vessel from her berth, which was dangerously near the fire. The life-savers gave him a line and towed the craft to a place of safety. The flames were soon gotten under control and the surfmen returned to the station, where they were shortly joined by their fellow life-savers, who had sailed the Minnehaha into the basin and anchored her.
Apr. 15	St. yt.; no name	South Haven, Michigan, Lake Michigan.	At the request of her owner, the life-saving crew launched a small steam yacht for him, which had been housed near the station during the winter season.
Apr. 16	Slp. Pastime.....	Point of Woods, New York.	Dismasted in a squall, when about 1 mile from the station, and spar and sails went overboard. The day lookout witnessed the disaster, and the life-saving crew went at once to her assistance. Towed the sloop to a place of safety for the night, boarded her the following morning and refitted and stepped the mast so the vessel could proceed home.
Apr. 16	Am. sc. Agnes Berhmann.	Plum Island, Wisconsin, Lake Michigan.	Heavy masses of drift ice packing around this vessel caused her to drag her anchors, and then, holding her fast, carried her about the harbor. Her master being alone on board applied at the station for assistance to save his schooner. The keeper and two surfmen (new station, not completely manned or equipped at this date) boarded her, carried out a kedge anchor, and after nine hours' hard work, breaking the ice under her bows and heaving her ahead, got the schooner into clear water, where she was safely anchored.
Apr. 17	Sailboat My Shoe...	Coney Island, New York..	A young man, who was on his way from Rockaway Beach to Brooklyn, N. Y., by water, lost his bearings about dusk and landed on the bulkhead at Manhattan Beach, making his boat fast in an exposed position to a small jetty. The surfman on patrol met him at 9 P. M., and assisted him to move his boat to a sheltered place behind the bulkhead and to moor her safely; he then conducted the voyager to the station, where he was furnished food and lodgings until the following morning, when he proceeded on his way.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896.			
Apr. 18	Am. sc. Mishicott....	Pentwater, Michigan, Lake Michigan.	Stranded on the bar at the mouth of the harbor while attempting to enter. The life-savers ran lines from her to the end of the pier, and assisted at the windlass to heave her afloat. The vessel then proceeded to Ludington.
Apr. 19	Am. sc. Minnehaha..	Grand Haven, Michigan, Lake Michigan.	Was headed off by a shift of wind while leaving port, whereupon her master requested assistance from the keeper to tow out. Five of the surfmen went on the pier, and, taking the vessel's lines, tracked her to the harbor entrance, whence she was able to proceed on her course under sail.
Apr. 20	Slp. Lulu.....	Cranberry Isles, Maine...	Adrift, having parted her moorings. Two of the surfmen boarded the sloop, got her under way, and brought her to the station, where she was turned over to the owner.
Apr. 20	Barge; no name.....	Charlotte, New York, Lake Ontario.	As the Canadian tug Thompson was leaving port with a tow of two barges, the second one of them grounded when near the end of the piers. Keeper had the surfboat launched and went to her assistance, where he sounded out the channel so that the towboat was soon enabled to pull the barge off and proceed on her voyage.
Apr. 20	Skiff; no name.....	Louisville, Kentucky.....	About 5 P. M., the surfman on lookout reported a skiff, containing one occupant, in danger above the falls. The keeper had one of the station boats manned, and, overtaking the imperiled craft, towed her ashore in safety.
Apr. 20	Am. str. Penobscot..	Bois Blanc, Michigan, Lake Huron.	Stranded on the sand spit off Cheboygan Lighthouse, 6 miles south of the station, at 3.45 A. M. The patrolman, observing an unusual stationary light in that direction, notified the keeper, who proceeded to the spot with his crew in the surfboat, finding the steamer aground and out 2 feet forward. Shortly after the arrival of the life-savers, two tugs came to the scene, and lines were run for them by the surfmen and an attempt made to haul the vessel off, but without success. Later in the day, the wrecking steamer Favorite took hold of the boat, and soundings having been made about her by the keeper, she was successfully floated at 1 P. M. The life-saving crew remained by her until she was clear of the spit, it being at that time very foggy, and returned to the station at 3 o'clock in the afternoon.
Apr. 20	Scow; no name.....	Chicago, Illinois, Lake Michigan.	A scow, loaded with a valuable cargo of cut stone for the construction of a new bridge, went adrift. Four members of the life-saving crew got a line to her and hauled her back to the wharf, where she was properly secured.
Apr. 21	Br. str. Renfrew.....	False Cape, Virginia.....	Stranded, on Pebble Shoal, 2½ miles from the station, at 8 A. M. Proceeding at once to her assistance, the life-savers found her own crew engaged in laying out an anchor astern. The keeper aided them by making soundings all around the vessel, thus ascertaining the best water, and, as the tide was flooding, the steamer soon hove herself off with her steam winches and continued on her voyage. Upon returning to the station, a telegraphic report of the casualty was sent to the maritime exchanges at New York and Philadelphia.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896.			
Apr. 21	Slp. Little Lizzie.....	Little Kinnakeet, North Carolina.	Knocked down and sunk by a sudden squall in Pamlico Sound. Her crew of two men were rescued by a passing sharpie and brought to the station, where they were furnished with a meal, and then proceeded to their respective homes. On April 23, the life-saving crew succeeding in raising the sloop by the use of two fishing boats as pontoons, pumped her out and gave her in charge of her owners.
Apr. 21	Am. str. Osceola.....	Grand Haven, Michigan, Lake Michigan.	About 4 A. M., during the prevalence of a dense fog, the keeper sent a surfman to the end of the breakwater to assist this vessel in entering the harbor. By his shouts and halloos he was successful in indicating to her master the location of the pier ends; the steamer came in safely between them and passed up to the harbor.
Apr. 22	Br. sc. Serene.....	Crumple Island, Maine...	Stranded on Petit Manan Island, 16 miles west of the station, during thick weather. When it lighted up, about 1.30 P. M., her position was discovered by the day lookout, and the life-saving crew went at once to her assistance. Found the vessel lying in a dangerous situation and unprovided with either anchors or hawsers, with which an attempt might have been made to heave her off. Owing to these circumstances and to the fact that the wind was drawing on shore the keeper pulled to Jonesport and sent a tug to the schooner's aid, which hauled her off the rocks and towed her to a place of safety.
Apr. 22	Catboat Mary Jane..	Poyners Hill, North Carolina.	Early in the afternoon the surfman on lookout reported this vessel flying a signal of distress in Currituck Sound, about 2 miles from the station. The keeper sent two of his crew in a small boat to her assistance, who found her to be partially full of water and manned by two inexperienced landsmen, helpless in the fresh breeze which prevailed. The life-savers bailed the craft out and returned her and her occupants to the landing of the Currituck Shooting Club, where they belonged.
Apr. 23	Skiff; no name	Louisville, Kentucky.....	With two boys on board was in danger above the cross dam of the falls. A crew of life-savers hastened to their assistance and brought the skiff and her occupants safely to the station.
Apr. 24	Am. sc. Edith A.....	Mosquito Lagoon, Florida.	The master of this vessel requested the keeper to furnish him with fresh water, his supply being nearly exhausted. He was given about 50 gallons from the station cistern.
Apr. 24	Tug Monarch.....	Two Rivers, Wisconsin, Lake Michigan.	In response to a signal from this steamer the life-saving crew went alongside, when it was ascertained that her master was desirous of obtaining a small scow from the Two Rivers Company, but that his vessel drew too much water to enter the port. The keeper pulled into the harbor and brought the scow out with a light-draft towboat belonging to the Two Rivers Company and turned her over to the Monarch, much to the gratification of her master.
Apr. 26	Am. sc. Maggie Etter.	Little Kinnakeet, North Carolina.	Having been boarded by the life-saving crew in Pamlico Sound, in response to a signal of distress, it was ascertained that her master desired the services of a pilot to take him to Little Kinnakeet. The keeper put one of the surfmen on board the schooner, who piloted her in safety 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.
1896.			
Apr. 26	Sc. yt. Folly.....	Galveston, Texas.....	Stranded on a shoal, about 5 miles from the station, at 6 P.M., while cruising in the bay with a pleasure party of thirty-five persons on board. Surfman No. 1 went at once to her assistance in the surfboat with the crew, the keeper being on leave, although the latter shortly returned and followed to the scene in the dingey. Two anchors were carried out and an effort made to float the yacht, but a falling tide frustrated the attempt. The excursionists being anxious to reach home, twenty-two of them, including all the ladies and children, were placed in the surfboat and five others in the dingey and taken to the city, a distance of 6 miles. Eight gentlemen of the party remained with the yacht, and her master was instructed to make a signal should he require further aid from the station; the vessel, however, floated on the high water at 2.30 A.M., April 27, without having sustained any damage.
Apr. 26	Rowboat; no name..	South Haven, Michigan, Lake Michigan.	Capsized one-half mile from the station. The surfboat was at once launched, and the two men comprising the crew of the boat rescued from the bottom of their overturned craft. She was towed to the station, where the men were loaned fresh clothing from the supply of the Women's National Relief Association while their own apparel was drying, after which they proceeded home.
Apr. 27	Yt. Dora.....	Townsends Inlet, New Jersey.	The life-saving crew assisted the owner of this vessel to launch her, transporting her quite a distance to the beach, thus saving him considerable expense for the hire of laborers.
Apr. 27	Sailboat; no name..	Hog Island, Virginia.....	Capsized in Great Machipongo Inlet, about 1 mile from the station. The life-savers manned their small boat and picked up her crew of two men, who, clinging to their craft, were drifting out to sea with the ebbing tide. Towed the boat to the station, righted her and repaired her sails, gave the men food and hot coffee, of which they stood much in need, being chilled through, and furnished them dry clothing from the supply donated by the Women's National Relief Association.
Apr. 27	Am. sc. Kate E. Howard.	Holland, Michigan, Lake Michigan.	The wind being unfavorable for this vessel to sail into the harbor, the life-saving crew went to the end of the south pier, and taking lines tracked her through the channel.
Apr. 27	Am. str. Muskegon..	Two Rivers, Wisconsin, Lake Michigan.	At 2 A.M., the surfmen assisted this vessel to wind around in the river, by running lines for her with their small boat.
Apr. 28	Am. sc. Israel J. Merritt.	Coney Island, New York..	While bound through West Inlet for Jamaica Bay, with a light breeze which scarcely gave command of the vessel, this schooner was set by the strong tide out of the fairway and stranded. When boarded by the life-saving crew shortly after the casualty, she was pounding somewhat and lay in a bad position. The surfmen carried out a heavy anchor in the channel, and by heaving on the windlass, assisted by a proper disposition of her sails, she was floated after an hour's labor; the keeper piloted her into deep water, and 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.
1896. Apr. 28	Am. sc. Cristoforo Colombo.	Galveston, Texas	While sailing in the bay with a pleasure party on board, missed stays and stranded on the flats, near the south jetty. Twenty minutes later she was boarded by the life-savers and her four passengers transferred by the surfboat to a passing steam launch. Two anchors were then carried out, and after an hour's hard work the vessel was floated without damage. The surfmen assisted to hoist her sails and she proceeded to the city.
Apr. 28	Am. sc. Cazador	Saluria, Texas	Stood on and off the bar as if desirous of making a harbor, the sea being rough and the weather threatening. There being no pilots at this port the keeper set up range flags, indicating the best water, by which means the vessel crossed in with safety, and came up the channel to an anchorage.
Apr. 28	Float; no name	Cleveland, Ohio, Lake Erie.	At 11 P. M., the surfman on lookout reported a float or raft drifting out of the harbor. The keeper had the station skiff launched, and overtaking the craft secured it to a wharf and notified the owners.
Apr. 29	Catboat Qui Vive	Chatham, Massachusetts	While anchored in the channel, waiting for a smooth bar to proceed to the fishing grounds, her cable parted and the vessel stranded on a shoal, where her master hoisted a signal for assistance. The life-saving crew went to her aid and succeeded in floating the boat on the rising tide; the wind having meanwhile breezed up strong, and being without another anchor, her captain decided to return home.
Apr. 29	Am. sc. Robert A. Snyder.	Oak Island, New York	Was boarded by the life-saving crew in response to a signal of distress. Her master informed the keeper that he was bound for Patchogue, but that a pilot and tug, which had been alongside, having declined to take him over Fire Island Bar on account of his draft of water, he had signaled the station for assistance. At his request the keeper assumed charge, and at 7 P. M., on the top of high water, piloted the vessel into Fire Island Inlet without any damage. The master was loud in his praises of the Life-Saving Service, his vessel having been warned off the beach the preceding night by the display of a Coston signal in addition to the valuable aid above stated. [See record of vessels "Warned by Night Signals," April 28, 1896, also letter of acknowledgment.]
Apr. 29	Am. str. Simon J. Murphy.	Pointe aux Barques, Michigan, Lake Huron.	Stranded in a dense fog, inside Pointe aux Barques Reef, at 12.05 A. M. Her whistle of distress was heard by the lookout, who burned his Coston signal and gave the alarm. Upon boarding her the keeper found the vessel well out of water and her master desirous of obtaining the services of tugs and a force of laborers to jettison a portion of his cargo. Landed him at the station, whence he telephoned to Port Huron for towboats, and then returned him on board. When daylight came the keeper sent a surfman to engage a gang of laborers and employed the life-saving crew during the day transferring people, tools, and messages to and fro between the beach and the stranded steamer, and assisting to discharge her cargo until she was released by the tugs at 7.30 P. M., after throwing overboard about 300 tons of iron ore.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Apr. 30	Am. str. Samuel F. Hodge.	Thunder Bay Island, Michigan, Lake Huron.	In response to a whistle signal from the steamer Scranton the life-saving crew went alongside, finding her engaged in towing the steamer Samuel F. Hodge, which vessel was almost on the point of sinking from damages resulting from the bursting of her steam pipe. At master's request, since he was unacquainted with the waters of Thunder Bay, the keeper consented to pilot him to Alpena, the surfmen going on board the disabled tow. By his advice steam was crowded on and all speed made to reach the harbor, the life-savers meantime using their utmost endeavors to keep the Hodge afloat by bailing. When they arrived at Alpena, none too soon, the sinking steamer had 4 feet of water in her hold, fires out, and was fast settling. It is highly probable that the keeper's counsel to crowd the vessel and his intimate local knowledge, which rendered such a course possible, saved her consort from going down in Thunder Bay, since the master had already slowed the Scranton when boarded, and without a pilot would necessarily have lost much valuable time in making port. At Alpena a tug was engaged, on board which the life-saving crew returned to their station.
May 2	Am. str. Muskegon..	Two Rivers, Wisconsin, Lake Michigan.	The life-saving crew assisted this vessel to wind around in the river, near the station, by running lines for her with their small boat.
May 3	Catboat Ellen B.....	Gurnet, Massachusetts....	Was observed from the station to capsize, while her only occupant, who then climbed into a dory towing astern, was attempting to reef his sail. The life-saving crew at once hastened to the scene in the surfboat, towed the craft aground and hauled her out, when she was righted and freed from water; then slewed her head around offshore, and, having laid out a kedge with 100 fathoms of line, succeeded in floating her, several of the crew going overboard to assist by lifting and heaving under her stern. Meantime, her owner had been sent to the station, where he was provided with dry clothing from the supplies donated by the Women's National Relief Association, and when he returned his boat was in deep water, ready for him to proceed on his way. The keeper also loaned him an anchor and fitted a painter to his dory, which articles, together with the clothing, were returned to the station on May 17 with many grateful thanks.
May 3	Am. sc. Palestine ...	Ocean City, New Jersey...	While crossing the bar, struck and pounded heavily, causing her to spring a leak. The vessel, however, floated off and stood into the inlet, where she became unmanageable and stranded on the middle ground. When boarded, shortly after, by the life-saving crew, she was found full of water and deserted, with all her sails standing, her master and his crew of two men having gone to Great Egg Life-Saving Station in their yawl. The sails were lowered and furled, and the following morning the two crews of surfmen assisted her captain, who had remained during the night with his men at Great Egg Station, to strip the schooner of her canvas and rigging. The vessel proved 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.
1896.			
May 3	Am. sc. Samuel H. Sharp.	Smith Island, Virginia....	Stranded, on the southeast end of the inner middle ground, and sprung a bad leak. Upon boarding her, the keeper advised the master to throw his deck load of pine wood overboard, and assisted him to jettison 35 cords of it, when the vessel floated with 5 feet of water in her hold. The keeper then piloted the schooner close in under Fishermans Island and anchored her; returned to the station and sent a telegram to Norfolk for a tug to tow the vessel to that port.
May 3	Catboat Maud.....	Pea Island, North Carolina.	The south patrolman, while on duty from midnight to 3 A. M. (Sunday), discovered this boat in the edge of the surf. The following day the life-saving crew hauled her well upon the beach above high-water mark, finding the craft considerably damaged. She was turned over to the wreck commissioner, and finally sold by him on May 19.
May 3	Skiff Wave.....	Louisville, Kentucky.....	Got into dangerous proximity to the cross dam of the falls, through bad management on the part of the two youths composing her crew. The station boat hastened to the rescue, bringing the skiff and her two occupants to the shore in safety.
May 3	Am. sc. D. A. Wells..	Pentwater, Michigan, Lake Michigan.	While attempting to enter the harbor against a strong head wind ran fast aground on the bar, about 100 yards from the pier ends, despite the warnings of two surfmen whom the keeper had stationed there to direct her into the channel. Lines were now run by the life-saving crew from the vessel to the end of the north pier, a strain hove on them and what little sea there was allowed to work the schooner; by repeating this operation as the hawsers slacked the vessel was floated after four hours' work and taken to safe quarters alongside her wharf.
May 4	Rowboat; no name..	Ashtabula, Ohio, Lake Erie.	The life-saving crew picked up with the surfboat a small rowboat, which was adrift one-half mile east of the piers, towed her into the harbor and delivered the craft to her owner.
May 4	Am. sc. Moro.....	Coquille River, Oregon....	Attempted to enter the river about 2 P. M. at dead low water, through a rough sea and while a heavy freshet was running out, despite the fact that the danger signal was hoisted on the station flagstaff. On reaching the bar she touched, swung broadside to the breakers, and was stranded on the spit inside the north jetty. Ten minutes after the casualty occurred she was boarded by the life-saving crew, who had been watching her movements, a 6-inch hawser run from the schooner to the south jetty, cleared from snags and rocks after considerable labor, and hove in by the vessel's donkey engines, with a fair prospect of success, until near high water, when the line parted. As nothing could be done until the next tide the life-savers returned to their station at 8.30 P. M., revisiting the scene, however, at 4.30 A. M., May 5, when a new line was run, but the morning tide did not make high enough for their purpose. While waiting for the next high water a second or preventer warp was taken to the south jetty and at 7.30 P. M. the vessel was successfully floated and guided up the river to her wharf by the keeper. [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
1896.			
May 5	Am. str. St. Croix.....	Quoddy Head, Maine.....	Anchored off Quoddy Head to repair a valve. The keeper went alongside in the surfboat and carried dispatches ashore for the master.
May 5	Br. str. Forest Holme.	High Head, Massachusetts.	Stranded on the outer bar abreast the station at 11.30 P. M. The life-saving crew promptly launched the surfboat and made two desperate attempts to board her, her distance from the beach, about 800 yards, precluding the use of the shot line, but heavy surf rendered it impossible to cross the inner bar without swamping, the steering oar being wrenched from the keeper's grasp on the second trial, and four butts started from the sternpost. Assistance was now summoned from Peaked Hill Bars and Highland Life-Saving stations, whose crews arrived on the scene at 1.30 A. M., May 6, when, after a consultation, it was decided to postpone further attempts to reach the vessel until daylight. As morning broke the steamship was seen to swing off the bar, shoreward on the rising tide, and being handled with consummate skill by her master turned between the two bars and crossing out in safety proceeded to Provincetown. The superintendent of the Second Life-Saving District, in his indorsement of the keeper's report of this occurrence, states that such a truly remarkable escape "will not occur once in fifty cases of disaster" in this dangerous locality. One of the steamer's boats coming ashore during the forenoon was hauled upon the beach by the surfmen and prepared for shipment to Boston, where the Forest Holme went for repairs.
May 6	It. bk. Vesuvio.....	Quoddy Head, Maine.....	The master of this vessel landed at the station and requested that the keeper send to Lubec and telegraph for a tug to take his ship to Calais. This service was performed by one of the surfmen and the reply delivered on board the bark by the life-saving crew.
May 6	Sloop yacht; no name.	Point Allerton, Massachusetts.	At 5 A. M., the patrolman on duty reported this boat adrift, about 1½ miles south of the station. Two of the surfmen manned the dory and succeeded in overtaking her just before she stranded on a lee shore; made sail on her and brought her to a place of safety near the station, where she was given in charge of her owner.
May 6	Am. sc. Daniel B. Fearing.	Cahoons Hollow, Massachusetts.	Owing to a thick fog and a heavy sea, was stranded at 12.05 A. M., about 1 mile to the northward of the station. The alarm was promptly given by the patrolman and the life-saving crew proceeded up the beach, abreast the schooner, with their surf boat, where prior to launching the keeper burned a Coston signal to advise the distressed mariners that aid was at hand. A tremendous sea was running, accompanied by a fresh gale, and it was only after an arduous and prolonged struggle, aided greatly by the breakwater formed by the vessel lying broadside to the beach, that the surfmen ranged alongside the wreck. Her master, who was in the last stages of exhaustion, was taken into the boat together with his crew of eight hands and the return trip made in safety, though attended with great danger of broaching to. The powerful surf did not justify any further attempts to save property, and at daylight the schooner began to break up. All hands were cared for and fed at the station, the crew departing

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. May 6	Am. sc. Daniel B. Fearing.	Cahoons Hollow, Massachusetts.	for Boston in the afternoon on passes procured by the keeper, the master and mate leaving the next day, the latter having been provided with several articles of clothing from the supply of the Women's National Relief Association. On the 11th the captain returned to the station and disposed of the remains of his vessel, which was a total loss, for a nominal sum, at which time a number of articles of silver tableware, which had been picked up by the surfmen, were turned over to him. [See letter of acknowledgment.]
May 6	Slp. yt. Eolio.....	Cuttyhunk, Massachusetts.	While anchored off the bar in an exposed berth with three people on board, a man, a woman, and a child, a strong gale sprung up, which threatened to break the yacht adrift. The keeper decided to remove the woman and child from their dangerous situation and boarded the vessel with the life-saving crew, made everything as snug and secure as possible and landed all hands at the station. A few hours later the sloop's cable parted, when the surfmen again went to her assistance through a heavy sea and making sail on the boat forced her over the bar into Cuttyhunk Pond, where she was safely moored.
May 6	Am. sc. John S. Beacham.	Assateague Beach, Virginia.	Ran to leeward of the shoals and anchored with a signal of distress flying in her rigging. Having boarded her the keeper ascertained that the schooner was leaking so badly as to be in an almost sinking condition, and that her master was desirous of obtaining the services of a tug and the assistance of hands to man his pumps. Landed the captain at the station, where he telephoned to Lewes, Del., for a towboat and succeeded in engaging three laborers to aid in keeping his vessel afloat, then returned him and the men to the schooner. A tug arrived the following day, but stormy weather prevented sailing until May 8, when the tow departed for Philadelphia.
May 6	Am. slp. Malcolm...	Cobb Island, Virginia.....	Stranded on Wreck Island through a peculiar accident, her master while steering being struck by the boom and knocked senseless, his vessel driving ashore before he recovered. She was boarded by the surfmen, who laid her anchors out to seaward and set the cables taut to keep her in position and then, at their own request, took the captain and his crew of two to the life-saving station. There the sailors were maintained for a day, the master remaining two days longer, when he sold the sloop as she lay and departed for his home. On May 18 the purchasers of the vessel, assisted by the life-savers, succeeded in floating her in good condition.
May 8	Fish boat; no name	Cape Elizabeth, Maine.....	While proceeding to the fishing grounds, along the edge of the breakers, this boat was boarded by a heavy sea, causing her to sink at once and leaving her only occupant struggling in the waves. The accident was observed by the patrolman and his alarm promptly responded to by his fellow surfmen, who launched their small boat, rescued the man from drowning, and brought him to the station, where he was provided with dry clothing from the supply of the Women's National Relief Association, and having towed the boat ashore, bailed her out so that the fisherman was enabled to continue to his destination

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896.			
May 8	Am. sc. Thomas B. Garland.	Ocean City, New Jersey...	Stranded on the middle sands while beating into Great Egg Harbor Bay. The keeper, upon boarding her, found her so hard aground that without the services of a tug the efforts of his crew would be useless; he therefore landed the master, who proceeded to Somers Point, New Jersey, to engage a steamer. The following day, at 10 A. M., the surfmen again went to the schooner's aid and helped to discharge 50 tons of her cargo of ice, being assisted by the crew of the Great Egg Life-Saving Station, who arrived on the scene at 1.30 P. M. Lines were then run to the towboat, which succeeded in floating the vessel late in the afternoon and took her to Ocean City, where the life-savers assisted to dock her and returned to their station.
May 8	Dory; no name.....	Creeds Hill, North Carolina.	While three of the crew of the fishing schooner Roulette were coming ashore through the breakers in their dory, she shipped a sea, which swamped her and threw her occupants into the surf. Several of the life-saving crew, who had been watching the attempt to land, rushed into the water, assisted the men ashore, and hauled their dory out on the beach. The boat would most likely have been lost, and the accident attended with serious results, but for this prompt service.
May 8	Sailboat; no name..	Milwaukee, Wisconsin, Lake Michigan.	Having been dismasted at the harbor entrance by a sudden puff of wind, she was assisted by the life-saving crew to effect a return to a place of safety.
May 9	Skiff; no name.....	Brentons Point, Rhode Island.	Drifted into the breakers and was capsized while her only occupant was preoccupied in hauling lobster pots. The surfmen, who were at work out of doors about the station, ran to a small wharf near by, where several fishing boats were lying, and manning two of them pulled briskly to the rescue. The man was taken in one of the boats and hurried ashore to the station, where he was given stimulants, a change of dry clothing from the supply donated by the Women's National Relief Association, and later furnished a meal. The other party of life-savers towed the skiff ashore and bailed her out, the fisherman shortly departing for his home, but returning the following day to secure his own apparel and return that loaned him from the station.
May 9	Am. bkn. Addenda..	Shoalwater Bay, Washington.	Made a signal off the bar for a pilot. There being no pilots or tugs readily available, the keeper boarded the vessel, brought her safely into the harbor, and anchored her, to await the arrival of a towboat.
May 10	Sc. yt. Triton.....	Ocracoke, North Carolina.	Having lost her reckoning, stranded about 7 A. M. in Pamlico Sound, 5 miles northwest of the station. The casualty was observed by the surfman on lookout, and although no signal of distress was made, the schooner was promptly boarded by the life-savers, since she lay in a bad position should it come on to blow. By transferring her chains aft the vessel was raised by the head, anchors laid out, and her bow hove around toward deep water; the stern was then lightened, the ground tackle shifted, and after some heavy heaving she was floated at 6.30 P. M., and proceeded on her way without having sustained any apparent damage.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896.			
May 11	Am. str. A. D. Hayward.	Middle Island, Michigan, Lake Huron.	Stranded in foggy weather, owing to errors in her compass, on False Presque Isle Point, 6 miles north-northwest of this station, about 3 A. M. Her captain made no signal of distress until 7.20 A. M., attempting meanwhile to back his vessel off, but being unsuccessful sounded his whistle at the latter hour, which was promptly responded to by the life-saving crew. The master requested the assistance of the surfmen in shifting coal from the after bunkers forward, so as to lighten her stern, at which point she was aground. After moving 10 tons of her fuel, the steamer backed off at 9.30 A. M., without having sustained any injury, and proceeded on her way with two barges, which she had been towing.
May 11	Skiff; no name.....	Pentwater, Michigan, Lake Michigan.	Picked up with the station Whitehall boat a small skiff, which was drifting out of the harbor, about 11 P. M. Returned the craft to its owner.
May 11	Slp. Comet.....	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Sprung a leak while in tow of the steam launch Bijou, and was in danger of sinking, the launch's crew being compelled to stop their own boat and go on board the sloop to bail. A whistle was sounded for assistance, which was responded to in a few minutes by the life-saving crew, who threw overboard the Comet's cargo of gravel and remaining by the vessel kept her free from water, permitting the steam launch's crew to return on board the Bijou and continue their tow up the canal, thus saving the sloop from going down and probably becoming a total loss.
May 13	Dredge, Daly Bros., No. 4.	Big Sandy, New York, Lake Ontario.	The forethought of the keeper prompted him to go alongside this dredge (which was at work at the mouth of Little Sandy Creek, in company with a tug and dump scow, deepening the channel so that access might be had to a pond inside) in order to arrange a system of signals in case the services of the life-saving crew might be desired. Upon his arrival the master of the dredge requested the keeper to stand by him until they had worked far enough through the channel to be safe in case of a blow, so the life-savers remained aboard the craft throughout the night while she dredged. The next day the surf boat towed the dump scow into the new channel and ran lines to haul her up to the dredge, which was now far enough inside, but the scow, being heavily laden with coal, grounded. A hawser was then taken by the station crew to the tug and through her efforts the barge was floated and taken temporarily to Henderson Harbor. The services of the surfmen being no longer required, they returned to their station at 6 P. M., May 14. [See letter of acknowledgment.]
May 13	Lighter, no name...	Cleveland, Ohio, Lake Erie.	At 6.10 P. M. the lookout reported that a large lighter, which had been lying at one of the wharves, had parted her fasts, and was drifting out of the river. Three of the surfmen manned the station skiff and ran a line from the craft to a dock, temporarily securing her, after which the keeper telephoned to the owners, who sent a tug to tow the lighter back to her berth.
May 13	Am. sc. Waleska.....	Two Rivers, Wisconsin, Lake Michigan.	The life-saving crew, by running lines for this vessel, assisted her to wind around in the river near the station.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896.			
May 14	Am. sc. Oliver Mitchell.	Bois Blanc, Michigan, Lake Huron.	Stranded through careless management on the mainland shore, about 8 miles south-southeast of the station, at 3 A. M. The wreck was discovered by the day watch at 10.30 A. M., when the life-saving crew went to her assistance, finding her hard aground, leaking badly. The surfmen labored at her pumps until 4 P. M., when an unsuccessful effort was made to float her by the use of her sails, after which they set out in the lifeboat for Duncan City, procured the services of a tug, and returned in tow to the schooner at 11.30 P. M. The pumps were again kept going until daylight of the 15th, when the steamer began pulling on the vessel, but could not move her, nor were repeated efforts, made shortly after on the arrival of a second tug, any more successful. It was then decided to send to Sheboygan for lighters and steam pumps, which reached the scene about 11 A. M., the water in her hold being meantime kept down by her own appliances. The surfmen assisted to place the pumps and to lighter about 25 tons of coal from the schooner. They also ran lines for the tug, which succeeded, after the vessel was freed from water, in floating her, and set out with her for Sheboygan. The life-savers towed up as far as Poe Reef Light Ship, from whence they pulled to their station, arriving at 2.30 A. M., May 16, having been, during their absence, thirty hours at the pump brakes, aside from their other labors, and without sleep for the entire period.
May 14	Flatboat, no name..	Old Chicago, Illinois, Lake Michigan.	About 1.30 P. M. the keeper's attention was attracted to this boat, which was lying in the corner formed by the south pier and the east breakwater, exposed to the force of the wind and in danger of going to pieces through pounding against the piling to which she was secured. The station supply boat was launched, in which five of the surfmen went out and pulled the endangered craft onto the pier, where she was safe.
May 14	Flatboat; no name..	Old Chicago, Illinois, Lake Michigan.	In company with the boat referred to in the foregoing case and exposed to the same peril. The craft was hauled out on the pier by the life-savers.
May 14	Yawl; no name.....	.....do.....	Exposed to the force of the wind, this vessel was in danger of being dashed to pieces against the south pier, where she was made fast. The life-saving crew towed her into the lighthouse slip, on the north side of the river, where she was removed from danger.
May 14	Am. str. Chicago...	Two Rivers, Wisconsin, Lake Michigan.	The life-saving crew ran lines for this vessel, with their small boat, to assist her in turning around in the river abreast the station.
May 15	Yt. Hattie V	Thunder Bay Island, Michigan, Lake Huron.	Stranded on a reef while attempting to make a harbor at Sugar Island, 1 mile northwest of the station. The life-saving crew went at once to her assistance, having witnessed the disaster, and succeeded in a short time in floating the yacht. As her two occupants had been without food for twenty-four hours, they were taken to the station, furnished with a substantial meal, and maintained throughout the day, leaving in tow of a tug the following morning for their homes in Alpena.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896.			
May 16	Br. sc. Phœnix.....	Orleans, Massachusetts....	Having hugged the shore too closely, stranded at 3.15 A. M., on the outer bar, 2½ miles south-southeast of the station. Her situation was discovered a few moments later by the surfman returning along the south patrol, who burned his Coston signal, which was answered from the schooner, and then hastened to arouse his mates. On boarding the vessel, the keeper's offer of assistance was thankfully received, and his crew set to work shifting her cargo of plaster from aft forward to trim her by the head, the draft of water being 3 feet greater at the stern than at the bow. This work was continued until high tide at 12.15 P. M., when the schooner was successfully floated, and continued on her voyage without having sustained any damage or incurred any expense from the employment of local wrecking crews.
May 16	Am. sc. Alice Belle..	Ocean City, New Jersey..	Stranded at 10.30 A. M., while attempting to enter Great Egg Harbor Bay, owing to her captain's lack of knowledge regarding the channel. The life-saving crew boarded her half an hour later, when they were joined by the surfmen from Great Egg Station at 12.20 P. M. An anchor was carried out and the combined crews attempted to heave her afloat, but the hawser parted and the vessel went farther upon the bar. The life-savers remained on board all night, working the pumps, but desisted in the morning, as she had 4 feet of water in her hold, which was gaining all the time, and returned to their stations, the master accompanying the Ocean City crew in order to telegraph his owners. Fearing that the schooner might break up during the night, the keeper boarded her again late in the afternoon and brought ashore her crew of five men, who, with their captain, were maintained at the station for three days, while employed in stripping their vessel, which proved a total loss, of her sails and rigging.
May 16	Pile driver; no name	Bois Blanc, Michigan, Lake Huron.	At 2 P. M. the lookout reported a pile driver adrift in the Straits of Mackinac, about 6 miles northeast of the station. The surfboat went to her assistance, but finding the craft too heavy to tow, she was stripped of her meager outfit, consisting of two broken anchors, 60 feet of small chain, and a few fathoms of old line, which articles were taken to the station to await a claimant.
May 17	Sloop yacht; no name.	Eatons Neck, New York..	At 8.30 P. M. the patrolman displayed his Coston signal to what he supposed, in the gloom, was a vessel in trouble on the reef off this point, but receiving no response reported the matter at the station. The keeper proceeded with two surfmen to the spot indicated, and found a small sloop yacht with two men aboard stranded on the rocks. As the tide was flooding, their combined efforts were shortly successful in floating her, when the keeper piloted the boat to a safe anchorage in Huntington Bay.
May 17	Slp. yt. Nautilus.....	Shark River, New Jersey..	Stranded on the north bar when attempting to enter the inlet. The keeper had the surf boat launched at once and went to her assistance, aided her two occupants to float their vessel, and towed them to a safe anchorage. The yacht lay in a dangerous position when boarded by the life-savers, where, with a breeze from the eastward, she would most probably have gone to pieces.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896.			
May 17	Br. sc. L. D. Bullock..	Charlotte, New York, Lake Ontario.	After making this harbor for shelter from a gale, parted her lines and began drifting out into the lake, but was brought up by her ground tackle at the end of the piers. The life-saving crew boarded the vessel, and upon the arrival of the harbor tug assisted to raise her anchors, when she was towed up the river to a place of safety.
May 17	Rowboat; no name..	Fort Niagara, New York, Lake Ontario.	A small boat, containing two soldiers, capsized near the river bank. The surfboat went to their assistance, reaching the spot as the men were wading out, the water being shallow, secured their oars for them and hauled the boat ashore.
May 17	Catboat Husum.....	Erie, Pennsylvania, Lake Erie.	Stranded on the peninsula, while sailing in the harbor, through mismanagement on the part of an inexperienced crew. After a hard pull against wind and sea the life-savers reached the boat, got a line to her, and succeeded in hauling her off the beach. Her owner, who had meantime arrived on the scene, took charge of his craft and proceeded to the city.
May 17	Skiff No. 14.....	Cleveland, Ohio, Lake Erie.	At 9 A. M. the lookout reported that a small skiff, containing two men and a woman, had fouled a raft of logs, which was anchored about three-quarters of a mile from the station, and was in danger of being capsized by the rough sea and high wind. Three of the surfmen went to her assistance in the dingey and, finding her occupants unable to make headway against the strong breeze, took the boat in tow, and returned to the station.
May 17	Schooner; no name	Point Marblehead, Ohio, Lake Erie.	The life-saving crew went to the assistance of this vessel, which was disabled by having her foresail carried away. As the surfmen were unable to tow her into port, the keeper returned to the station and telephoned for a tug, which took charge of the schooner and proceeded with her to Sandusky.
May 17	Am. sc. Two Sisters	Sand Beach, Michigan, Lake Huron.	Dismasted in a heavy blow, about 5 miles east of the station. The keeper having sent one of the surfmen to notify the master of a tug of the disaster, proceeded to the scene in the lifeboat, arriving just as a passing steamer gave the wreck a line. They were towed in under the lee of the land, when the tug took charge and carried the vessel to a wharf, the surfmen assisting to secure her. The following forenoon they went on board the schooner, cleaned up the wreckage, and pumped her out.
May 17	Am. str. Soo City.....	Holland, Michigan, Lake Michigan.	Missed the entrance to the channel and stranded at 4.15 A. M., while attempting to enter the harbor, a brisk wind and high sea prevailing at the time. Ten minutes after the disaster she was boarded by the surfmen and hawsers run to the end of the south pier, two life-savers being put on board the steamer to assist in handling the lines. Her master having meantime signaled for a towboat, the U. S. tug Col. Graham came to his aid and succeeded in towing the vessel out into the lake at 6 A. M., by which time it was so rough that she made no further attempt to enter the port, nor was it possible to transfer the two members of the life-saving crew from her to the tug. They remained on board until the steamer reached Grand Haven, from which point they returned by the first train to their station.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896			
May 17	Sailboat; no name..	South Haven, Michigan, Lake Michigan.	Was picked up adrift in the lake by the lifeboat's crew and an attempt made to tow her to the beach, but their line parted and through fear of damaging his own boat in the heavy sea the keeper allowed the craft to drift ashore about 3 miles to the northward of the station, to which point he proceeded with his crew after landing, hauled the boat out, made her fast, and stowed away her sails for safe keeping. On May 22 her owners claimed the boat and the surfmen assisted them to launch her.
May 17	Sip. yt. Viola.....	Milwaukee, Wisconsin, Lake Michigan.	Dragged her anchors while lying 2 miles north of the station and was in danger of going ashore or being dashed to pieces against the breakwater. Word of her distress having been brought to the keeper, a hawser was put on board the tug Carl and with the surfboat in tow she started for the vessel. Arriving at the scene the surfmen ran the line to the yacht, the water being too shoal for the towboat to reach her, raised her anchors and accompanied her in tow of the steamer back to the harbor.
May 17	Scows (2); no name..	Plum Island, Wisconsin, Lake Michigan.	Stranded on the southwest shore of the island, owing to their towline parting during a heavy blow. Their position was discovered by the keeper the following morning, who, with his two surfmen (new station not formally opened or fully manned at this date), ran a stout hawser from each of the scows to neighboring trees to prevent wind or tide from taking them adrift. On May 20 two tugs arrived at the scene to assist the stranded scows, and after eleven hours' hard work, in which the life-savers participated, they were successfully floated and left for Sheboygan.
May 18	Yawl; no name.....	Plum Island, Massachusetts.	Returning from the fishing grounds against a strong offshore wind, her only occupant, an aged man, became exhausted by the hard pull and anchored about 1¼ miles from the beach. The surfmen had been watching his movements, and surmising what the trouble was three of their number went to his assistance in the small boat and towed him to the station, where he was given a stimulant and allowed to rest. The life-savers bailed out his boat and took it around the point, from whence the fisherman proceeded home.
May 19	Am. sc. Laurence Murdock.	Burnt Island, Maine.....	At 7.20 P. M. the life-saving crew went to the assistance of this vessel, which had stranded on the rocks in Port Clyde Harbor while leaving the wharf, her master being unacquainted with the locality. The surfmen carried out an anchor, and, remaining by the schooner all night, succeeded in floating her the following morning, when the tide served, returning to their station at 6 A. M.
May 19	Am.str. B. J. Moran..	Rockaway Point, New York.	Stranded, in hazy weather, 1¾ miles southwest of the station, where she was discovered, shortly after the casualty occurred, by the patrolman having the morning watch. When the life-savers reached the scene they found a tug standing by the steamer, and ran a hawser between the two vessels, by which means the Moran was shortly released and left in tow for New York.
May 19	Scow; no name.....	Kewaunee, Wisconsin, Lake Michigan.	Was picked up and towed ashore by the life-saving crew when adrift, about 1 mile southeast of the harbor piers.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. May 20	Slp. Two Cousins.....	Velasco, Texas.....	While attempting to cross the bar at the mouth of the Brazos River, her one occupant lost control of his craft on account of the rough sea and strong ebb tide, and was carried into the breakers on a shoal off the southwest side of the jetty, an extremely dangerous position with the prevailing south-southeast wind, where he let go an anchor, but was dragging slowly toward the beach when the life-saving crew reached the scene one hour later after a hard pull. It seemed doubtful if an attempt to beat off the lee shore would be successful, but as it appeared to be the only chance of saving the vessel, the keeper, having boarded her with one of his crew, put on sail, slipped the cable, worked her off the shoal, across the river bar, and anchored her safely at the quarantine station at 8.50 P. M. On the 25th instant, the surfmen picked up the anchor and cable, which had been slipped, and returned them on board the sloop.
May 20	Am. sc. Augustus...	Grande Pointe au Sable, Michigan, Lake Michigan.	Stranded, at 7.30 A. M., on the bar off Hamlin, while leaving the pier, lumber laden. The surfmen laid out an anchor to seaward, in deep water, and worked until noon in an unsuccessful effort to float her, when the master sent to Ludington for a tug, but was unable to procure one. At 4.30 P. M., the schooner again made signal to the life-savers, to which they responded, and assisted to unload a portion of the cargo, lightening the vessel's draft sufficiently to permit of her being hove over the bar without damage at 9.30 P. M., and released from a dangerous situation.
May 20	Sailboat; no name..	Grand Haven, Michigan, Lake Michigan.	The throat halliards carried away while out sailing beyond the pier heads, in charge of two boys. A portion of the life-saving crew went to their assistance in the Whitehall boat, towed them to the end of the pier, and repaired the damage to their gear.
May 21	Tug Nabby C.....	Brant Rock, Massachusetts.	Sounded her whistle for assistance when about a mile from the station with a tow consisting of a pile driver and three rafts of piling. The surfboat was at once taken alongside, when the master informed the keeper that he wished to drop his rafts in this vicinity and desired to be informed of a safe place in which to leave them. The keeper piloted him to a secure and protected cove and anchored the three rafts for him.
May 21	Am. sc. Lewis Jane.	Chatham, Massachusetts..	Stranded on a shoal in Stag Harbor and filled with water. On May 26, in response to her master's application for assistance, the station dory was transported across the beach on a wagon, launched from the west shore by the life-savers and the schooner boarded. The surfmen assisted to pump the vessel out, and to float her clear of the shoal, returning to their station after anchoring her in a safe place.
May 21	Rowboat, No. 7.....	Bois Blanc, Michigan, Lake Huron.	Blown offshore and capsized. The life-saving crew picked the boat up and brought it to the station, where on June 1, the craft was claimed by the owner, the keeper of the Round Island Light Station.
May 21	Skiff; no name.....	Duluth, Minnesota, Lake Superior.	This flat-bottomed skiff was picked up by the surfmen when adrift in the harbor. The owners called at the station shortly afterwards, proved their property and received the boat.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896.			
May 21	Am. str. Selwyn Eddy.	North Manitou Island, Michigan, Lake Michigan.	Stranded at 10.30 A. M., during the prevalence of a dense fog, on the reef off the southern point of North Manitou Island. Her whistle of distress having been heard at the station, the life-saving crew went at once to the scene of the disaster, where they found the steamer Colonial standing by the distressed vessel. The surfmen rendered every assistance in their power, carried messages to and fro, ran a hawser from the Selwyn Eddy, aided to haul it aboard and to raise her anchors, and remained by her until she was successfully floated through the efforts of the Colonial without having sustained any apparent damage.
May 21	Am. sc. D. S. Austin.	Grande Pointe au Sable, Michigan, Lake Michigan.	Stranded in thick weather, about 3½ miles to the southward of the station, and was set well upon the beach by the send of the sea. The fog lifting a half hour after the disaster occurred, her position was discovered by the surfman on lookout, and the lifeboat immediately proceeded to the scene, where it was ascertained that her master had sent to Ludington for a tug, but when the steamer arrived, the sea being too rough to attempt work on the vessel, the life-savers returned to their stations, having arranged that a signal should be made if their services were required during the night. The following day the surfmen were employed until 5.30 P. M., securing lines from the tug to the stranded schooner, and assisting to pump her out, at which hour work had to be abandoned on account of a high northeast wind. On the 23d, the vessel was floated by the towboat without further assistance from the station crew.
May 21	Yacht; no name.....	Old Chicago, Illinois, Lake Michigan.	The owner of a small yacht, which was laden on the deck of a steamer near the station, applied to the keeper for assistance to launch his boat. The surfmen repaired on board and in a short time got the craft into the water.
May 21	Raft.....	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	At 10 P. M. application was made at the station for assistance to move a raft of piles, which had become unmanageable and was an obstruction to navigation in the canal. The keeper had the surfboat launched and towed the raft clear of the channel to a place of safety.
May 22	Br. sc. Arthur M. Gibson.	Monomoy, Massachusetts.	Stranded at 11 A. M., in very thick weather, on Handkerchief Shoals, 6 miles SW. of the station and 1½ miles to the northward of the lightship, having missed the latter in passing. Owing to the dense and continuous fog, the casualty was not discovered until 4.30 A. M., May 23, when the life-saving crew at once started for the scene, where they sounded out the depth of water around the vessel, assisted to handle her sails and anchors, and when she was floated on high water, at 8.30 A. M., the keeper piloted her clear of the shoals.
May 22	U. S. C. & G. S. str. Bache.	Fenwick Island, Delaware.	In response to a signal from this vessel, which was engaged in an examination of the shoals off Fenwick Island, the life-saving crew went alongside in their surfboat and, at request of her commander, Lieut. Robert G. Peck, U. S. N., landed an officer and three of her crew, together with their instruments, in order that they might locate certain signals necessary for the prosecution of their work. On the following day at 4 P. M. returned the party on board the Bache.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896.			
May 22	U. S. C. & G. S. str. Bache.	Ocean City, Maryland.....	At the request of her commanding officer the life-saving crew landed a hydrographic party from this vessel in the forenoon and returned them on board later in the day. A similar service was again performed on the 23d instant.
May 22	Br. str. Glanayron.	Cape Hatteras, North Carolina.	Stranded at 7.45 P. M. in heavy weather on the outer Diamond Shoals, about 9 miles SSE. of this station, her master attributing the casualty to the fact that the light on the cape seemed to show indistinctly. A rocket sent up from the vessel was answered by the patrolman with his Coston light, and when the keeper was notified, a few moments later, he in turn displayed a signal, which, being responded to, confirmed his fears that a wreck had occurred. Cooperation was requested by telephone from the Big Kinnakeet and Creeds Hill Life-Saving stations, the station team being sent to the latter point to haul their boat to the north shore of the cape, the southwest wind making it too rough to launch from the southern beach. On the arrival of these crews, at 10.55 and 11.30 P. M., respectively, a consultation was held by the three keepers and it was decided, as the night was very dark and the breakers heavy, to wait until early morning before going off to the vessel. A little before daylight two of the surfboats were manned and set out for the scene, arriving alongside the ship at 5 A. M., the third crew being left on shore as a reserve in case of accident. The steamer's two lifeboats were lowered, laden with her crew's personal effects, and taken in tow, the men themselves, 23 all told, being distributed among the several boats, and the return trip safely accomplished by 11.45 A. M. On May 24 the Cape Hatteras surfmen again boarded the vessel and towed her small boat ashore, also bringing several articles for her master. The shipwrecked crew were maintained at the station until the 26th instant, when they left for Norfolk, Va. The vessel proved a total loss. (See letter of acknowledgment.)
May 22	Slp. Sea Gull.....	North Manitou Island, Michigan, Lake Michigan.	Arrived off the station at 12.20 A. M. in tow of the steamer Alice M. Gill, leaking badly and partially water-logged. The life-saving crew took charge of the sloop and brought her ashore, removed the load of nets to dry them, and took her owner to the station, where he was provided with a change of clothing, a good meal, and a warm bed. He left the following morning for Muskegon in his boat, which was reloaded with his gear and launched by the life-savers. [See letter of acknowledgment.]
May 23	Naphtha launch, no name.	Point Lookout, New York.	Struck on the bar at Jones Inlet, through lack of local knowledge on the part of her master, and after thumping over anchored dangerously near a shoal in a partially disabled condition. The surfboat went to the assistance of the distressed vessel, and after a hard pull towed her to the station, where her master, who was wet, was furnished with dry clothing and sheltered for the night. The following morning the surfmen aided to repair the damages sustained by the launch, after which she proceeded on her voyage to Bay Shore.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896.			
May 23	Am. str. Rhoda Stewart.	Middle Island, Michigan Lake Huron.	Disabled by a boiler explosion while towing three barges, about 8 miles north of the station, at 5.50 A. M., three of her crew being so badly scalded as to subsequently die of their injuries. Her flag of distress, though its significance was not clearly discernible on account of the distance, was observed half an hour after the disaster and responded to by the life-savers, who, upon arriving alongside, were requested by the master to return to the station and telephone for a tug to assist him, the three injured men having meantime been taken to Sheboygan by the passing steamer, City of Alpena. The surfmen returned to the island, summoned a towboat, and went back to the disabled vessel, remaining by her until the tug arrived and took charge of the steamer and barge.
May 23	Am. sc. General Franz Sigel.	White River, Michigan, Lake Michigan.	The life-saving crew assisted this vessel, which had stranded while attempting to enter the harbor, by running hawser to the pier, sounding out the water around the schooner, and heaving her afloat.
May 24	Slp. yt. Cora Etta...	North Scituate, Massachusetts.	Anchored in an exposed berth off the beach at 11 P. M., May 23, after which the yachting party came ashore to their summer cottage. The following morning, a fresh easterly breeze springing up, with a rough sea and ugly looking weather, the keeper sent word to the owners advising that the sloop be taken into harbor, which was done with the assistance of one of the surfmen.
May 25	Am. sc. General Levi Hanis.	Coney Island, New York..	Missed stays and grounded on Johnsons Inlet bar while bound through West Inlet to Jamaica Bay. The master declined the proffered services of the life-saving crew, and, contrary to the keeper's advice, attempted to heave his vessel afloat by running a line to another schooner close by, but only caused the latter to trip her anchor under the heavy strain, his own vessel going further upon the sands. He now accepted the assistance of the life-savers, who carried a large anchor out into deep water, and shortly succeeded in floating the stranded craft. The keeper then took the wheel, got the schooner under way, and sailed her into Rockaway Channel, where her master assumed charge.
May 25	Sc. yt. D. L.....	Indian River Inlet, Florida.	The owner came to the station and made inquiries in regard to crossing the bar into the Inlet, but, after having received the necessary directions, would not make the attempt without a pilot. None being available, the keeper went on board the yacht, assumed charge, and brought her into the river to a safe anchorage off St. Lucie.
May 25	Rowboat; no name..	Oswego, New York, Lake Ontario.	Adrift in the lake, 2 miles east of the harbor. The life-saving crew launched the surf boat, recovered the craft, and delivered it to the owner.
May 25	Sc. yt.; no name.....	Cleveland, Ohio, Lake Erie.	At 10.10 P. M., a telephone message was received at the station to the effect that a small yacht, which had been moored at the west arm of the breakwater, had parted her lines and was drifting out into the lake. The vessel was overtaken by the surf boat and towed to the station, where her owner was notified, who came for his boat the following morning.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. May 25	Sailboat Elosie.....	Duluth, Minnesota, Lake Superior.	Capsized in a heavy westerly gale, 1 mile offshore and 2½ miles from the station. The life-savers arrived alongside fifteen minutes after the disaster occurred, and found four persons, comprising the crew of the overturned craft, clinging to her with difficulty and nearly exhausted, being frequently swept off by the sea. In order to save time, owing to their condition, the keeper anchored their boat with the surfboat's anchor, and, landing the men at the nearest point of the shore, abreast the wreck, hastened with them by street car to the station, where they were given stimulants and dry clothing, leaving shortly afterwards for their homes, having narrowly escaped with their lives owing to the timely succor of the life-saving crew. Later in the day, the gale having moderated, the surfmen towed the vessel ashore, righted and bailed her out, and then brought her to the station. The following day, the station crew having overhauled the craft and repaired the damages sustained, delivered her to one of the rescued men, who had come for her.
May 25	Slp. Stella	North Manitou Island, Michigan, Lake Michigan.	At 3.30 A. M. the surfman on lookout observed that this craft, which had been anchored near the station with no one on board, had parted her cable in a heavy northwest squall and was adrift in the lake. The life-saving crew were aroused, the surfboat launched, and the sloop overtaken after a sharp pull of one-half a mile, towed to the station and properly secured.
May 25	Am. sc. La Petite....	.....do	Stranded on the west side of the island, opposite the station, during a dense fog, word of the disaster being sent to the life-savers about 8 P. M. by a resident of that locality. Adopting the most expeditious method of reaching the scene, the keeper hired a team and transported the surfboat overland; arrived on the beach at 11 P. M., landed the shipwrecked crew of five men, and returned to his station with the boat and crew at 5 A. M., May 26. He was accompanied by the master of the schooner, who was taken to Leland, on the mainland, a distance of 11 miles, where he engaged a tug, and was then returned to the island by the surfman. On May 27 and 30 the life-saving crew were engaged for a total period of twenty-one and a half hours at work on the stranded craft pumping her out and running hawsers to the towboats, but their efforts to release her failed on account of the lines parting. However, on June 2, after another day's work in conjunction with the tug Welcome, the vessel was successfully floated, having apparently sustained but slight damage.
May 25	Am. sc. Cyclone.....	Old Chicago, Illinois, Lake Michigan.	Moored in an exposed berth alongside the breakwater, where she was thumping heavily. Five of the life-saving crew went to her assistance, ran lines, and shifted her position to one of safety.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896.			
May 25	Rowboat; no name..	Old Chicago, Illinois, Lake Michigan.	Adrift. The life-savers picked up and returned the craft to her owners.
May 25	Slp. yt. Athlete.....	Racine, Wisconsin, Lake Michigan.	While sailing outside the harbor in charge of three inexperienced men, who were also somewhat under the influence of liquor, this yacht was knocked down by a squall and filled. The life-saving crew hastened with all possible speed to the rescue, arriving on the scene seven minutes after the accident occurred, but as her occupants had been picked up by a passing sailboat the surfmen bent their efforts to the task of towing the vessel ashore. Finding the wind too strong to accomplish their purpose, they returned to the harbor, secured the services of a tug, went out with her to the wreck and ran a line aboard, by which means the boat was towed inside, where the life-savers righted and bailed her out and turned her over to the owners.
May 25	Sailboat; no name..	Milwaukee, Wisconsin, Lake Michigan.	At 5 A. M. the surfman on lookout observed that this craft was dragging her anchor. Procuring the use of a rowboat he went alongside, took her in tow, and brought her to a safe berth, where she was secured.
May 25	Am. sc. Jennie Mullen.	Two Rivers, Wisconsin, Lake Michigan.	Stranded on the outer bar at 11.15 A. M., while attempting to make the harbor for shelter, and swinging broadside to the sea pounded so hard as to start several bad leaks. She was at once boarded by the life-saving crew, who ran lines to the south pier and hove her as far in that direction as they could, then manned the pumps until 2 P. M., at which hour a tug attempted to take the vessel inside, but moved her only about 200 feet when her master decided to allow her to remain in her present position until steam pumps could be secured, where she shortly filled and sank to the rail. Prior to this, however, the surfmen moved the bedding and galley furniture out of the schooner to a shed near the station, where her crew could live until their vessel was floated, and assisted with a small lighter to discharge a portion of her deck load of slabs so as to clear the main hatch for the pumps. On May 30 the life-savers aided to set up steam pumps by which means the wreck was freed from water and afterwards towed alongside a dock in the river where the station crew replaced all the gear which had been used on shore.
May 25	Am. str. Thomas Cranage.	Plum Island, Wisconsin, Lake Michigan.	Stranded at 6 A. M., in foggy weather, about 1 mile southeast of station, which being lately established and not yet equipped was manned at this date by only the keeper and two surfmen as caretakers. However, a whistle of distress having been heard, these men, with the assistance of a volunteer, launched a skiff and enlisting the aid of the Pilot Island Lighthouse keeper, who was at the station with his sloop, were towed by him to the scene, the wind being too heavy for them to pull against. Meanwhile, the mate of the stranded vessel had gone to Escambia on a passing steamer to secure the services of a towboat, and upon his return with a wrecking tug the life-savers rendered assistance by carrying messages and running lines until the vessel was successfully floated at 9 P. M.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896.			
May 26	Slp. yt. Gracie G.....	Point Allerton, Massachusetts.	Dragged her anchor in a fresh southerly breeze while no one was on board and stranded one-quarter of a mile south of the station. The life-saving crew ran out anchors and soon floated the sloop, when she was taken to a place of safety and her owner notified.
May 26	Canoe; no name.....	Charlotte, New York, Lake Ontario.	The surfman on lookout observed this boat adrift in the lake so close to the shore that he reached it with a long pole, guided it to the beach, and hauled it out. The keeper advertised for owner.
May 27	Am. sc. Eclipse.....	Galveston, Texas.....	This vessel, employed in the bar pilot service, stranded on the south bank of the channel while beating into port at 9.30 A. M. Her crew at once got out a small kedge and attempted to heave their boat into deep water, but the anchor was too light and came home. The life-savers went promptly to their assistance, carried out a heavy anchor, and after an hour's work at the windlass, together with the pilots, the schooner was floated and proceeded on her way apparently uninjured.
May 27	Skiff; no name.....	Louisville, Kentucky.....	The surfman on lookout having given the alarm that a skiff, in charge of two boys, was in danger near the dam in the Indiana chute of the falls, a station boat, manned by a portion of the life-saving crew, hastened to their rescue and brought the young men and their craft safely to the shore.
May 27	Am. sc. General Franz Sigel.	White River, Michigan, Lake Michigan.	Assisted this vessel, which was short handed, to raise her anchors; then sounded out the channel, enabling her to enter the port in safety.
May 28	Am. sc. War Steed..	Quonochontaug, Rhode Island.	Stranded at 10 P. M., in a heavy thunder squall, 4⅛ miles east of the station, within 200 feet of the beach, her crew of four, including the master, effecting a landing on a raft the following morning at 5 A. M. and reaching the station about three hours later. No signal of distress had been made from the vessel and the prevalence of a dense fog since daylight had prevented her being seen by the patrolman. At her master's request the keeper went to the wreck with his team and carried all the personal effects of the distressed mariners to the station, where the men were maintained until June 1, when their belongings were transferred to the railroad depot and they departed. The schooner was sold to wreckers.
May 28	Am. sc. Plymouth...	Ottawa Point, Michigan, Lake Huron.	While towing down the lake, sprung a leak in heavy weather and when off the station, at 8.30 A. M., displayed a signal of distress, there being 7 feet of water in her hold. The life-saving crew went to her assistance in the lifeboat in tow of the tug Bertha A., which shortly took the vessel to an anchorage in Ottowa Bay, while the surfmen manned the pumps, and after coming to, having stopped some bad leaks in the decks, succeeded in freeing her of water by 7 A. M. the following morning, their prompt response and energetic work undoubtedly saving the schooner from going down.
May 28	Am. sc. Agnes.....	White River, Michigan, Lake Michigan.	Made the harbor in a partially waterlogged condition. The life-saving crew assisted to pump her out.
May 28	Am. sc. Magdalmo..	South Haven, Michigan, Lake Michigan.	Stranded on the river bar at 1 A. M., while attempting to enter this port. The surfmen ran lines for her, and succeeded after three hours' work in floating her.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896.			
May 28	Am. sc. Amiot.....	Kewaunee, Wisconsin, Lake Michigan.	The life-saving crew assisted this vessel to make an anchorage by tracking her from the outer end of the harbor piers up the channel against a fresh head breeze.
May 29	Am. sc. Laurel.....	Hunnewells Beach, Maine.	Stranded about 5 A. M., during thick weather, on Wood Island bar, while attempting to enter the river. The life-saving crew at once went alongside, found the vessel pounding heavily and deserted by her crew, who had landed on Pond Island in their own boat, from whence they were taken to the station by the life-savers. The wreck was now revisited by the surfmen, who laid out a kedge, hove a strain on it, and having secured the personal effects of the crew returned on shore for a tug. They accompanied the steamer to the scene of the disaster, ran a hawser to the stranded vessel, and assisted in an attempt to float her, but owing to the heavy sea the schooner filled before she could be released, efforts to this end were then necessarily abandoned, and she ultimately proved a loss.
May 29	Am. sc. Flower of France.	Saluria, Texas.....	While beating down Matagorda Bay, about 6 A. M., this vessel struck the submerged remains of an old pile lighthouse on the middle ground, filled rapidly, heeled over on her beam ends, and sunk to the lee rail. The life-saving crew having promptly responded to her signal of distress assisted to discharge her deck load of cotton into a passing sloop, broke out a number of bales from the hold, which were landed by the same means, and set to work to pump and bail her out. As the schooner righted an old sail was swept under her bows, which proved a great success in controlling the leaks, and she was finally freed from water and hove out to her anchor. Two large holes were found stove in her bottom, which were temporarily stopped by the life-savers, so she made no more water than one man could keep under control, and was able to proceed to Matagorda for repairs, the surfmen returning to their station at 4 P. M.
May 29	Am. str. E. G. Maxwell.	Pentwater, Michigan, Lake Michigan.	The life-saving crew assisted this steamer by running lines to the piers on either side, in order to keep her from sheering about in the fairway while engaged in towing a schooner out of the harbor, the tow being deeply laden and frequently touching and dragging on the bottom.
May 29	St. yt. Janie G.....	St. Joseph, Michigan, Lake Michigan.	While backing out of a dangerous position near the north pier, which she had just been warned from running into by the patrolman (see "Warned by night signals," May 29), this vessel got a rope in her propeller. The life-saving crew took a line from her, hauled her into the breakwater, cleared the screw, and then piloted her into the harbor.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. May 29	Am. sc. R. Kanters.	Plum Island, Wisconsin, Lake Michigan.	Stranded at 1 A. M., during a thick fog, on Gravel Island, 8¼ miles south of this station, which having been lately established and not yet equipped, was manned at this date by a keeper and two surfmen only, this small force being weakened by the absence of the former on duty. The disaster was discoverd by one of the life-savers some hours after its occurrence, when the weather cleared, but being provided only with a skiff, too small a boat to make the rough trip, the surfmen pulled to Washington Island to secure the services of a larger craft. All the tugs and fishing sloops being absent upon their arrival, it was not until the morning of May 30 that they were able to secure a large sailboat and proceeding to the scene of the wreck assisted the master throughout the entire day to strip his vessel, which could not be saved and ultimately proved a loss.
May 30	Steam launch Etta E.	Orleans, Massachusetts...	Anchored at 10 P. M. a half mile north of Nauset Inlet with a party of excursionists on board, her master and one of the crew coming on shore to procure a pilot to bring her inside. When attempting to land they were capsized, reaching the beach after a hard struggle in an exhausted condition, and were cared for by some near-by cottagers. Word of their need having come to the keeper he offered his services, which were gladly accepted, went aboard the launch, reassured her excited passengers, and at high water brought the boat into the harbor. Her master and his companion were now set on board, when it was decided to continue their voyage instead of remaining in the Inlet; the keeper therefore piloted them outside and left them in a safe offing.
May 30	Catboat; no name...	Sandy Hook, New Jersey.	Was purposely beached abreast the station by her crew of three boys, but filled during their absence from the vicinity, requring the aid of the life-savers to bail her out and launch her. One of the surfmen then sailed the boat around into the bay while the youths were taken to the station and given breakfast, after which they continued on their voyage.
May 30	Steam launch Lulu Guang.	Hog Island, Virginia.....	Disabled about 4 P. M. 1 mile east-southeast of this station, by an accident to her machinery, and when boarded by the life-saving crew, shortly after the disaster, was rapidly drifting toward the breakers where she would undoubtedly have soon gone to pieces but for their timely arrival. The launch was taken in tow by the surfboat, and after a hard pull of three hours' duration the life-savers succeeded in getting her into a safe anchorage. Her master was maintained at the station for three days and every possible assistance given him in his attempts to repair the damages sustained by his engine, but finding it beyond his skill he left at the expiration of this time for Philadelphia to procure new machinery [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.
1896.			
May 30	Slp. yt. Elida.....	Cleveland, Ohio, Lake Erie.	At 9.30 P. M., the keeper received a telephone message that a yacht had dragged her anchors, drifted against the east pier, and was in danger of going to pieces. Three of the surfmen hastened to the scene in the skiff, and towed the imperilled craft to the station, where she was taken charge of by her owner, who had been notified of the occurrence.
May 30	Am. str. Delaware..	Middle Island, Michigan, Lake Huron.	While engaged in picking up her anchor, which had been slipped near the station in a gale on the 28th inst., the life-saving crew went alongside, brought ashore a message from the master to his owners, and telephoned the same to the Western Union operator at Alpena.
May 30	Slp. yt. Dione	Racine, Wisconsin, Lake Michigan.	While a yacht race was in progress off this port a heavy fog shut down, accompanied by a brisk wind, and shortly afterwards the Dione, one of the contestants, was observed passing the piers with a flag displayed in her rigging. The life-saving crew immediately launched the surf boat and started to the assistance of the yacht, in tow of the tug S. O. Dixon, overtaking the yacht about 4 miles to the southward of the station. Her occupants were found to be badly frightened, but otherwise all right, their signal having been made for a towboat. The surfmen ran a line for the tug, which brought the vessel safely into harbor.
May 30	Am. str. Farallon ...	Humboldt Bay, California.	Got out of the channel and stranded at low water, a half mile to the southward of the station, where the fairway is narrow and shallow. When the life-saving crew boarded her she had succeeded in backing off, and made two ineffectual attempts to cross the shoal, but not until the surfmen had carefully sounded out the channel, and the tide had risen considerably, was the steamer able to proceed up the bay on her draft of 15 feet.
May 31	Sloop Mina.	Crumple Island, Maine...	This sloop, belonging to and manned by the keeper of the Moose Peak Lighthouse, was capsized and sunk in a heavy squall in Moosabec Reach, 7 miles northeast of this station, her occupant being saved by neighboring residents. The following morning, as the keeper of the life-saving station was proceeding to Jonesport with a portion of his crew, whose duties ceased at midnight, May 31, at the expiration of the active season, they discovered the casualty, went to the scene, and rigging a Spanish windlass between two long boats, raised the sunken craft. The surfmen took the boat ashore, repaired all damages and launched her, the light-keeper then continuing his way to his station.
May 31	Sailboat; no name..	Coney Island, New York..	While sailing close to the edge of the breakers about noon, was poorly handled and got into the surf; let go an anchor, but parted the cable and was cast high up on the beach at Rockaway Point, where her seven occupants waded ashore. Being shortly afterwards boarded by the life-saving crew, the boat was found unprovided with any lines or tackles with which an attempt might be made to float her, so the crew returned to the station, got a hawser and anchor and again went to the stranded vessel. Unloaded her of one ton of ballast and put it on the beach and worked the boat into a gully, parallel to the shore, through which

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. May 31	Sailboat; no name..	Coney Island, New York..	she was moved within 100 feet of smooth water, but at that point the rough sea breaking across the ridge cast her again on the sands despite the utmost efforts of the life-savers. Further attempts to float her at present were abandoned, but the surfmen recovered her lost anchor, and on their return to the station, at 11.15 P. M., carried four of her crew with them whence they proceeded home, the other three having left early in the afternoon. At midnight the life-saving crew was discharged by operation of law, at the expiration of the active season, but the boat was floated at a favorable opportunity the following night by a party with whom the owner had made a contract.
May 31	Sloop; no name.....	Sullivans Island, South Carolina.	A small sloop containing three occupants came ashore abreast the station. The life-saving crew assisted the men to float their boat, and they proceeded on their way to Charleston.
May 31	Rowboat; no name..	Sullivans Island, South Carolina.	A fishing party of five men, from the schooner Wade Hampton, landed near the station during the afternoon, having been blown to leeward of their vessel which was lying in the offing. The life-saving crew towed their boat through the surf far enough to windward to give them a fair start, enabling them to reach their destination in safety.
May 31	Am. sc. Willie Ann..	Saluria, Texas.....	Information was brought to the station by a resident on Matagorda Peninsula that a vessel, which to all appearances had been adrift and abandoned a long time, had come ashore 13 miles northeast of Decro's Point on the 25th instant. The keeper reported the fact to the district superintendent, having identified the schooner by her official number and tonnage marks.
May 31	Am. sc. Almeron Thomas.	Ottawa Point, Michigan, Lake Huron.	Stranded on Ottawa Point, through carelessness on the part of her master, while beating out of the bay. The lifeboat went to the scene, laid an anchor out in deep water, hove the vessel afloat without trouble, and assisted her crew to make sail and get under way.
May 31	Sailboat; no name..	Umpqua River, Oregon...	Capsized in the river, 1 mile east-northeast of the station close to the shore, through the violent jibing of her sail, and her seven occupants, two men, two women, and three children, were thrown into the water. The accident occurred out of view of the station, but the people were rescued by bystanders, and word of the disaster sent to the keeper. He at once dispatched two surfmen in the skiff to bring the overturned craft ashore, going himself to the aid of the unlucky pleasure seekers. They were brought to the station where stimulants were administered, as they were thoroughly chilled through, and from the supply of clothing furnished by the Woman's National Relief Association articles of dress were temporarily loaned them until their own apparel could be dried.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896.			
June 1	Am. sc. Addie Fuller.	Cobb Island, Virginia.....	Stranded on bar 3 miles southeast of station at 11 P. M., May 31. She was discovered next morning at daylight and keeper at once secured volunteer crew (inactive season) to go to her assistance. She was reached at 6 A. M. and help offered. Master requested keeper to send telegram to Norfolk for wrecking tug, and to return to schooner if signal was made. Returned to station at 7.30 A. M., and tried to establish communication with Cape Charles but failed. Then made efforts to communicate with Lewes, Del., but without success. In meantime wind was increasing and sea beginning to run high. At 9 o'clock a signal of distress was shown from schooner and another trip was made to her. Found her pounding on the bar, leaking, and threatened with destruction by the sea. Yawl boat had been launched but had broken adrift and was lost. Strong sea prevented life-saving crew from going alongside, but keeper pulled under the bow and told master to get a line out to the jibboom by which crew could be taken into surfboat. While this was being done the schooner beat over the bar into smoother water. Keeper and station crew boarded her, manned pumps, made sail, and piloted her into harbor, running her on a mud flat where she was safe. Master then went to Norfolk for tug and his vessel was afterwards towed there for repairs.
June 1	Four skiffs; no names.	Charlotte, New York, Lake Ontario.	Boatman started out with four skiffs for delivery at Glen Haven, N. Y. When half a mile away, station lookout saw him lose an oar and make signal of distress. Alarm was rung and dingey with crew was pulled to his relief. Found the man much frightened at the prospect of being driven out on the lake. Took him in tow and landed him and the skiffs on the beach in good order.
June 1	Lighter No. 1.....	Cleveland, Ohio, Lake Erie.	In danger of parting mooring lines because of wind and sea and being driven ashore, 4 miles east of station. Master of tug Allie May asked for line from station and for assistance to run it. Keeper furnished hawser, and with surf boat in tow of tug, station crew arrived at lighter. Ran hawser to her from tug and she was hauled from her dangerous position uninjured.
June 2	U. S. lighthouse str. Pansy.	Saluria, Texas.....	Arrived off the bar at entrance to harbor. Keeper set range flags and she was guided safely in.
June 2	Rowboat; noname.	Erie, Pennsylvania, Lake Erie.	Capsized at entrance to harbor near the south pier, throwing two men overboard. Alarm was given and surfmen hastened to the rescue in station boat. The men were picked up and taken to the station, where one of them was supplied with dry clothing. A coat was recoved by dragging for it, and the boat was righted and bailed out. The men left in it for Erie, unhurt by the capsize.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896.			
June 2	Lighter No. 2.....	Cleveland, Ohio, Lake Erie.	Broke away from dock and stranded, 4 miles east of station. Master of tug Charles Henry requested keeper to accompany him to scene of disaster with station hawser. Surfboat was launched and towed to wreck. Hawser was run from tug to lighter, but she had filled with water and could not be hauled off until cargo of lumber was discharged. As no further assistance could be rendered, crew returned to station. After discharging, the lighter was towed to harbor the following day, not needing any assistance from life-savers.
June 2	Am. sc. Jessie Winter.	Michigan City, Indiana, Lake Michigan.	Lost her yawl boat about half a mile out from station and could not pick it up. Keeper had surfboat launched and pulled out for it. Picked it up and returned it to schooner.
June 3	Am. sc. Four Friends.	Santa Rosa, Florida.....	Dismasted on this date by heavy squall, 80 miles southeast of station. Keeper discovered her early on the morning of the 4th approaching shore under jury rig. He hoisted a call flag (inactive season) and signaled to navy yard. Not receiving any response, two of the regular surfmen were secured and keeper proceeded to navy yard, where tug was telephoned for. Two more of the regular surfmen were now procured and three other volunteers, and this crew went out to the dismasted schooner. Ran her inside as far as possible and anchored to await tug. When tug arrived keeper and volunteer crew assisted in heaving up anchor and running hawser. Stayed by until she was safely inside harbor.
June 4	Dredge Daly Brothers, No. 5.	Big Sandy, New York, Lake Ontario.	Discovered at 8 A. M. close inshore, 6 miles from station, in tow of tug. As station crew had gone to assistance of a dredge in same position on May 13, it was decided that help might again be needed. Surfboat was therefore launched and pulled to Little Sandy Creek, where dredge was located. Found that channel into creek had filled with sand dug by a dredge inside the creek and that the dredge outside was needed to open it again. Life-saving crew stayed by all night for fear that a west wind would spring up and make assistance necessary. By 9 A. M. on the 5th the outside dredge had worked inside to a safe position.
June 4	Am. tug S. O. Dickson.	Racine, Wisconsin, Lake Michigan.	Surfmen remained on end of pier during greater part of the day with fog horn, to guide the tug with her tow through the fog, enabling her to make the entrance in safety. Also aided local fishing fleet in finding harbor through the fog.
June 5	Am. sc. James Andrews.	Saluria, Texas.....	Approached the beach for harbor during thick and stormy weather. Had headsails blown away when near shore and let go both anchors; chains parted and she stranded high up on the beach, 7 miles from station. Crew reached shore without difficulty. Disaster was reported at station and keeper made ready to go to scene of wreck as soon as weather moderated. Next day keeper proceeded to wreck and conveyed crew in surfboat to Point Lavaca. On the 9th he assisted in saving sails and running gear. On the 11th and 12th continued work of stripping her. The hull, having filled with sand and water, was abandoned.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896.			
June 5	Four scows; no names.	Big Sandy, New York, Lake Ontario.	Accompanied dredge Daly Bros., No. 5 (see under date of June 4). Owner was anxious to have the scows towed into Little Sandy Creek through the newly dredged channel, where they would be safe from the sea on the exposed lake shore. Life-saving crew towed largest scow safely inside with surfboat, and ran lines from the other three to steam capstan on dredge. These were then hauled in and secured.
June 5	St. launch John Canfield.	Manistee, Michigan, Lake Michigan.	Machinery disabled and craft helpless. Lookout reported her to keeper who at once had surfboat launched and pulled out to her, 2 miles away. Ran a line to her and towed her up the river to safe berth.
June 7	Catboat The Bee.....	Old Chicago, Illinois, Lake Michigan.	Capsized during squall, 3 miles south of station. Launched surfboat and went out to the rescue in tow of tug. The four men had been picked up by several small boats near by. Life-savers assisted in towing capsized craft to harbor.
June 8	Am. sc. George E. Dale.	Eatons Neck, New York..	Stranded during thick weather. Keeper discovered her while patrolling the beach, and, at master's request, procured a tug from Port Eaton. Lines were run, and the schooner was released uninjured.
June 8	Am. sc. Jessie Winter.	Grande Pointe au Sable, Michigan, Lake Michigan.	Unable to reach the pier owing to adverse winds. No tug being available, master requested keeper to assist him. Surfmen handled and hauled on lines until desired position was attained.
June 8	St. yt. Undine.....	Muskegon, Michigan, Lake Michigan.	At anchor in the lake with machinery disabled. Surfmen pulled out to her assistance in station boat and towed her into harbor, where repairs could be made.
June 8	Sailboat; no name..	Two Rivers, Wisconsin, Lake Michigan.	Capsized, throwing three boys into the water. Boats near by rescued the boys before surfmen could reach them. The boat was picked up by surfmen, towed in, and delivered to owner.
June 9	Am. str. George Westerman, Sr.	Fort Niagara, New York, Lake Ontario.	At anchor, 3 miles northeast of station, with shaft coupling broken. Surfboat was launched and pulled to disabled craft. At master's request, keeper landed engineer with broken piece, and when it was repaired conveyed him to steamer again. When all was ready, assisted in getting up anchor.
June 9	Am. str. Frank W...	Middle Island, Michigan, Lake Huron.	Boiler disabled. Repairs being completed, keeper and crew put force pump and hose in station boat and pulled alongside. Pumped her boiler full of water, enabling her to rejoin her raft in good time to prevent any loss.
June 9	Am. sc. Minnehaha..	South Haven, Michigan, Lake Michigan.	Wheel chains carried away and steering wildly in rough sea 10 miles offshore. Lookout saw her flag flying for tug and reported to keeper. Master of tug was notified, but would not go out because of heavy sea. Keeper then launched surfboat and put out to the schooner. Found her being steered with tackles. Two surfmen were put on board and they piloted her safely into port.
June 9	Yt. Argo.....	Old Chicago, Illinois, Lake Michigan.	Head gear carried away and flying signal of distress. Keeper and crew went to her assistance, but she made her way safely into harbor. At master's request keeper telephoned for tug, but before her arrival the wind grew stronger and yacht began to drag her anchor. Surfboat was again launched and started out. Tug, however, reached her before surfmen arrived and took her to 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.
1896.			
June 10	Am. tug John Owen.	Thunder Bay Island, Michigan, Lake Huron.	While towing raft close inshore it stranded, and about 400 logs jumped out of the booms and drifted to the beach. Life-saving crew assisted in shoving them off and getting them back into place.
June 10	Am. tug Frank W...	.....do.....	In company with the preceding tug while towing heavy raft. Station crew assisted her to collect and replace drifting logs. Delivered telegram to master for owner.
June 10	Tug Rival.....	Pentwater, Michigan, Lake Michigan.	While towing a raft of square timber out of harbor to barges near by, some of the timbers broke adrift. Surfmen went to assistance in station boat and helped in getting them together and secure again. One of station crew acted as wheelman until barges were reached and the timber delivered, master being short of hands.
June 13	Am. sc. Henry L. Wyman.	New Shoreham, Rhode Island.	Mistook lights and stranded at 9.30 P. M. during rain storm. Keeper mustered volunteer crew (inactive season) and boarded the endangered craft. The wind increasing and the sea making stronger and heavier, keeper advised master and crew to land while it was yet possible. They manned their dories and landed safely under direction of keeper. Were then taken to station and given shelter and succor, remaining there until June 21, while wreckers were working to release the schooner. The master and the cook were sheltered until the 25th. Vessel was floated on the 23d and taken to port for repairs.
June 13	Catboat Idler.....	Cleveland, Ohio, Lake Erie.	Capsized during squall, throwing a man and a boy into the water and seriously imperiling their lives. Keeper pulled to them in small boat and rescued them. Surfmen recovered boat with dingey, and towed it ashore. Bailed it out and restored it to owner.
June 13	Electric launch Witch	South Haven, Michigan, Lake Michigan.	Discovered by lookout 3 miles northwest of station, drifting helplessly toward shore. Keeper launched surfboat and pulled out to her. Found her machinery disabled. An anchor had been let go, but did not hold until nearly within the breakers. Sea increasing, and endangering the safety of her two men, they were taken ashore in surfboat. Efforts were made to procure a tug to extricate launch from her dangerous situation, but without success. Lifeboat was then launched and pulled out to her. She was taken in tow, and after four hours' hard work was placed in safe berth inside the harbor.
June 14	Am. sc. Ellen Perkins.	Coskata, Massachusetts...	Stranded, through error of compass, 2 miles northwest of station, at 4 A. M. Master and crew landed without assistance. Keeper went to scene of wreck and assisted in saving the sails. Crew were sheltered and succored at station for two days. One man was furnished with clothing. A part of the cargo of lumber was saved, but vessel was 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.
1896.			
June 14	Am. slp. Lone Star..	Sandy Hook, New Jersey	Discovered by keeper of Spermaceti Cove Station dragging her anchor and in danger of being driven on the rocks by strong gale, thereby imperiling the lives of nineteen men. He telephoned to keeper of Sandy Hook Station to procure tug and go to the rescue, it being more expeditious than securing volunteer crew (inactive season). This was done and the sloop was soon reached. A line was run, and she was towed from her dangerous position to a sheltered and safe harbor.
June 15	Dory; no name.....	Fletchers Neck, Maine....	Adrift, and in danger of being driven to sea and lost. Keeper secured it, and restored it to owner.
June 15	Am. sc. J. Kennedy	Gay Head, Massachusetts.	Parted cable, and stranded 3 miles east of station. Keeper discovered her at 4.45 A. M., and went to her assistance. Found that schooner was in no immediate danger, being in smooth water, and that master had telephoned for a tug. Keeper awaited arrival of tug, and helped to run hawser for her. Schooner was released without damage, and was towed to Vineyard Haven.
June 15	Am. tug George R. Paige.	Fairport, Ohio, Lake Erie.	While pulling on a large steamer, tug's machinery was disabled. Towline was cast off and she started for entrance to harbor, but engine refused to work and she began to drift rapidly ashore. Distress signals were sounded, and life-saving crew hastened to her in surf-boat, having notified another tug up the river of the need for her services. The helpless tug had been anchored when life-savers reached her, but was dragging close to the shore. Surfmen ran out a kedge and succeeded in holding her until the other tug arrived. Ran a line to second tug and assisted in getting up anchors, when the disabled craft was towed safely into port.
June 15	Am. tug Martin Swain.	Sturgeon Point, Michigan, Lake Huron.	Arrived abreast of station and made signal for assistance. Life-saving crew pulled alongside, and master requested them to run a hawser ashore to a raft of boom sticks, as he could not get inshore with tug because of shoal water. Station crew ran hawser, and raft was towed out to Detroit.
June 16	Am. slp. Mary A.....	Hither Plain, New York..	Capsized and sank during wind squall. Keeper discovered her bowsprit sticking out of water and went out to her in small boat (inactive season). With volunteer assistance, together with that of sloop's crew, lines were made fast to the sunken craft and she was warped into shoal water. The sloop Black Eagle then came up and her master offered assistance. Tackles were made fast to submerged sloop and she was raised to the surface and bailed out, only slight damage having been sustained.
June 17	Am. sc. Sylvia M. Nunan.	White Head, Maine.....	Stranded on sunken ledge near Oak Island. Keeper employed three surfmen (inactive season) and went to her assistance. Found her heeled sharply over and in danger of filling and sinking. Ran out and planted anchor, and when tide flooded hove her afloat uninjured.
June 17	Am. sc. Franconia..	Sandy Hook, New Jersey.	Stranded on the point near bell tower, master having thought he was clear of it. Temporary keeper telephoned for tug immediately. Master dropped his anchor overboard and schooner fouled it, punching small hole in her bottom. Keeper helped at pumps until tug arrived and towed vessel to New York.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896.			
June 19	Sailboat Lyda	Vermillion Point, Michigan, Lake Superior.	While in tow of steamer City of Grand Rapids, her seams opened from pounding through the sea and threatened her and the two men in her with destruction. Steamer stopped abreast of station and signalled. Keeper and crew went out with supply boat and found sailboat adrift and full of water, with every sea washing over her. Rescued the men and towed the boat ashore. Unloaded her outfit of provisions and surgical instruments; hauled her on the beach and calked the seams ready for use again. Gave the men shelter and succor at station during night, and gave one of them dry clothing, his supply having been lost overboard They left next day on steamer and boat was towed to Sault Ste. Marie. [See letter of acknowledgment.]
June 20	Sailboat; no name..	Orleans, Massachusetts...	Capsized in the surf, endangering the lives of the three young men in her, one of whom was caught under the sail. Keeper rushed to their rescue, got them safely ashore and secured the boat. They requested keeper to pilot them into Nauset Harbor. This was done and they were left in comfortable quarters.
June 20	Fish boat; no name	Southside, California.....	Thrown up on the beach 3 miles south of station. Lookout discovered her and reported to keeper, who sent crew down. She was bailed out and hauled clear of surf in readiness for delivery to owner.
June 21	Dory; no name.....	Pamet River, Massachusetts.	Lost in fog on fishing bank 40 miles offshore. Set sail for the beach and landed after more than twenty-four hours' exposure. Keeper assisted in hauling boat safely on shore, and gave the two men shelter and food, afterwards took them to their home in Provincetown.
June 21	Am. str. City of Chicago.	Saint Joseph, Michigan, Lake Michigan.	Stranded with 575 people on board, about 1 mile south of station during foggy weather. Keeper answered signal of distress by launching surfboat and pulling alongside. Made soundings around her for ascertaining deepest water, and ran line to tug. After three hours' work succeeded in releasing the stranded vessel uninjured. [See letter of acknowledgment.]
June 23	Am. sc. Col. Ellsworth.	Vermillion Point, Michigan, Lake Superior.	Driven ashore during gale of October 19, 1895. [See record for that date.] Efforts made at that time to release her having failed, they were renewed on this date. Station crew proceeded to scene in surfboat. Ran lines for tug, manned pumps, and cleared schooner of water. Continued work until 11 P. M., and on the following days until the 26th, when stormy weather interfered. On July 2 life-savers again worked all day, running lines and anchors and manning pumps. At 9 P. M. tug broke down and work was discontinued until July 9. On that day surfmen assisted tugs by handling lines and working pumps. Schooner was hauled afloat in the afternoon, having sustained practically no damage.
June 23	Bathing raft; no name.	South Haven, Michigan, Lake Michigan.	Adrift and being driven offshore with a man and four boys on it. Launched station boat and surfmen hastened to the rescue. Released them from their perilous situation and landed them in safety.
June 23	Fish boat; no name	Fort Point, California.....	Drifted ashore and in danger of being injured by the sea. Surfmen got it afloat and restored it 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.
1896.			
June 24	Schooner; name unknown.	Saluria, Texas	Keeper observed this vessel approach the bar and then stand off again, apparently looking for entrance to Pass Cavallo. He set up range flags to guide her in, and she passed safely over the bar and proceeded up the channel.
June 24	Cat yt. Ellen	Cleveland, Ohio, Lake Erie.	Looked to be unmanageable about 2 miles west of station. Watchman reported her to keeper. Dingey was launched and keeper and two surfmen went out to her. Found three boys in her and unable to manage her. Surfman was put on board and he sailed her back to harbor, landing the boys in safety.
June 26	Fish boat; no name..	Point Adams, Oregon	Stranded during thick weather in an exposed location. Life-saving crew discovered her on the sands and pulled alongside. When flood tide made they released her and towed her into deep water, whence the two men made sail for harbor.
June 27	Canvas canoe; no name.	Evanston, Illinois, Lake Michigan.	Capsized 500 yards east of station. Alarm was given and surfmen went immediately to the rescue. The three young men were picked up and the canoe was towed ashore. Oars were recovered and returned to the canoe. Except for the prompt action of the life-savers, serious results would have followed the capsizing without doubt.
June 28	Am. sc. Jennie Thelin.	Humboldt Bay, California.	Swamped by collision with schooner Mary Buhne. At 9 A. M. a schooner was discovered outside the bar flying signal of distress. Surfboat was launched and pulled out. She proved to be the Mary Buhne. The master informed keeper that his vessel had been in collision with the schooner Jennie Thelin the night previous and that the latter was swamped and drifting helplessly about, 8 miles to the westward. The bar tug being near by, keeper and crew went alongside and delivered the information received. Surfboat was taken in tow and carried out to the disabled schooner. Life-savers helped the exhausted crew to haul in tug's hawser and make it fast. Keeper supplied the six men with bread, water, and stimulants, the schooner's hold, cabin, and forecastle being flooded and no cooking possible. Tug towed her into harbor where she was beached and lumber discharged.
June 29	Am.sc. Abby Morse..	Cranberry Isles, Maine...	Struck by a squall and driven ashore 4 miles west of station. Surfman No. 2 discovered her and went to her assistance. He aided the crew in running out an anchor and hawser, and when tide made they hove her off uninjured.
June 29	Fish boat; no name..	Cape Disappointment, Washington.	Capsized in the breakers on Peacock Spit, throwing the two fishermen overboard. Lifeboat had been anchored near scene of accident to be ready in case of need, as usual. A quick start was made for the overturned boat and she was reached none too soon, as one of the men had become entangled in the net and was almost exhausted. The other had tried to hang on to the boat, but was repeatedly washed off. The men were rescued and their boat and fishing outfit recovered. They were taken to station and supplied with 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.
1896.			
June 30	Fish boat Sea Lion..	Bois Blanc, Michigan, Lake Huron.	Water-logged and capsized 2 miles southeast of station. Keeper noticed her foresail fall suddenly as she was passing station, and saw the two men begin to throw ballast overboard. Fearing serious results, surfboat was instantly launched and pulled out. Just as the craft was reached she turned over and began to sink. The men were rescued and the boat righted; part of her cargo of fish was taken out and she was towed into harbor, the men being furnished with dry clothing and food. As neither of them could swim, they would undoubtedly have drowned but for the prompt action of the life-savers. Station crew hauled boat on the beach in order that repairs could be made.
June 30	Rowboat; no name..	Manistee, Michigan, Lake Michigan.	Capsized a quarter of a mile above station while coming down the river in charge of three intoxicated men. Lookout sounded the alarm and two surfmen hurried to the rescue in station skiff. Two of the men were hauled out of the water and landed safely at station. The third man swam to a vessel near by and climbed up on her bobstays. The boat was recovered and towed to station.

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SERVICES OF CREWS (MISCELLANEOUS).

Date.	Service rendered.	Station and locality.	Nature of casualty.
1895.			
July 3	Property saved.....	Oregon Inlet, North Carolina.	Keeper took charge of 15,000 feet of pine lumber, which had been washed ashore near station, and turned it over to wreck commissioner.
July 3	.....do	Pea Island, North Carolina.	Keeper, assisted by volunteers (inactive season), hauled from surf 5,000 feet of pine lumber and secured it for delivery to proper persons.
July 5	Recovery of body...	Monomoy, Massachusetts.	This man while bathing had an attack of heart trouble and sank from sight. The body was quickly recovered, and four life-savers began the work of resuscitation, assisted by a physician and a medical student. No signs of life could be obtained, however, and after efforts had been persisted in for five hours, they were abandoned.
July 5	Attempted recovery of body.	Louisville, Kentucky.....	At 10:15 P. M. on the 4th, information was received at the station that a man had been drowned while bathing, 13 miles up the river. Early next morning keeper and crew put station boat on steamer and went with it to scene of accident. Drags and grapnels were put in use, and efforts to find the body were continued throughout the day, but without success. Crew returned to station late in the afternoon, after faithful search. The body was recovered on the 6th by some fishermen.
July 11	Extricating horses and wagon from dangerous situation.	Ashtabula, Ohio, Lake Erie.	Horses became frightened and backed off embankment with milk wagon, falling to the roadbed 15 feet below. They were much tangled in the harness and the wagon was capsized. Station crew released horses and righted the wagon.
July 11	Rescue from drowning.	Chicago, Illinois, Lake Michigan.	A boy seven years old fell from dock into water. Keeper's son and a surfman ran to rescue, the former pulling him out uninjured.
July 12	Recovery of body...	Old Chicago, Illinois, Lake Michigan.	Upon notification that a body had been found near North Pier, launched surfboat and pulled to that point. Body proved to be that of a man drowned on the 7th through boat capsizing in squall, beyond range of vision of surfmen. Life-savers had dragged for it during the 8th and the 10th, without success. Took charge of it and delivered it to authorities.
July 13	.....do	Point Lookout, New York.	Found body of man in surf, 1 mile east of station. It was that of man drowned on the 10th. Took it ashore and delivered it to friends.
July 14	.....do	Old Chicago, Illinois, Lake Michigan.	Noticed small crowd gathered at end of Illinois Central Railroad Pier, and was told that a young man had committed suicide by jumping from dock. Launched small boat and surfboat and, taking grappling hooks, pulled to pier. Soon raised body and for an hour used Service methods of restoring the apparently drowned, but without any signs of resuscitation resulting. Delivered body to proper authorities.
July 15	.....do	Buffalo, New York, Lake Erie.	Launched and manned two small station boats, pulled to foot of Georgia street, and, in company with another party, dragged for body of man reported to have been drowned while bathing there. After searching for about an hour, the boat manned by citizens brought body to surface. It was put into surfmen's boat and carried to station. City coroner was notified and took charge of it.
July 15	Fire extinguished...	Coquille River, Oregon...	Discovered fire at race track near by, threatening stables and grand stand. Manned town fire engine with crew and helped at fire until danger was past.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1895.			
July 17	Fire extinguished...	Chester Shoal, Florida.....	Forest fire burning near houses of two settlers. Keeper repaired to place and succeeded in preventing damage to buildings. Settlers were away from home.
July 17	.....do.....	Ashtabula, Ohio, Lake Erie.	Discovered government pier in flames. Crew worked with buckets for half an hour before arrival of assistance. Helped stretch out and direct hose until fire was under control.
July 18	Rescue from drowning.	Frankfort, Michigan, Lake Michigan.	Young woman fell overboard in stepping from dock to rowboat. Two surfmen jumped in, and swimming to her, took her to wharf. Dry clothing was furnished by keeper's wife. [See letter of acknowledgment.]
July 20	Recovery of body...	Little Egg, New Jersey...	A man reported having seen body of drowned man on the beach. Keeper recovered body, notified coroner and delivered it to him on arrival
July 23	.....do.....	Louisville, Kentucky.....	Recovered body of colored woman who had been drowned the day before in Ohio River, having dragged for it for two days. Took it to station and turned it over to proper authorities.
July 25	Rescue from drowning.	Santa Rosa, Florida.....	In landing from steamer, woman fell overboard. A visiting surfman (inactive season) seeing accident, jumped in and swam with woman to dock where keeper hauled them up.
July 26	Recovery of body...	Coquille River, Oregon...	Received information on the 25th that a man had been drowned in a lake 10 miles south of station. Keeper and three men went to lake to try to find body. Fired two heavy shots over water and then dragged till midnight. Next morning, the 26th, recovered body at 6 o'clock. Gave it to authorities.
July 27	Resuscitation	Newport, Kentucky..	An elderly man fell from dock at night and was sinking for the last time, when an ex-surfman and another man reached him and held him up until they could all be pulled out. The ex-surfman immediately began Service method of resuscitation on the unconscious man, and after prompt work succeeded in restoring him to life.
July 28	Rescue from drowning.	Racine, Wisconsin, Lake Michigan.	Young man, in attempting to spring from wharf to steamer after she had started off, fell into river. Current from steamer's screw threw him against dock to which he clung until surfmen rescued him. He was supplied with dry clothing at station, and when his own was ready, left for Milwaukee.
July 30	Recovery of body...	Fairport, Ohio, Lake Erie.	Searched from midnight until 3 A. M. for body of man reported drowned from steamer, but without result. Resumed search at 6.30 A. M., and found body at 8 o'clock. Turned it over to acting coroner.
July 30	Assistance to injured man.	Old Chicago, Illinois, Lake Michigan.	Injured by fall from aloft on a schooner. Telephoned for ambulance, and cared for man while waiting for it.
July 30	Recovery of body...	Kenosha, Wisconsin, Lake Michigan.	Dragged for and recovered body of small boy who had been drowned up the river. Tried resuscitation until physicians arrived and pronounced him dead. Gave body to his parents.
July 30	.....do.....	Racine, Wisconsin, Lake Michigan.	Discovered body of man floating 1 mile outside harbor. Towed it to station and delivered it to coroner.
July 31	Recovery of two bodies.	.....do.....	Found by fishing boat 6 miles east of station. Being notified, launched surfboat and went out for them. Returned to station in company with fishing boat, took charge of bodies (two sailors), and notified coroner. Sent telegram to master of wrecked schooner Kate Kelley, believing the men to have been employed on her.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1895.			
Aug. 1	Recovery of body...	Cleveland, Ohio, Lake Erie.	A man fell from steamer Mawaturn during the night and was drowned. Received notification next morning, and repaired to location of casualty. After dragging for half an hour, recovered body and delivered it to undertaker.
Aug. 3	.....do.....	South Haven, Michigan, Lake Michigan.	The body of drowned man was found on beach 4 miles north of station. Helped to transport it to place of delivery to coroner.
Aug. 4	Fire extinguished...	Ocean City, Maryland.....	Keeper and four men went to town of Berlin, 7 miles distant, and helped subdue destructive fire. Set watch during night to prevent fire breaking out afresh.
Aug. 4	Recovery of body...	South Chicago, Illinois, Lake Michigan.	Dragged for body of man reported to have been drowned in river. Recovered it after a quarter of an hour and gave it up to police.
Aug. 4	Assistance to the sick.	Racine, Wisconsin, Lake Michigan.	A woman fell near station with an attack of epilepsy. Took her to station where she was cared for until recovery, when she was conducted to her home.
Aug. 5	Fire extinguished...	Ashtabula, Ohio, Lake Erie.	Discovered roof of waterworks pumping station on fire. Keeper and two men went to assistance and flames were soon extinguished.
Aug. 6	Recovery of body...	Charlotte, New York, Lake Ontario.	Station crew in dingey and surfboat pulled out for body of woman floating in river. It was carried ashore and for two hours efforts were made to resuscitate it but without avail. Notified coroner, who took charge of body.
Aug. 6	Surgical aid given...	Golden Gate Park, California.	Received message that a man had fallen from rock near Cliff House road and was seriously injured. Telephoned for city ambulance, and keeper and surfman went to assistance. Found him suffering from painful scalp wound. Dressed wound temporarily, and transferred patient to ambulance on its arrival.
Aug. 7	Rescue from drowning.	Tiana, New York.....	While bathing in the surf a man was knocked down by the sea and called loudly for help. Keeper and one man went to his assistance. Rescued him in exhausted condition. Gave him stimulants and restored him to vigor.
Aug. 7	Succor afforded.....	Mosquito Lagoon, Florida.	Two men traveling along the beach from Charleston, S. C., to Cape Canaveral, asked for something to eat. Dinner was given to them and they continued on their way.
Aug. 7	Recovery of body...	St. Joseph, Michigan, Lake Michigan.	Keeper and crew launched surfboat and searched for body of a man drowned while bathing. Recovered it and gave it up to authorities, after lengthy attempt at resuscitation.
Aug. 7	Shelter and succor..	Umpqua River, Oregon...	A man with only one leg arrived at station exhausted, and in destitute circumstances. Gave him food and lodging for the night. Repaired his broken wooden leg and gave him underwear.
Aug. 8	Recovery of body...	Cleveland, Ohio, Lake Erie.	Received information of drowning of boy 6 miles from station. Manned dingey and went to scene with dragging apparatus. Soon recovered body and put it in ambulance for conveyance to residence.
Aug. 8	.....do.....	Milwaukee, Wisconsin, Lake Michigan.	Recovered body of man who had disappeared from schooner S. Thal, two days before. It was found in river near supposed spot of drowning.
Aug. 8	Shelter and succor..	Umpqua River, Oregon...	Two indigent and almost famished men came to station and were furnished with food and lodging. One was ferried across the river, the other sent to Gardiner.
Aug. 9	Fire extinguished...	Ashtabula, Ohio, Lake Erie.	Discovered roof of waterworks pumping station on fire. Hastened to assistance with fire buckets, ladder, and hose, and after lively work for half an hour had flames under control.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1895.			
Aug. 9	Recovery of body...	Louisville, Kentucky.....	Report received at station that a man's clothes had been found on river bank and it was supposed he was drowned. Went to spot with drags and lines and recovered body, coroner taking charge of it.
Aug. 10	.....do.....	Shark River, New Jersey.	Received information that boy was drowning in Sylvan Lake. Keeper and one of crew rushed to assistance, but the boy had sunk. Surfman immediately plunged into lake, but failed to recover body. Remainder of crew launched fishing boat to search for body and found it in less than half an hour. Worked over it for nearly two hours with help of physician, but without success. Delivered remains to coroner.
Aug. 10	Shelter afforded.....	Ottawa Point, Michigan, Lake Huron.	A pleasure party of men and women were caught in rain squall near station. They were sheltered there and the women were furnished with dry clothing. Being afraid to return in sailboat, they were taken to East Tawas in lifeboat.
Aug. 10	Recovery of body...	South Haven, Michigan, Lake Michigan.	After four hours' dragging over river bottom full of snags, recovered body of boy drowned while in swimming, and gave it to the parents.
Aug. 11	.....do.....	Louisville, Kentucky.....	Learned that a man while asleep rolled overboard from steamer's deck and was struck by wheel. Dragged for and recovered body, turning it over to undertaker.
Aug. 13	Rescue from drowning.	Manistee, Michigan, Lake Michigan.	A man started to swim from beach to end of north pier. Lookout, seeing he was almost exhausted, went out to him in station skiff and carried him ashore.
Aug. 14	Attempted resuscitation.	North Scituate, Massachusetts.	Requested to go to man who had been found hanging over boat's side with head under water. With aid of physician life-savers worked over him for three hours but without success.
Aug. 14	Recovery of body...	Saint Joseph, Michigan... Lake Michigan.	After dragging for two hours found body of man who had been drowned up the river while swimming. Gave it to coroner.
Aug. 15	Rescue of balloonist	Charlotte, New York, Lake Ontario.	A balloon ascension was made from beach with expectation of taking course overland. Wind changing, balloon was carried out over the lake. Keeper launched dingey and followed out. Balloon fell in lake 1 mile offshore and occupant was picked up by keeper and carried ashore, balloon being towed to beach and made fast.
Aug. 15	Recovery of body...	Evanston, Illinois, Lake Michigan.	Recovered body of man found floating in stream south of station. Sent it to the morgue.
Aug. 17	... .do.....	Quonochontaug, Rhode Island.	Found body of man that had been washed ashore 1½ miles from station. Took charge of it until arrival of medical examiner who directed keeper to turn it over to undertaker. This was done the next day.
Aug. 17	.....do.....	Old Chicago, Illinois, Lake Michigan.	Crew dragged for body of young man drowned up the river. It was found and delivered to the police.
Aug. 17	Rescue from danger	Fort Point, California.....	A man on an outlying rock was cut off from shore by the rising tide. Surfman succeeded in hauling him ashore by using heaving line.
Aug. 19	Attempted resuscitation.	Fletchers Neck, Maine....	An intoxicated man upset his boat and sank below the surface. He was recovered eight minutes later and vigorous efforts were made to resuscitate him. Service methods were continued for three hours and a half but without success.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1895.			
Aug. 19	Recovery of bodies.	Evanston, Illinois, Lake Michigan.	Received telephone message that two youths were drowning 1½ miles from station. Keeper and crew at once started for scene, and on arrival jumped into the lake at point indicated as the spot where they were last seen. Searched for more than an hour, diving, and feeling along the bottom before the first body was found. Worked at resuscitation until arrival of physician, who pronounced life extinct. An hour later the second body was recovered, and both were given in charge of undertaker.
Aug. 19	Assistance to injured.	Ilwaco Beach, Washington.	A man was run over by railway train near station and seriously injured. Keeper and crew assisted in taking him to physician, where surgical attention was given. Six hours later he died while in transit to Astoria.
Aug. 20	Rescue of balloonist.	Charlotte, New York, Lake Ontario.	An aeronaut was driven out over the lake and in danger of dropping into the water. Manned station boat and followed out. Picked him up and started for shore with balloon in tow. Steamer met party and towed all to harbor.
Aug. 20	Recovery of body...	Louisville, Kentucky.....	Dragged for body of man who had fallen from skiff below Jeffersonville ferry and was drowned. Recovered it and kept it at station until called for by officials.
Aug. 22	Property saved.....	South Haven, Michigan, Lake Michigan.	A bicycle, lost overboard from schooner at end of the north pier, was recovered by surfmen and restored to owner.
Aug. 23	Recovery of body...	Louisville, Kentucky.....	Alarm was given about midnight that man had fallen overboard from steamer. Launched and manned station boat and searched for man; failed to find any trace of him, and learned from steamer that he did not come to surface after falling in Returned to station for drags and lines, and after long search recovered and cared for body.
Aug. 23	.....do	Ilwaco Beach, Washington.	Patrolman found body of man floating in surf. It was hauled out by crew and taken in charge by coroner.
Aug. 23	Rescue from drowning.	Humboldt Bay, California.	Hearing continuous steam whistling on south jetty, manned surf boat and pulled out to it. Learned that a man had fallen overboard and had been carried to sea by the tide, but that he caught a plank which had been thrown to him. Pulled at full speed in direction indicated and succeeded in finding and rescuing the man uninjured.
Aug. 25	Recovery of bodies.	.....do	Launched supply boat and pulled to Elk River bar to search for bodies of three men who were drowned from capsized skiff. Two of them were found along the beach and delivered to coroner. Next day the remaining body was found on a sand bar at mouth of Elk River and given to coroner. [For detailed account of drowning see under caption "Loss of Life."]
Aug. 26	Reporting buoy out of place.	Velasco, Texas.....	Discovered Brazos River channel buoy adrift and floating seaward. Surfmen towed it ashore and notified inspector of Eighth Lighthouse District; also reported fact to Office of Coast and Geodetic Survey.
Aug. 29	Shelter from danger.	.....do	Several families, whose dwellings were threatened by high surf, were sheltered at station during day and night.
Aug. 29	Rescue from danger.	Aransas, Texas	Three men capsized in small boat near sloop. Two of them regained the sloop and threw line to the third, but, owing to his weight, their combined efforts could only keep his head above water until arrival of surfmen. These hauled him into surf boat. Saved their hats and satchels and landed the party uninjured.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1895.			
Aug. 29	Transportation of persons.	Brazos, Texas	Transported eleven people from partially submerged island to small schooner, in which they were taken to place of safety.
Aug. 29	Shelter from danger.	....do	Three men were sheltered at station during storm, their houses being threatened by wind and sea.
Aug. 30	Property saved	Pentwater, Michigan, Lake Michigan.	A boom of logs broke apart at outer end of piers. Life-saving crew helped mend the boom and kept logs from getting adrift.
Aug. 31	Finding missing persons.	Corson Inlet, New Jersey.	At 4.30 P. M. a boy and two women went to mainland in small boat. At 7 o'clock a severe storm arose and, as they had not returned, surfmen went to search for them. They were found at 9 P. M. on the shore, where they had intended spending the night, having lost their bearings. Conducted them home.
Sept. 1	Shelter afforded	Gurnet, Massachusetts	Two men came to station from yacht anchored offshore and requested lodgings. They were sheltered until morning.
Sept. 1	Recovery of body	Absecon, New Jersey	The body of a man who was drowned while in bathing on August 30 was found on the beach and given in charge of the coroner.
Sept. 1	Transportation of persons.	Fort Niagara, New York, Lake Ontario.	A man and two women came to station and asked to be ferried across the river. They were transported to the Canadian shore as requested.
Sept. 2	Rescue from drowning.	Long Beach, New York	An intoxicated man walked into the surf, and was being helplessly tossed about, when rescued by surfman who saw his danger.
Sept. 2	Medical aid given	Metomkin Inlet, Virginia.	Keeper administered medicine from stores to man suffering with cramps. He was soon relieved and proceeded to his home.
Sept. 5	Burial of seaman	Beaver Island, Michigan, Lake Michigan.	Keeper assisted in moving body of sailor that was found on August 23, 10 miles north of station. It was reinterred at Beaver Harbor burying ground.
Sept. 6	Recovery of body	Old Chicago, Illinois, Lake Michigan.	After dragging a part of two days for body of man drowned while swimming near south breakwater, it was recovered and delivered to authorities.
Sept. 6	Delivery of information.	Racine, Wisconsin, Lake Michigan.	Pulled out to steamer and her two consorts and informed master that no tugs would be available for an hour or more. Steamer therefore held barges up to the wind and awaited tug.
Sept. 10	Extricating horse from mire.	Muskegon, Michigan, Lake Michigan.	Surfman discovered a horse fast in the mire. Notified owner and assisted in releasing the animal.
Sept. 13	Property saved	Orleans, Massachusetts	A considerable quantity of wreckage was picked up by life-saving crew. It had been washed ashore from schooner A. Heaton, sunk by collision.
Sept. 14	Rescue from danger.	Wallis Sands, New Hampshire.	Launched station boat and rescued five men who were discovered on an outlying rock, around which the tide had risen and cut them off from shore.
Sept. 16	Rescue from drowning.	South Haven, Michigan, Lake Michigan.	Lookout saw a man fall overboard from passing schooner and gave alarm. Surfboat was launched immediately and rescue effected. Although the man was unconscious when picked up, he recovered after an hour's work at resuscitation.
Sept. 17	Medical aid given	Bayhead, New Jersey	A young man shot himself accidentally a short distance from station. Keeper and crew rendered all assistance possible, but the wound proved fatal after two hours. The body was given in charge of undertaker.
Sept. 17	Rescue from danger.	Old Chicago, Illinois, Lake Michigan.	A small boy was observed trying to row a leaky boat up the river, and was in danger of being run down by passing steamers. He was rescued by surfmen in station boat.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1895.			
Sept. 17	Hung bell in tower..	Racine, Wisconsin, Lake Michigan.	The bell of the Protestant Episcopal church, having fallen the Sunday before, hoisted and put it in place.
Sept. 20	Report of danger to navigation.	Cross Island, Maine.....	Lookout sighted a derelict about 4 miles offshore. It proved to be the wreck of a four-masted schooner. A report of its position was made to the Chief of Engineers, United States Army.
Sept. 20	Rescue from drowning.	Frankfort, Michigan, Lake Michigan.	Surfman observed a swimmer near south pier caught by the undertow and pounded by the sea against the pier. Ran to his assistance and hauled him up with a heaving line. He was almost exhausted, and could not have stood the pounding much longer.
Sept. 20	Transportation of persons.	Humboldt Bay, California.	Transported several men to grounded scow to await rising tide and assist in floating her.
Sept. 21	Rescue from drowning.	Charlotte, New York, Lake Ontario.	At 10 P. M. loud talking was heard on the pier opposite the station, and two surfmen jumped into a boat to go over and investigate. Before reaching the pier a splash was heard, as of a body falling overboard. Surfmen pulled in the direction of the sound. Found it caused by a young woman jumping into the water. She was rescued, and after proper treatment recovered from the shock. Her husband was with her.
Sept. 21	Rescue from danger.	Chicago, Illinois, Lake Michigan.	Two small boys were seen drifting about on three small pieces of wood lashed together. As their raft was in danger of coming apart, surfmen went to the rescue and landed the boys in safety.
Sept. 23	.....do	Rye Beach, New Hampshire.	Two boys were discovered on Rye Ledge, cut off from mainland by rising tide. As they would have been compelled to wait until dark before getting ashore, went to their relief in dory and landed them.
Sept. 24	Aid to capsized man.	Oswego, New York, Lake Ontario.	A man, capsized near becalmed schooner, was rescued by her crew and delivered to tug. Station crew pulled out in response to tug's signal and took man ashore, giving him restoratives. Having learned from him that an intoxicated companion had been in skiff with him, surfmen went out in search, but neither the skiff nor the man could be found.
Sept. 27	Recovery of body...	Beaver Island, Michigan, Lake Michigan.	Keeper received a report that a body had been found on Squaw Island and was requested to hire tug and obtain men to hold inquest and remove body. This was done, and body was placed in coffin made by keeper and removed to Beaver Island burying ground. It was buried the next day.
Sept. 28	Procured physician for the sick.	Thunder Bay Island, Michigan, Lake Huron.	Learning that the wife of lighthouse keeper was seriously ill, telephoned for physician and went 4 miles in lifeboat to meet him on mainland and to transport him to the island.
Sept. 29	Property saved.	Point of Woods, New York.	A valuable fishing net was in danger of breaking away from its fastenings and being carried to sea. Station crew assisted the fishermen in hauling the seine through surf to the beach.
Oct. 2	.....do	.....do	A large fish net was discovered adrift about a mile offshore. It was hauled into surf boat and carried to the beach.
Oct. 2	Recovery of body...	Cleveland, Ohio, Lake Erie.	After dragging for body of colored man during a part of two days, it was found and delivered to authorities.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1895.			
Oct. 4	Rescue from drowning.	Manistee, Michigan, Lake Michigan.	A lad having fallen from end of north pier while fishing, surfman quickly pulled to his rescue in skiff. He had grasped a fishing pole held by a man on pier, but was unconscious when picked up. Being taken to station, he recovered after application of restoratives. He was furnished with dry clothing and sent home.
Oct. 5	.....do.....	Golden Gate Park, California.	A woman and a small child were seen through the fog struggling in the surf. Patrolman jumped in and succeeded in hauling them both ashore. The child was almost strangled with water and sand, but shortly recovered.
Oct. 12	Recovery of body...	Duluth, Minnesota, Lake Superior.	Grappled for body of woman drowned from capsized skiff on evening of the 11th. After two hours' work the body was recovered and delivered to police.
Oct. 13	Rescue from drowning.	Chicago, Illinois, Lake Michigan.	In crossing the river on a plank laid from a spile to the bank, the plank broke, precipitating two men and a little girl into the water. Surfman near by plunged in and held up the girl and her father until remainder of crew arrived and pulled them out.
Oct. 13	Aid to injured.....	Golden Gate Park, California.	A young man fell from railway car near station and was seriously injured. Started to take him to town with station team. Met ambulance and transferred him to it to be taken to hospital.
Oct. 16	Surgical aid given..	Cape Elizabeth, Maine.....	A young man while gunning shot himself in the arm. He was taken to station and keeper telephoned for physician and ambulance. Bandaged the arm while waiting their arrival. Patient died in hospital next day.
Oct. 16	Shelter and succor..	Fort Lauderdale, Florida	A man having lost his way while trying to find New River Camp, applied to station for shelter during night. He was given lodging and food.
Oct. 16	Recovery of body...	Cleveland, Ohio, Lake Erie.	Received information that a boy had been drowned in river. Launched station boat and went to scene to grapple for body. It was found and given in charge of undertaker.
Oct. 17	Assistance at fire.....	Hereford Inlet, New Jersey.	Early in morning surfman reported roof of Hotel Anglesea on fire. Crew went to scene with buckets, but could only assist in keeping fire from spreading to cottages. The hotel was destroyed.
Oct. 18	Property saved.....	Long Branch, New Jersey.	Surfman stopped a stray horse attached to an empty carriage and took them to station where owner called for them next day.
Oct. 18	Aid to navigation...	Pentwater, Michigan, Lake Michigan.	Lookout, observing that post light on south pier was extinguished, reported the fact to light keeper, who remedied it.
Oct. 18	Assistance at fire.....	Kewaunee, Wisconsin, Lake Superior.	Fire broke out three blocks north of station and crew hastened to help in extinguishing it. Saved several animals from a slaughter house that was burned. Helped with hose and pump for seven hours, until fire was under control.
Oct. 23	Dragging for body..	Marquette, Michigan, Lake Superior.	Grappled for four days continuously for body of man supposed to have been drowned in the lake, but without success.
Oct. 25	Fire extinguished...	Manistee, Michigan, Lake Michigan.	Surfman discovered fire in lumber yard near station at 4.30 A. M., it having been kindled by sparks from passing tug. He ran over and extinguished it before any damage was done.
Oct. 26	Transportation of injured man.	Grindstone City, Michigan, Lake Huron.	Answered signal from Port Austin Lighthouse by pulling over to it. Found that light keeper had injured one of his fingers in machinery and needed surgical aid. Took him to mainland where it was obtained.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1895.			
Nov. 1	Property saved.....	Muskegon, Michigan, Lake Michigan.	The life-saving crew picked up about 20,000 pickets which came ashore near station Ascertained that they belonged to Stewart Hartshorn Company, having been thrown overboard from one of their schooners in a late storm. Keeper visited the residents along the beach for a distance of 9 miles each side of station and caused all the pickets found by them to be sent to the owners from the nearest railroad station. [See letter of acknowledgment.]
Nov. 2	.....do	Ludington, Michigan, Lake Michigan.	The schooner Jessie Winter (see services of crews, November 2), having lost part of her deck load of shingles they were picked up on the beach by the life-saving crew and returned to the owners.
Nov. 4	Rescue from drowning.	Buffalo, New York, Lake Erie.	The surfman on watch heard loud cries for help about 1.45 A. M. from a neighboring slip. He at once proceeded there in the station boat and found a man under the influence of liquor in the water clinging to a pile. Took him in his boat to the station, where he was put to bed, and in the morning furnished with breakfast and some necessary articles of clothing.
Nov. 4	Shelter and succor..	Saluria, Texas	Sheltered the master of the schooner Gumboil for two days, and furnished him with meals during this period while assisting him to float his vessel. (See services of crews, November 9.]
Nov. 10	Assistance in saving property.	Pointe aux Barques, Michigan, Lake Huron.	About 1,250 railroad ties having come ashore near the station, the keeper, who was aware that the steamer Huron City had lost part of her deck load on the 9th instant, in this vicinity, informed the master of that vessel of the facts by mail.
Nov. 11	Shelter and succor..	Jerrys Point, New Hampshire.	Provided the master of the schooner Pavilion with food and lodgings for four days, while searching for his vessel and adjusting salvage claims against her. [See services of crews, November 11.]
Nov. 11	.....do	Whales Head, North Carolina.	A sportsman, while on his way to one of the clubhouses in this vicinity, lost his road and applied at the station for shelter near nightfall. He was taken care of until the following morning, when he proceeded to his destination.
Nov. 11	Aid to injured person.	Golden Gate Park, California.	An Italian, while attempting to secure a drift log on edge of the surf, had the timber thrown upon him by a heavy sea, breaking his right ankle, seriously injuring his left foot, and leaving him helpless. The patrolman removed him from danger, and securing the services of a cart brought him to the station, where he received medical attention until an ambulance, which was summoned from the city, took him to the hospital.
Nov. 12	Assistance to master of vessel.	Assateague Beach, Virginia.	The master of a schooner having come ashore for provisions, found upon his return to the beach that wind and sea had increased so much as to render it unsafe to use his own boat. The life-saving crew launched the surfboat and put him and his stores aboard his vessel.
Nov. 12	Property saved.	Racine, Wisconsin, Lake Michigan.	A tow, in leaving the wharf at night, knocked a pile of about 800 feet of lumber overboard. It was picked up by two of the life-saving crew, formed into a raft, and returned to its owners the following morning.
Nov. 13	Recovery of body...	Cedar Creek, New Jersey.	The life-savers found the badly decomposed and partially clothed body of a man on the beach. Took it up, out of reach of water, covered it decently with canvas and notified the coroner, who took charge of it the following day.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1895.			
Nov. 13	Succor afforded.....	Santa Rosa, Florida.....	Furnished three of the crew of schooner Nettie (see services of crews, November 13) with dry clothing and supper at the station.
Nov. 14	Lookout kept for bodies.	Coney Island, New York..	The foundering of a small steamer was reported to the station, and the assertion made that her crew of six men were lost. Patrolmen kept a bright lookout for any bodies which might come ashore.
Nov. 16	Shelter and succor..	Biscayne Bay, Florida.....	A small catboat having capsized in a squall, about 5 miles from this station (house of refuge, no crew employed), and her only occupant having reached the beach and made his way to this point, he was supplied with food and lodgings and taken to Lemon City the following morning in the keeper's boat.
Nov. 16	Recovery of bodies..	Cleveland, Ohio, Lake Erie.	At 8.10 P. M. a telephone message announced to the keeper that a street car full of passengers had fallen from the central viaduct into the river, 2⅛ miles from the station, and assistance was requested to recover the bodies of the persons drowned. The lifeboat and skiff were immediately launched and a quick passage made to the scene of the casualty, where, with boat hooks and pike poles, since a drag could not be used on account of the wreckage, fourteen bodies were raised with the assistance of the crew of the city fire tug after several hours' tedious labor. On the 17th, the car trucks and timbers having been cleared away by 1.40 P. M., through the efforts of a diver and dredge, three life-savers repaired to the spot in a dingey and worked until 5 o'clock with a drag, but without further success. However, on the 18th, renewed and patient efforts on the part of the surfmen were rewarded by the recovery of the body of a girl during the forenoon, and of the remains of a man later in the day, which finally accounted for all those reported missing.
Nov. 17	Shelter and succor..	Gurnet, Massachusetts....	One of the crew of a fishing schooner became separated from his vessel during thick weather while out fishing in a dory. He made his way to the station, where he was housed and fed. As he was penniless keeper paid his fare to Boston the following day, where he hoped to find his vessel, that port being her fish market.
Nov. 20	.....do.....	Hog Island, Virginia.....	Four gentlemen, gunning in a small boat, had their sail blown away in a squall, and came to the station at 6 P. M. wet and cold. Dried their clothing, supplied them with food and lodgings, and in the morning repaired their sail.
Nov. 22	Extinguishing fire..	Two Rivers, Wisconsin, Lake Michigan.	About 3 P. M. lookout gave the alarm that a house across the road was on fire. Keeper ordered out force pump, and several of the crew hurried to the scene with hand grenades and pails of water, by the use of which the fire was extinguished. A little girl had been left alone in the house by her parents, and the timely assistance of the life-saving crew probably saved the structure and its little occupant from destruction.
Nov. 23	Transportation of pilot.	White Head, Maine.....	At 11 P. M. launched the surfboat, and put a pilot aboard the steamer Maverick. The weather was bad at the time and no other boat available.
Nov. 23	Transportation of animals.	Thunder Bay Island, Michigan, Lake Huron.	A team of horses were transported from Sugar Island to the mainland on a float, in tow of a small tug, with the assistance of the life-saving crew.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1895.			
Nov. 24	Rescue from drowning.	Louisville, Kentucky.....	A man fell into the river. One of the life-saving crew, who was near at hand, pulled him out of the water and brought him to the station. He was cared for until recovered and his clothing dried.
Nov. 25	Reporting buoy missing.	White Head, Maine.....	Reported to the lighthouse inspector that the spar buoy on the south breaker was gone.
Nov. 26	Rescue from danger.	Sand Beach, Michigan, Lake Huron.	Four men, who had gone to the end of the south breakwater in a small boat, were caught there in a high wind and were afraid to return. Went to their assistance in the surfboat and brought them and their boat ashore. It was very cold at the time and they were saved much suffering.
Nov. 26	Assistance in caring for property.	Racine, Wisconsin, Lake Michigan.	Two tugs, which were made fast to a wharf in the vicinity of the station, carried away their lines during the night. In both instances the crews of the boats were called by the patrol to secure their vessels.
Nov. 28	Assistance to wounded man.	Bois Blanc, Michigan, Lake Huron.	At 3.25 P. M. four men from a neighboring lumber camp arrived at the station, bringing with them, on a hand sleigh, a companion, whose foot was so badly cut that it was feared he would bleed to death. Staunched the flow of blood as far as possible with the means at hand. Manned the surfboat and conveyed him with all speed to Cheboygan, making the distance of 9 miles in two hours. Took him to a hotel and summoned a surgeon.
Nov. 28	Extinguishing fire..	Coquille River, Oregon...	A dwelling, about a quarter of a mile from station, was discovered to be on fire about midday. Keeper and crew hurried to the scene and, after half an hour's work, succeeded in extinguishing the flames and saved the endangered household goods.
Dec. 1	Shelter and succor..	Umpqua River, Oregon...	Two weary and penniless travelers arrived at station and were given food and lodging for the night. Next morning they were ferried across river and pursued their journey.
Dec. 3	Medical aid given...	Saluria, Texas.....	A hunter, having injured his arm, applied at station to be taken to Port Lavaca for treatment. As strong head wind prevented trip being made for three days, he was succored at station and all possible medical aid given until transported to town.
Dec. 7	Property saved.....	South Haven, Michigan, Lake Michigan.	Found a Beebe surfboat near shore in afternoon, but on account of heavy ice and strong sea could not haul it out. Succeeded next morning in getting it on the beach. Was almost a wreck, with bow torn out and planking split. Supposed to be surfboat of Milwaukee Station lost on December 1, while proceeding to wrecked steamer J. M. Almendinger. [See record of November 26.]
Dec. 7	Resuscitation	Old Chicago, Illinois, Lake Michigan.	Lookout seeing excitement at north pier, gave alarm at station. Surfboat was launched and pulled to pier. A man had fallen from dock into the icy water. He had been picked up by tug near at hand at time of accident, but was almost dead from cold. Took him at once to station and used Service methods for restoring circulation. Patient was seized with cramps, but these subsided with proper treatment, and he was soon afterwards sent to hospital, having been furnished with dry clothing.
Dec. 13	Property saved	Pentwater, Michigan, Lake Michigan.	Keeper saved a quantity of lumber that was washed ashore near station, and held it for owner.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1895.			
Dec. 14	Property saved.....	North Scituate, Massachusetts.	Surfmen hauled 250 pieces of good spruce lumber from surf and carted it to station. Held for owner.
Dec. 14	Rescue from danger	Pecks Beach, New Jersey.	A man, with his wife and three children, in driving horse and wagon through tide-water stream, was caught in the ice and held fast. Surfmen, seeing their danger, hastened to assist them; cleared the ice and extricated them. Took them to station and cared for them till tide fell, when they went on their way.
Dec. 14	Property saved	Pentwater, Michigan, Lake Michigan.	Keeper engaged during the day looking after lumber washed ashore. Took charge of it until delivered to owner.
Dec. 20	.....do.....	Cape Arago, Oregon.....	Surfmen picked up on beach and turned over to owner a sail, a few lines, and some lumber that had drifted ashore from wrecked schooner Ella Laurena.
1896.			
Jan. 2	Rescue from drowning.	Humboldt Bay, California.	The surfman on lookout observed a man leave the steamer Excelsior in a rowboat with the evident intention of boarding the steamer National City, which was anchored in the bay. A strong ebb tide was running and, being a poor oarsman, he was carried past his destination. The alarm was given and two surfmen sprang into a Whitehall boat, lying afloat at the station, and overtook the man when only 100 yards from the breakers. He was towed up the bay in his boat and put on board the National City, being warned not to attempt to return to his own vessel until the tide turned. When rescued he appeared to have utterly lost his presence of mind, and, as the bar was very rough, he had a narrow escape from drowning.
Jan. 4	Rescue from danger	Oak Island, North Carolina.	About 3 P. M., the patrolman, observing the peculiar management of a small boat about 3 miles from the station, reported the facts to the keeper, who proceeded to her with the surfboat. Found her only occupant benumbed with cold and almost exhausted with his labors. Put him aboard the steam dredger Cape Fear.
Jan. 5	.....do.....	Fort Point, California.....	A man under the influence of liquor was being carried out to sea in his skiff by the ebb tide. The life saving crew went to his assistance in the whaleboat and brought him to the station.
Jan. 8	Assistance to injured person.	Monmouth Beach, New Jersey.	A laborer had the tine of a pitchfork run through his hand, causing a painful wound. He applied at the life-saving station for aid and the keeper dressed the hand for him.
Jan. 9	Shelter afforded.....	Mosquito Lagoon, Florida.	The station was visited by two men in a small open boat. Owing to the threatening appearance of the weather the keeper offered them accommodations for the night which they gladly accepted. (Station is a house of refuge, no crew employed.)
Jan. 10	Assistance and shelter.	Chester Shoal, Florida.....	The keeper of this station (house of refuge, no crew employed), observed late in the afternoon three men with a scow, attempting to land near by for some freight. He brought them on shore in his rowboat and furnished them with lodgings for the night. The following morning they got their cargo on board without accident.
Jan. 13	Succor afforded.....	Ocean City, Maryland.....	A tramp, whose feet had been badly frostbitten and then neglected for some days, was given medical aid by the keeper and furnished with a supply of oil to continue the treatment and with an old condemned blanket to protect his feet.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1896.			
Jan. 13	Search for persons in danger.	Cleveland, Ohio, Lake Erie.	At 5.30 P. M. the keeper received a telephone message from Glenville, 7½ miles east of the station, stating that three men were drifting out into the lake on the ice and requesting assistance. The station was closed for the winter season, but the keeper secured the services of two of his crew, who resided near by, and taking the dingey proceeded to the scene of the reported disaster on board a tug which had been sent from Glenville. A search of two hours' duration was made without seeing anything of the men, when the tug was compelled to abandon further efforts on account of the heavy ice. The life-savers returned to the station at 10.45 P. M. The following day the keeper and one of the surfmen patrolled the beach in the vicinity of Glenville, keeping a sharp lookout with marine glasses, but saw no signs of those reported lost. They returned to the station at 2 P. M.
Jan. 14	Property recovered..	Pamet River, Massachusetts.	The life-saving patrolmen picked up a number of articles of clothing belonging to the crew of the wrecked schooner Smuggler, which vessel went to pieces near Cahoons Hollow Station, December 31, 1895. (See record of that date.) Dried them out and forwarded them to the keeper of Cahoons Hollow Station to be delivered to their owners.
Jan. 15	Recovery of body....	Block Island, Massachusetts.	Information reached the station that the body of a man had come ashore 2 miles north of this point. The coroner was accordingly notified, who desired it brought to the undertakers. The keeper, with two surfmen and his team, performed this service and delivered the body to the proper authorities.
Jan. 16	Clothing and succor furnished.	Cleveland, Ohio, Lake Erie.	A gentleman and lady, who had broken through the ice while skating inside the breakwater, applied at the station for dry clothing. They were supplied from the stock donated by the Women's National Relief Association and given stimulants from the medicine chest, after which they returned home. The following day the clothing was returned with thanks for the use of the same and for the assistance rendered.
Jan. 20	Recovery of body...	Spermaceti Cove, New Jersey.	Report was made at the station that a body had been washed ashore near by. The keeper telegraphed to the coroner at Long Branch, and pending his coming took charge of the papers found on the drowned man's person, together with money, notes, and checks to the amount of $378.52. The coroner upon his arrival took charge of the body and gave the keeper a receipt for the valuables.
Jan. 21	Extricating team from quicksands.	Chatham, Massachusetts..	The surfman on day lookout reported a team in difficulty about a mile north of the station. A portion of the life-saving crew proceeded to the scene with the keeper's horse and assisted to release the animals, which had become stalled in the quicksands.
Jan. 24	Life raft recovered..	Brant Rock, Massachusetts.	The life-saving crew picked up a life raft marked with the words "Cottage City," and supposed to belong to the steamer of that name. The raft was in very poor condition.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1896. Jan. 24	Attempt to secure tug.	Sandy Hook, New Jersey.	Keeper received word from Spermaceti Cove Station to send tugs to assistance of a bark, which had anchored close inshore with sails blown away and in danger of being lost. He notified two tugs, but the weather was so bad, a strong northeast gale prevailing, that they would not venture outside. He finally gave one of the tugs $10 to carry the information to the powerful wrecking steamer Right Arm, which vessel was anchored several miles out in the bay, but she also refused to go. A fourth steamer finally made the attempt, but was compelled to return. The bark was towed in the following morning.
Jan. 26	Property saved.....	Atlantic City, New Jersey.	The patrolman on lookout observed a pair of runaway horses, hitched to a wagon, dash into the surf about one-half mile south of the station. He immediately gave the alarm, and the surfboat was launched and proceeded to the scene, the ebb tide having meanwhile carried the team about one-quarter mile offshore. Upon reaching the horses they were cut loose from the harness, but one of them was so far spent as to drown. The other horse, harness, and wagon were saved and returned to their owner.
Jan. 29	Recovery of body...	Fort Point, California.....	A dead body was discovered by the patrolman near the station. The keeper notified the city coroner.
Feb. 9	.....do.....	Golden Gate Park, California.	Having learned that there was a body fast in a cave at Point Lobos, keeper and a surfman went with stretcher and lines to recover it. Found it in a small cave below a perpendicular cliff 200 feet high. Keeper went down and lashed body to stretcher, had it hauled up and delivered it to coroner.
Feb. 10	.....do.....	Knobbs Beach, Massachusetts.	Two bodies were found in the surf by life-savers and given over to authorities at Newburyport. They proved to be the bodies of two of the crew of the schooner Alianza, wrecked during the storm of the 9th.
eb. 10	Fire extinguished...	Sullivans Island, South Carolina.	Received word that a house was on fire some distance from station. Keeper and crew hastened to scene with buckets and succeeded in extinguishing the flames, only slight damage having been done.
Feb. 11	Recovery of body...	Louisville, Kentucky.....	Information was received at station that a man had been drowned in the Ohio River, on the Indiana side. Keeper had boat manned and proceeded to point designated with lines and drags. Succeeded in recovering the body and towed it ashore. Notified coroner and delivered it to him.
Feb. 18	Rescue from drowning.	Smiths Point, New York..	Two men, in attempting to cross the ice at Smiths Point, broke through and were in danger of perishing. Surfman saw their peril and rescued them. They were taken to station and furnished with dry clothing.
Feb. 18	Shelter and succor..	Orange Grove, Florida ...	Two travelers arrived at station and requested shelter. They were sheltered and succored for two days, and then continued their journey.
Feb. 20	Recovery of body...	Plum Island, Massachusetts.	At daylight, patrolman discovered the body of a man in the surf a short distance south of station. He drew it out and keeper had it delivered to the proper authorities. It proved to be the last one of the men lost from the schooner Alianza.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1896.			
Feb. 26	Medical aid given...	Gull Shoal, North Carolina.	While two young men were hunting near station, one of them was shot in the hand. Keeper bandaged it temporarily to stop hemorrhage, and sent for physician. Detailed two surfmen to take him to his home.
Mar. 2	Property saved	Rye Beach, New Hampshire.	The life-saving crew picked up about 1,000 feet of spruce scantling on the beach near the station. The keeper ascertained that it belonged to Messrs. Converse and Hammond, of Dover, N. H., having been carried away by a freshet. He notified the owners of the circumstances, and on March 4 it was turned over to a representative of the firm who came to the station and claimed it.
Mar. 3	Fire extinguished...	Absecon, New Jersey.....	A member of the life-saving crew perceived smoke issuing from a house about one-half mile distant from the station with every appearance that the structure was on fire. The surfmen repaired to the spot at once and found that such was the case, the roof having caught from sparks from the chimney, but they soon extinguished the flames before much damage was done. Their timely arrival probably saved the building, as its only occupant at the time was a sick woman.
Mar. 4	Assistance at fire.....	Ashtabula, Ohio, Lake Erie.	At 5 P. M., the the keeper discovered a fire in a dwelling house near the station. He ran to the scene (crew off duty during inactive season) and assisted to remove the household goods and to run a line of hose to the nearest water plug. The house was badly damaged by fire and water.
Mar. 6	Succor and clothing furnished.	Old Chicago, Illinois, Lake Michigan.	Two fishermen, who had been overturned in their boat while in tow of a tug, came to the station in an exhausted condition and thoroughly chilled through. The keeper administered stimulants and gave them dry clothing from the supply of the Women's National Relief Association. After a few hours' rest they were able to proceed home.
Mar. 11	Succor and assistance.	Brant Rock, Massachusetts.	A fisherman landed on the beach in his dory near the station, having broken one of his oars, and being unable to reach his vessel. As the weather was stormy and thick he was sheltered during the night. The following morning he was given an oar and his boat transported across the beach to Green Harbor. One of the surfmen then piloted him through the canal to Duxbury Bay, whence he proceeded on his way to rejoin his vessel.
Mar. 11	Shelter and succor..	Kitty Hawk, North Carolina.	Seven fishermen, whom stress of weather had compelled to seek harbor in Kitty Hawk Bay, came to the station thoroughly drenched with water. The keeper provided them with dry clothing from the supply of the Women's National Relief Association while their own apparel was being dried, and gave them food and shelter until the following afternoon, when the weather moderated sufficiently for them to proceed to their camp.
Mar. 13	.....do.....	Orange Grove, Florida....	A traveler came to the station (house of refuge, no crew employed) at 8 P. M., seeking shelter for the night. The keeper gave him lodgings and breakfast, after which he proceeded on his way.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1896. Mar. 13	Rescue from drowning.	Point Marblehead, Ohio, Lake Erie.	One of the surfmen, while absent from the station during the inactive season and on a hunting expedition, rescued from drowning four men, whose boat had swamped. At the time of his opportune arrival they were on the ice, which they had succeeded in reaching, their boat having gone under it, but on account of its weakness between their position and the shore were unable to gain the land and were helpless in great peril. The life-saver landed them one at a time in his skiff.
Mar. 15	Recovery of body...	Hither Plain, New York..	A young lady from Amagansett discovered a dead body on the east side of Fort Point Bay while walking in that locality. Upon her return she informed the keeper of Amagansett station, who telephoned the facts to the Hither Plain Station. The keeper and two of his crew went to the spot, and, finding the body, carried it above high water mark, covered it decently with canvas, and notified the coroner. Upon his arrival the following day he decided to hold the inquest at Amagansett, so the life-savers carried the body to the railroad station and put it on the train.
Mar. 15	Rescue from drowning.	Galveston, Texas.....	About 4 A. M. one of the crew of a derrick barge, belonging to the jetty company, fell overboard. His cries for help were heard by the patrolman on watch, who immediately put off in the dingey and rescued him from his perilous position. He was found in the water clinging to a line, and, being a very heavy man, was nearly exhausted. This prompt assistance probably saved him from drowning.
Mar. 17	Recovery of body...	Cuttyhunk, Massachusetts.	An unusual light having been observed on Nashawena Island the keeper and one surfman set out in the dory to ascertain its meaning. They were met when about halfway across by a skiff whose occupant, a farm hand, informed them that he feared his employer had been drowned as he had gone fishing at 3 P. M., and had not yet returned. He stated further that the fishing skiff was tied to a stake in the harbor and the farmer's dog was running wildly about the beach. The keeper returned to the station and having launched the surfboat went to Nashawena harbor where, after some difficulty, on account of the intense darkness, the skiff was found. A long search was made for the body, but without immediate success. The life-savers remained at the farm until daylight of the 17th, when, after a further search of an hour the body of the ill-fated farmer was recovered a quarter of a mile from where he had fallen overboard. As he was subject to fits it is supposed the accident happened while suffering from one of these attacks. The remains were carried to Cuttyhunk in the surfboat, and transferred to a sloop for transportation to New Bedford, where the dead man's widow resided, one of the surfmen accompanying it, together with a resident of Cuttyhunk.
Mar. 17	Rescue from danger.	Golden Gate Park, California.	A lady came to the Point Lobos lookout and informed the surfman that a gentleman was among the rocks, part of the way up the face of the cliff, and unable to proceed farther. The patrolman at once went to the spot, and with the aid of a life line assisted the man to extricate himself from his perilous position.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1896.			
Mar. 24	Assistance in arresting a thief.	Monmouth Beach, New Jersey.	The midnight patrol when returning to the station met a man carrying a bundle of rugs on his shoulder. Taking into consideration the hour of the night, the locality, and the man's appearance, the surfman's suspicions were aroused that these articles had been stolen from some of the neighboring cottages. On arriving at the station he wakened two of his comrades and followed the man's track through the snow to the village of Seabright where the police were notified of the facts in the case. En route two rugs were picked up, which were eventually found to have been taken from a cottage of a neighboring summer resident.
Mar. 25	Transportation of a person.	Gilberts Bar, Florida.....	While the keeper was at a small village on the St. Lucie River he met a man who was extremely anxious to reach his home, 2½ miles distant, on the other side of the stream, and was without means of crossing. The keeper took him in his sailboat and landed him at the desired place.
Mar. 27	Shelter afforded.....	Gilberts Bar, Florida.....	Keeper sheltered for the night a lady and gentleman who were belated and becalmed in their boat and who were suffering extreme discomfort from the attacks of the sand flies which swarmed out of doors.
Mar. 27	Assistance to lighthouse keeper.	Point Adams, Oregon.....	The life-saving crew assisted the lighthouse keeper to clear away the heavy drift sand from about an outbuilding, the doors of which, on this account, could not be opened.
Mar. 29	Shelter and succor..	Mosquito Lagoon, Florida.	Shortly after dark a lady from New Smyrna, Fla., applied at the station for shelter, stating that while driving on the beach she had lost her way and been overtaken by the night. She was furnished with lodging and with breakfast the following morning, after which she proceeded on her journey.
Mar. 29	Recovery of property.	Old Chicago, Illinois, Lake Michigan.	A steamer passing by the station wharf lost one of her fenders. The keeper picked it up and restored it to its owner.
Mar. 31	Shelter furnished ...	Orange Grove, Florida....	Two travelers arrived at the station at 7.50 P. M. and requested to be allowed to remain during the night. Lodgings were furnished them and they continued on their way the next morning.
Apr. 1	Shelter and succor..	South Brigantine, New Jersey.	A man stopped at the station, wet and chilled by exposure, and requested shelter. The keeper provided him with lodgings and with a change of clothing from the supply of the Women's National Relief Association while his own apparel was being dried.
Apr. 2	Property saved.....	Sea Isle City, New Jersey.	A barrel of liquor was found on the beach by one of the surfmen and brought to the station. The keeper, acting under instructions from the district superintendent, turned it over to the collector of customs, taking his receipt therefor.
Apr. 2	.....do.....	Townsends Inlet, New Jersey.	Two of the life-saving crew while patrolling the beach found a 30-gallon barrel partially full of liquor. It was conveyed to the station and the district superintendent notified.
Apr. 3	Shelter and succor..	Cedar Creek, New Jersey.	A hunter, who was weary, cold, and wet, sought refreshment at the station. The keeper gave him food, loaned him a change of fresh clothing while his garments were being dried, and sheltered him during the night. He departed on his journey home the following morning.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1896.			
Apr. 4	Shelter and succor..	Mosquito Lagoon, Florida.	A party of bicyclists, consisting of two men and two women, arrived at the station at 6 A. M., and requested something to eat. After their wants had been satisfied by the keeper they informed him that they were from Ormond, on a cycling tour to Cape Canaveral, but had been misinformed in regard to the character of the beach, the sand being too yielding and heavy for their wheels, and had only reached this point with great difficulty. The entire party, especially the ladies, were much exhausted and they sought permission to remain at the station until their strength was recuperated, when they intended returning home. Owing to a strong adverse wind they were detained two days. On the 5th one of the gentlemen was suddenly taken ill with fainting spells when restoratives and stimulants were successfully administered from the station medicine chest. Early on the morning of the 6th instant the tourists and their wheels were taken on board the supply boat and conveyed about 8 miles up the beach to a point where good wheeling ground commenced, whence they continued their return journey after reimbursing the keeper for the food supplied them.
Apr. 6	Medical aid furnished.	Moriches, New York.....	A man was brought to the station suffering from a bad gunshot wound in his foot. The keeper administered stimulants, gave him every attention, and sent one of the surfmen for a surgeon, who soon arrived and dressed the wound, after which the man was carried home on a mattress loaned from the station.
Apr. 6	Attempt to recover body.	Old Chicago, Illinois, Lake Michigan.	The keeper was requested to assist in finding the body of a boy supposed to have been drowned half a mile from the station. A portion of the crew were sent to the scene in a small boat, where they dragged for three hours, but without successful results.
Apr. 7	Shelter and succor..	Indian River Inlet, Florida.	About 9 A. M. a man arrived at the station in the last stages of exhaustion from hunger, thirst, and exposure. Water was given him and restoratives administered. When able to talk at length he informed the keeper that he was the sole survivor of the schooner Seminole, which had been lost in a heavy squall 50 miles south of this point and 4 miles offshore, on the 3d instant. Himself and two companions forming the crew had clung to the cabin top, but after a short struggle his shipmates had been washed off and drowned. He was brought to the northward by the current and swept ashore at 10 P. M., April 6. When he reached the station he had been without food and water for one hundred and two hours. His limbs and body were terribly swollen and bruised, and his face burned to a blister. He was tenderly cared for by the keeper and his wife, being bathed and rubbed daily and given stimulants and palatable food until he slowly regained health and strength. His life was undoubtedly saved by his reaching the station and meeting with these kind ministrations. He was furnished with an outfit of clothing from the supply

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1896.			
Apr. 7	Shelter and succor..	Indian River Inlet, Florida.	of the Women's National Relief Association, and on April 20th, being sufficiently recovered, was carried, at his own request, to Fort Pierce. The cabin top was found on April 8 some distance south of the station.
Apr. 8	Recovery of property.	Forked River, New Jersey.	A box was picked up on the edge of the surf by the patrolman, which, upon being opened, was found to contain 18 dozen men's white undershirts. They were taken to the station, washed, and then carefully dried. The matter was reported by telephone to the district superintendent, who notified the maritime exchanges, for publication in the daily press, furnishing a description of the box and the shipping marks thereon.
Apr. 10	Aid to injured man..	Old Chicago, Illinois, Lake Michigan.	Having heard four blasts of a whistle from the inner waterworks crib, one-half mile from the shore (a signal agreed upon to indicate that assistance was wanted), the keeper went to the spot in the surfboat. It was found that one of the laborers had broken his leg. He was carried ashore by the life-saving crew, and the ambulance summoned, which conveyed him to the hospital.
Apr. 11	Transportation of person.	.....do.....	At 5.30 P. M., the lookout observed a man on the breakwater making signals as if desirous of being taken ashore. The small boat was launched and the man landed at the station.
Apr. 13	Property recovered	Two Rivers, Wisconsin, Lake Michigan.	At the request of the master of the steamer Chicago, the life-saving crew dragged for a valuable new rope, which had been lost overboard from his vessel in the river, and were successful in recovering it.
Apr. 13	Succor afforded.....	Golden Gate Park, California.	A young woman attempted to commit suicide by plunging into the surf. A male companion dragged her from the water, and, assisted by the surfman on lookout, brought her to the station, where she was put to bed and cared for by the keeper's wife. She was later on taken to the city by the police patrol wagon, summoned by the keeper, after having been loaned a change of dry clothing from the supply donated by the Women's National Relief Association.
Apr. 15	Aid to injured man..	.....do.....	The conductor of the steam railroad train running to the park informed the patrolman, about 8 P. M., that a man was lying on the track badly hurt. Together they carried him to a house near by where the surfman washed his wounds, and cared for him until the arrival of the city ambulance, which transferred him to the hospital.
Apr. 16	Shelter afforded.....	Orange Grove, Florida ...	A belated traveler was furnished with lodgings at the station.
Apr. 17	Property saved.....	South Haven, Michigan, Lake Michigan.	About 20,000 feet of lumber was precipitated into the harbor by the giving way of a wharf. The life-saving crew ran a line around it, thereby forming a boom, and secured it from being carried out into the lake.
Apr. 18	Recovery of body...	South Chicago, Illinois, Lake Michigan.	A police officer came to the station at 2 A. M., and requested assistance to find the body of the captain of the steamer John Mitchel, who had fallen overboard and been drowned a half mile from this point. The keeper and three surfmen immediately went to the scene in the supply boat with grappling hooks, where, after three hours' work, some difficulty being experienced on account of the strong current, they were successful in raising the body, which was taken in charge by the police officials and conveyed to the morgue.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1896.			
Apr. 19	Extinguishing fire..	Orleans, Massachusetts...	A party of boys having thoughtlessly set fire to the dry grass on Ponchet Island, the flames soon gained headway and spread with alarming rapidity. The keeper perceived the condition of affairs, and hurried to the scene with his crew, equipped with old brooms and shovels. They fought back the fire and dug trenches around the buildings on the island, which, to the value of $3,000, were in danger of being burned, and would undoubtedly have been destroyed but for their efforts.
Apr. 19	Property saved	Frankfort, Michigan, Lake Michigan.	Between 5 and 6 o'clock A. M., the surfman on lookout picked up, with the supply boat, a number of pieces of lumber, valued at $60, which had been knocked overboard from the north pier by a vessel when getting under way. The lumber was subsequently delivered to its owner.
Apr. 21	Shelter afforded.....	Orange Grove, Florida....	A weary and belated traveler was given a night's lodgings at the station. (House of refuge, no crew employed.)
Apr. 21	Recovery of body...	Fairport, Ohio, Lake Erie.	Word was brought to the station that a boy had been drowned in a large reservoir across the river. The life-saving crew hurried to the scene, recovered the body, and made every effort to restore animation by the Service methods of resuscitation, but without avail.
Apr. 23	Assistance in making soundings.	Grand Haven, Michigan, Lake Michigan.	Five members of the life-saving crew were employed for three hours assisting the United States engineer officer in charge of harbor improvements to make soundings in the channel. Similar service for a like period was rendered on April 25.
Apr. 24	Attempted recovery of body.	White Head, Maine.....	The life-saving crew were employed in the surf boat from 7.30 A. M. until 3 P. M., dragging for the body of a man drowned at Long Cove, but were not successful in recovering it.
Apr. 24	Shelter afforded.....	Mosquito Lagoon, Florida.	A gentleman who, together with his wife, was a passenger on board a schooner anchored near the beach, came to the station and requested that the keeper permit the lady to remain there during the night, since she was sick and the vessel's accommodations were not such as she desired. She was given lodgings and every effort made to insure her comfort.
Apr. 25	Shelter and succor..	Coney Island, New York..	A man on his way by water from Coney Island to Canarsie, in a small boat, applied for shelter at the station. The keeper provided him with lodgings and gave him two meals, when he proceeded on his voyage.
Apr. 25	Recovery of body...	Cedar Creek, New Jersey.	The body of a man, badly decomposed and with nothing in the clothing whereby its identity could be established, was found on the beach by the patrolman, where it had just been washed ashore. It was carried above high-water mark and the coroner notified. The matter was also reported by the keeper to the Maritime Exchanges for publication with a view to establishing identification.
Apr. 26	Rescue from drowning.	Cuttyhunk, Massachusetts.	Two men, who were somewhat under the influence of liquor, capsized their skiff. One of them, a good swimmer, reached a catboat, but his companion clung to the overturned craft. A surfman, having witnessed the disaster, sprang into a rowboat and rescued the man from his dangerous predicament. They repaired to the station, where they warmed themselves and dried their clothing.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1896. Apr. 27	Succor afforded.....	Golden Gate Park, California.	A woman attempted to commit suicide by throwing herself into the surf. She was rescued by two young men, who brought her to the station, where the keeper's wife cared for her. She was supplied with a change of dry clothing from the articles donated by the Women's National Relief Association and sent to the city in the ambulance, which had been summoned by the keeper.
May 1	Recovery of body...	Racine, Wisconsin, Lake Michigan.	Information having been brought to the station by a fisherman that he had seen a dead body floating in the lake a quarter of a mile beyond the pier ends, the keeper and one surfman rowed out in the skiff and found the badly decomposed body of a man. It was towed ashore, covered with a tarpulin, and the city marshal and coroner notified. Nothing was found on the body to establish its identity, and in the opinion of physicians it had been in the water several months.
May 2	Finding a stranded whale.	Fenwick Island, Delaware.	While returning to the station from Ocean View the keeper came across the body of a large whale, about 60 feet long, which had been stranded on the beach. He sent a telegraphic dispatch in regard to the matter to the curator of the Smithsonian Institute, in order that the skeleton might be secured for scientific purposes.
May 2	Rescue from drowning.	Frankfort, Michigan, Lake Michigan.	A stowaway, who had been stealing a passage on the steamer Ann Arbor No. 2, crept out of one of the side ports as the vessel approached harbor, intending to get ashore unobserved, however, losing his balance, he fell overboard about 100 yards from the station. Three of the surfmen launched the Whitehall boat and effected his timely rescue, as he would undoubtedly have been drowned but for their efforts.
May 2	.....do.....	Chicago, Illinois, Lake Michigan.	About 6 P. M. the surfman on lookout gave the alarm that a small boy had fallen into the water on the opposite side of the river. The life-savers rushed across a bridge to the scene, where the foremost of them, surfman No. 3, plunged in and rescued the lad as he was sinking for the third time.
May 5	Recovery of body...	Fairport, Ohio, Lake Erie.	About 7 A. M. while two men in a small boat were attempting to board a passing vessel their craft was capsized and they were thrown into the water, one of them reaching the shore with difficulty, but his companion being drowned after swimming a short distance. Several of the life-savers having witnessed the disaster gave the alarm, and the surfboat, provided with grapnels and lines was hurried to the scene with all possible dispatch. After dragging for three-quarters of an hour, much difficulty being experienced from sunken logs and rubbish, the body was recovered, but all efforts at resuscitation proved ineffectual.
May 6	Rescue from drowning.	Quoddy Head, Maine.....	The day lookout having observed a small object on the water near Campo Bello, New Brunswick, made it out with his marine glass to be a capsized boat, with two persons clinging to the bottom. The life-saving crew pulled swiftly to the scene, a distance of 2 miles, arriving just in time, rescued the two boys, picked up a portion of their load of wood, and after righting the boat and bailing her out, towed her under the lee of the land, from whence her owners proceeded home in safety.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1896.			
May 7	Fire extinguished...	Peaked Hill Bars, Massachusetts.	A cranberry bog near the station caught fire, endangering property. The life-saving crew promptly extinguished the flames.
May 8	Rescue from drowning	Muskallonge Lake, Michigan, Lake Superior.	While two small children, a boy and a girl, were playing on the edge of the lake near the station, but at a point not visible from the watchtower, the boy fell into the water. His sister's cries attracted the attention of one of the surfmen, who hurried to the spot, and plunging into the lake rescued the little one and carried him to his home.
May 11	Recovery of body...	Marquette, Michigan, Lake Superior.	At the request of the city marshal the life-saving crew dragged during the forenoon for the body of a man who had fallen from one of the wharves during the night, while under the influence of liquor. They were successful in grappling the body and delivered it to the proper authorities. The place from which he fell was not visible from the station, nor was aid requested or any alarm given at the time the drowning occurred.
May 12	Recovery of body and resuscitation.	Racine, Wisconsin, Lake Michigan.	About 6 P. M. the surfman on lookout observed people on the Main street bridge motioning to him as if an accident had occurred. He at once reported the fact to the keeper, who, surmising that some one had fallen overboard, jumped into the station skiff, with a member of his crew, both armed with long pike poles, and hastened to the spot where it was ascertained that a man had fallen into the river from a schooner while in an epileptic fit. The life-savers were soon successful in bringing up the body, and taking it on board the vessel proceeded to practice the Service methods of resuscitation with the gratifying result that within twenty minutes life was fully restored. The city physician arriving at this juncture, the man was given in his charge and carried home.
May 13	Recovery of body...	Charlotte, New York, Lake Ontario.	In response to a private signal from the railroad bridge, agreed upon in case the services of the life-saving crew were required, the keeper proceeded to that locality with his crew in two dingeys and a skiff, when it was ascertained that a small child had fallen into the river fifteen minutes previously. One of the surfmen dived for the body, and the life-savers dragged for it one and one-half hours, it being finally brought to the surface by a man who was assisting in the search. The keeper then attempted resuscitation, but without success, and a physician, who now arrived, pronounced further efforts to restore life as useless. The surfmen then conveyed the dead body to the home of the child's parents.
May 14	Rescue from drowning.	Cape Disappointment, Washington.	One of the crew of a pile driver, employed in sinking the foundation for the new station buildings, fell overboard from a skiff. He was rescued by a surfman, standing near by, who jumped into a small boat and dragged him from the water.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1896.			
May 15	Attempted recovery of body.	Duluth, Minnesota, Lake Superior.	A message was brought to the station at 9 A. M. to the effect that a man had committed suicide by jumping off the pier end at the lake entrance to the canal. The life-saving crew went to the scene in their surfboat and dragged and swept for the body until 7.40 P. M., with only a brief intermission for meals, but without success, it being supposed that the swift current carried the body into the lake before their arrival. At the urgent request of the drowned man's brother the surfmen again dragged all day on the 18th instant, outside the canal entrance, in deep water, over an area one-half mile square, but their prolonged and earnest efforts were unrewarded.
May 17	Recovery of body...	Cleveland, Ohio, Lake Erie.	At 10 A. M. the keeper was informed by telephone that a man had fallen from a boom of logs 1 mile from the station, and was drowned. A portion of the life-saving crew repaired to the scene with grapnels, and succeeded in recovering the body which was delivered to a brother of the deceased.
May 17	Fire extinguished...	Cleveland, Ohio, Lake Erie.	A fire broke out on the west pier near the station. It was promptly extinguished by the life-saving crew with buckets before any serious damage resulted.
May 19	Aid to wounded man.	Tathams, New Jersey.....	A young man while out hunting near by was fatally wounded about 4 P. M., by the accidental discharge of his gun. He was carried to the station on a cot by the surfmen, when the keeper summoned surgeons, and notified the youth's parents by telegraph. Meantime everything possible was done for his comfort, his wet and bloody clothing replaced by dry articles from the supply of the Women's National Relief Association, and unremitting efforts exerted to alleviate his sufferings. Three physicians arrived about 7 P. M., and the boy's father reached the scene the following day at noon, the youth, however, was beyond the aid of human skill, and expired at 4 P. M., on the 20th.
May 20	Aid to sick man.....	Gull Shoal, North Carolina.	In response to a signal, displayed from a schooner about 3 miles from the station, the life-saving crew went alongside, when the master informed the keeper that one of his crew, who lived at Hatteras, N. C., was sick and desired to be put ashore so that he might return to his home. He was accordingly landed by the life-savers, together with his personal effects, and started on his journey southward in company with the sunset patrol.
May 22	Transportation of persons.	Grande Pointe au Sable, Michigan, Lake Michigan.	Having observed a signal flying on the tug T. W. Ferry, the life-savers went alongside the steamer in their surfboat and at the master's request landed four of his passengers, who were destined for Hamlin, on the pier at that place.
May 22	Succor and shelter..	Old Chicago, Illinois, Lake Michigan.	Four of the crew of the schooner Sunrise, which vessel was sunk off Racine on the 21st instant, in a collision, reached this station penniless and in need of clothing. The keeper provided them with the necessary articles of apparel from the supply donated by the Women's National Relief Association, gave them food and lodgings and the following day procured a pass for one of them to go by steamer to his home in Kewaunee, Wis.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1896.			
May 23	Recovery of body...	Cleveland, Ohio, Lake Erie.	At 12.50 P. M. the lookout, observing a commotion among a crowd engaged in fishing from the end of the west pier, gave the alarm, when the dingey was quickly dispatched to the scene, where it was learned that a man had fallen into the lake and been drowned. The life-savers dragged for the body until 4.45 P. M. without finding it. However, the following morning further efforts on their part, made in two small boats, were rewarded with success, and the body was delivered to an undertaker whom the keeper had summoned by telephone.
May 24	.....do.....	Ludington, Michigan, Lake Michigan.	At 6 P. M. a report was brought to the keeper that a boy had been drowned at a place called Lincoln, 2 miles north of the station, and the assistance of the life-savers was sought to recover the body. The crew proceeded to the spot in the surfboat and dragged the bottom until 10.30 P. M., but without successful results. The following day, however, the keeper returned to the scene of the drowning, having secured the services of a diver, who recovered the body soon after going down.
May 24	Rescue of an animal from drowning.	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	A cow belonging to Charles Johaneson having fallen into the canal half a mile from the station, and being unable to get out, the life-saving crew went to the rescue in their surf boat, got a line about the animal, towed her to an incline in the bank, and hauled her out on firm ground.
May 25	Recovery of body...	Louisville, Kentucky.....	The assistance of the life-savers having been solicited to search for the body of a boy drowned in the Ohio River, at Six-Mile Island, the keeper dispatched one of the station boats to the scene, provided with lines and grapnels, where the life-saving crew soon recovered the body, left it in charge of friends, and notified the coroner.
May 25	.....do.....	.....do.....	At 5.50 P. M. the keeper received a telephone message that a man had been drowned in the Louisville and Portland Canal at the foot of 18th street. One of the station boats went to the spot where the life-saving crew dragged for and shortly recovered the body, turning it over to proper authorities.
May 26	Extinguishing fire..	Kewaunee, Wisconsin, Lake Michigan.	At 8.30 A. M. a fire broke out among some heaps of rubbish, three blocks from the station, and fanned by a high wind spread rapidly, threatening destruction to a new bridge across a slip. The life-saving crew hurried to the scene with the station pump and succeeded in extinguishing the flames at this point, rendering valuable assistance to the city fire department who were fully occupied in subduing another portion of the conflagration.
May 28	.....do.....	Cleveland, Ohio, Lake Erie.	The surfman on lookout having reported a fire on the east river pier several of the crew repaired to the scene in the skiff, provided with buckets, and shortly succeeded in extinguishing the flames before any damage resulted.
May 30	Clothing furnished..	Charlotte, New York, Lake Ontario.	A young woman while stepping into a small boat from the pier missed her footing and fell into the water. Her male companion drew her out and the keeper, who was near by, brought her to the station, where she was provided with dry clothing from the supplies 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.
1896.			
May 30	Recovery of body...	Cleveland, Ohio, Lake Erie.	At 7.30 P. M. the keeper received a telephone message that a man had fallen from a wharf a short distance from the station and was drowned. Sent two skiffs to the scene manned by four of the life-savers, provided with grapnels, who shortly recovered the body. It was placed on the wharf and for 1½ hours efforts were made to restore animation according to the methods of resuscitation prescribed by the Service, but without success. The body was then delivered to a firm of undertakers and the crew returned to the station.
June 1	.....do.....	Cleveland, Ohio, Lake Erie.	Received telephone message that a man had fallen from a dock, 2 miles up the river, and was drowned. Station boat and three surfmen were sent to the spot with drag and lines. The body was soon recovered and delivered to the undertakers.
June 5	Transportation.....	Bois Blanc, Michigan, Lake Huron.	Sent supply boat with surfmen for physician to visit sick boy living near station. After medical services had been rendered physician was conveyed to his home.
June 6	Rescue from drowning.	Charlotte, New York, Lake Ontario.	A man fell or was thrown from end of west pier at entrance to harbor about 11 P. M. Lookout hearing a cry for help sounded the alarm, and three boats, manned by surfmen, started out at once. Confusion might have resulted from the cries of some intoxicated men on the pier had not surfmen continued steadily out to the end. About 300 feet from end of pier a man was seen struggling in the water. He was completely exhausted and was sinking when the boats reached and rescued him. He was taken to station and remained unconscious for seven hours, though the usual Service methods were employed and a physician prescribed for him. It is supposed that he had been drugged and robbed. On the morning of the 7th consciousness was restored, and in the afternoon he left for his home in Rochester, having been furnished with a suit of underclothes. [See letter of acknowledgment.]
June 6	Recovery of body...	Saint Joseph, Michigan, Lake Michigan.	At 6 A. M., seeing some commotion on the south beach, keeper and crew hastened down to the spot. Found that a woman's body had just been taken from the water. It was carried to station, the coroner notified, and, after inquest, was delivered to the undertaker.
June 7	.....do.....	Kewaunee, Wisconsin, Lake Michigan.	Discovered man's body floating in the river. Keeper had it towed to launching incline and notified constable. Nothing was found on the body by which it could be identified. It was buried by the city.
June 8	Transportation.....	Two Heart River, Michigan, Lake Superior.	A sick man was brought to station from a lumber camp, and keeper was requested to put him on a steamer bound for Sault Ste. Marie, where he could get medical treatment. Surfboat was launched, and the unfortunate man transported to the steamer.
June 9	Property saved.....	Two Rivers, Wisconsin, Lake Michigan.	Patrolman found a man's coat, waistcoat, and hat on the beach early in the morning and took them to station. They were claimed for owner and delivered later in the day.
June 11	Transportation.....	Two Heart River, Michigan, Lake Superior.	An extremely ill man was brought to station to be put on board steamer and conveyed to port for medical attention. He was transported to steamer City of Green Bay in surfboat.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1896.			
June 11	Recovery of body...	Milwaukee, Wisconsin, Lake Michigan.	Information was received at 8 P. M. that a boy had been drowned up the river. Keeper and two surfmen went to the scene with station boat, and after dragging for a short time recoved the body and delivered it to coroner.
June 13	.....do.....	Two Rivers, Wisconsin, Lake Michigan.	Keeper received information that a boy had been drowned in the lake. Launched surfboat and hastened to the spot. Found a man there diving for the body but without success. Surfmen used poles in the search and soon located the body. One of them jumped overboard and brought it to the surface. Attempted resuscitation, but there was no signs of life from the beginning. A physician present pronounced him dead. The body was given to his parents.
June 14	Rescue from exposure.	Point Allerton, Massachusetts.	During severe rain storm and northeast gale keeper was informed that there were four men ashore on Bumkin Island without protection, and that their boat had gone adrift. Keeper secured crew (inactive season) and went to their relief. Took them into surfboat and landed them safely on mainland, whence they went to their homes.
June 16	Recovery of body...	Louisville, Kentucky.....	Shortly before 9 A. M. word was received at station that a colored man's body was floating in the river. Station boat was launched and manned, and the body was found and towed ashore. Coroner was notified and took charge of it.
June 17	Fire extinguished...	Frankfort, Michigan, Lake Michigan.	Discovered a sawmill on fire half a mile from station. Keeper had surfboat manned and pulled to the mill with station force pump. Assisted city authorities, and succeeded in extinguishing flames after hard work.
June 17	Rescue from drowning.	Yaquina Bay, Oregon.....	While standing on the wharf at Newport, Oreg., a surfman saw a man fall overboard from a rowboat near the wharf. He quickly jumped into the boat and rescued the man, who would doubtless have been lost but for prompt assistance.
June 18	Recovery of bodies..	Louisville, Kentucky.....	At 2.10 A. M. information was received at station that three suits of boys' clothing had been found on the wing dam. Keeper sent two boatmen down to investigate. They soon returned with the clothing, and then another boat was launched, fitted with grappling hooks and lines, and sent down to drag for the bodies. They worked until all of the hooks had been broken, but not finding the bodies, returned to station. At 8 A. M. keeper launched and manned a third boat, provided it with grappling outfit, and proceeded to the dam. After two hours' further search the three bodies were recovered. They were properly cared for, and the coroner was notified. The parents of the children identified the bodies and took charge of them.
June 21	Recovery of body...	Buffalo, New York, Lake Erie.	Early in the morning keeper and crew were notified that a man had been drowned while bathing from the main lighthouse pier. Two small boats were launched and crew pulled to end of pier with grappling hooks. After dragging for ten minutes the body was recovered. It was taken to station and afterwards delivered to coroner.
June 22	Recovery of bodies..	Oak Island, New York....	The bodies of two young men were recovered on this date, after station crew had searched and dragged for them for two days. They were turned over to the coroner.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1896.			
June 22	Transportation.....	Hammonds Bay, Michigan, Lake Huron.	Answered signal from tug by launching lifeboat and going alongside. Master requested keeper to take an extremely ill man to Rogers City and transfer him to steamer for his home in Alpena. Medical aid was secured while awaiting arrival of steamer, and the patient was then sent on to Alpena, where he died a few hours later. Station crew pulled 34 miles in the performance of this duty.
June 24	Rescue from drowning.	Buffalo, New York, Lake Erie.	Two surfmen, hearing cries for help opposite station at midnight, jumped into boat and hastened to the rescue. Found that an intoxicated man had fallen from the dock and was desperately clinging to one of the piles. He was rescued from his perilous situation and taken to the station for the night. He was given food in the morning and then left, not at all harmed by his fall and bath.
June 25	Shelter and succor..	Tiana, New York.....	Two storm-bound men arrived at station and asked for shelter during the night. Keeper afforded them this, and in the morning they proceeded on their way.
June 25	Assistance to police..	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Sheriff and policemen requested keeper to convey them to a small boat at anchor in the lake, that they might search for two burglars supposed to be in hiding there. They were carried out in surfboat and succeeded in capturing two notorious burglars.
June 26	Recovery of body...	Holland, Michigan, Lake Michigan.	Keeper received telephone message that a boy had been drowned near the town. Station boat was launched and manned and pulled to the scene of accident. After dragging for a quarter of an hour, the body was recovered and delivered to coroner.
June 27	.....do	.....do	At 3.50 A. M. lookout saw a man run out to the lake shore, pull off his coat and shoes and jump into the water. Fearing that suicide might be intended, the alarm was given and the crew hastened out to the spot. The man was nowhere seen, but after a search of thirteen minutes his body was found and resuscitation immediately attempted. Efforts were continued for more than two hours, but without any sign of life resulting. The body was turned over to the coroner.
June 28	Clothing furnished..	Cleveland, Ohio, Lake Erie.	Master of schooner Olive Jeannette, whose cabin had been burned out, requested keeper to furnish the stewardess with clothing, as she had lost her clothes in the fire. Keeper supplied her with the needed articles.
June 28	Horse and wagon extricated from river.	Louisville, Kentucky.....	Station lookout gave the alarm that a runaway horse attached to a wagon was heading for the river and likely to jump into it. Keeper had station boat launched and pulled to point indicated. The horse had rushed madly into the river with the wagon and was in danger of drowning. Succeeded in cutting harness by diving, and horse was released uninjured. Station crew then assisted in hauling wagon out.

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VESSELS WARNED FROM DANGER.

1895–1896

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Vessels Warned from Danger.

During the year two hundred and twenty-nine vessels were warned away from perilous places by the patrolmen of the Service; two hundred and ten at night by Coston signals, and nineteen in the daytime by the signals of the International Code and other methods.

While the number of vessels absolutely saved from shipwreck can not be determined, it will be seen from the following table that these warnings must have been of much value in averting disaster, and the patrol system, therefore, of great importance to maritime interests.

BY NIGHT SIGNALS.

Date.	Station and locality.	Circumstances of warning.
1895.		
July 10	Pointe Aux Barques, coast of Michigan.	At 9 P. M. the northwest patrol burned a Coston signal to warn a steamer of her dangerous proximity to a reef during thick, smoky weather. Her course was immediately altered, and she stood out into the lake.
July 14	Bois Blanc, coast of Michigan.	During first part of middle watch a steamer was sighted standing close along the beach. Patrolman burned all of his Coston signals in the effort to warn her off. The last one was seen, and her course was changed.
July 21	Pointe Aux Barques, coast of Michigan.	During the midnight watch the northwest patrol saw a large steamer bound down the lake and heading inside of the reef. He burned a danger signal and she changed her course to one carrying her clear of the reef.
Aug. 2	San Luis, coast of Texas.....	At 11 P. M. patrolman on southwest beat saw a vessel too close inshore for safety. He burned his Coston signal and warned her of the danger. She was put about and went clear.
Aug. 8	Thunder Bay Island, coast of Michigan.	About half past ten in the evening a large schooner was warned by Coston light that she was running too close to the shore. She stood away.
Aug. 12	Avalon, coast of New Jersey..	Observing a steamer dangerously near the beach, surfman on patrol duty fired a Coston signal and warned her off.
Aug. 13	Hog Island, coast of Virginia..	During the first watch a patrolman discovered a steamer running too near the bar for safety. He warned her away by burning a Coston signal.
Aug. 13	Ocracoke, coast of North Carolina.	Shortly before midnight the south patrol sighted a schooner heading in toward the beach. He flashed a danger signal, and warned her off on the other tack.
Aug. 16	Hog Island, coast of Virginia..	Patrolman saw a three-masted schooner running too near the shoal, and showed a Coston light to warn her of danger. The vessel still continuing on her way, he burned another signal and she changed her course just in time to clear the shoal and breakers.
Aug. 19	Brant Rock, coast of Massachusetts.	Early in the night the north patrol burned his danger signal to warn a schooner standing too close to the beach. She was hauled offshore and soon disappeared.
Aug. 19	Ilwaco Beach, coast of Washington.	A vessel was seen by patrolman steering too near the shore for safety. He flashed a Coston light and she bore away and out of danger.
Aug. 20	.....do	Shortly after midnight patrolman sighted a vessel near the beach and by burning a Coston signal apprised her of her danger.
Aug. 24	Pentwater, coast of Michigan.	Surfman on patrol duty heard steamer with tow approaching shore very closely through the thick fog. He hailed them and warned them to keep off. The caution was heeded and they stood out in time to avert disaster.
Aug. 25	Race Point, coast of Massachusetts.	During the first watch, the east patrol discovered a schooner heading directly for the beach. He promptly flashed a Coston light and she stood out to sea.

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Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1895.		
Aug. 29	Hunniwells Beach, coast of Maine.	A schooner steering dangerously near the beach was warned by south patrol with a Coston light. The course was at once changed and she sailed out clear of danger.
Aug. 29	Jupiter Inlet, coast of Florida.	At 9.15 P. M. the north patrol warned a sloop away from the bar by showing her a danger signal.
Aug. 31	Jerrys Point, coast of New Hampshire.	During the first watch patrolman discovered a steamer heading directly for a ledge of rocks. He warned her with Coston signal and patrol lantern, whereupon she veered out and cleared the danger.
Aug. 31	Wallis Sands, coast of New Hampshire.	As surfman was patrolling his beat he sighted a schooner in dangerous proximity to the rocks. He burned two danger signals and she went offshore on the other tack.
Sept. 1	Cuttyhunk, coast of Massachusetts.	About 10 o'clock in the evening a vessel's lights were seen through the fog by patrolman on the southwest side of the island. She seemed to be running perilously close to the land and the patrolman fired a Coston signal, when she immediately turned off and stood away.
Sept. 1	Point Lookout, coast of New York.	Sunset patrol on the east beat discovered a vessel close to the beach and in danger of stranding. He warned her off with a danger signal, which was promptly heeded.
Sept. 2	Coney Island, coast of New York.	Sunset patrol discovered a catboat standing directly for the beach. He flashed a Coston light, but it being disregarded he burned another. She had run in so close that she touched bottom, but got off at once and stood away.
Sept. 7	High Head, coast of Massachusetts.	Patrolman of the middle watch sighted a barkentine near shore and in danger of stranding. He fired a Coston signal as a warning, which was immediately understood, and she was hauled offshore.
Sept. 10	Assateague Beach, coast of Virginia.	Patrolman displayed a danger signal to a vessel standing too close to Ship Shoal. Her course was quickly changed and the danger avoided.
Sept. 12	Hunniwells Beach, coast of Maine.	The midnight patrol on the west beat showed a Coston signal to a fishing schooner dangerously near the breakers. Her anchor was let go and she lay there until daylight, when she proceeded on her way in safety.
Sept. 12	Cobb Island, coast of Virginia.	At 8.30 P. M. patrolman sighted a vessel standing into danger. He flashed a warning signal at once and she stood out clear.
Sept. 13	Chicamacomico, coast of Virginia.	The sunset patrol discovered a steamer heading for shore and in danger of being beached. He quickly touched off a danger signal to warn her, whereupon the course was changed and she went offshore.
Sept. 14	Cobb Island, coast of Virginia.	At 10.30 P. M. one of the patrolmen saw a vessel standing in toward the beach and warned her off with a Coston light, thus averting disaster.
Sept. 15	Velasco, coast of Texas.....	Patrolman noticed a schooner drawing in close to the shore and in danger of stranding. He burned a Coston light and she stood away.
Sept. 16	Orleans, coast of Massachusetts.	The south patrol from 8 P. M. to midnight observed a large three-masted schooner heading directly for the beach. He warned her of the danger with Coston light and she wore around and stood off.
Sept. 18	Block Island, coast of Rhode Island.	While on the north patrol during the first watch a surfman discovered a vessel near shore in danger of stranding. He successfully warned her away with Coston signal.
Sept. 26	Pointe aux Barques, coast of Michigan.	Patrolman burned danger signal to warn a steamer that she was running dangerously near the reef. She then passed down safely.
Sept. 27	Brigantine, coast of New Jersey.	The sunset patrol while on the south beat discovered a schooner standing into danger, and warned her away with Coston light.
Sept. 27	South Brigantine, coast of New Jersey.	Early in the evening a schooner running too close to the shore for safety was warned of her danger by patrolman burning a Coston light.
Sept. 29	Sturgeon Point, coast of Michigan.	Surfman on patrol duty discovered a steamer heading for the reef east of the station, and instantly flashed a danger signal, whereupon she was headed out into the lake.
Sept. 29	Muskallonge Lake, coast of Michigan.	A steamer running too near the beach was apprised of her danger by the sunset patrol displaying a Coston light. Her course was changed at once and she passed on in safety.
Sept. 30	Plum Island, coast of Massachusetts.	At 11 P. M. the south patrol sighted a vessel standing dangerously near the beach. He quickly burned a Coston light and she kept offshore.
Oct. 3	Metomkin Inlet, coast of Virginia.	A vessel was discovered running too close to the shore. The patrolman flashed his danger signal and she stood away at once.
Oct. 6	Cape Henlopen, coast of Delaware.	A schooner that was drawing in on the land tacked and stood off when patrolman burned a danger signal admonishing her of peril.

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Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1895.		
Oct. 6	Saluria, coast of Texas.....	At 1 A. M. the northeast patrol fired a Coston signal to warn off a vessel that was running into a narrow bight. She was immediately headed offshore when the signal was seen and thus saved from stranding.
Oct. 7	Watch Hill, coast of Rhode Island.	A steamer was saved from accident by sunset patrolman, who warned her with Coston light, apprising her of proximity to the shore. The signal was instantly heeded and she was turned seaward.
Oct. 8	San Luis, coast of Texas.....	At 7.30 P. M. the northeast patrol flashed a Coston signal to warn a vessel that was running dangerously close to the beach. The course was at once changed, and she went offshore without mishap.
Oct. 9	Peaked Hill Bars, coast of Massachusetts.	The sunset patrol warned a vessel at 7 P. M. of her danger in approaching too close to the bar. The signal effectively averted disaster.
Oct. 9	Parramore Beach, coast of Virginia.	The sunrise patrol discovered a schooner at 5.15 A. M. heading directly for the beach and almost in the breakers. He quickly flashed a Coston signal and she was instantly tacked and went clear. Without this timely warning she would have been on the shore in a few seconds.
Oct. 10	Peaked Hill Bars, coast of Massachusetts.	The patrolman on watch from midnight to 4 A. M. warned a vessel with a Coston light from her dangerous proximity to the bar.
Oct. 10	Block Island, coast of Rhode Island.	The north patrol sighted a steamer whose safety was imperiled by her course near the shore. He displayed a Coston signal and the course was altered so that she went clear.
Oct. 11	Hog Island, coast of Virginia	At 7.30 P. M. the patrolman discovered a vessel heading directly in for the shoals. He quickly warned her of danger by touching off a Coston light, whereupon the vessel tacked and stood offshore.
Oct. 15	Wachapreague, coast of Virginia.	A steamer approaching dangerously near the shoals was apprised of her peril by a display of Coston signals, two of which had to be burned by patrolman before her course was altered so as to carry her clear.
Oct. 17	Hog Island, coast of Virginia	At 7.35 P. M. patrolman saw a steamer too near the bar for safety. He showed a danger signal and her course was changed barely in time to take her clear of the shoal.
Oct. 18	Cahoons Hollow, coast of Massachusetts.	A four-masted schooner in danger of stranding 2 miles north of station, was warned of her peril at 2 A. M. by patrolman firing a Coston signal. She was immediately hauled out seaward.
Oct. 19	Saint Joseph, coast of Michigan.	At 4 A. M. patrolman saw a steamer about to enter harbor and in danger of running on a bar inside the piers. She was warned of the obstruction in time to steer clear.
Oct. 20	Brigantine, coast of New Jersey.	When starting out on sunset patrol surfman noticed a steamer standing in too close. He burned a danger signal and she stood off at once.
Oct. 21	Avalon, coast of New Jersey..	The midnight patrol burned a Coston light and warned a steamer away from the bar.
Oct. 21	Wachapreague, coast of Virginia.	Patrolman observed a steamer's lights too near the shoals for safety. When he burned a Coston signal her course was changed and she ran out of danger.
Oct. 22	South Haven, coast of Michigan.	During the first watch a steamer was discovered very near the beach. Patrolman showed a danger signal and she quickly stood off.
Oct. 24	Brigantine, coast of New Jersey.	While on midnight patrol surfman burned a Coston signal and warned a schooner of running into danger.
Oct. 26	Fletchers Neck, coast of Maine.	Surfman on night patrol duty warned a vessel off the rocks by burning Coston signal.
Oct. 26	Parramore Beach, coast of Virginia.	At 7.15 P. M. patrolman warned a sloop away from a dangerous position by showing a Coston signal.
Oct. 27	Pointe aux Barques, coast of Michigan.	About midnight, surfman on patrol duty burned two danger signals to warn a steamer against running too near the reef. They were heeded, and she passed down in safety.
Oct. 27	Cape Disappointment, coast of Oregon.	The sunrise patrol burned a danger signal to warn a vessel against approaching nearer the shore. She stood off clear of all shoals.
Oct. 30	Plum Island, coast of Massachusetts.	At 11.30 P. M. the north patrol observed a vessel in danger of stranding. He promptly displayed a Coston signal and she was kept offshore.
Oct. 31	Cold Spring, coast of New Jersey.	The east patrol warned a steamer of running too close to the bar. The course was promptly changed and she steamed further out on a safe course.
Nov. 1	Cape Henry, coast of Virginia.	During the middle watch the patrol burned his Coston signal to a schooner standing dangerously close to the tip of the cape. As soon as the light was displayed she hauled up and went clear.

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Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1895.		
Nov. 2	Knobbs Beach, coast of Massachusetts.	At 10.45 P. M. the patrolman on the north beat observed a schooner standing directly for the beach and perilously near it. He at once burned his Coston signal, when the craft tacked and stood offshore.
Nov. 2	Peaked Hill Bars, coast of Massachusetts.	A red signal light was displayed during the first watch, by the surfman on patrol towards the eastward, as a warning to a vessel approaching too close to the bar.
Nov. 2	Turtle Gut, coast of New Jersey.	A schooner, dangerously near the bar, was warned of her position about 2.30 A. M., by the timely discharge of the patrolman's Coston signal.
Nov. 3	Hammonds Bay, coast of Michigan.	At 9.30 P. M. the surfman on lookout reported a steamer running towards the reef off the station. The keeper directed him to display his danger signal, which was done, and the vessel at once hauled off into the lake.
Nov. 4	Long Beach, coast of New York.	The sunset patrol warned with his signal a steamer, which was so close to the beach as to be in serious danger of stranding.
Nov. 5	Nauset, coast of Massachusetts.	The patrol burned a Coston signal during the first watch to warn two sloops, which were approaching too close to the bar. They at once changed their course offshore.
Nov. 7	Orleans, coast of Massachusetts.	A large four-masted schooner was discovered perilously near the beach by the surfman on patrol from 8 P. M. to midnight, and he apprised her of her danger by the flashing of his red signal light, in response to which she headed seaward.
Nov. 8	Long Beach, coast of New York.	A steamer, running along shore and approaching the shoals, escaped misfortune by changing her course upon the display of the danger signal by the patrolman having the first watch.
Nov. 8	Smith Island, coast of Virginia.	At 2 A. M., in hazy weather, the patrolman displayed his Coston signal in season to prevent a vessel from running ashore, her course being at once altered to one of safety.
Nov. 9	Highland, coast of Massachusetts.	During the middle watch, a thick fog prevailing at the time, a large schooner was fortunately informed by a danger signal of her proximity to the shore in time to haul off.
Nov. 9	Brentons Point, coast of Rhode Island.	In foggy weather the patrolman perceived a steamer standing close along the shore near a dangerous sunken ledge. He burned his Coston signal and was answered by a torch, when the vessel stopped and then backed out of danger.
Nov. 14	Dam Neck Mills, coast of Virginia.	A surfman, returning along his patrol at 11.30 P. M., observed a steamer standing directly for the beach and almost in the breakers. Upon firing his Coston signal the vessel's engines were reversed and, having cleared the danger, she came to anchor until daylight.
Nov. 16	Race Point, Coast of Massachusetts.	A schooner was observed about 4 A. M. approaching too close to the beach for safety and the patrolman flashed his signal, when she at once went about and stood offshore.
Nov. 20	Bellport, coast of New York..	A schooner running too close to the beach was warned during the first watch of her danger by the discharge of a Coston signal, to which she replied by flashing a lantern and simultaneously hauling offshore.
Nov. 22	Pointe aux Barques, coast of Michigan.	Between the hours of 8 P. M. and midnight the patrolman fired his signal to warn a steamer with a tow of her dangerous proximity to a reef. She promptly hauled out into the lake and passed down in safety.
Nov. 26	False Cape, coast of Virginia..	The surfman having the middle watch succeeded in diverting a steamship from a perilous course by the display of his red danger light.
Nov. 27	Cahoons Hollow, coast of Massachusetts.	The timely discharge of a night signal was the means of preventing a schooner from running ashore about 2½ miles south of the station during the middle watch.
Nov. 29	Vermillion Point, coast of Michigan.	A steamer running so close to the shore as to be in danger of getting into the breakers was warned of her peril in season to avert it by the red flash of a night signal. It was intensely dark at the time and the weather was stormy.
Dec. 1	Assateague Beach, coast of Virginia.	During the first watch patrolman burned a Coston light and warned a vessel of dangerous proximity to the shoal. Her course was changed and she went clear.
Dec. 2	San Luis, coast of Texas.....	At 7 P. M. the southwest patrol flashed a danger signal and warned a vessel close inshore of her peril. She at once put about and stood away.
Dec. 4	Pea Island, coast of North Carolina.	The north patrol sighted a schooner dangerously near the beach during the first watch. He warned her with a Coston light, and she was headed offshore.
Dec. 5	High Head, coast of Massachusetts.	At 7.15 P. M. the east patrol saw a vessel too near the bar. He burned a Coston signal as warning, which was heeded by steering the vessel seaward.

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Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1895.		
Dec. 5	Fenwick Island, coast of Delaware.	During the midnight watch a sloop was discovered heading squarely for the beach. The north patrol, by quickly burning a Coston light, warned her off in time to prevent stranding.
Dec. 5	Assateague Beach, coast of Virginia.	A vessel running too near Fox Shoal was apprised of her danger by patrolman showing a Coston light, and her course was changed so that she went clear.
Dec. 6	Gull Shoal, coast of North Carolina.	The sunset patrol discovered a schooner heading in for the beach, and near the reef. He burned a danger signal, and she was put offshore.
Dec. 11	Assateague Beach, coast of Virginia.	A vessel heading in toward the beach was warned of her danger by patrolman burning a Coston signal. The course was immediately changed, and she stood safely offshore.
Dec. 12	Long Beach, coast of New York.	The midnight patrol sighted a vessel steering directly for the beach. He quickly burned a danger signal and her course was altered, carrying her seaward.
Dec. 14	Metomkin Inlet, coast of Virginia.	During the first watch the patrolman warned a vessel of her dangerous proximity to shore by flashing a Coston signal.
Dec. 18	Cobb Island, coast of Virginia.	At 6.50 P. M. patrolman seeing a vessel standing into danger flashed a Coston light to apprise her of it. This was effective, and her course was at once changed, carrying her offshore in safety.
Dec. 18	Shoalwalter Bay, coast of Washington.	The patrolman of the first watch discovered a vessel approaching shore and in danger of stranding. He burned a Coston light, and she was immediately hauled off seaward.
Dec. 19	Southside, coast of California.	During the sunrise watch the northern patrol observed a steamer approaching dangerously near the line of breakers and burned a Coston signal, whereupon her course was promptly altered to the westward, clear of danger.
Dec. 20	Crumple Island, coast of Maine.	At 4.30 A. M. a schooner was warned away from a dangerous ledge of rocks by patrolman burning a Coston light.
Dec. 21	Cape May, coast of New Jersey.	At 7 P. M. the west patrol discovered a vessel standing toward the coast. He showed a Coston signal, and in response she tacked and stood offshore.
Dec. 23	Bellport, coast of New York..	During the first watch the west patrol showed a danger signal to a vessel that was standing too near shore. Her course was immediately changed and she went clear.
Dec. 23	Blue Point, coast of New York.	Patrolman saw a schooner running straight for the beach during the first watch. Her speed was so great that he barely had time to burn a Coston signal in season for her to escape disaster. She was skillfully handled, however, and instantly swung offshore.
Dec. 23	Velasco, coast of Texas..	At 3 A. M. the east patrol flashed a Coston light to warn a schooner of danger. She was standing inshore and close to the breakers, but when danger signal was seen was quickly put about and headed seaward without accident.
Dec. 25	Oregon Inlet, coast of North Carolina.	The midnight patrol fired a Coston light and warned a vessel of the danger of running too near the beach. The course was changed at once and she stood offshore.
Dec. 25	Pea Island, coast of North Carolina.	About midnight, patrolman discovered a schooner dangerously near shore. He burned a danger signal at once and she was swung off successfully.
Dec. 26	San Luis, coast of Texas.....	At 11 P. M. patrolman flashed his warning signal to a vessel close inshore. It was instantly heeded and she was steered out and anchored until daylight.
1896.		
Jan. 4	Hog Island, coast of Virginia.	Seeing a large vessel heading directly for the shoals about 9.30 P. M. the patrolman discharged his Coston signal, when the helm was put hard up just in time to clear the sands.
Jan. 4	Cobb Island, coast of Virginia..	At 3 A. M. the flash of a Coston signal warned a vessel of her dangerous proximity to the shore and enabled her to change her course in season to avert disaster.
Jan. 5	Turtle Gut, coast of New Jersey.	A steamer, which was very near Cold Spring Bar, passed the danger in safety, having altered her course in response to the display of a night signal by the patrolman on duty.
Jan. 6	Corsons Inlet, coast of New Jersey.	The friendly flash of a Coston light saved a vessel from going on the bar, which she was approaching with great temerity.
Jan. 6	Hog Island, coast of Virginia..	A large vessel narrowly escaped stranding on the shoals, having headed seaward immediately upon the discharge of the patrolman's warning signal.

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Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1896.		
Jan. 7	Bellport, coast of New York..	About 6 P. M., when the weather was thick with snow, the keeper and two of his crew heard a steamer's whistle, apparently close to the shore. When the life-savers reached the beach she was not visible, but was seen a few moments later from the lookout tower, very near the land, and a Coston signal thereupon set off at the edge of the surf. It appeared to the surfmen as if the vessel had altered her course and struck the bar, but upon the display of a second danger signal she backed off shore. The patrolman on duty at this time later reported that he also had heard her whistle and had discharged his warning light abreast the steamer when her engines were reversed and disaster averted.
Jan. 7	Little Island, coast of Virginia.	The patrolman on duty between 3 A. M. and sunrise warned a large steamer approaching too near the land, by burning his night signal, and she went clear.
Jan. 8	Monmouth Beach, coast of New Jersey.	The surfman on the midnight patrol burned a Coston signal to warn a steamer that was standing directly for the beach. She hauled off and passed in safety.
Jan. 9	Crumple Island, coast of Maine.	A schooner, in danger of running on the rocks, was warned by the display of the red night signal in time to change her course.
Jan. 10	Point Judith, coast of Rhode Island.	The sunset patrol, in thick weather, observed a large steamer heading for the beach. He burned his Coston signal in warning, when she altered her course slightly to seaward, but then suddenly hauling inshore again was shortly stranded. (See American steamer Maverick, Services of crews, January 10, 1896.)
Jan. 10	Townsends Inlet, coast of New Jersey.	The patrolman having the middle watch touched off his Coston light upon discovering a steamer too near the bar for safety, and the vessel hauled off shore.
Jan. 13	Avalon, coast of New Jersey..	A steamer was effectually warned of her approach to danger by the timely display of the patrolman's night signal.
Jan. 13	Oregon Inlet, coast of North Carolina.	The patrol on the first watch discovered a steamer standing on a course too near the beach for safety. He flashed his red danger signal when she blew her whistle in answer and hauled off shore and disappeared.
Jan. 17	Currituck Inlet, coast of North Carolina.	While walking his patrol to the northward of the station, between midnight and 3 A. M., the night being dark and rainy, the surfman on duty warned a vessel much too near the beach, with the result that her course was changed to one of safety without mishap.
Jan. 18	Crumple Island, coast of Maine.	A schooner standing dangerously near the island was warned off by the exhibition of the customary night signal.
Jan. 24	North Scituate, coast of Massachusetts.	Near the end of his beat southward, in the midwatch, the patrolman perceived a vessel heading for the beach, whose course was promptly altered when he showed the danger signal.
Jan. 24	Indian River Inlet, coast of Delaware.	Though the night was thick the surfman on patrol discovered very close to the breakers a vessel's lights, which disappeared seaward as she hauled sharply off the coast in response to his timely warning.
Jan. 25	Long Branch, coast of New Jersey.	While on the way to the wreck of the steamship St. Paul (see Services of crews, January 25) the life-saving crew heard a steamer's whistle close to the beach. Two Coston signals were displayed to warn her of her danger and she was shortly afterwards sighted through the dense fog which prevailed. She appeared to be a large transatlantic vessel almost broadside to the shore and looked to be stranded, but while preparations were being made to get the beach apparatus ready for use she backed out of her perilous position.
Jan. 26	Race Point, coast of Massachusetts.	Two small schooners which were apparently in danger of running ashore, were warned from their impending peril during the middle watch, one each by the east and west patrols, respectively, in season to avert disaster.
Feb. 1	San Luis, coast of Texas.....	The northeast patrol during the midnight watch warned a schooner away from the beach by displaying a danger signal. She promptly tacked and worked off the land.
Feb. 2	Lewes, coast of Delaware.....	While patroling the beach east of the station from 4 A. M. to sunrise, surfmen discovered a large steamer dangerously near the shoal at the point of Cape Henlopen. He warned her of the danger by burning a Coston light and she stood off, after a narrow escape from stranding.
Feb. 6	Poyners Hill, coast of North Carolina.	The north patrol between 3 A. M. and sunrise suddenly saw a schooner looming up through the thick fog and rain, almost within the breakers. He promptly burned two Coston signals in quick succession and gave the alarm at the station, thinking that vessel would surely strand. But the danger signals were seen in time and she headed out in safety.

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Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1896.		
Feb. 6	Golden Gate Park, coast of California.	At 7.35 P. M. the south patrol discovered a schooner close to the breakers. He showed a danger signal and her course was immediately altered.
Feb. 8	Race Point, coast of Massachusetts.	The west patrol, during the first watch, sighted a schooner about to be run ashore. He flashed a Coston light and she was tacked and steered out of danger, barely escaping.
Feb. 9	Orleans, coast of Massachusetts.	At 3 A. M. the south patrol saw a schooner close to the beach and steering a course that would soon have stranded her. Upon seeing his danger signal she kept away and went clear.
Feb. 10	Point Adams, coast of Oregon	At 10.30 P. M. patrolman saw a steamer steering dangerously near the beach, and flashed a Coston signal to warn her. It was seen and the course was promptly changed.
Feb. 15	Plum Island, coast of Massachusetts.	At 12.40 A. M. the south patrol sighted a steamer heading in for the beach half a mile below the station. She was saved from stranding by immediately heeding the danger signal and steering seaward.
Feb. 15	Short Beach, coast of New York.	During the sunrise watch patrolman burned a Coston signal and warned a steamer to put offshore and avoid the shoal, which was quickly done.
Feb. 15	New Inlet, coast of North Carolina.	The north patrol, during the first watch, sighted a three-masted schooner too near the shore for safety, and warned her with a danger signal. She was immediately put offshore.
Feb. 16	Cobb Island, coast of Virginia.	At midnight patrolman discovered a vessel standing into danger and flashed a Coston light, when she was at once swung off the land.
Feb. 18	Rehoboth Beach, coast of Delaware.	During the sunset watch patrolman warned a schooner that she was running into peril. The signal was seen in time to avert disaster, and the vessel bore off.
Feb. 19	Ocean City, coast of Maryland	A steamer was apprised of her danger during the night by patrolman displaying a Coston signal. She stood away in season to escape.
Feb. 19	Wachapreague, coast of Virginia.	During the darkness of night patrolman burned a danger signal to warn a vessel that was hugging the shoals too closely. She was hauled offshore and stood away.
Feb. 20	Cobb Island, coast of Virginia.	At 10.30 P. M. patrolman observed a vessel steering toward a dangerous shoal, and quickly flashed a warning signal. She was headed out and fortunately passed clear of the danger.
Feb. 20	False Cape, coast of Virginia.	During first watch patrolman discovered a steamer running dangerously near the beach. He burned a Coston light and her hazardous course was instantly changed for a safe one.
Feb. 22	North Beach, coast of Maryland.	The north patrol during the midnight watch burned a danger signal to warn a south-bound steamer to alter her course, as she was steering very near shore. The signal was heeded and the course was changed for one of safety.
Feb. 23	Point of Woods, coast of New York.	At midnight a three-masted schooner was discovered heading straight for the shore. Patrolman quickly flashed a danger signal just in time to prevent her stranding. She jibed her sails and cleared the bar.
Feb. 23	Fire Island, coast of New York.	A steamer was sighted during the night hugging the beach too closely. Patrolman burned a Coston signal to warn her of the danger, and she bore away without disaster.
Feb. 23	Point Reyes, coast of California.	Shortly after 4 A. M., during a thick fog, the north patrol discovered a steamer heading directly for the beach. He immediately burned a Coston light and she was promptly headed offshore. She would undoubtedly have stranded but for the alertness of the patrolman.
Feb. 25	Race Point, coast of Massachusetts.	The west patrol during the first watch sighted a vessel near the bar and steering toward it. Upon his showing a danger signal she was put about and headed out to sea.
Mar. 1	North Beach, coast of Maryland.	While on the south patrol, from 8 P. M. to midnight, the surfman on duty flashed his Coston light to a steamer much too near the beach for safety. Upon seeing the light the vessel was kept away and went clear of danger.
Mar. 1	Smith Island, coast of Virginia.	A vessel, which would in all likelihood have stranded had her course been much longer continued, was warned off the beach by the timely display of the red danger signal.
Mar. 1	Saluria, coast of Texas.....	At 2.30 A. M. a steamer was observed by the patrolman standing in too close for safety toward the shoals lying southwest of the entrance to Pass Cavallo. A prompt display of his night signal caused her to haul offshore, where she came to anchor.
Mar. 2	Cold Spring, coast of New Jersey.	During the watch preceding sunrise the patrol on the eastern beat burned his Coston signal as a warning to a steamer running too close to Cold Spring Inlet Bar. The vessel changed her course and was soon out of danger.

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Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1896.		
Mar. 3	Hither Plain, coast of New York.	Between 4 A. M. and sunrise, when a strong northwest wind prevailed, accompanied by thick snow squalls, the patrolman being a quarter of a mile west of the station heard four blasts of a steamer's whistle directly abreast of his position. It was not, however, until a few moments later, in a lull of the storm, that he dimly discerned the craft standing head on to the beach and close inshore. He at once fired his danger signal, when she swung around and stood seaward. The vessel appeared to be a loaded collier with a barge in tow.
Mar. 8	Popes Island, coast of Virginia.	A large three-masted schooner, approaching dangerously near the breakers, wore ship and stood offshore, following the exhibition of a night signal at 1.15 A. M. by the surfman on duty.
Mar. 11	Lone Hill, coast of New York.	The sunset patrol discovered a vessel standing in toward the shore and in dangerous proximity to the outer bar. On perceiving the signal light, which was at once discharged, her course was changed to one of safety. A gale was blowing at the time, accompanied by a fall of snow.
Mar. 11	Fire Island, coast of New York.	During the middle watch the surfman on patrol expended a Coston signal to warn from her peril a steamer, which appeared to be standing into danger.
Mar. 11	New Inlet, coast of North Carolina.	While walking his beat from 6 to 9 P. M., during stormy weather, the patrolman flashed his signal as a warning to a steamer of her too near approach to New Inlet Bar. She changed her course and went clear.
Mar. 13	Indian River Inlet, coast of Delaware.	In the watch before midnight the surfman's attention was attracted by the light of a schooner, which appeared to be almost on the bar. An immediate display of the Coston signal caused the vessel to tack, and in all likelihood saved her from stranding.
Mar. 14	Popes Island, coast of Virginia.	A vessel, steering a course leading into danger, escaped disaster by heeding the warning flash of the usual night signal.
Mar. 14	.....do.....	At 4.30 A. M. a small schooner was admonished of her dangerous proximity to the beach by the discharge of a Coston light. She immediately tacked offshore.
Mar. 14	Cobb Island, coast of Virginia.	The red signal was burned about 10 P. M., and its significance apparently appreciated by a vessel standing into danger, since she at once ran offshore on a safe course.
Mar. 15	Shark River, coast of New Jersey.	Through a rift in the thick snow storm prevailing during his watch, the south patrol discerned a vessel dangerously near the beach, about 7.30 P. M., and at once flashed his night signal. The schooner promptly went about and soon disappeared from view to seaward.
Mar. 16	Barnegat, coast of New Jersey.	Imminent peril threatened a vessel close to the beach and heading on shore, in thick weather, when the timely display of a Coston light enabled her to alter her course and avert danger.
Mar. 16	Wachapreague, coast of Virginia.	The morning patrol (4 A. M. to sunrise) sighted a steamer running dangerougsly near the shoals. Upon displaying his Coston signal, she changed her course and stood into deeper water.
Mar. 16	.....do.....	The surfman on the south patrol from 8 P. M. to midnight, by burning his red signal light, caused a steamer perilously near the beach to steer a safe course.
Mar. 16	Paramores Beach, coast of Virginia.	About 9.30 P. M. the patrolman observed from the bearings of a steamer's running lights that the vessel was steering a course bringing her dangerously near the beach. Upon the display of his Coston signal she at once responded by giving the shore a wider birth.
Mar. 16	Hog Island, coast of Virginia.	By a prompt change of course a steamer very narrowly escaped stranding on the shoals, having been apprised of her dangerous surroundings by the flare of a red night signal.
Mar. 16	Orange Grove, coast of Florida.	About 8 P. M. the keeper of this house of refuge observed a steamer standing so close along the beach as to be in great danger of stranding. She at once hauled off to the eastward, however, upon the display of his warning signal.
Mar. 17	Velasco, coast of Texas.....	Just before daybreak the surfman on the eastern patrol burned his red Coston signal to warn a steamer, which was standing for the jetties, that she was too close inshore. The vessel stopped and lay to, coming in after daylight.
Mar. 18	Cobb Island, coast of Virginia.	At 11.30 P. M. the patrolman observed a vessel running into danger. When he showed his red light she went about and stood offshore.
Mar. 20	Barnegat, coast of New Jersey.	At 7.30 P. M. a two-masted schooner was warned offshore, which she was approaching too closely, by the danger signal displayed by the patrolman.

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Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1896.		
Mar. 20	Wachapreague, coast of Virginia.	The surfman on watch from 8 P. M. until midnight observed, from the bearings of a vessel's lights, that she was standing too near the shoals. He showed his Coston signal, when she changed her course so as to carry offshore.
Mar. 21	Barnegat, coast of New Jersey.	Between sunset and 8 P. M. the surfman on patrol fired his red signal to advise a vessel that she was too near the beach for safety. She at once changed her course to gain sea room.
Mar. 21	Little Egg, coast of New Jersey.	A steamer, approaching the land too close for safety during the middle watch, was warned of her peril by the seasonable exhibition of a Coston light.
Mar. 21	Corsons Inlet, coast of New Jersey.	A Coston signal was expended at 2.20 A. M. by the patrolman, in conveying a timely warning of danger to a steamer standing head on to the beach. Her course was at once altered.
Mar. 21	Shoalwater Bay, coast of Washington.	During the middle watch the patrolman's attention was attracted by a bright light from a vessel, evidently too near the beach for safety. Upon displaying his red night signal she kept off, out of danger.
Mar. 24	Cape Henry, coast of Virginia.	At 10.45 P. M. the keeper saw from the station a vessel standing too close to the shore. He burned a Coston signal, whereupon she changed her course and went clear of the shoals.
Mar. 25	Knobbs Beach, coast of Massachusetts.	A schooner, which was observed to be in perilous proximity to the outer shoals, tacked and stood seaward upon receiving warning of her danger by the discharge of the watchman's night signal.
Mar. 30	Cahoons Hollow, coast of Massachusetts.	At 8.40 P. M., when 1 mile south of the station, the patrolman on duty burned his Coston signal for the benefit of a steamer in danger of running ashore. The vessel answered with three blasts of her whistle, and bore away on a safe course.
Mar. 30	Monmouth Beach, coast of New Jersey.	Between midnight and 4 A. M., while a fog overhung the water, the patrolman luckily discovered a vessel running head on toward the beach. Upon flashing his red signal she at once came to anchor. In the morning it was evident that had this schooner held her course 300 feet further she would have stranded on the bar.
Mar. 31	Assateague Beach, coast of Virginia.	A vessel, standing into shoal water, changed her course and went clear of danger upon the display of the night patrolman's red signal light.
Apr. 1	Rehoboth Beach, coast of Delaware.	While pursuing his beat south of the station, before midnight, the patrol discharged his Coston signal as a warning to a steamer standing too near the beach.
Apr. 1	.....do.....	A steamship, approaching dangerously near the land in thick weather, was advised of her peril by the display of the night signal of the north patrol and bore away offshore.
Apr. 1	Umpqua River, coast of Oregon.	At 9.30 P. M. a steamship which appeared to be in hazardous proximity to the breakers was warned offshore by the usual danger signal.
Apr. 3	Popes Island, coast of Virginia.	A schooner avoided mishap by standing offshore when the patrol signal was displayed.
Apr. 5	Peaked Hill Bars, coast of Massachusetts.	At 11 P. M the promptness of the surfman on patrol, in showing his Coston signal, enabled a schooner, which was very near the bar, almost abreast the station, to go clear of the dangerous sands.
Apr. 5	Muskeget, coast of Massachusetts.	During the watch from 8 P. M. to midnight the patrolman sighted a steamer coming from the eastward on a course leading to the southward of Tuckernuck Shoals, into danger. After he had flashed two signals the steamer swung to a safe course and proceeded down the Sound.
Apr. 7	Popes Island, coast of Virginia.	The patrolman on the south beat warned a small schooner off shore at 10.·0 P. M.
Apr. 8	.....do.....	A schooner, running for the beach, changed her course and stood seaward into safety, upon observing the flash of a night signal.
Apr. 10	Cahoons Hollow, coast of Massachusetts.	The timely display of a Coston signal, about 8.40 P. M., enabled a large three-masted schooner, which was in danger of running ashore 1½ miles north of the station, to go about and escape misfortune.
Apr. 10	Green Run Inlet, coast of Maryland.	A Coston signal, burned during the middle watch, acquainted a schooner with her perilous proximity to the beach in time to permit a safe change of course.
Apr. 10	Smith Island, coast of Virginia.	At 2 A. M. the friendly flash of a red signal on the south patrol warned a steamer of her too-near approach to the land and she hauled off.
Apr. 15	Cape Fear, coast of North Carolina.	When near the north patrol key post, at 8.10 P. M., the patrolman observed a steamer's lights very near the beach and touched off his night signal, in response to which the vessel immediately headed to sea.

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Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1896.		
Apr. 18	Marquette, coast of Michigan.	The fog signal and light of the port not being in operation at this date the fishing steamer Ethel J. got off her course at 8 P. M., during thick weather, and was heading directly for a large rock, 100 yards northeast of the station lookout. The keeper, hearing the vessel's approach and realizing her danger, sounded off 8 bells, the sea hour, on the time bell, when the steamer immediately backed and then stood out into the lake.
Apr. 21	Ocean City, coast of New Jersey.	A Coston signal was displayed at 8 P. M. in a successful attempt to warn a small schooner dangerously near and standing toward the south bar.
Apr. 22	Long Branch, coast of New Jersey.	After 9 P. M. on the night of the 21st a dense fog prevailed, and about midnight, as the surfman assigned to the south patrol opened the station door to proceed on his beat, he dimly discerned the running lights of a steamer heading for the beach on a northwest course. Springing back into the room he seized a Coston holder and signal from the table, and in response to its prompt display the vessel swung broad offshore and disappeared in the gloom. In the morning it was seen that the imperilled craft had steamed in her hurried turn through a fisherman's pound net, where the water was only 23 feet deep, and where a half length nearer the beach would have resulted in her stranding.
Apr. 23	Green Run Inlet, coast of Maryland.	During the middle watch, while patrolling the beach north of the station, the surfman on this duty warned a vessel from danger with his red signal, her course at once being directed seaward.
Apr. 24	Aransas, coast of Texas.....	At 11 P. M. the patrolman observed a small schooner standing in with the evident intention of crossing the bar, but on a course so far to the southward that she would fetch on the wrong side of the jetty, close to an old wreck. He at once fired his Coston signal, when the vessel, appreciating its significance, hauled by the wind and drew off the land.
Apr. 25	Pointe aux Barques, coast of Michigan.	During thick weather a steamer, bound down the lake and hugging the beach so closely as to be in danger of bringing up on a reef, was warned of her perilous situation by the night patrolman's signal, and at once altered her course so as to pass the obstruction in safety.
Apr. 26	Fire Island, coast of New York.	A schooner, which appeared to the patrolman of the second night watch to be too close to the land for safety, received the benefit of a warning by the display of a Coston light.
Apr. 27	Cape Fear, coast of North Carolina.	Shortly before 11 P. M. the patrolman, when 1¼ miles west of the station, saw a sloop very near an outlying shoal, seemingly unaware of her danger, though the moon was shining brightly. However, upon the discharge of his red signal, the craft headed offshore and cleared the dangerous sands.
Apr. 28	Cuttyhunk, coast of Massachusetts.	Between midnight and 4 A. M. the surfman on patrol made out a schooner standing perilously close to the east end of the island and displayed his Coston signal to warn her of her danger. The vessel went about and stood offshore.
Apr. 28	Oak Island, coast of New York.	At 12.20 A. M. the patrolman warned a vessel against too near an approach to the beach by burning his Coston signal. [See case of schooner Robert A. Snyder, Services of Crews, April 29.]
Apr. 28	North Beach, coast of Maryland.	A Coston signal was expended during the first night watch to warn a schooner which was apparently too close inshore.
Apr. 29	Wallops Beach, coast of Virginia.	At 9.45 P. M., when the weather was partially thick, the surfman on patrol discovered a schooner heading directly for the beach. When he flashed his night signal the vessel at once tacked and stood into deep water, undoubtedly escaping stranding by this maneuver.
Apr. 30	Townsends Inlet, coast of New Jersey.	The life-saver on the north patrol burned his red danger signal during the middle watch to warn a vessel steering a course which would have brought her on the beach.
May 1	Chatham, coast of Massachusetts.	The surfman making the second patrol south, from 8 P. M. to midnight, burned his Coston signal as a warning to a schooner standing into danger. The vessel immediately changed her course and ran off the land.
May 2	Highland, coast of Massachusetts.	The watch from 4 A. M. to sunrise fired his night signal as a warning to a large schooner of her dangerous proximity to the bar. It was heeded with a promptness which showed it was appreciated.
May 6	Cobb Island, coast of Virginia.	At 1.30 A. M. the patrolman observed a vessel heading for the beach and standing dangerously close in. Upon displaying his red signal light she hauled off into deep water.
May 10	Fire Island, coast of New York.	Shortly after dark a steamer was warned against nearer approach to the shore by the display of the usual danger signal.

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Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1896.		
May 11	Oregon Inlet, coast of North Carolina.	A change of course on the part of a schooner which was standing directly for the beach, consequent upon the discharge of a Coston signal, soon carried the vessel into a safe offing.
May 22	Ilwaco Beach, coast of Washington.	At 11.50 P. M. the surfman on the south patrol touched off his red light to warn a vessel running too close along the beach. She escaped danger by putting offshore.
May 26	Cobb Island, coast of Virginia.	A vessel standing into danger at once went on a safe course upon perceiving the warning flash of the patrolman's signal.
May 29	St. Joseph, coast of Michigan..	At 9.30 P. M. the surfman on lookout burned his Coston signal and warned from danger a small steam yacht, which was standing head on to the beach north of the piers, her master being under the impression at the time that he was entering the harbor between the bulkheads.
May 30	Cobb Island, coast of Virginia.	Upon the prompt exhibition of a Coston light a vessel, which had approached dangerously near the beach, lost no time in going about and seeking deeper water.
May 31	Plum Island, coast of Massachusetts.	At 9 P. M. when the south patrol was about halfway along his beat he observed a vessel perilously near the outer shoals and thereupon fired his night signal. The craft immediately responded to this intimation of danger by standing offshore.
June 3	Ilwaco Beach, coast of Washington.	At 10.20 P. M. the south patrol noticed a vessel on a course carrying her too near the shore for safety and burned a Coston signal. The warning was observed and she was hauled off the land.

BY DAY SIGNALS.

1896.		
July 1	Orleans, coast of Massachusetts.	Keeper discovered a fishing schooner standing on the inshore tack and dangerously near the outer bar. He promptly hoisted the international code signal K J ("Get her on the other tack or you will be on shore"). Soundings were instantly taken from the vessel and her anchor was let go. A line was then run out ahead with seine boat, anchor was hove up, and schooner was towed out of danger.
Aug. 4	Wallis Sands, coast of New Hampshire.	Early in the evening a surfman saw a sloop yacht through the fog standing in toward the rocks. He shouted to those on board to keep off. The alarm being heard, the yacht's course was immediately altered. She passed clear and proceeded to Portsmouth.
Aug. 11	Muskeget, coast of Massachusetts.	A two-masted schooner was seen from station, standing into danger toward Muskeget Channel. Keeper hoisted international code signal J D ("You are standing into danger,") and the vessel was promptly headed offshore.
Aug. 19	Umpqua River, coast of Oregon.	A steamer's whistle was heard at station during the fog that was prevailing at noon of this date. Keeper fired Lyle gun to warn her of proximity to the beach, and she entered the harbor in safety.
Sept. 8	Coney Island, coast of New York.	While keeper was watching a tug towing a three-masted schooner through Coney Island Channel, he saw she was following a course that would put her on the bar. He forthwith set the international code signal J D ("You are standing into danger"). The tug changed her course and carried the schooner clear of the danger.
Sept. 11	Mosquito Lagoon, coast of Florida.	Keeper hoisted signal to a large steamer bound down the coast too close in. Upon its being observed she was headed out to sea.
Sept. 21	Orleans, coast of Massachusetts.	At 1 P. M. a schooner was observed from station to be standing on a course that would take her on the outer bar. Keeper quickly hoisted international code signal warning her to keep off. She was promptly hauled seaward, clear of danger.
Sept. 28	Ship Canal, coast of Michigan..	Seeing steamer with three barges in tow about to enter the canal, station crew pulled out and informed master that channel was blocked by a sunken vessel, and was, for the time, unnavigable.
Oct. 26	Grindstone City, coast of Michigan.	The lookout observed a vessel standing toward the reef and very near it. He hoisted international code signal J D. She shifted her course and ran out clear of reef.
Oct. 28	Saluria, coast of Texas.....	Late in the afternoon keeper sighted a schooner running perilously near the shoal, east of Pass Cavallo. He instantly hoisted international code signal J D, signifying, "You are standing in danger." She was immediately tacked, but drifted almost into the breakers before she gained headway and bore offshore.

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Warned by day signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1895.		
Oct. 31	Cape Lookout, coast of North Carolina.	At 9 A. M. keeper sighted a bark bound to the southward, and steering a course that would beach her if continued. He hoisted international code danger signal J D. She was so close inshore that an anchor was let go until the weather cleared and wind shifted, when she got underway and continued her voyage in safety.
Nov. 11	Pentwater, coast of Michigan.	The keeper, being on the end of the breakwater, saw that if the schooner Robert Howlett, which was attempting to enter the harbor, held her course, she would collide with the end of the north pier, her crew apparently not perceiving their danger. He thereupon signaled them to keep the vessel up, which was immediately done, thus barely weathering the bulkhead.
Nov. 15	Atlantic City, coast of New Jersey.	At 10 A. M. a large steamer was observed by the lookout, steering a course which, if continued, would shortly carry her on Brigantine Shoals. The danger signal was hoisted on the station flagstaff, but no attention being paid to it the keeper ordered the Lyle gun taken to the beach, where two charges of powder were fired, in response to which the vessel hauled offshore clear of the impending danger.
Nov. 30	False Cape, coast of Virginia.	At 2 P. M. a steamship proceeding on a course imprudently close to the shoals was apprised of her peril by the display of the international code signal J D ("You are standing into danger"). The warning was promptly heeded.
1896.		
Jan. 5	.....do.....	A steamer holding a course too close to the beach for safety hauled off into deeper water upon the exhibition of the danger signal from the station.
Feb. 2	Southside, coast of California	Late in the afternoon keeper noticed a British ship beating up the coast and heading toward a dangerous shoal. He quickly set international code signal J D. This was answered from the ship and she was immediately put on the other tack and stood offshore, where a pilot was taken on board.
Feb. 25	False Cape, coast of Virginia.	At 4 P. M. a steamer was sighted standing on a course leading too near the shore for safety. Keeper hoisted international code signal J D ("You are standing into danger"). The warning was heeded and she was immediately headed out to sea.
Mar. 4	Absecon, coast of New Jersey	The day lookout saw from the station, about 7 A. M., a large steamer standing dangerously near the shore. He at once hoisted the two-flag warning signal when the vessel immediately changed her course and ran off the land.
Mar. 16	Wallops Beach, coast of Virginia,	At 4.45 P. M., in somewhat smoky weather, the lookout reported a bark off the station, heading directly for the beach. The keeper immediately displayed the danger signal, in response to which the vessel wore around, cleared the shoals, and ran off seaward, thus avoiding almost certain disaster.

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LETTERS OF ACKNOWLEDGMENT.

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Letters Acknowledging the Services of Life-Saving Crews.

The following letters, in acknowledgment of valuable services rendered during the year by the crews of various life-saving stations, have been published in newspapers or received by officers of the Service from masters and owners of vessels and other interested persons:

To the Editor of the News, Newburyport, Mass.:

Kindly permit me, through the columns of your paper, to tender, on behalf of myself and crew, our grateful thanks to the keeper of the Plum Island Life-Saving Station and the volunteer crew, for their assistance in taking us from the schooner *Abbie and Eva Hooper*, stranded near the Plum Island Station the night of the 4th instant [July 4, 1895]. Also for the kind attention of Keeper Noyes and his wife to our comfort while at the station.

JOSEPH G. JAMES,
Master of schooner Abbie and Eva Hooper.

FRANKFORT, MICHIGAN, *July 20, 1895.*

DEAR SIR: On July 18, while my sister and I were in a rowboat at the piers, near the life-saving station, I had the misfortune to fall in the water where it is quite deep. As I fell the boat with my sister in it was pushed away from me, so that it is doubtful if she could have helped me. Had it not been for the prompt action of the life-saving crew the accident might have resulted seriously.

I appreciate the assistance rendered and their kindness to me more than I can say, and my friends join with me in thanking them one and all.

Miss MINNIE CLARK.

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

CAPE HATTERAS LIFE-SAVING STATION, NORTH CAROLINA,
July 22, 1895.

DEAR SIR: The barkentine *J. W. Dresser*, under my command, from Guantanamo, Cuba, struck on outer Diamond Shoal at 2.30 P. M. of this date, with a very fresh southwesterly wind and a strong southwesterly current running, with very heavy, high, confused seas.

Knowing that the life-saving stations were not manned at this season of the year (although I think in this dangerous locality that they should be at all times) I was not expecting any service from them. Even if they had been manned at the time I do not think they could have reached the barkentine any sooner than they did, which was

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about 5.15 A. M. on the 23d, when they succeeded in getting alongside, with heavy breakers all around except on the starboard side, where there was a little lee. The vessel was entirely submerged and broken apart amidships.

I wish to state that we were rescued in a gallant manner by Captain P. H. Etheridge, of Cape Hatteras Life-Saving Station, assisted by H. W. Styron, of Creeds Hill, and Z. G. Burrus, of Durants life-saving stations.

We were brought on shore and treated in the most kindly and hospitable manner.

I remain, sir, yours, respectfully,

R. O. PARKER,
Late Master of Barkentine J. W. Dresser.
EDWARD HAND, *Mate.*
R. H. PARKER, *Second Mate.*
A. F. LINDEN, *Steward.*

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

MUSKEGON, MICHIGAN, *July 23, 1895.*

DEAR SIR: We, the undersigned, hereby desire to acknowledge our profound and most sincere gratefulness to the life-saving crew of the Muskegon Station for the timely rescue of our lives from the stranded and sinking yacht *Viking*. We were momentarily in danger of being swept away by the heavy seas washing over our craft, when the brave men in the surfboat rescued us from our perilous situation.

We also wish to credit those faithful men with saving the yacht from becoming a total wreck, by their continuous efforts in floating her and towing her to a place of safety.

Again, we wish to say that we can not fully express our gratitude for the rescue and the service rendered in saving our boat.

Yours, very respectfully,

VIKTON LINDHOLM,
CHARLES LARSEN,
SEAVER MANGLESON,
CHARLES BJORKLUND.

Superintendent ROBBINS,
Grand Haven, Michigan.

OWL'S HEAD HARBOR, MAINE, *August 6, 1895.*

DEAR SIR: We, the passengers on the yacht *Silvie*, desire to express to you and to the members of White Head Life-Saving Station our appreciation of their kind assistance in floating the *Silvie* after she had grounded on Sheeps Island Bar. The life-saving crew cheerfully towed us to anchorage here, and we deem it but our duty to express to you our thanks for the service.

The accident was due to light breeze and the extreme slowness of the *Silvie* in stays.

Yours, very truly,

W. A. WARNER.
S. W. LEE, JR.
WALTER C. KINGSLEY.
A. F. SCHMIDT.
CHARLES B. KINGSLEY.
GEO. WRIGHT CLARK.

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

SACKETS HARBOR, N. Y., *August 10, 1895.*

DEAR SIR: I wished to have seen you again, after we got the schooner *Monitor* afloat, to thank you and your crew for responding so quickly to my telephone call for assistance, especially as you had to row 17 miles to reach me.

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It looked to me as if I should have lost my schooner without your aid. Please accept my thanks for yourself and crew.

Yours, very truly, W. H. JAMES, *Master.*

Captain WILLIAM FISH,
Keeper Big Sandy Station, Ellisburg, N. Y.

The following is a letter from the master of the American schooner *Daniel Boone* that stranded and filled with water near Plymouth, Massachusetts, on August, 23:

To the Editor of the Boston Journal:

On the 23d of August the fishing schooner *Daniel Boone* grounded on one of those quicksand bars, about 2 miles from the Gurnet Life-Saving Station. Being heavily ballasted with iron, the keel started from its fastenings and the next incoming tide filled her, the entire hull being under at high water. It was then that Captain Holmes, of the Gurnet Station, came to our assistance.

When the tide ebbed the heavy iron ballast was taken from the hold by the life-saving crew, which was no small job, many pieces of it weighing 400 pounds, and the vessel lying in such a position that tackles could not be used. She was then hove up on her keel, and becoming somewhat light was quickly floated into deep water. The ballast was then taken up by those men, they working in the water, waist deep, to get it. I worked side by side with them, and was somewhat surprised to see how well the captain understood the business and how quickly the work was done.

Captain Holmes, of the Gurnet Station, is somewhat advanced in years, but smart as a whip, and I am inclined to think that we have no station on the coast manned with smarter captain and crew, and if I ever have to be shipwrecked again I hope it will not be far from the Gurnet Station.

J. C. NEWCOMB,
Master schooner Daniel Boone.

SOUTH YARMOUTH, MASSACHUSETTS, *September 8, 1895.*

DEAR SIR: I was shipwrecked on September 1 on Monmouth Beach, New Jersey, but, thanks to Captain Mulligan and the life-saving crew at the Monmouth Beach Station, I have reached home safe and sound. They took good care of us, and gave us all the help in their power, and I thank them very much.

Respectfully, ALFONSO CONILL,
Master Sloop Mary Emma.

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

CLARK'S ISLAND, MASSACHUSETTS, *September 10, 1895.*

DEAR SIR: We send to you (to dispose of as you see fit) some books and magazines, which I hope will interest your crew during the coming winter.

We remember most gratefully the kind help which you gave us when we called on you last week. We brought our boat here in safety without any difficulty.

Mrs. Goodwin adds her thanks to mine for your kindness to us.

Yours, sincerely, WM. W. GOODWIN,
Owner of Yacht Priscilla.

Captain JOHN F. HOLMES,
Keeper of Gurnet Life-Saving Station.

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BUFFALO FIRE AND MARINE UNDERWRITERS,
Buffalo, New York, September 24, 1895.

DEAR SIR: I take great pleasure at this time to thank you for the efficient work done by you and your crew at the wreck of the schooner *Charles Wall*, at Stony Point, on September 16, 1895. Your assistance, rendered us in time of need, was very valuable and we can not say too much in your praise.

Again thanking you for your services, I am,

Yours, truly,

HENRY S. MCFALL, *Attorney.*

Captain THOMAS WILLIAMS,
Keeper of Buffalo Life-Saving Station.

BRANT ROCK, MASSACHUSETTS, *October 8, 1895.*

SIR: At the suggestion of several representative citizens of this place—in which I heartily concur—I write to convey their appreciation of a noteworthy instance of judgment and action by Captain Manter and the men of the Brant Rock Station yesterday, the 7th instant, which undoubtedly resulted in saving two lives, one of the men in peril being a policeman and the other a fireman, from the city of Boston.

These men had been gunning off Brant Rock, and when they attempted to come in were drifted southward and upset in the trough of a sea, about half a mile from the station. Captain Manter had noticed their lack of management before they were capsized, and, foreseeing danger, dispatched two men down the beach. As they reached a point opposite, the men were overturned. Seizing a dory near by, the life-savers reached them, but none too soon, as one was exhausted. One of the men was so heavy (250 pounds) that he could not be gotten aboard the dory, and a line was passed around him, under his arms, in which position he was supported until the lifeboat arrived, which was in remarkably short time.

The people here feel that they should manifest their appreciation of the correctness of judgment of Captain Manter, and the very prompt work performed by him and the members of the force under his orders.

Very respectfully, your obedient servant,

ERASTUS W. EVERSON.

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

KELLEYS ISLAND, OHIO, *October 12, 1895.*

SIR: The schooner *E. C. Roberts* stranded this morning on Stowe Island Reef in a heavy northwest gale, seriously endangering the lives of all on board. We were rescued by the Point Marblehead life-saving crew, assisted by the tug *John E. Monk*, and I wish to extend my thanks for their able assistance.

Respectfully, yours,

WILLIAM CROCKETT,
Master of schooner E. C. Roberts.

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

EAST TAWAS, MICHIGAN, *October 13, 1896.*

DEAR SIR: On October 13, 1895, I, accompanied by a young man named Frank Harris, started for a sail on Lake Huron in the yacht *Gracie M.* After sailing around for three hours we started back, when suddenly the wind shifted and swamped us. The boat had just ballast enough in her to sink her, but not to hold her down. She would go down 8 or 10 feet and then gradually rise, giving us occasional support.

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I want to say that I and my friend, Mr. Harris, owe our lives to the Ottawa Point life-saving crew, as their quick response and brave work are all that saved us. I was unconscious when they reached us.

All that I have to say is, May God bless every one of them, and I know He will.

Yours, very respectfully, ALBERT ASH,
Master of Yacht Gracie M.

Captain J. G. KIAH,
Superintendent Tenth District, Sand Beach, Michigan.

CLEVELAND, OHIO, *October 16, 1895.*

DEAR SIR: I wish to testify to the good work that the life-saving crew of Middle Island Station did for me while the schooner *Tyrone* was aground at False Presque Isle. They came to our assistance as soon as possible and remained until the vessel was floated, helping to jettison the cargo and doing anything asked of them.

I wish to thank them for their valuable assistance and to certify to the good work done by the Life-Saving Service.

Yours, truly, W. N. BORTHWICK,
Master of Schooner Tyrone.

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

WHITE RIVER, MICHIGAN, *October 30, 1895.*

To whom it may concern:

I wish to express to the captain and crew of the White River Life-Saving Station my appreciation of the service rendered to myself and crew while in distress from shipwreck off Little Pointe au Sable, Michigan, on October 29. Their prompt and timely assistance and their kind and humane treatment merit our warmest thanks.

B. C. GRAY,
Captain of Schooner Henry C. Richards.

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

ATLANTIC CITY, NEW JERSEY, *November 3, 1895.*

SIR: Please accept my thanks for the valuable services rendered me to-day by the keeper and crew of the Atlantic City Life-Saving Station. The keeper gave me the use of a hawser, ran the same for me after having carried out an anchor with the station surfboat, and, finally, together with his crew, hove my vessel off the beach.

E. D. GLADDING,
Master of Schooner E. F. C. Young.

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

MILWAUKEE, WISCONSIN, *November 8, 1895.*

MY DEAR SIR: In making my report of the steamer *E. B. Hale*, of Cleveland, I wish to speak of the very efficient and active manner in which the captain and crew of the Two Rivers Life-Saving Station assisted at the wreck. As soon as they learned of the casualty they set about making preparations to reach the stranded vessel, and when they arrived they jumped aboard and went to work assisting in handling lines and jettisoning the cargo, which I had ordered done. They brought men from shore and

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returned them when their services were no longer needed. I must say that I never saw a more ready and willing lot of men in my experience of twenty-seven years as master. They showed to what perfection they were drilled, and, best of all, a quick willingness to obey orders. They deserve a special notice, which I hope they will receive at the hands of the proper persons.

Very truly, yours,

HENRY BROCK,
Master of steamer E. B. Hale.

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

PONCE PARK, FLORIDA, *November 12, 1895.*

DEAR SIR: I congratulate you on having in your honorable Service such able and competent men as Capt. C. R. Carlin and crew of Jupiter Inlet Life-Saving Station.

On October 28 I was caught at sea in a storm and my boat was disabled by having the gaff broken. The wind was ahead and the sea so rough that it was impossible to get over Jupiter Inlet Bar. My wife and two children were with me and I feared that my sloop would founder. I then signaled to the station for assistance. They signaled back immediately that assistance would be rendered. As soon thereafter as possible the boat was launched into the boiling surf and came alongside, taking my family aboard and carrying them ashore in safety, also leaving two surfmen to assist in crossing the bar and saving my boat.

In addition to this I must say that I have never been treated with more consideration or kindness than by the keeper while at his station.

Yours, respectfully,

BERT J. PACETTI,
Master of Sloop Hilsboro.

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

SABINE PASS, TEXAS, *November 27, 1895.*

DEAR SIR: I desire to thank you for the valuable services rendered the schooner *Mary* and her crew by the life-saving crew of this station. We arrived here in a sinking condition and almost a total wreck. Captain Dillon and his crew worked faithfully to get the vessel clear of water and launch her, afterwards stopping the leaks, to do which they had to discharge part of the cargo.

They have also rigged her up ready for sea, which it was impossible for us to do as we were disabled and exhausted from long exposure in the Gulf.

Respectfully, yours,

WM. OLSEN,
Master Schooner Mary.

SUPERINTENDENT EIGHTH LIFE-SAVING DISTRICT, *Galveston, Texas.*

ON BOARD TUG CECELIA, CHARLESTON, SOUTH CAROLINA,
December 6, 1895.

SIR: I beg you to thank the keeper and crew of the Sullivans Island Life-Saving Station for their kind attention in doing everything in their power to help me save the boat *Ole Smith Ploug*, and for their services to myself and crew in being removed from said vessel, which I abandoned, as my crew refused to stay on board with me, and the keeper, not thinking it safe, advised me to leave also.

Very truly, yours,

J. OUMNDSEN,
Master of Bark Ole Smith Ploug.

H. B. SHAW,
Superintendent Seventh Life-Saving District, Ormond, Florida.

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In addition to the foregoing letter from Captain Oumndsen, the following letters were addressed to Keeper Adams, of the Sullivans Island Life-Saving Station:

CHARLESTON, SOUTH CAROLINA, *December 17, 1895.*

GENTLEMEN: I beg leave to thank you for the very valuable services rendered me in giving your aid and assistance in getting the *Ole Smith Ploug* off Stono Breakers, and the promptness with which you responded to the call for assistance.

Yours, very truly, R. H. LOCKWOOD,
Master of Tug Cecelia.

Captain J. ADAMS AND CREW,
Sullivans Island Life-Saving Station.

CHARLESTON, SOUTH CAROLINA, *December 24, 1895.*

DEAR SIR: Please accept our thanks for your prompt and timely services rendered in taking off crew and saving Norwegian bark *Ole Smith Ploug* on Stono Breakers.

Yours, truly, JOHN W. PETERMANN,
Agent Tug John Harlin.

Captain J. ADAMS,
Keeper Sullivans Island Life-Saving Station.

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

DEAR SIR: Please accept thanks for services rendered me in getting schooner *Robert McDonald* out of dangerous position from the icy places up in the harbor, and putting her in safe berth by Captain Gray and crew of Charlotte Life-Saving Station on December 6, 1895.

Yours, respectfully, A. MATTHEWS,
Master Schooner Robert McDonald.

E. E. CHAPMAN,
Superintendent Ninth Life-Saving District, Buffalo, New York.

BUXTON, NORTH CAROLINA, *December 18, 1895.*

SIR: On October 13, 1895, the schooner *Little Sampson* sailed from this place for Elizabeth City, North Carolina, with a cargo of fresh fish. On the afternoon of the same day she was driven ashore on a reef in consequence of a gale, placing in jeopardy not only the perishable cargo but the schooner as well.

The next day the keeper and crew of the Gull Shoal Life-Saving Station came off to the wreck, and in short time unloaded the cargo and sent it to market in another vessel. A few days later they succeeded in floating the schooner uninjured. The skill displayed by the keeper and his crew saved for me the entire cargo and very probably the vessel.

Serious casualties occur so seldom in our inland commercial intercourse that we hardly appreciate the value of the Life-Saving Service, or the efficiency of the men connected with it and held responsible for the proper execution of its duties. Our constant association with them in their routine of drills and patrols causes us in a measure to lose sight of their real worth, but when their bravery, skill, and manhood are brought into requisition one is convinced that the Service is indispensable.

Very respectfully, C. C. MILLER.
GENERAL SUPERINTENDENT LIFE-SAVING SERVICE,
Washington, D. C.

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The following is a card of thanks published by the Boston Towboat Company in acknowledgment of services rendered in saving the stranded schooner *Albert Pharo*, December 26, 1895:

A CARD.

In behalf of myself and wrecking crew, and the master and crew of the schooner *Albert Pharo*, recently stranded on Browns Island, I return sincere thanks to Captain Holmes and the Gurnet life-saving crew, for the many services and kindnesses rendered us while engaged in saving the vessel. The Government has no more faithful set of men in the coast service than Captain Holmes and his crew.

W. W. BURGESS,
Boston Towboat Company.

PHIPPSBURG, MAINE, *December 30, 1895.*

DEAR SIR: I wish to say for the life-saving crew at Hunniwells Beach that they performed their duty fully in rescuing the crew of the schooner *Annie and Reuben* from Heron Island on December 22. They carried us safely to the station, where we were treated kindly and were furnished with dry clothing, food, and shelter.

The next day they went to the vessel and worked as only live men could to get her off the rocks, taking as much interest in the work as though she was their own.

I feel as though I could not praise the keeper and his crew enough for what they did for me.

Yours, truly, W. H. BENNER,
Master of Schooner Annie and Reuben.

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

NEW INLET LIFE-SAVING STATION, *January 14, 1896.*

DEAR SIR: I take this opportunity—and it is with pleasure I do so—to express through you the gratitude and very high appreciation which I and my shipwrecked crew of the steamer James Woodall have for Captain J. H. Westcott and his brave crew of the New Inlet Life-Saving Station, assisted by the crews of the Chicamicomico and Pea Island stations, for the skill and daring which they displayed on Sunday night, the 12th instant, in rescuing us with their lifeboat from a watery grave, at the peril of their own lives, on a dark night, through heavy breakers and seas, which swept all over my steamer. Their kind and humane treatment of us while with them bespeaks for them and the Service which they represent the loudest praise and commendation.

Very truly, yours,

C. H. LANGE, *Master Steamer James Woodall.*
W. L. MESSICK, *Mate.*
ARCHIE KING, *Chief Engineer.*
ERNEST E. LANGWORTH, *Assistant Engineer.*

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

GLOUCESTER, MASSACHUSETTS, *January 16, 1896.*

DEAR SIR: The undersigned wish to return their thanks through you to the keeper and crew of Cahoons Hollow Life-Saving Station for their prompt and heroic action in saving myself and crew of fourteen men from the wreck of my vessel, the schooner *Smuggler*, on the morning of December 31, 1895.

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We went ashore at about 4.30 A. M., about three miles from the station, and but for the prompt and able action of the life-saving crew would all have met a watery grave, and we take this measure of expressing our appreciation of their daring service and kind treatment.

Yours, respectfully,

ANTONE COURANT, *Master.*	MANUEL FIANCE.
JESSE CURRIA.	FRANK PINE.
VENCE PEOPLES.	FRANK PRADY.
MANUEL CURRIER.	JOHN BASS.
JOHN PARKS.	JAMES ELER.
JOE BENNET.	JOHN ROCH.
HANS HEXHAW SLADE.	MANUEL FOSTER.
JOSEPH LEMOS.	

Hon. S. I. KIMBALL,

General Superintendent United States Life-Saving Service, Washington, D. C.

LEGISLATIVE DEPARTMENT, HOUSE OF REPRESENTATIVES,
Columbia, South Carolina, January 24, 1896.

MY DEAR SIR: I desire to express my thanks to your and your able corps of assistants for the valuable services rendered my boat and her crew while in their recent distress.

Yours, truly, RICHARD M. LOFTON,
Member of House, Owner of Sloop Virginia Bell.

Captain ADAMS,

Commanding Life-Saving Station, Sullivans Island, South Carolina.

FITCHETTS, VIRGINIA, *January 31, 1896.*

DEAR SIR: I feel so much indebted to you for the aid you gave me in saving my vessel that I write to express my thanks, for without your assistance I think I should have lost her.

I went ashore in the schooner *Ella Strickland* on the night of December 30, 1895. You boarded and took off my crew and myself on the 31st. On January 2 you and your crew boarded her, pumped her out, and set her afloat, so that she could be taken to the marine railway at Washington, North Carolina.

With many thanks for your kind assistance, I remain,

Yours, truly, SALIM HUDGINS,
Master of Schooner Ella Strickland.

Captain F. G. TERRELL,

Keeper of Portsmouth Life-Saving Station, Portsmouth, North Carolina.

HATTERAS ROADS, NORTH CAROLINA, *February 10, 1896.*

DEAR SIR: Before sailing I wish to thank you and your crew for your assistance while we were in distress in the inlet on the 6th and 7th instants. By standing by us all day on the 6th, during the heaviest of the hurricane, at imminent danger to yourselves, you greatly encouraged us; for though I did not wish to abandon the vessel then, it was a relief to have you there in case it became necessary to do so. And your services in working the vessel to a safe anchorage after she floated were invaluable.

I regret being unable to visit your station and personally express my obligations, but I shall always bear the kindest remembrance of you and your gallant crew.

Yours, truly, P. J. WARR.
Master of Brig H. B. Hussey.

Captain JAMES W. HOWARD,

Ocracoke Life-Saving Station, Hatteras Inlet, North Carolina.

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The master also wrote a similar letter to the keeper of Durants Station, expressing his sense of obligation for kindnesses shown him while at that station.

HAMPTON BEACH, NEW HAMPSHIRE, *February 11, 1896.*

SIRS: We, the undersigned, master and crew of the wrecked schooner *Glendon*, now on the rocks at Hampton Beach, desire to express our heartfelt thanks to the keepers and crews of the Rye Beach and Wallis Sands Life-Saving Stations for rescuing us on Sunday evening last, from the rigging of the stranded vessel, in which position we had been for three hours and a half.

We were landed by means of the breeches buoy, this we believe being the only method by which a rescue could be effected at any time after the stations' crews arrived on the beach. It would have been madness itself to have attempted to have launched a surfboat off the rocky beach in the raging sea which was constantly breaking over our vessel. Neither could we have gotten into a boat if one had come alongside, all reports to the contrary notwithstanding.

We would further state that we believe we were rescued as promptly as could be done under the circumstances.

Yours, truly,

JOHN A. MOONEY,
Master of Schooner Glendon.
GEORGE N. SHAW, *Mate.*
J. JONSSON, *Steward.*
FRED. JONSON, *Seaman.*
TH. LIND, *Seaman.*
SIGURD GEORGSEN, *Seaman.*
CARL ARONSEN, *Seaman.*

Captain ALBERT L. REMICK,
Keeper Rye Beach Life-Saving Station, Rye, New Hampshire.
Captain SELDEN F. WELLS,
Keeper Wallis Sands Life-Saving Station, North Rye Beach, New Hampshire.

WATCH HILL, RHODE ISLAND, *February 13, 1896.*

SIR: I wish to give expression to the gratitude I feel to the noble Life-Saving Service, which you, as its chief, have done so much to promote.

At 5 o'clock on the morning of the 11th instant the schooner *Belle R. Hull*, of which I was master, sprung a general leak in a heavy gale and sea, and our only hope was to beach the vessel. She was headed for the shore, where a tremendous sea was running, but soon the jib and foresail were blown away, and death seemed to stare us in the face from all directions; then the mortar cart from the Watch Hill Station was seen, being pulled along the shore at a rapid rate by the crew through the soft sand.

As soon as the vessel struck the beach tremendous waves engulfed her, but the gun was fired from shore and the ropes made fast as instructed. In less than fifteen minutes we were all landed, Mrs. Taylor (my wife) being the first to land in the buoy, and the crew following, one at a time. I was the last to leave, and had barely reached shore when both masts fell and the vessel went to pieces.

I have often read of the heroic feats performed by your noble crews, and I think my wife and crew, as well as myself, owe our lives to the Watch Hill life-saving crew. I can not commend too highly Mr. Elnathan Burdick, No. 1 of the crew, who had charge of the apparatus during the absence of the keeper.

I have written the above with the feeling that if I did not write I would be deficient in gratitude for the services rendered, the promptness of which, no doubt, is due to the efficiency of the chief of the Service.

Most gratefully, yours,

JOHN W. TAYLOR,
Master of Schooner Belle R. Hull.

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

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PROSPER, OREGON, *February 15, 1896.*

DEAR SIR: I have put off writing to you from day to day, not knowing exactly how to express my esteem for the brave crew of the Life-Saving Service stationed at Bandon, Oregon. I had the misfortune to lose the wind while crossing the bar at the mouth of the Coquille River in the schooner *Lila and Mattie* on January 22, and drifted ashore. Captain Scott, with his crew, was at the beach before the vessel was fast and got a line to the breakwater. They stayed by me night and day until the 9th of this month, when we got the vessel afloat, and you are aware what the weather was during that time. I had but poor lines and got disheartened about going on with the work, but through the good cheer and encouragement of your fine crew we kept dragging away and were rewarded with success in getting the vessel into the river. It is the first time in my forty years of sea-going life that I have experienced the value of the Life-Saving Service, and I hereby wish to express my gratitude to the Government and its regulations.

Hoping you have many more such men in the Service as the Bandon crew, I remain,

Yours, very respectfully, ROBERT LINBRIDGE,
Master of Schooner Lila and Mattie.

Major T. J. BLAKENEY,
Superintendent Twelfth Life-Saving District, San Francisco, California.

PHILADELPHIA, PENNSYLVANIA, *February 24, 1896.*

SIR: I beg leave to express the thanks of myself and crew to the keeper and crew of the Cape May Life-Saving Station for their quick and efficient work in rescuing us, by breeches buoy, from the schooner *Susie H. Davidson*, which stranded at Steamboat Landing, Delaware Bay, on February 11, 1896. And we also feel very grateful for the attention and kindness bestowed on us while at the station.

Yours, respectfully, D. C. POWELL,
Master of Schooner Susie H. Davidson.

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

The following card of thanks was published in the New York Herald by the master of the wrecked schooner *Belle R. Hull:*

THANKS THE LIFE-SAVERS.

To the Editor of the Herald:

Through the Herald I desire to express my sincere thanks to the Watch Hill life-saving crew for the grand work of February 11, in rescuing my wife, three men, and myself from my wrecked schooner *Belle R. Hull.*

I desire to commend especially No. 1 man, Nathan Burdick, who was in charge, in the absence of Captain Davis on account of disability.

JOHN W. TAYLOR, *Master.*

PORT OF PROVIDENCE, *February 25, 1896.*

No. 56 WALL STREET, NEW YORK CITY, *February 26, 1896.*

DEAR SIR: We take pleasure, on behalf of all interested in the British ship *Foyle* and her cargo, in expressing to you their appreciation of the extraordinary services rendered to this vessel on the night of January 25, 1896, by the management of the Monmouth Beach Life-Saving Station. The prompt action and sound judgment which governed Captain James H. Mulligan, when he found it to be too hazardous to launch the lifeboat, should be put on record. The night was dark and the surf was breaking heavily upon the beach. In this emergency Captain Mulligan hurriedly proceeded to

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the neighborhood of the wrecked steamship *St. Paul*, and then, attaching a special message to a lantern, he sent it out on the breeches buoy to the wreckers there employed so as to more promptly advise them of the disaster, in order that assistance could be at once dispatched to the *Foyle*, and thus save at least her officers and crew. This is only one of many cases in which the U. S. Life-Saving crews have rendered prompt and efficient service in saving life and property. The Merritt Wrecking Organization desires to join in commending this action of the Monmouth Beach life-saving crew, as it certainly contributed greatly to save the vessel and cargo and the lives of those on board the ship.

Respectfully, yours, JACOB R. TELFAIR,
Average Adjuster and Insurance Broker.

JOHN G. W. HAVENS, Esq.,
Superintendent Fourth Life-Saving District, Point Pleasant, New Jersey.

OFFICE OF THE STEWART HARTSHORN COMPANY,
Muskegon, Mich., February 26, 1896.

DEAR SIR: During the month of October, 1895, the schooner *Minerva*, loaded with pickets for us from the upper peninsula, was caught in a gale of unusual severity, during which time, in order to save the vessel, the deck load was thrown off. Through your efforts, and by your advice, we were enabled to pick up at various points along the shore, both to the south and north of Muskegon, a large quantity of these pickets, and it therefore seems only just that we should acknowledge our obligations to you for the services you have rendered us in the matter above mentioned. Below please find a statement of the quantity of pickets lost and their value, as well as the quantity and value of those recovered through and by your work and advice.

Yours, very truly, STEWART HARTSHORN COMPANY.
A. F. TEMPLE, *Manager.*

Captain H. J. WOODS,
Life-Saving Station, Muskegon, Michigan.

Total loss of pickets, 111,985 pieces, value	$720.98
Total pickets recovered, 79,421 pieces, value	610.56

SAN FRANCISCO, CALIFORNIA, *February 27, 1896.*

DEAR SIR: I take pleasure in informing you that the U. S. life-saving crew under command of Captain Scott, stationed at Bandon, Oregon, rendered most efficient service to the crew of the schooner *Lila and Mattie*, which vessel went ashore on the 22d of last January, and that they behaved admirably in getting her afloat, as without their aid it would have been a doubtful issue. I must compliment Captain Scott for his ability as a commander in the Service. I have met several others during my experience as master of vessels and can truly state that none excelled the above-named gentleman. I will further state that he has his crew well drilled and disciplined, who heartily cooperate, with a good will, under his direction.

Yours, respectfully, EDWARD WIRSCHULEIT,
Master of Schooner Eureka, of San Francisco.

Major T. J. BLAKENEY,
Superintendent Twelfth District, U. S. Life-Saving Service.

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The following card was published in the New York Herald of February 28, 1896:

To the Editor of the Herald:

Allow me to thank the keeper and crew of the Cape May Life-Saving Station for the prompt and efficient rescue of myself and crew by breeches buoy from the schooner *Susie H. Davidson*, stranded near Cape May Point February 11, 1896.

D. C. POWELL, *Master.*

PHILADELPHIA, PENNSYLVANIA, *February 25, 1896.*

NORFOLK, VIRGINIA, *March 1, 1896.*

MY DEAR SIR: On Tuesday, January 21, 1896, while on a voyage from Savannah, Georgia, toward New York, during which continuous gales were experienced from north to east, where Cape Henry bore west, by reckoning about 20 miles distant, a sea stove in the deadlight of the storeroom, damaging a quantity of stores, and my vessel was driven back south of Cape Hatteras.

On Wednesday, January 22, I worked the ship up into Hatteras Bight and signaled the Cape Hatteras Life-Saving Station for provisions. The keeper and crew responded promptly to the signal and brought off a supply of provisions through a heavy surf which was running at the time. I, myself, my officers, and crew feel very grateful for the services rendered by the keeper and crew of the life-saving station, and I take great pleasure in thanking them through you. I assure you I will render all assistance in my power to have the Life-Saving Service extended.

I remain, my dear sir, very respectfully, yours,

WM. E. TILTON,
Master Schooner James Boyce, Jr.

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

BANDON, OREGON, *March 1, 1896.*

DEAR SIR: I wish to express my sincerest thanks and appreciation to the keeper and crew of the Coquille River Life-Saving Station, Twelfth District, for the prompt assistance rendered me in getting the schooner *Lizzie Prien*, of San Francisco, afloat, she having stranded on the beach, about 120 fathoms north of the north jetty of the Coquille River.

I came very near giving the schooner up for lost, when Captain Scott assured me that he would bring her in the river. He and his crew stood by me from the time the schooner stranded (7 P. M., February 23, 1896) until she was afloat once more in the river (11 A. M., February 28, 1896), running lines, placing anchor and cables, and heaving. I gave Captain Scott full charge of the vessel, and he and his crew, without any other assistance, got her afloat and saved her, after hard work from beginning to end.

If all the life-saving crews are as obliging, and doing their best for vessels in distress, the Life-Saving Service is certainly one of the greatest benefits to owners of vessels and to the men that man them.

You, yourself, can not but feel proud of having such men in your district.

Yours, very respectfully,

P. NELSON,
Master of Schooner Lizzie Prien.

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

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ZACHS INLET LIFE-SAVING STATION, NEW YORK, *March 5, 1896.*

SIR: I beg leave to express the thanks of myself and crew to the Life-Saving Service, and especially to Keeper P. K. Chichester and his gallant crew of the Zachs Inlet Station, Third District, Long Island, New York, for their noble and heroic rescue of us from the bark *H. J. Libby*, which stranded near their station on March 2, 1896, during a blinding snowstorm, and for their kind and humane treatment of us after the rescue.

Very respectfully,

JED. F. PRAY,
Master of Bark H. J. Libby.

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

NEW YORK, N. Y., *March 30, 1896.*

To the Editor of the Herald:

Will you kindly permit me, through the columns of the Herald, to extend my grateful thanks to Captain Augustus Sooy and crew of the Cold Spring Life-Saving Station and Captain J. W. Eldridge and crew of the Cape May Life-Saving Station for their assistance during and after the stranding of the schooner *Charles L. Mitchell* on Cold Spring Bar, New Jersey, March 23, 1896.

GEO. W. FROST,
Captain Schooner Charles L. Mitchell.

OCEAN CITY, NEW JERSEY, *March 31, 1896.*

To the Editor of the Herald:

Through your valuable paper I would like to thank Captain Godfrey and his brave crew of Life-Saving Station No. 31, Pecks Beach, New Jersey, for coming to the rescue of myself and crew in the face of a gale of wind from the south-southeast, when a very high sea was running, thus saving us from a watery grave, and also for the kind treatment we received while at the station.

ELMER E. YORK,
Captain Schooner Edward Waite.

HOUSE OF REFUGE (FORT LAUDERDALE),
New River, Florida, April 4, 1896.

DEAR SIR: We, the undersigned, wish to thank you for the services rendered us in time of trouble, on the morning of the 3d instant, in restoring to us the *Belle*, of St. Augustine.

Your men, who saved our boat, are brave and fearless in risking their lives to save the property of others and are a credit to the Service.

Thanking you again, we remain, respectfully, yours,

LUTE BOVER,
WALTER W. COOK,
Of St. Augustine.

Captain C. R. CARLIN,
Life-Saving Service, Jupiter Inlet, Florida.

FRANKFORT, MICHIGAN, *April 4, 1896.*

DEAR SIR: The steamer *Ann Arbor No. 2* arrived off Frankfort April 4, but owing to the high sea running was unable to enter the harbor. Having passengers aboard who wished to land, our captain ordered a boat lowered. With the mate in charge, the passengers were safely landed, but while taking soundings on our return we were caught by a large sea and capsized. The steamer whistled for the Frankfort life-saving crew, who at once came to our aid; we were taken to the station and everything done for our

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relief that was possible. We owe our lives to the captain and crew of the Frankfort Life-Saving Station, as but for their prompt aid we would have been drowned; the sea was washing over us, and being numb with the cold we could not have held to our overturned boat for any length of time. We take this way of thanking the captain and crew of the Frankfort Life-Saving Station for the timely assistance they gave us, also to let you know that the people of Frankfort are justly proud of the captain and crew of the station placed here, and can not say too much in their praise. Not more than six minutes elapsed from the time the whistle was blown until the lifeboat reached us, which, judging from the distance covered as well as against the sea that was running at the time, was a record any crew might well be proud of. Again we unite in tendering our thanks not only to the crew of the Frankfort Station, but to all who have it in their power to place and keep in the Service men who are faithful in the discharge of their duties as life-savers.

G. H. WALLIS,
First Officer, Steamer Ann Arbor No. 2.
JAMES SMITH,
Second Officer, Steamer Ann Arbor No 2.
WM. MCMILLAN,
Watchman, Steamer Ann Arbor No. 2.

Mr. S. I. KIMBALL,
General Superintendent, Life-Saving Service.

The following card of thanks was published in one of the Gloucester (Massachusetts) newspapers by the captain and owners of the schooner *Almeida*:

CARD OF THANKS.

We desire to express to the fullest extent our appreciation of the services rendered by Keeper S. O. Fisher and his crew of the Race Point Life-Saving Station at the time our schooner *Almeida* was ashore near there on the 12th instant. Keeper Fisher, by his timely advice and full knowledge of the situation, expedited matters materially, and, with the assistance of his personal labor and that of his crew, the vessel was successfully floated without damage, after having been ashore about ten hours. It gives us great pleasure to be able to publicly acknowledge our thanks for the efficient service rendered.

JOSEPH PERRY, *Captain.*
GEORGE STEELE & CO.,
Owners Schooner Almeida.

GLOUCESTER, *April 22, 1896.*

In addition to the above public card of thanks, Messrs. George Steele & Co., in a letter addressed to the keeper in reply to interrogatories from him regarding value of vessel, insurance, etc., took occasion to say: "The captain wishes us to thank you and your men for the valuable assistance you rendered them. Any favor we can do for you we should be pleased to render."

The accompanying letter from William Guthrie, master of the schooner *Robert A. Snyder*, is reproduced from the columns of the New York Herald:

OAK ISLAND CREW.

To the Editor of the Herald:

I desire through that matchless record of the movements of shipping—the Herald—to thank the captain and crew of the Oak Island Life-Saving Station for their prompt

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and efficient service in assisting the schooner *Robert A. Snyder* over Fire Island bar to a safe anchorage inside. Having been unable to procure a pilot or tugboat for two days, and in fear of the threatening weather, we signaled the station for aid.

WILLIAM GUTHRIE, *Master.*

FIRE ISLAND, *April 30, 1896.*

OFFICE OF DALY BROTHERS, CONTRACTORS,
Ogdensburg, N. Y., May 16, 1896.

WILLIAM FISH,
Captain of Life-Saving Station, Big Sandy, New York.

DEAR SIR: We desire to thank you and your crew for the valuable services you rendered me in standing by and in assisting my dredging fleet to gain entrance into Wigwam Cove, New York. The promptness with which you responded to my call for assistance deserves the highest praise.

Respectfully, yours, DALY BROTHERS.

THE WISCONSIN TRUST COMPANY,
Milwaukee, Wisconsin, May 19, 1896.

DEAR SIR: On behalf of the owners of the yacht *Viola*, I wish to thank you and your crew for the prompt manner in which you responded to my call for aid during the storm on Sunday.

The yacht had dragged her anchor until she was in rather shallow water, not far from the beach, and I knew the tug could not approach sufficiently near to get a line to her.

Had the yacht continued to drag, or her cable parted, she would have been on the beach or pounding against the breakwater in a minute, and therefore I felt justified in calling on you for aid. Again thanking you, I am,

Yours, respectfully, ANDREW A. HATHAWAY.

Captain BOUTIN,
United States Life-Saving Station, Milwaukee, Wisconsin.

UNITED STATES LIFE-SAVING STATION,
North Manitou Island, Michigan, May 22, 1896.

SIR: I, Mose Lemieux, with my sloop *Sea Gull*, left Northport, Michigan, at 7.30 P. M., May 21, in tow of the steamer *Alice M. Gill*, for Frankport, Michigan, but after being out for three hours my boat sprung a leak. I notified the steamer, which at once headed for the North Manitou Island Life-Saving Station where we were sighted at midnight, the station crew at once came to my rescue and towed me ashore where my boat was unloaded and hauled out and myself taken to the station, placed in warm quarters, provided with a change of clothing and plenty of food, and comfortably put to bed. I therefore desire to thank Captain Andres and crew for their prompt response and kind hospitality, hoping success may always be with them.

Yours, most respectfully, MOSE LEMIEUX, Jr.

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

CAPE HATTERAS LIFE-SAVING STATION, *May 25, 1896.*

DEAR SIR: We, the undersigned, are under deep obligations to yourself and to Keeper P. H. Etheridge and his crew, as also to the keepers and crews of Big Kinnakeet and Creeds Hill life-saving stations for magnificent services rendered us when our

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steamship *Glanayron*, of Aberystwith, stranded on Diamond Shoals, off Cape Hatteras, on Friday, the 22d of May, at 7.55 P. M. On sending up rockets they were immediately answered by the patrol from the beach, a red Coston signal being burned, and ten minutes later a red rocket was sent up from the life-saving station. At daybreak the noble keepers and their crews came off to our assistance, which was a very difficult task, owing to the state of the sea and the breakers which prevailed at the time. However, they were successful in their work, rescuing all hands on board with their personal effects, and we wish to express to yourself and the keepers and crews of the above life-saving stations our appreciation of these services and our sincere thanks.

EVAN LLOYD, *Master.*
E. M. LEWIS, *First Mate.*
E. MURPHY, *First Engineer.*
JOHN D. BOWEN, *Second Engineer.*
WILLIAM F. HAWKES, *Third Engineer.*
DAVID HUGHES, *Second Mate.*
EVAN DAVIES, *Steward.*

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

No. 106 WEST BROADWAY, NEWPORT, RHODE ISLAND, *June 1, 1896.*

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

DEAR SIR: My vessel, the schooner *Daniel B. Fearing*, a vessel carrying about 1,800 tons of coal, went ashore at Cahoons Hollow, Cape Cod, on the night of the 6th of May, about 12 o'clock. There was a tremendous sea, with the wind at the east. If it had not been for Captain Cole and his men, neither my crew nor myself would have been saved. We owe our lives to the life-saving crew. They did everything in their power to save us and to make us comfortable when they got us ashore. Our vessel was a total loss.

Very respectfully, J. C. CLIFFORD.
Master of Schooner David B. Fearing.

OFFICE OF SUPERINTENDENT FIFTH DISTRICT,
UNITED STATES LIFE-SAVING SERVICE,
Daugherty, Virginia, June 1, 1896.

SIR: While coming down the coast, Saturday, May 30, in my launch, she broke down with me off Hog Island, Virginia, and but for the timely assistance rendered me by Captain Johnson, keeper of Hog Island Life-Saving Station, I would have lost her, as I was helpless and fast drifting on a dangerous sand bar, which would have soon broken her up. Captain Johnson saved my launch, got her safely inside, and gave me the kindest of treatment.

Yours, truly, JNO. B. WHEALTON, Jr.,
Master and Owner Steam Launch Lulu Guang.

Captain BENJAMIN S. RICH,
Superintendent Fifth Life-Saving District.

WHITEFISH POINT, MICHIGAN, *June 20, 1896.*

DEAR SIR: I desire to express my thanks for the prompt action of Capt. S. F. Bernier and crew, of Vermillion Point Life-Saving Station, for services rendered in coming to our rescue when disabled and in a sinking condition from pounding while in tow, so that my boat's seams opened and leaked rapidly. They brought us ashore and pulled

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out and repaired the boat, ready for proceeding on our journey next morning. We were also provided with dry clothing, well housed and fed, and furnished all the conveniences possible to make it pleasant.

Yours, truly, Dr. J. I. DEADMAN.

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

ROCHESTER, NEW YORK, *June 22, 1896.*

DEAR SIR: Permit me to convey to you, and through you to the individual members of the crew under your command, my sincere and heartfelt thanks for the noble service performed a few weeks ago in saving me from a watery grave, and by most persistent efforts in bringing me back from death's door to life again.

That the Government, which you so well represent, may continue you in your present line of duty for many years, and that you may always be as successful in your good deeds in the future as you have in the past is the earnest wish of

Your obedient servant, JOSEPH QUETSCHENBACH.

G. N. GRAY,
Captain of Life-Saving Crew, Charlotte, New York.

BENTON HARBOR, MICHIGAN, *June 22, 1896.*

SIR: Captain McIntosh desires me to thank you and your crew for your valuable service rendered in assisting to release this steamer from her unfortunate position yesterday, and to assure you that the same is highly appreciated.

Yours, CHAS. K. FARMER,
Purser Steamer City of Chicago.

WILLIAM L. STEVENS,
Keeper Life-Saving Station, Saint Joseph, Michigan.

NO. 22 MARKET STREET, SAN FRANCISCO, CALIFORNIA,
September 3, 1896.

DEAR SIR: The gasoline schooner *Moro*, Captain Jorgensen, bound from San Francisco to the Coquille River, was grounded on the north spit, at the entrance of the latter, May 4. This accident was occasioned by the shifting of the buoy outside of the Coquille bar, and no blame was attached to Captain Jorgensen, who did all anyone could have done under like circumstances. No sooner was the vessel's peril known than Alex Scott, captain of the life-saving station, had launched a boat, and, together with his ever-ready crew, speedily set off over a rough bar to the rescue. For more than twenty-four hours these fearless men toiled in the breakers to make fast the lines that triumphantly hove the *Moro* into deep water. I desire, through you, to express my thanks to these noble fellows, through whose untiring efforts the vessel was saved from a fate far more serious, and when we remember that this is the fourth vessel that has been rescued by the Coquille crew within a period of six months, we do not wonder that they are fast acquiring the title of "The Banner Life-Saving Crew of the Pacific." The names of these men are as follows: Captain, Alex Scott; No. 1, Robert Brun; No. 2, Fred A. Mehl; No. 3, Myron Wickham; No. 4, Emil A. Erickson; No. 5, John L. Anderson; No. 6, Charles Figer; No. 7, William A Bingham.

Yours, respectfully, J. S. KIMBALL,
Agent Gasoline Schooner Moro.

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

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MEDALS OF HONOR.

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Awards of Medals.

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

AWARDS OF MEDALS.

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

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Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
J. Schuyler Crosby	New York	Rescue of Miss Edith May, and efforts to rescue others from the yacht Mohawk, which capsized and sunk in New York Harbor during a squall, July 20, 1876. (An. Rpt., 1877.)	Gold medal	June 8, 1877
Carl Fosberg	do	do	do	Do.
Henry M. Lee	Milwaukee, Wis.	Rescue of nine of the crew of the bark Tanner, which stranded near the harbor of Milwaukee, Sept. 9, 1875. (An. Rpt., 1877.)	Silver medal	June 11, 1877
N. A. Petersen	do	do	do	Do.
Henry Spark	do	do	do	Do.
John McKenna	do	do	do	Do.
Barnt Oleson	do	do	do	Do.
Anton Oleson	do	do	do	Do.
Charles H. Smith	Master of U. S. lighthouse tender Rose.	Rescue from drowning of a small boy named Thomas Walsh, who had fallen into the Christiana River at Wilmington, Del., Sept. 17, 1877. (An. Rpt., 1878.)	do	Nov. 23, 1877
Edward Nordall	Seaman on U. S. revenue cutter Tench Coxe.	Rescue from drowning of a man who had fallen from a capsized yacht into the Delaware River, and assisting in the rescue of several others, June 3, 1877. (An. Rpt., 1878.)	do	Do.
Malachi Corbell	Keeper of life-saving station.	Rescue of two fishermen whose boat had capsized on the outer bar near Caffeys Inlet, North Carolina, Nov. 25, 1875. (An. Rpt., 1878.)	do	Do.
Philip C. Bleil	Metropolitan police, New York.	Rescue of eighteen persons from drowning at various times. (An. Rpt., 1878.)	Gold medal	Jan. 4, 1878
John Hussey	New York	Rescue of eighteen persons from drowning in and about the waters of New York Harbor. (An. Rpt., 1878.)	do	Mar. 28, 1878
H. C. T. Nye	Master, U. S. Navy.	Rescue from drowning of Lieut. J. James Franklin, U. S. Navy, off Monomoy Point, Cape Cod, Sept. 1, 1875. (An. Rpt., 1878.)	Silver medal	Apr. 5, 1878
J. L. Hunsicker	do	do	do	Do.
Thomas McBride	Metropolitan police, New York.	Rescue of eighteen persons from drowning along his beat on the water front of the East River. (An. Rpt., 1878.)	Gold medal	Do.
John Carey	Jersey City, N. J.	Rescue from drowning of Adolph Gabriel, who had fallen from a ferry-boat into the North River, 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 Gillooly	do	do	do	Do.
John Tully	do	do	do	Do.
Isaac F. Mayo	Provincetown, Mass.	Rescuing several of the crew of the schooner Sarah J. Fort, wrecked on Cape Cod, Feb. 26, 1879. (An. Rpt., 1879.)	do	Nov. 10, 1879
Morris Dowd	Private, U. S. Army.	Rescue of a fellow soldier, named Charles Look, 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. Tunoks	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 schooners Sophia Minch, John B. Merrill, and John T. Johnson, sunk off Cleveland, Ohio, on the 31st of Oct. and the 1st and 11th of Nov., 1883, respectively. Each service was performed at night and during the prevalence of a terrific gale. (An. Rpt., 1885.) Frederick T. Hatch was subsequently—see under date of Feb. 26, 1891—awarded a gold bar for saving life.	Gold medal	Dec. 3, 1884
Lawrence Distel	Surfman	do	do	Do.
John L. Eveleigh	do	do	do	Do.
Joseph Goodroe	do	do	do	Do.
William Goodwin	do	do	do	Do.
Frederick T. Hatch	do	do	do	Do.
Delos Hayden	do	do	do	Do.
Charles Learned	do	do	do	Do.
Jay Lindsay	do	do	do	Do.
Charles W. Fraser	Caldwell, N. Y.	Rescue of three men from a small sloop yacht capsized on Lake George, N. Y., Oct. 25, 1884. (An. Rpt., 1885.)	Silver medal	Dec. 18, 1884
Dean Worden	Great Captains Island, New York.	Rescue from drowning of Mr. Charles P. Cowles, who broke through the ice while skating near Great Captains Island, Long Island Sound, Feb. 23, 1885. (An. Rpt., 1885.)	do	Apr. 24, 1885
Benjamin B. Dailey	Keeper of life-saving station.	Rescuing the crew of nine men from the rigging of the wrecked barkentine Ephraim Williams, off Cape Hatteras, Dec. 22, 1884. To accomplish the rescue they pulled 5 miles off shore during a gale and through a tremendous sea. (An. Rpt., 1885.)	Gold medal	Do.
Patrick H. Etheridge	do	do	do	Do.
Isaac L. Jennett	Surfman	do	do	Do.
Thomas Gray	do	do	do	Do.
John H. Midgett	do	do	do	Do.
Jabez B. Jennett	do	do	do	Do.
Charles Fulcher	do	do	do	Do.

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Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Cornelius Roach	Boston, Mass.	Rescuing several persons from drowning in the harbor at Boston during the years 1883-'84, at the imminent risk of his own life. (An. Rpt., 1885.)	Gold medal	Apr. 24, 1885
Marcus A. Hanna	Keeper of Cape Elizabeth Light Station, Maine.	Rescue of two of the crew of the schooner Australia, wrecked on Cape Elizabeth, Jan. 28, 1885, during a severe gale and intensely cold weather. (An. Rpt., 1885.)	do	Apr. 25, 1885
Harry Rutter	Atlantic City, N. J.	Rescue of a man from drowning in the surf at Atlantic City, July 26, 1883. (An. Rpt., 1885.)	Silver medal	May 20, 1885
John P. F. Hagen	Philadelphia, Pa.	Rescue of thirteen boys who had broken through the ice on the Schuylkill River, Feb. 3, 1884. This feat was accomplished at great hazard to the rescuer. (An. Rpt., 1885.)	Gold medal	May 22, 1885
David Miller	Captain of the schooner Driver.	Rescue of twelve persons, the survivors of the crew of the steamer H. C. Akeley, which foundered in Lake Michigan during the gale of Nov. 13, 1883. The mate and seaman of the Driver rendered specially meritorious service on this occasion. (An. Rpt., 1885.)	Silver medal	June 2, 1885
Daniel F. Miller	Mate	do	Gold medal	Do.
Patrick H. Daly	Seaman	do	do	Do.
Charles H. Biller	Newark, N. J.	Rescue from drowning of a man named Thomas O'Neil, at Asbury Park, N. J., Aug. 16, 1884. (An. Rpt., 1886.)	Silver medal	Aug. 12, 1885
Joseph Greenwald	St. Louis, Mo.	Rescuing two persons from drowning in the Mississippi River. (An. Rpt., 1886.)	do	Dec. 2, 1885
James Larson	Sister Bay, Wis.	Rescuing unaided, by means of a small boat, the entire crew—seven men—of the wrecked Canadian bark Two Friends, on the night of Oct. 16, 1880, during a heavy gale and snowstorm. (An. Rpt., 1886.)	Gold medal	June 10, 1886
C. A. J. Queckberner	New York	Rescue of several persons from drowning in July and August, 1882. A silver medal had previously been awarded Mr. Queckberner for saving life (see under date of May 17, 1882).	Silver bar	June 14, 1886
Joseph Devine	Cranston, R. I.	Rescuing several persons from drowning in April, 1884, and July, 1885. (An. Rpt., 1887.)	Silver medal	July 22, 1886
Michael J. Bradford	Of the volunteer Life-Saving Corps, Atlantic City, N. J.	Rescuing the crew of the schooner Flora Curtis, wrecked off Atlantic City on the 18th of Aug., 1879. Mr. Bradford had also rescued from drowning a great many persons at various times. (An. Rpt., 1887.)	Gold medal	July 26, 1886
Jesse B. Bean	do	do	Silver medal	Do.
E. Owens	do	do	do	Do.

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Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Hiram Dudley Buck.....	Crown Point Center, N. Y.	Rescue from drowning of four persons at various times. (An. Rpt., 1887.)	Silver medal...	July 26, 1886
George W. Bloomer.....	Chatham, Mass....	Rescue of the crew of five men of the schooner Grecian, wrecked on Chatham Bar early in the morning of Dec. 6, 1885. (An. Rpt., 1887.)	.....do.....	Do.
Benjamin Patterson.....	.....do.....	.....do.....	.....do.....	Do.
Andrew H. Bearse.....	.....do.....	.....do.....	.....do.....	Do.
Zenas W. Hawes.....	.....do.....	.....do.....	.....do.....	Do.
Otis C. Eldredge.....	.....do.....	.....do.....	.....do.....	Do.
Zenas H. Gould.....	.....do.....	.....do.....	.....do.....	Do.
Francisco Bloomer.....	.....do.....	.....do.....	.....do.....	Do.
William A. Bloomer.....	.....do.....	.....do.....	.....do.....	Do.
Willis I. Bearse.....	.....do.....	.....do.....	.....do.....	Do.
Wilber H. Patterson.....	.....do.....	.....do.....	.....do.....	Do.
Thomas Reynolds.....	Quartermaster on U. S. Coast Survey steamer McArthur.	Rescue from drowning of a shipmate who fell overboard in Haro Strait, Wash., while the vessel was under way, Sept. 19, 1886. (An. Rpt., 1887.)	.....do.....	Dec. 17, 1886
Charles Richardson.....	Mate of Lighthouse Tender Shubrick.	Rescue of a man from the bottom of boat capsized in the breakers on Clatsop Spit, Columbia River, Oregon, Oct. 7, 1884. (An. Rpt., 1887.)	.....do.....	Dec. 24, 1886
John Jones.....	Seaman.....	.....do.....	.....do.....	Do.
Nicolas Dorie.....	.....do.....	.....do.....	.....do.....	Do.
Peter Nesman.....	.....do.....	.....do.....	.....do.....	Do.
August Ripetz.....	.....do.....	.....do.....	.....do.....	Do.
Axil Wiklund.....	.....do.....	.....do.....	.....do.....	Do.
John C. Patterson.....	Keeper of life-saving station.	Rescue of the crew of the yacht Foam, off Key East, N. J., on the 27th of July, 1885, during a heavy onshore gale. (An. Rpt., 1887.)	Gold medal....	Feb. 3, 1887
John Redmond.....	Surfman.....	.....do.....	Silver medal...	Do.
John H. Pearce.....	.....do.....	.....do.....	.....do.....	Do.
John H. Smith.....	.....do.....	.....do.....	.....do.....	Do.
David Kittell.....	.....do.....	.....do.....	.....do.....	Do.
Henry A. Bennett.....	.....do.....	.....do.....	.....do.....	Do.
Edward Brand.....	.....do.....	.....do.....	.....do.....	Do.
William Newman.....	Volunteer.....	.....do.....	.....do.....	Do.
Dixon McQueen.....	Of the fire-boat Zophar Mills, New York Harbor.	Rescuing a number of persons from drowning in the North River, N. Y., during the years 1878–'87. (An. Rpt., 1887.)	.....do.....	Feb. 4, 1887
Thomas Conroy.....	Niagara Falls, N. Y.	Rescuing a man from a rock in the Niagara River, just above the falls, where his boat had been swept by the strong current, on the night of Oct. 15, 1886. (An. Rpt., 1887.)	.....do.....	Mar. 28, 1887
Frederic Kernochan.....	New York.....	Rescue from drowning, at Highlands, N. J., on the 4th of Oct., 1886, of a young woman. (An. Rpt., 1887.)	.....do.....	Apr. 7, 1887
Edith Clarke.....	Oakland, Cal.....	Rescue from drowning in Lake Chabot on Aug. 31, 1886, while a pupil at the Convent of Our Lady of the Sacred Heart, at Oakland, of a schoolmate. (An. Rpt., 1887.)	.....do.....	May 26, 1887
William Babb.....	Goderich, Ontario, Canada.	Rescuing the entire crew, seven people, of the American schooner A. C. Maxwell, stranded near Goderich on the morning of Dec. 9, 1885, during a fierce gale. (An. Rpt., 1888.)	Gold medal....	Nov. 12, 1887

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Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Thomas Finn	Goderich, Ontario, Canada.	Rescuing the entire crew—seven people—of the American schooner A. C. Maxwell, stranded near Goderich on the morning of Dec. 9, 1885, during a fierce gale. (An. Rpt., 1888.)	Silver medal	Nov. 12, 1887
Daniel McIver	do	do	do	Do.
Malcolm McDonald	do	do	do	Do.
John McDonald	do	do	do	Do.
Neil McIver	do	do	do	Do.
John McLean	do	do	do	Do.
Henry H. Everett	Chicago, Ill.	Rescue of several persons from drowning in Lake Michigan at different times in the years 1883–'85. (An. Rpt., 1888.)	do	Do.
William 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 were washed overboard and lost, and one was frozen 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 courage and heroism by the boat's crew.	Gold medal...	Oct. 17, 1890
George Crosby.....	Surfman	.....do.....	.....do.....	Do.
William M. Ewing.....	.....do.....	.....do.....	..... do.....	Do.
Jacob Loining	.....do.....	.....do.....	.....do.....	Do.
Edson B. Fowler.....	.....do.....	.....do.....	.....do.....	Do.
William L. Wilson.....	.....do.....	.....do.....	.....do.....	Do.
Frank M. Kindig	.....do.....	.....do.....	.....do.....	Do.
Thomas M. Webb.....	Wilmington, N.C.	Rescue from drowning in the surf off Wrightsville, N.C., of two ladies who had been carried beyond their depth by the tide. Aug. 30, 1890.	.....do.....	Do.
Daniel J. Reagan	South Boston, Mass.	Rescue of a man from drowning in the harbor at South Boston, July 4, 1890.	Silver medal..	Dec. 22, 1890
Thomas F. Freel.....	New York.....	Rescuing several persons from drowning in the harbor of New York at various times during the years 1884–'89.	.....do.....	Jan. 9, 1891

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Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Alfred Mitchell	Erie, Pa	Rescuing, while in command of the steam barge Edward Smith No. 2, thirteen men of the steamer Annie Young while she was burning on Lake Huron, Oct. 20, 1890.	Gold medal	Jan. 10, 1891
Jacob N. Lanstra	Assistant keeper of Groose Point Light - vessel, Lake Michigan.	Rescue from drowning of a boy who had broken through the ice, Dec. 29, 1890.	Silver medal	Jan. 28, 1891
Frederick T. Hatch	Keeper of lighthouse, Cleveland, Ohio.	Rescue of a lady from drowning at the entrance to the harbor of Cleveland on the night of Oct. 26, 1890. Mr. Hatch had previously, while a surfman at the Cleveland Life-Saving Station, received the gold medal of the Service. (See under date of Dec. 3, 1884.)	Gold bar	Feb. 26, 1891
C. A. Carlssen	Boatswain's mate on the U. S. S. Despatch.	Rescuing from drowning a man who had broken through the ice off the Washington navy-yard, Jan. 9, 1891.	Silver medal	Feb. 27, 1891
Patrick Kennedy	Ordinary seaman.	....do....	....do....	Do.
William Penn	Seaside Park, N.J.	Rescue from drowning of a boy who had fallen into the water from the railroad bridge at Barnegat Bay, N. J., Sept. 13, 1890.	....do....	Apr. 7, 1891
Eugene Longstreet	Brielle, N. J.	....do....	....do....	Do.
Custis Harrison	Corporal, Troop D, 5th U.S. Cavalry.	Rescuing three persons from drowning in the Red River, near Fort Sill, Tex., Nov. 23, 1890.	....do....	Do.
Mabel Mason	Mamajuda light-station, Detroit River.	Rescuing a man who had been thrown from his boat into Detroit River by the swash of a passing steamer, May 11, 1890.	....do....	Apr. 15, 1891
Calvin Gunn	Washington, D.C.	Rescuing from drowning, with great peril to his own life, a boy who had fallen into the river from a wharf at Washington, D. C., May 25, 1891.	....do....	July 11, 1891
Albert Owen	Trescott, Me.	Rescue from drowning, with a frail craft, of two men whose boat had capsized near Pembroke, Me., in the swift current, July 10, 1887.	....do....	July 16, 1891
Harry T. Thompson	New York	Rescuing a number of persons from drowning at various times during the years 1882-'86, and particularly for gallantly taking six persons from a boat capsized in New York Bay, Sept., 1886.	Gold medal	Oct. 14, 1891
Reuben Held	....do....	Rescue from drowning, June 18, 1891, of a boy who had gone beyond his depth while bathing, at Marion, Mass.	Silver medal	Oct. 23, 1891
Moritz Rosenthal	Riverside, Cal.	Rescuing from drowning, Aug. 29, 1891, a man who was bathing in Spring Brook, San Bernardino County, Cal. The service was rendered particularly arduous and meritorious by the youth of the rescuer, a boy of fourteen years.	....do....	Do.

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Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Joseph Fernald	Surfman of life-saving station.	Rescuing a number of persons from drowning in Portsmouth Harbor, N. H., at various times during the year 1891.	Silver medal	Oct. 23, 1891
John W. Brindley	Private, 15th U. S. Infantry.	Rescue from drowning, at great risk to his own life, of a boy whose boat had capsized in Lake Michigan, July 24, 1891.	do	Jan. 20, 1892
Charles Van Buren	do	do	do	Do.
William Oakmore	do	do	do	Do.
John Regnier	Surfman of life-saving station.	Recovering the body of a child drowned on Dec. 22, 1888. While aiding in saving lives from the steam collier Mendocino, wrecked on Humboldt Bar, he sprang into the furious surf and took the child from the water after the surfboat had twice failed to make a recovery. (An. Rpt., 1889.)	Gold medal	Feb. 6, 1892
John Bergman	Gardner, Oregon	Rescuing eighteen or twenty persons from the steamer Tacoma, wrecked near the mouth of Umpqua River, Jan. 29, 1883. The work was accomplished in the face of great danger, the heavy surf several times capsizing the frail boats in which rescue was made.	do	Do.
Benjamin Dexter	Grays Harbor, Wash.	do	Silver medal	Do.
Robert Breen	Empire City, Oregon.	do	do	Do.
Edward D. Ballentine	Captain of steamer Elfin-Mere.	Rescuing under circumstances of great hazard and difficulty the entire crew—thirteen men—of the steamer Oswegatchie, sinking off Sturgeon Point, Lake Huron, Nov. 26, 1891.	do	Feb. 23, 1892
John E. Johnson	Keeper of life-saving station.	Rescue of nineteen men from the wreck of the Spanish steamer San Albano, off Hog Island, Va., Feb. 23, 24, 1892. Two heroic but futile attempts were made to reach the vessel with the surfboat. Communication was finally made with the beach apparatus by means of the keeper's ingenuity, and all on board were landed in the life car. 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 seaward 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 28, 1891.	Gold medal....	June 14, 1892
Samuel Arundale.....	Charlottesville, Va.	Rescue from drowning of a young man who had become exhausted and had sunk while attempting to swim across the Rivanna River, June 13, 1891.	Silver medal...	June 20, 1892
William N. Blow, Jr.....	First lieutenant, U. S. Army.	Rescuing, with an unseaworthy craft, a man clinging to a boat that had capsized in the rough sea, about a mile from Fort Sheridan, Ill., Oct. 10, 1891.	.....do.....	Do.
Michael Kynan	Private, Company H, Fifteenth Infantry.	.....do.....	.....do.....	Do.
Daniel H. Cleaveland...	U. S. Fish Commission steamlaunch Petrel.	Rescue from drowning of a small boy who had fallen into the water at Gloucester City, N. J., Apr. 22, 1892.	.....do.....	Do.
John McCloy.....	Niagara Falls, N.Y.	Rescued a man from the rocks at the foot of Horseshoe Falls, Oct. 5, 1886; and on Nov. 15, 1887, after many trials and with 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 rendered 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 and swam with him toward the vessel 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 1895-1896.

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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.					
July 1	One-quarter mile south of station.	Crumple Island...	Sc. Cygnet,* Parrsboro, Nova Scotia.	Dalton.....	87
Aug. 1	Four miles north-northeast of station.	Burnt Island.....	Sc. Lillian M. Warren, Boston, Mass.	Quinn.....	89
Aug. 6	Sheep Island Bar.....	White Head.....	Sc. Silvie, Boston, Mass..	Saxon.....	52
Aug. 7	Hurricane Ledge	.....do	Sc. E. Arcularius, Rockland, Me.	White.....	100
Aug. 7	Thompsons Island.....	Burnt Island.....	Sc. Brunette, Searsport, Me.	Rich.....	86
Aug. 13	Five miles northeast of station.	White Head.....	Sc. Mary C., St. John, New Brunswick.	Caldwell....	99
Aug. 23	Seal Harbor.....	.....do	Sc. Carrie May, Rockland, Me.	Allen.....	85
Aug. 28	Two miles northwest of station.	Cranberry Isles...	Sc. A. R. Crittenden, Gloucester, Mass.	Johnson.....	86
Aug. 29	McGee Island.....	Burnt Island.....	Slp. Mogul, St. George, Me.	Simmons...	10
Sept. 5	Spruce Head Ledge.....	White Head.....	Sc. Charleston, Bucksport, Me.	McInnis.....	77
Sept. 5	One-third mile northeast of station.	Hunniwells Beach.	Slp. Edna, Georgetown, Me.	.....	.....
Sept. 6	One-quarter mile northeast of station.	White Head.....	Sc. Superior, Waldoboro, Me.	Cushman...	19
Sept. 14	Hoopers Island Rocks.....	Burnt Island.....	Sc. Annie Laura, St. John, New Brunswick.	Marshall ...	99
Sept. 20	One and one-half miles east-northeast of station.	Jerrys Point.....	Rowboat.....	.....	.....
Sept. 21	Five miles east-northeast of station.	Quoddy Head.....	Sc. George E. Dale, New York City.	Speight	230
Sept. 24	Spruce Head Island.....	White Head.....	Sc. James A. Webster, North Haven, Me.	Paschal.....	74
Oct. 19	One-half mile northeast of station.	Cross Island.....	Sc. Decorra,* Machias, Me.	Berry.....	188
Oct. 20	Odiornes Point.....	Jerrys Point.....	Slp. yt., Charlie W., Portsmouth, N. H.	.....	.....
Oct. 26	Stage Island Bar.....	Fletchers Neck....	Sc. Lizzie Williams, Boston, Mass.	Cronly.....	58
Nov. 10	Near Long Point, Spruce Head Island.	White Head.....	Sc. Kate Walker,* Bangor, Me.	Ginn	140
Nov. 11	Cushings Island.....	Cape Elizabeth....	Sc. M. M. Chase, Eastport, Me.	Hinds.....	98
Nov. 15	Twelve miles northeast of station.	White Head.....	Sc. J. E. Bowley, Machias, Me.	Mitchell	70
Nov. 22	West side Libbys Island..	Cross Island.....	Sc. Hazelwoode, St. John, New Brunswick.	Wagner.....	120
Nov. 26	One mile southwest of station.	Rye Beach	Sc. Eltie, St. John, New Brunswick.	James	124
Nov. 27	Harts Neck, Tennants Harbor.	White Head.....	Sc. Nellie Lamper, Marblehead, Mass.	McLain.....	327
Nov. 27	One-quarter mile east-southeast of station.	Hunniwells Beach.	Sc. Mary B. Rogers, Wiscasset, Me.	Brown.....	92
Dec. 6	Port Clyde Harbor.....	Burnt Island.....	Sc. Sarah F., Parrsboro, Nova Scotia.	Dexter.....	90
Dec. 10	One mile north of station.	Fletchers Neck....	Sc. Annie Sargent, Portland, Me.	Tibbetts	67
Dec. 12	Crowells Ledge.....	Quoddy Head.....	Sc. Collector, Eastport, Me.	Sprague	64
Dec. 15	One and one-half miles north-northwest of station.	Cranberry Isles...	Sc. Carlotta, St. John, New Brunswick.	Sale	244

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

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of casualties, season of 1895–96.

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.
Boston, Mass., to Port Williams, Nova Scotia.	.....	$1,500	.....	$1,500	$1,500	.....	5	5	.....	.....	.....
Fox Island, Me., to Boston, Mass.	Gravel.....	1,500	$200	1,700	1,700	.....	5	5	.....	.....	.....
Castine, Me., to Boston, Mass.	.....	5,000	.....	5,000	4,950	$50	12	12	.....	.....	.....
Philadelphia, Pa., to Rockland, Me.	Coal.....	2,000	430	2,430	2,255	175	4	4	.....	.....	.....
Belfast, Me., to Boston, Mass.	Hay	1,600	1,000	2,600	2,400	200	3	3	.....	.....	.....
St. John, New Brunswick, to Salem, Mass.	Lumber ...	800	1,000	1,800	1,800	.....	4	4	.....	.....	.....
Spruce Head to Rockland, Me.	Granite....	2,500	100	2,600	2,600	.....	2	2	.....	.....	.....
Fishing ground to Cranberry Island, Me.	Fish.....	4,000	100	4,100	4,000	100	13	13	.....	.....	.....
Port Clyde to New Harbor, Me.	.....do	600	200	800	800	... .	2	2	.....	.....	.....
Boston, Mass., to Bangor, Me.	Cement and pitch.	1,500	1,850	3,350	3,310	40	4	4	.....	.....	.....
Adrift and stranded..	.....	50	.....	50	50	.....	.....	.....	.....	.....	.....
Portland to Muscle Ridge Islands, Me.	.....	1,000	.....	1,000	1,000	.....	2	2	.....	.....	.....
St. John, New Brunswick, to Thomaston, Me.	Wood.....	4,000	400	4,400	4,400	.....	4	4	.....	.....	.....
Pleasure trip.....	....	25	.....	25	25	.....	3	3	.....	.....	.....
St. John, New Brunswick, to New York City.	Laths.....	2,500	1,700	4,200	3,900	300	6	6	.....	.....	.....
Mount Desert, Me., to Boston, Mass.	Granite....	4,500	1,000	5,500	5,200	300	4	4	.....	.....	.....
Lubec, Me., to New York City.	Sardines...	7,000	25,000	32,000	32,000	.....	5	5	.....	.....	.....
Pleasure trip.....	....	400	.....	400	400	.....	2	2	.....	.....	.....
Calais, Me., to Boston, Mass.	Lumber ...	1,600	870	2,470	2,470	.....	2	2	.....	.....	.....
Bangor, Me., to Perth Amboy, N. J.	Lumber and spars.	1,800	3,000	4,800	4,800	.....	4	4	.....	.....	.....
Eastport, Me., to New York City.	Fish	2,000	7,000	9,000	.....	9,000	5	5	.....	.....	.....
Morse Cove, Me., to Boston, Mass.	Brick.....	300	400	700	700	.....	2	2	.....	.....	.....
Fall River, Mass., to St. John, New Brunswick.	.....	4,000	....	4,000	3,700	300	5	5	.....	.....	.....
Boston, Mass., to St. John, New Brunswick.	.....	4,500	.....	4,500	4,100	400	5	5	.....	6	8
St. John, New Brunswick, to Philadelphia, Pa.	Laths.....	5,000	2,120	7,120	7,120	.....	7	7	.....	.....	.....
Boston, Mass., to Bath, Me.	Salt	1,000	300	1,300	1,300	.....	3	3	.....	.....	.....
Parrsboro, Nova Scotia, to Boston, Mass.	Lumber ...	1,500	1,000	2,500	2,500	.....	5	5	.....	.....	.....
Saco to Boothbay, Me.,	.....	800	.....	800	800	.....	3	3	.....	3	3
Boston, Mass., to Lubec, Me.	Provisions.	400	1,400	1,800	650	1,150	3	3	.....	3	6
Dragged anchor.....	Lumber ...	4,000	2,500	6,500	6,500	.....	6	6	.....	.....	.....

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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.					
Dec. 18	Hart Island	Burnt Island	Sc. Alice Raymond, Rockland, Me.	Dowdell	69
Dec. 22	North Heron Island	Hunniwells Beach.	Sc. Annie and Reuben, Bath, Me.	Benner	129
Dec. 26	Near Hay Island	White Head	Sc. Flash,* St. John New Brunswick.	Keif	97
1896.					
Jan. 6	One mile north of station.	Fletchers Neck	Sc. Sadie Corey,† Boston, Mass.	Low	157
Jan. 6	do	do	Sc. Ruth S. Hodgdon, Boston, Mass.	Gilbert	61
Jan. 6	Isles of Shoals	Jerrys Point	Sc. Billow, Rockland, Me.	Dyer	142
Jan. 13	Hart Island	Burnt Island	Sc. Brunette, Searsport, Me.	Nickerson	86
Feb. 7	One-half mile northwest of station.	White Head	Sloop, St. George, Me		
Feb. 9	Hampton Beach, 6½ miles southwest of Rye Beach Station.	Rye Beach and Wallis Sands.	Sc. Glendon, St. John, New Brunswick.	Mooney	248
Feb. 16	Whales Back Ledge	Fletchers Neck	Sc. Majestic, Salem, Mass.	Bullock	78
Feb. 20	One and one-half miles northeast of station.	White Head	Slp. M. E. D., South Thomaston, Me.		
Feb. 29	Two miles southwest of station.	Cape Elizabeth	Sc. Nettie Cushing,* Thomaston, Me.	Gilchrist	118
Mar. 4	Six miles west-northwest of station.	Cranberry Isles	Sc. Joe, Machias, Me.	Kelly	119
Mar. 6	Port Clyde Harbor	Burnt Island	Sc. Addie E. Snow, Rockland, Me.	Pinkham	163
Mar. 11	Sawyers Cove	Crumple Island	Sc. S. H. Sawyer,* Machias, Me.	Kelley	104
Mar. 11	Three-quarters of a mile north of station.	Fletchers Neck	Sc. Fairy Queen, Portland, Me.	Cushing	46
Mar. 21	One-half mile east by south of station.	Hunniwells Beach.	Sc. Bertie, Mount Desert Ferry, Me.	Blake	18
Mar. 25	One-half mile northwest of station.	Cross Island	Sc. Anita,‡ St. John, New Brunswick.	McLean	122
Mar. 25	Port Clyde Harbor	Burnt Island	Sc. Forest Belle, Machias, Me.	Beal	82
Mar. 28	Lubec Harbor	Quoddy Head	Str. General Leavitt, Lubec, Me.	Edgcomb	23
Apr. 3	Port Clyde Harbor	Burnt Island	Sc. Chaparral, St. George, Me.	Pierson	41
Apr. 3	do	do	Sc. J. H. Butler,* South West Harbor, Me.	Harding	43
Apr. 22	Petit Manan Island	Crumple Island	Sc. Serene, Digby, Nova Scotia.	Adams	54
May 6	Three miles east-northeast of station.	Quoddy Head	Sloop, Lubec. Me		
May 8	One-quarter mile east of station.	Cape Elizabeth	Fish boat		
May 19	Four miles north-northeast of station.	Burnt Island	Sc. Lawrence Murdock, Gloucester, Mass.	Hopkins	67
May 29	Three-quarters of a mile south-southeast of station.	Hunniwells Beach.	Sc. Laurel, Boston, Mass.	Hussey	19
May 31	Seven miles northeast by north of station.	Crumple Island	Slp. Mina, Jonesport, Me.		
June 17	Four miles east-northeast of station.	White Head	Sc. Sylvia M. Nunan, Kennebunk, Me.	Nunan	56
June 29	West side of Great Cranberry Island.	Cranberry Isles	Sc. Abby Morse, South West Harbor, Me.	Hopkins	34
	Total				

*In dangerous position from which life-saving crew extricated her.
†In distress, requiring the assistance of the life-saving crew.

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of casualties, season of 1895–96—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.
Gloucester, Mass., to Rockland, Me.	.....	$2,500	.....	$2,500	$2,500	.....	3	3	.....	.....	.....
Rockport, Mass., to Bath, Me.	.....	4,000	.....	4,000	3,500	$500	5	5	.....	.....	.....
St. John, New Brunswick, to Boston, Mass.	Shingles and planks	2,000	$2,300	4,300	4,300	.....	5	5	.....	.....	.....
Wiscasset, Me., to Boston, Mass.	Hay	4,000	2,500	6,500	6,500	.....	6	6	.....	.....	.....
Rockport, Me., to Boston, Mass.	Lime.....	8,000	1,000	9,000	9,000	.....	3	3	.....	.....	.....
Rockland, Me., to Richmond, Va.	.....do.....	5,000	1,200	6,200	.....	6,200	5	5	.....	4	8
Portland to Searsport, Me.	Corn and feed.	1,200	2,500	3,700	.....	3,700	3	3	.....	.....	.....
Tennants Harbor to Seal Harbor, Me.	.....	45	.....	45	45	.....	1	1	.....	.....	.....
Port Johnson, N. J., to St. John, New Brunswick.	Coal.....	10,000	800	10,800	.....	10,800	7	7	.....	.....	.....
Rockland, Me., to Salem, Mass.	Lime	1,500	900	2,400	.....	2,400	3	3	.....	3	6
South Thomaston to Muscle Ridge Islands, Me.	.....	325	.....	325	310	15	2	2	.....	.....	.....
New York City to Portland, Me.	Brimstone	4,000	5,000	9,000	9,000	.....	4	4	.....	.....	.....
Boston, Mass., to Eastport, Me.,	Flour and corn.	5,000	2,500	7,500	7,500	.....	4	4	.....	.....	.....
Rockland, Me., to New York City.	Lime..	4,000	1,900	5,900	5,900	.....	5	5	.....	.....	.....
Parted lines and stranded.	General ...	1,500	2,500	4,000	4,000	.....	4	4	.....	.....	.....
Fishing trip.....	Fish	1,500	375	1,875	.....	1,875	11	11	.....	11	34
Mount Desert to Portland, Me.	.....	400	.....	400	.....	400	3	3	.....	3	3
St. Stephens, New Brunswick, to New York City.	Lumber ...	3,000	2,000	5,000	5,000	.. ..	5	5	.....	.....	.....
Dragged anchor and stranded.	.....do.....	2,000	1,000	3,000	3,000	.....	3	3	.....	.....	.....
.....	.....	2,000	.....	2,000	1,950	50	.....	.....	.....	.....	.....
Dragged anchor and stranded.	General ...	1,000	1,000	2,000	2,000	.....	2	2	.....	.....	.....
Dragged anchor.....	.....	800	.....	800	800	....	2	2	.....	.....	.....
Rockland, Me., to Port Gilbert, Nova Scotia.	.....	2,000	.....	2,000	1,700	300	5	5	.....	.....	.....
Capsized.....	.....	15	.....	15	15	.....	2	2	.....	.....	.....
Fishing trip.....	.....	100	.....	100	100	.....	1	1	.....	1	1
Gloucester, Mass., to Georges Bank.	.....	4,000	.....	4,000	4,000	.....	12	12	.....	.....	.....
Boston, Mass., to Friendship, Me.	.....	800	.....	800	.....	800	2	2	.....	.....	.....
Jonesport to Moosabec Light, Me.	.....	400	.....	400	390	10	1	1	.....	.....	.....
Fishing trip.....	.....	6,000	.....	6,000	6,000	.....	9	9	.....	.....	.....
Southwest Harbor, Me., to fishing ground.	Fishing outfits.	500	200	700	700	.....	8	8	.....	.....	.....
.....	.....	144,960	79,245	224,205	185,140	39,065	256	256	.....	34	69

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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.					
July 4	One-sixth mile southeast by south of station.	Plum Island	Sc. Abbie and Eva Hooper, Camden, N. J.	James	322
July 5	One-half mile northeast by east of station.	Cuttyhunk	Slp. yt. Kelpie, Marblehead, Mass.	Birdsall	7
Aug. 4	One-half mile north of station.	Plum Island	Sc. Alfaretta, Newburyport, Mass.	Thurlow	11
Aug. 9	One and three-quarter miles southwest of station.	Chatham	Slp. Chief, Chatham, Mass.		
Aug. 10	Pollock Rip	Monomoy	Sc. Hunter, Boston, Mass.	Whelply	197
Aug. 10	....do	....do	Sc Harriet C. Kerlin, Philadelphia, Pa.	Dutch	517
Aug. 12	One-half mile south of station.	North Scituate	Slp. Roma,* Boston, Mass.		
Aug. 18	Near Saquish Beach	Gurnet	Sloop, Plymouth, Mass.		
Aug. 19	Bearses Shoal	Monomoy	Sc. Hattie and Lottie, Dennis, Mass.	Nickerson	101
Aug. 20	One-quarter mile northeast of station.	Pamet River	Slp. Owl,† Boston, Mass.		
Aug. 21	One mile southwest of station.	Davis Neck	Slp. La Reine, Boston, Mass.		
Aug. 22	Six miles northeast of station.	Cahoons Hollow	Sc. Mariel,* Harrington, Me.	Cole	85
Aug. 23	Three and one-half miles northwest by west of station.	Gurnet	Sc. Daniel Boone, Provincetown, Mass.	Newcomb	15
Aug. 23	Two miles southwest of station.	Coskata	Catboat Cleopatra, Nantucket, Mass.	Burgess	18
Aug. 25	Bearses Shoal	Monomoy	Sc. Benjamin Oliver, Wellfleet, Mass.	Harding	78
Aug. 27	Shovelful Shoal	....do	Sc. Morning Star, Boston, Mass.	Hawes	80
Aug. 28	Stone Horse Shoal	....do	Sc. Carrie Walker, Eastport, Me.	Starkey	173
Sept. 2	Two miles east of station	Fourth Cliff	Sailboat Laura, Scituate, Mass.		
Sept. 4	Off station	Gurnet	Yt. Priscilla,‡ Plymouth, Mass.		
Sept. 11	Sow and Pigs Reef	Cuttyhunk	Sc. Ada S. Allen, Calais, Me.	Martin	150
Oct. 4	Six and one-half miles northwest by north one-half north of station	Muskeget	Sc. Nellie S. Pickering, Belfast, Me.	Kimball	280
Oct. 7	One-third mile southeast of station.	Brant Rock	Small boat		
Oct. 17	One-half mile west-southwest of station.	Davis Neck	Slp. Agawam, Gloucester, Mass.		
Oct. 17	Saquish Beach	Gurnet	Slp. Abbie D., Plymouth, Mass.		
Oct. 18	Two miles west-southwest of station.	Race Point	Sc. Eliza Levensaler, Thomaston, Me.	Keller	160
Oct. 19	Eight miles south by west of Monomoy Station.	Monomoy and Coskata.	Sc. Sallie B.,† Boston, Mass.	Spaulding	287
Oct. 25	Two hundred yards west-southwest of station.	Gurnet	Slp. G. P., Plymouth, Mass.		
Oct. 26	Three and one-half miles south by west one-half west of station.	Monomoy	Sc. Annie P. Chase,‡ Bangor, Me.	Ellis	257
Nov. 8	One-quarter mile north-northeast of station.	Nauset	Sc. Haroldine, Providence, R. I.	Higgins	1,362

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

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of casualties season of 1895–96—Continued.

COAST OF MASSACHUSETTS.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Philadelphia, Pa., to Newburyport, Mass.	Coal	$3,000	$855	$3,855	$2,755	$1,100	9	9	.....	8	43
Marblehead, Mass., to New York City.	.....	1,000	.....	1,000	1,000	.....	3	3	.....	.....	.....
Pleasure trip	.....	800	.....	800	800	.....	18	18	.....	.....	.....
Chatham to Harwichport, Mass.	.....	300	.....	300	290	10	2	2	.....	.....	.....
St. John, New Brunswick, to New York City.	Lumber	5,000	3,000	8,000	7,980	20	5	5	.....	.....	.....
Savannah, Ga., to Boston, Mass.	do	15,000	20,000	35,000	35,000	.....	8	8	.....	.....	.....
Scituate to Boston, Mass.	.....	200	.....	200	200	.....	3	3	.....	.....	.....
Adrift	.....	50	.....	50	40	10	.....	.....	.....	.....	.....
Dennis to Gloucester, Mass.	Fish and fishing outfit.	4,000	1,000	5,000	5,000	.....	12	12	.....	.....	....
New York City to Boston, Mass.	.....	400	.....	400	400	.....	2	2	.....	.....	.....
Pleasure trip	.....	300	.....	300	275	25	3	3	.....	.....	.....
Bowdoinham to Sag Harbor, Me.	Lumber	1,500	9,800	11,300	11,000	300	3	3	.....	.....	.....
Fishing trip	.....	800	.....	800	700	100	4	4	.....	.....	.....
do	.....	2,000	.....	2,000	2,000	.....	12	12	.....	.....	.....
do	Fishing outfit.	2,000	1,000	3,000	3,000	.....	13	13	.....	.....	.....
New York City to Boston, Mass.	Brick	1,500	1,800	3,300	3,300	.....	4	4	.....	.....	.....
New York City to Wiscasset, Me.	Coal	4,000	1,200	5,200	5,200	.....	6	6	.....	.....	.....
Adrift	.....	130	.....	130	130	.....	1	1	.....	.....	.....
Pleasure trip	.....	300	.....	300	295	5	4	4	.....	.....	.....
Hoboken, N. J., to Eastport, Me.	Coal	9,000	805	9,805	.....	9,805	6	6	.....	1	1
Belfast, Me., to New York City.	Paving stone.	6,000	1,500	7,500	.....	7,500	6	6	.....	6	12
Capsized	.....	20	.....	20	20	.....	2	2	.....	.....	.....
Fishing trip	.....	400	.....	400	380	20	4	4	.....	.....	.....
do	.....	150	.....	150	145	5	1	1	.....	1	1
Boston, Mass., to Thomaston, Me.	.....	3,500	.....	3,500	2,500	1,000	4	4	...	4	12
Pigeon Cove, Mass., to New York City.	Paving stone.	2,000	1,500	3,500	3,300	200	6	6	.....	.....	.....
Fishing trip	.....	75	.....	75	75	.....	2	2	.....	2	2
Bangor, Me., to New York City.	Lumber	5,000	3,000	8,000	7,995	5	6	6	.....	.....	.....
Boston, Mass., to Philadelphia, Pa.	.....	52,000	.....	52,000	52,000	.....	10	10	.....	.....	.....

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United States Life-Saving Service.—Table

DISTRICT NO. 2.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1895.					
Nov. 9	One and one-quarter miles northwest of station.	Plum Island	Sc. Newell B. Hawes, Boston, Mass.	Littlefield	89
Nov. 16	One and one-half miles west-southwest of station.	Race Point	Sc. Lottie S. Haskins, Gloucester, Mass.	Nickerson	58
Nov. 30	Two and one-half miles south of Chatham Station.	Chatham and Monomoy.	Sc. Gov. James Y. Smith, Fall River, Mass.	Patrick	221
Dec. 6	Two miles south-southeast of station.	Monomoy	Sc. Nantasket, Lunenberg, Nova Scotia.	Parks	82
Dec. 6	Great Point Rip..	Coskata	Bkn. Elmiranda, Boston, Mass.	Duncan	644
Dec. 21	Browns Island Shoals	Gurnet	Sc. Albert Pharo, Boston, Mass.	Weller	129
Dec. 27	Three-quarters of a mile east of station.	Gay Head	Sloop, New Bedford, Mass.		
Dec. 31	One and one-half miles south of station.	Cahoons Hollow	Sc. Smuggler, Gloucester, Mass.	Courant	68
Dec. 31	Three and one-half miles north of station.	Nauset	Sc. Ellen Lincoln, Portland, Me.	Cook	97
1896.					
Jan. 4	Plum Island Point	Plum Island	Sc. Albert H. Harding, Boston, Mass.	Perkins	64
Jan. 6	Shovelful Shoal	Chatham and Monomoy.	Sc. Clifton, Windsor, Nova Scotia.	Ells	473
Jan. 14	North Breaker, Ipswich Bar.	Knobbs Beach	Sc. Gypsy Queen, Salem, Mass.	Trefethen	5
Jan. 31	South Breaker, Ipswich Bar.	Knobbs Beach and Davis Neck.	Sc. G. M. Hopkins, Boston, Mass.	Lowell	74
Feb. 9	Three-quarters of a mile south of station.	Plum Island	Sc. Alianza, Turks Island, West Indies.	Melonson	359
Feb. 17	One and one-quarter miles east of station.	Race Point	Sc. Gertie S. Winsor, Provincetown, Mass.	Enos	78
Feb. 21	Browns Island Shoal	Gurnet	Sc. Anna L. Sanborn, Salem, Mass.	Perry	35
Feb. 22	Black Point	do	Sc. Lettie G. Howard, Gloucester, Mass.	Sevin	60
Mar. 11	Toddy Rocks	Point Allerton	Sc. J. Percy Bartram, New York City.	Wheeler	371
Mar. 12	One-half mile west-northwest of station.	Cuttyhunk	Yt. Helen, Gosnold, Mass.		
Mar. 12	Three-quarters of a mile northwest of station.	Gurnet	Skiff, Duxbury, Mass.		
Mar. 14	Two and one-half miles west by south of station.	do	Sc. Eddie A. Minot, Boston, Mass.	Lurchin	15
Mar. 16	Hardings Ledge	Point Allerton	Sc. William Cobb, Dennis, Mass.	Meglethen	425
Mar. 16	Wood End	Race Point	Sc. Nellie M. Snow,* Provincetown, Mass.	Williams	65
Mar. 18	Browns Island Shoals	Gurnet	Sc. Nickerson, Provincetown, Mass.	Crockett	40
Mar. 27	Three-quarters of a mile north-northwest of station.	Chatham	Catboat, Chatham, Mass.		
Mar. 27	One-half mile west-northwest of station.	Cuttyhunk	Sc. Mizpah, New Bedford, Mass.	Flanders	13
Apr. 8	One and one-half miles north-northeast of station.	Point Allerton	Sc. Florence, Boston, Mass.	Reed	50
Apr. 11	Handkerchief Shoal	Monomoy	Sc. James A. Parsons, Bath, Me.	Booker	219
Apr. 12	One-half mile west-northwest of station.	Race Point	Sc. Almeida, Gloucester, Mass.	Perry	68
Apr. 13	One and one-half miles east-northeast of station.	Pamet River	Fish boat, Wellfleet, Mass.		

* No assistance required of life-saving crew.

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of casualties, season of 1895–96—Continued.

OF MASSACHUSETTS—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Plum Island Point to Newburyport, Mass.	Sand	$3,000	$125	$3,125	$3,125		5	5			
Fishing trip		4,200		4,200	4,200		4	4			
Savana-la-Mar, West Indies, to Boston, Mass.	Logwood	7,000	9,000	16,000	16,000		7	7			
Prince Edwards Island, to Boston, Mass.	Potatoes	3,000	1,200	4,200		$4,200	5	5		5	10
Baltimore, Md., to Bath, Me.	Coal	8,000	3,500	11,500	6,500	5,000	9	9			
South Amboy, N. J., to Plymouth, Mass.	do	1,200	900	2,100	1,200	900	4	4		4	13
New Bedford to No Mans Land, Mass.	Salt	200	15	215	25	190	1	1			
La Have Bank to Boston, Mass.	Fish	3,500	1,000	4,500		4,500	15	15		15	30
Fishing ground to Boston, Mass.	do	4,500	1,200	5,700		5,700	19	19		19	38
Salem to Plum Island Point, Mass.		2,500		2,500	2,500		3	3			
Windsor, Nova Scotia to New York City.	Plaster	5,000	1,000	6,000	5,800	200	10	10		10	10
Gloucester to Ipswich, Mass.		250		250	215	35	2	2			
Ipswich to Gloucester, Mass.	Sand	1,800	110	1,910	1,800	110	6	6			
Port Johnson, N. J., to St. John, New Brunswick.	Coal	4,000	1,425	5,425		5,425	7	4	3	4	8
Fishing ground to Provincetown, Mass.	Fish	3,500	300	3,800	150	3,650	16	16		16	16
Fishing trip		3,500		3,500	3,500		10	10			
do	Fish	6,000	125	6,125	6,125		14	14			
Boston, Mass., to Jacksonville, Fla.		15,000		15,000	15,000		8	8			
Parted moorings and stranded.		600		600	600						
Adrift		10		10	10						
Fishing trip		500		500	490	10	4	4			
Boothbay, Me., to Philadelphia, Pa.	Ice	4,500	280	4,780	3,180	1,600	7	7			
Fishing ground to Provincetown, Mass.	Fish	2,000	500	2,500	2,500		16	16			
Fishing trip	do	4,000	100	4,100	4,100		10	10			
Osterville to Chatham, Mass.		500		500	500		1	1			
Dragged anchor and stranded.		1,000		1,000	1,000		2	2			
Cruising		2,000		2,000	1,900	100	5	5			
Port Johnson, N. J., to Hallowell, Me.	Coal	3,500	1,300	4,800	4,775	25	6	6			
Fishing trip		6,800		6,800	6,800		16	16			
do	Fish	25	10	35	35		2	2		2	2

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United States Life-Saving Service.—Table

DISTRICT NO. 2.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1896.					
Apr. 14	South Breaker, Ipswich Bar.	Davis Neck and Knobbs Beach.	Sc. S. S. Smith, Bath, Me.	Adams	84
Apr. 26	Two hundred yards northwest of station.	Cuttyhunk	Skiff		
Apr. 29	Two miles northeast of station.	Chatham	Catboat Quoive, Chatham, Mass.		
May 3	One and one-quarter miles west of station.	Gurnet	Catboat Ellen B., Plymouth, Mass.		
May 5	One-half mile northeast of station.	High Head	Str. Forest Holme, Maryport, England.	Johnson	2,407
May 6	One and one-half miles south of station.	Point Allerton	Sloop, Weymouth, Mass.		
May 6	One mile north of station.	Cahoons Hollow	Sc. Daniel B. Fearing, Newport, R. I.	Clifford	1,240
May 6	One-quarter mile northwest by north of station.	Cuttyhunk	Slp. yt. Æolis, New York City.	Greenwood	7
May 16	Two and one-half miles south-southeast of station.	Orleans	Sc. Phœnix, Parrsboro, Nova Scotia.	Newcomb	396
May 18	One and one-quarter miles east of station.	Plum Island	Yawl,* Newburyport, Mass.		
May 21	Three-quarters of a mile west-northwest of station.	Chatham	Sc. Lewis Jane, New London, Conn.	Halpin	120
May 22	Handkerchief Shoal	Monomoy	Sc. Arthur M. Gibson, St. John, New Brunswick.	Stewart	317
May 26	One-quarter mile south of station.	Point Allerton	Slp. yt. Gracie G., Boston Mass.		13
May 30	One-half mile north of Nauset Inlet.	Orleans	St. launch Etta E.,* Falmouth, Mass.		
June 14	Two miles north by west one-half west of station.	Coskata	Sc. Ellen Perkins, Deer Isle, Me.	Smith	172
June 15	Three and one-half miles east-southeast of station.	Gay Head	Sc. J. Kennedy, Calais, Me.	Cotter	98
June 20	One-quarter mile east by north of station.	Orleans	Sailboat, Boston, Mass.		
	Total				

DISTRICT NO. 3.—EMBRACING COASTS

1896.					
July 4	One-quarter mile westnorthwest of station.	Brentons Point	Sloop, Boston, Mass.		
July 25	One mile north of station.	Fire Island	Sc. John Lenthall,† Boston, Mass.	Kennealy	144
July 26	One-quarter mile east by north of station.	Coney Island	Sailboat, Sheepshead Bay, N. Y.		
Aug. 5	One-half mile east by south of station.	do	Slp. Euphemia, New York City.	Van Wicklen.	19
Aug. 17	One and one-quarter miles south of station.	do	Catboat Kathleen, Canarsie, N. Y.		
Aug. 21	One-half mile northeast of station.	Moriches	Catboat, New York City.		
Aug. 23	One mile northeast of station.	do	Catboat, Westhampton, N. Y.		
Aug. 25	One-quarter mile northwest of station.	Point of Woods	Sc. R. T. Osborn, Patchogue, N. Y.	Ferguson	10
Aug. 30	One-quarter mile west by south of station.	Coney Island	Slp. Simoon, Greenport, N. Y.	Post	20
Sept. 1	Sugar Reef	Watch Hill	Sc. yt. Brunhilde, New York City.	Purdy	127
Sept. 11	One-sixth mile south of station.	Point of Woods	Small boat, Point of Woods, N. Y.		

*In peril, requiring assistance. †No assistance by life-saving crew.

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of casualties, season of 1895-96—Continued.

OF MASSACHUSETTS—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Boston, Mass., to Boothbay, Me.	.....	$1,200	.....	$1,200	$700	$500	3	3	.....	.....	.....
Capsized	.....	10	.....	10	10	.....	2	2	.....	.....	.....
Fishing trip	.....	300	.....	300	295	5	2	2	.....	.....	.....
Capsized	.....	250	.....	250	250	.....	1	1	.....	1	1
Mediterranean Sea to Boston, Mass.	Fruit and asphalt.	60,000	$50,000	110,000	106,000	4,000	24	24	.....	.....	.....
Adrift	.....	200	.....	200	200	.....	.....	.....	.....	.....	.....
Philadelphia, Pa., to Boston, Mass	Coal	50,000	6,000	56,000	.....	56,000	9	9	.....	9	9
New York City to Boston, Mass.	.....	3,000	.....	3,000	3,000	.....	3	3	.....	3	3
Windsor, Nova Scotia, to New York City.	Plaster	15,000	2,000	17,000	17,000	.....	9	9	.....	.....	.....
Fishing trip	.....	10	.....	10	10	.....	1	1	.....	.....	.....
New York City to Chatham, Mass.	Coal	1,100	900	2,000	1,300	700	3	3	.....	.....	.....
New York City to Halifax, Nova Scotia.	.....	16,000	2,500	18,500	18,500	.....	8	8	.....	.....	.....
Dragged anchor and stranded.	.....	600	.....	600	600	.....	.....	.....	.....	.....	.....
Pleasure trip	.....	3,000	.....	3,000	3,000	.....	12	12	.....	.....	.....
Bangor, Me., to New York City.	Lumber	1,500	2,000	3,500	600	2,900	4	4	.....	4	7
Parted chains and stranded.	.....	2,500	.....	2,500	2,500	.....	5	5	.....	.....	.....
Capsized	.....	30	.....	30	30	.....	3	3	.....	.....	.....
.....	.....	376,710	130,950	507,660	391,805	115,855	462	459	3	114	218

OF RHODE ISLAND AND LONG ISLAND.

Dragged anchor and stranded.	.....	900	.....	900	900	.....	2	2	.....	.....	.....
Richmond, Me., to Patchogue, N. Y.	Lumber	1,000	1,200	2,200	1,200	1,000	6	6	.....	.....	.....
Pleasure trip	.....	50	.....	50	50	.....	2	2	.....	.....	.....
Bergen Point, N. J., to Far Rockaway, N. Y.	Gravel	800	65	865	820	45	4	4	.....	.....	.....
Fishing trip	.....	125	.....	125	125	.....	8	8	.....	7	7
Capsized	.....	100	.....	100	95	5	1	1	.....	1	1
do	.....	100	.....	100	95	5	3	3	.....	.....	.....
Patchogue to Fire Island Inlet, N. Y.	.....	500	.....	500	500	.....	1	1	.....	.....	.....
Princes Bay to Barren Island, N. Y.	Fish	400	30	430	430	.....	2	2	.....	.....	.....
New York City to Newport, R. I.	.....	25,000	.....	25,000	24,200	800	21	21	.....	.....	.....
Fishing trip	.....	25	.....	25	25	.....	3	3	.....	.....	.....

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United States Life-Saving Service.—Table

DISTRICT NO. 3.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1895.					
Sept. 12	Two and one-half miles west of station.	Long Beach	Slp. Queens County, Baldwins, N. Y.		
Sept. 14	Fire Island Bar	Fire Island and Oak Island.	Sc. Sarah Mills, Deer Isle, Me.	Johnson	154
Sept. 14	One and three-quarter miles southeast of station.	Eatons Neck	Slp. Beatrix, Norwalk, Conn.		
Sept. 28	Two miles southwest by south of station.	Brentons Point	Str. Harry,* Providence, R. I.	Day	77
Sept. 29	Napatree Point	Watch Hill	Sc. Josie F, St. John, New Brunswick.	Cameron	95
Oct. 4	Castle Hill	Brentons Point	Catboat, Newport, R. I.		
Oct. 19	Three-quarters of a mile east-southeast of station.	Coney Island	Sc. Ella L Cooper, Patchogue, N. Y.	Crocker	43
Oct. 23	Four miles north of station.	Block Island	Sc. Active, Providence, R. I.	Wright	23
Nov. 20	Napatree Point	Watch Hill	Slp. T. W. Allan, Eastport, Me.	Murchie	113
Nov. 21	One mile east of station	Point of Woods	Slp. Elouise, Patchogue, N. Y.		6
Nov. 29	Eight miles east-northeast of station.	Brentons Point	Sc. Promised Safety, New Bedford, Mass.	La Croix	11
Dec. 1	One mile north of station	Fire Island	Slp. Mascot, New York City.	Farnum	8
1896.					
Jan. 10	One-half mile west of station.	Point Judith	Str. Maverick, New City.	Rubelli	1,561
Jan. 12	Two miles west of Fire Island Station.	Fire Island and Oak Island.	Sc. D. R. Mayhew, New York City.	Johnson	24
Jan. 18	One and one-half miles northeast of station.	Oak Island	Small boat		
Feb. 4	Two miles east of Blue Point Station.	Blue Point, Smiths Point, Lone Hill, and Bellport.	Str. Lamington, Glasgow, Scotland.	Duff	1,886
Feb. 11	One-half mile east-northeast of station.	Watch Hill	Sc. Belle R. Hull, New York City.	Taylor	195
Feb. 14	Two miles west of Fire Island Station.	Fire Island, Point of Woods, and Oak Island.	Str. Otranto, Hull, England.	Hubby	2,379
Feb. 15	One-quarter mile west of station.	Quogue	Rowboat, Westhampton, N. Y.		
Feb. 20	Three-quarters of a mile west of station.	Point Judith	Barge Star of the East, Fall River, Mass.	McCray	368
Mar. 2	One mile east of station	Long Beach	Sc. Nellie Woodbury, Ellsworth, Me.	Clark	145
Mar. 2	One mile southwest of Zachs Inlet Station.	Zacks Inlet, Jones Beach, and Short Beach.	Bk. H. J. Libby, Portland, Me.	Pray	621
Mar. 11	Three-quarters of a mile east of station.	Eatons Neck	Sc. Kate Scranton, Dennis, Mass.	Bates	125
Mar. 13	One-half mile north of station.	Point of Woods	Slp. Gracie, Patchogue, N. Y.		6
Mar. 15	One and three-quarter miles north of station.	Point Judith	Sc. Clarissa Allen, New York City.	Chevalui	108
Mar. 19	Nine miles east three-quarters north of station.	Brentons Point	Bg. Water Witch, Boston, Mass.	Johnson	238
Apr. 12	Three-eighths mile northeast of station.	Coney Island	Slp. Rhoda Ann, New York City.	Chambers	18
Apr. 16	One mile northwest of station.	Point of Woods	Slp. Pastime, Brookhaven, N. Y.		
Apr. 28	One-half mile southeast of station.	Coney Island	Sc. Israel J. Merritt, Perth Amboy, N. J.	Collins	45

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

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of casualties, season of 1895–96—Continued.

OF 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.
Capsized		$200		$200	$200		13	13			
Fire Island, N. Y., to New York City.		3,000		3,000	3,000		4	4			
Norwalk, Conn., to Long Island, N. Y.		75		75	65	$10	3	3		3	3
New Bedford to Fall River, Mass.	Iron, cloth, and cotton.	4,000	$20,000	24,000	23,900	100	7	7			
Quaco, New Brunswick, to Stonington, Conn.	Lumber	4,000	1,010	5,010	890	4,120	4	4		4	4
Fishing trip	Lobsters and fish.	255	25	280	270	10					
Sayresville, N. J., to Inwood, N. Y.	Brick	2,000	250	2,250	2,250		3	3			
Newport to Block Island, R. I.		1,500		1,500		1,500	4	4		2	4
Calais, Me., to New York City.	Lumber	3,000	1,765	4,765	3,790	975	5	5			
Dragged anchors and stranded.		1,200		1,200	1,200		6	6		6	6
Fall River to Marion, Mass.		1,200		1,200	1,200		2	2			
Pleasure trip		500		500	500		4	4			
Philadelphia, Pa., to Boston, Mass.	Kerosene oil.	131,000	30,000	161,000	154,000	7,000	20	20			
Fishing trip		1,000		1,000	1,000		5	5			
Babylon to Fire Island Inlet, N. Y.		50		50	50		3	3			
Gibraltar, Spain, to New York City.	Fruit	75,000	100,000	175,000	105,000	70,000	24	24		37	152
Port Johnson, N. J., to Newport, R. I.	Coal	800	1,600	2,400	600	1,800	5	5		4	5
Shields, England, to New York City.	General	50,000	45,000	95,000	77,500	17,500	28	28			
Capsized	Fish	25	10	35	25	10	2	2			
Fall River, Mass., to New York City.		8,000		8,000	6,000	2,000	3	3		3	9
Miragoane, West Indies, to New York City.	Logwood	4,000	5,000	9,000	4,000	5,000	6	6		6	16
Turks Island, West Indies, to Boston, Mass.	Salt	8,000	2,475	10,475		10,475	14	14		14	56
Sag Harbor, N. Y., to Edgewater, N. J.		2,400		2,400		2,400	5	3	2	3	6
From Patchogue, N. Y.		300		300		300	2	2			
New York City to Newport, R. I.	Coal	1,500	700	2,200		2,200	4	4		4	19
Port au Prince, Haiti, to Boston, Mass.	Logwood	7,000	8,000	15,000	1,250	13,750	7	7		7	7
Johnsons Inlet, N.Y., to New Brunswick, N. J.	Sand	500	35	535	480	55	3	3		3	3
From Brookhaven, N. Y.		200		200	200		2	2			
New Haven, Conn., to Jamaica Bay, N. Y.	Oysters	1,200	1,200	2,400	2,400		4	4			

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United States Life-Saving Service.—Table

DISTRICT NO. 3.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1896.					
Apr. 29	One and one-half miles southwest of station.	Oak Island.....	Sc. Robert A. Snyder,* Philadelphia, Pa.	Guthrie.....	376
May 9	One-quarter mile from station.	Brentons Point....	Skiff, Newport, R. I.....	.....	.....
May 17	Three-eighths mile east of station.	Eatons Neck.....	Sloop-yacht, New York City.	.....	.....
May 19	One and three-quarter miles west of station.	Rockaway Point..	Str. R. J. Moran, New York City.	Nelson.....	76
May 23	Jones Inlet.....	Point Lookout.....	Naphtha launch, New York City.	.....	.....
May 25	One-half mile southeast of station.	Coney Island.....	Sc. General Levi Harris, Perth Amboy, N. J.	Ormerod ...	48
May 28	Four and one-half miles east of station	Quonochontaug...	Sc. War Steed, Wiscasset, Me.	Parker	120
May 31	One and one-quarter miles south-southeast of station.	Coney Island.....	Sailboat, Aqueduct, N. Y.	.....	.....
June 8	Three-quarters of a mile east-southeast of station.	Eatons Neck	Sc. George E. Dale, New York City.	Price	230
June 13	Two hundred yards northeast of station.	New Shoreham ...	Sc. Henry L. Wyman, Portland, Me.	Woodbury	17
June 16	One and one-half miles offshore.	Hither Plain.....	Slp. Mary A., Stonington, Conn.	Davis.....	7
	Total	.....	.....	.....	.....

DISTRICT NO. 4.—EMBRACING

1895.					
July 1	One and one-half miles northwest of station.	Cape May	Slp. yt. Sea Gull, Somers Point, N. J.	McIlwane..	6
July 2	.....do.....	.....do.....	Slp. yt. Ruby May, Bridgeton, N. J.	.....	.....
July 4	One-half mile north of station.	Sandy Hook	Yt. Hit or Miss, Bayonne, N. J.	.....	.....
July 4	Three miles east of station.	Cold Spring	Yt. Luzett, Philadelphia, Pa.	.....	.....
July 15	Two miles northeast of station.	Avalon	Slp. yt. Dora,† Sea Isle City, N. J.	Corson	6
Aug. 10	Absecon Inlet.....	Atlantic City.....	Sc. E. Waterman, Calais, Me.	Huntley.....	107
Aug. 14	One mile north of station..	Avalon	Slp. Dora May, Bridgeton, N. J.	.....	.....
Aug. 17	One mile northwest of station.	Monmouth Beach	Yt. Saucy Polly, Monmouth Beach, N. J.	.....	.....
Aug. 18	Barnegat Inlet.....	Barnegat	Slp. yt. Federalist, Greenport, N. Y.	Wolley	20
Aug. 18	One and one-half miles east of station.	Hereford Inlet.....	Yt. Hereford,† Anglesea, N. J.	.....	.....
Aug. 19	Cold Spring Bar.....	Turtle Gut and Cold Spring.	Yt. Vigilant, Cape May, N. J.	.....	.....
Aug. 19	One and one-half miles northwest of station.	Cape May.....	Sc. Anna Lee, Hampton, Va.	.....	.....
Aug. 20	One and three-quarter miles northwest of station.	Forked River	Slp. P. H. Z., Lanoka, N. J.	.....	.....
Aug. 22	South Bar, Hereford Inlet.	Hereford Inlet and Tathams.	Slp. Mary Alice, Bridgeton, N. J.	Ludlam ...	13
Aug. 23	Two miles south of station.	Cape May	Sc. Diamond State, Lewes, Del.	.....	.....
Aug. 24	One mile northwest of station.	Barnegat	Catboat Kittie K., Forked River, N. J.	.....	.....
Aug. 25	One and one-half miles northwest of station.	Cape May.....	Catboat Camges, Camden, N. J.	.....	.....

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

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of casualties, season of 1895–96—Continued.

OF 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.
Florida to Patchogue, N. Y.	Lumber ...	$25,000	$10,000	$35,000	$35,000	.....	6	6	.....	.....	.....
Capsized	.....	10	.....	10	10	.....	1	1	.....	1	1
Bristol, R. I., to New York City.	.....	2,500	.....	2,500	2,500	.....	2	2	.....	....	.....
Cruising for a tow	.....	18,000	.....	18,000	18,000	.....	7	7	.....	.....	.....
New York City to Bay Shore, N. Y.	.....	3,000	.....	3,000	3,000	.....	1	1	.....	1	1
Keyport, N. J., to Rockaway Beach, N. Y.	Stone	2,500	300	2,800	2,800	.....	4	4	.....	.....	.....
Bangor, Me., to New Haven, Conn.	Lumber ...	1,000	1,800	2,800	715	$2,085	4	4	.....	4	8
Pleasure trip	.....	300	.....	300	300	.....	7	7	.....	.....	.....
St. John, New Brunswick, to New York City.	Lumber ...	2,000	2,500	4,500	4,500	.....	6	6	.....	.....	.....
Portland, Me., to Block Island, R. I.	Salt and fishing tackle.	1,000	100	1,100	775	325	5	5	.....	5	41
Capsized and sunk	.....	500	.....	500	500	.....	2	2	.....	.....	.....
...	.....	396,715	233,065	629,780	486,310	143,470	290	288	2	115	349

COAST OF NEW JERSEY.

Maurice River to Cape May, N. J.	.....	2,000	.....	2,000	2,000	.....	4	4	.....	.....	.....
Bridgeton to Corsons River, N. J.	.....	350	.....	350	350	.....	3	3	.....	.....	.....
Bergen Point to Highlands, N. J.	.....	500	.....	500	500	.....	3	3	.....	.....	.....
Delaware City, Del., to Toms River, N. J.	.....	600	.....	600	590	10	2	2	.....	.....	.....
Fishing trip	.....	1,200	.....	1,200	1,150	50	6	6	....	.....	.....
Calais, Me., to Atlantic City, N. J.	Lumber ...	5,000	4,000	9,000	9,000	.....	6	6	.....	.....	.....
Fishing trip	.....	400	.....	400	400	.....	6	6	.....	.....	.....
Pleasure trip	.....	400	.....	400	400	.....	2	2	.....	.....	.....
Bayhead to Sandy Hook, N. J.	.....	3,000	.....	3,000	3,000	.....	3	3	.....	.....	.....
Pleasure trip	.....	500	.....	500	500	.....	9	9	....	.....	.....
do	.....	800	.....	800	790	10	2	2	.....	.....	.....
Dragged anchor and stranded.	.....	200	.....	200	100	100	2	2	.....	.....	.....
Fishing trip	.....	300	.....	300	300	.....	2	2	.....	.....	.....
do	.....	1,000	.....	1,000	1,000	.....	20	20	.....	.....	.....
Adrift	.....	200	.....	200	200	.....	.....	.....	.....	.....	.....
Forked River to Barnegat Inlet, N. J.	.....	200	.....	200	200	.....	2	2	.....	.....	.....
Parted moorings and sunk.	....	200	.....	200	150	50	2	2	.....	1	1

†In distress.

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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.					
Sept. 1	Point of Sandy Hook.....	Sandy Hook	Naphtha launch, Newark, N. J.	.....	.....
Sept. 1	One and one-half miles south of station.	Monmouth Beach	Slp. Mary Emma, Dennis, Mass.	Covill.....	16
Sept. 9	Point of Sandy Hook.....	Sandy Hook.....	Slp. yt. Pathfinder, New York City.	.....	6
Sept. 15	.....do.....	.....do.....	Sc. E. Arcularius, Rockland, Me.	White.....	100
Sept. 18	One and one-half miles southwest by south of station.	Great Egg.....	Sailboat, Somerset Point, N. J.	.....	.....
Sept. 19	One and one-half miles east-northeast of station.	Barnegat.....	Catboat Ethel, Waretown, N. J.	.....	.....
Oct. 8	Point of Sandy Hook.....	Sandy Hook	Slp. Frank C. Barker, Perth Amboy, N. J.	Walling	24
Oct. 9	Absecon Bar	Atlantic City and Absecon.	Sc. H. B. Metcalf, Bangor, Me.	Harper	160
Oct. 9	One mile south-south-east of station.	Great Egg.....	Yt. Mary Atchinson, Linwood, N. J.	.....	.....
Oct. 10	One and three-quarter miles north of Forked River Station.	Forked River and Cedar Creek.	Sc. D M. Anthony, Boston, Mass.	More.....	556
Oct. 17	One and three-quarter miles northeast of Long Beach Station.	Long Beach and Ship Bottom.	Shp. Norwood Maitland, Nova Scotia.	Douglas.....	1,795
Oct. 27	South end of Tatham Beach.	Tathams, Holly Beach, and Hereford Inlet.	Sc. Chas. L. Davenport, Thomaston, Me.	Watt	1,032
Oct. 30	Two miles east of station.	Absecon.....	Yt. Fenly, Atlantic City, N. J.	.....	.....
Oct. 31	One mile south of station.	Little Beach.....	Sc. Edith, Boston, Mass.	Betts	198
Nov. 3	North Point, Absecon Beach.	Atlantic City.....	Sc. E. F. C. Young, Baltimore, Md.	Gladden....	113
Nov. 9	Three-quarters of a mile south of station.	Deal.....	Str. Irrawaddy,† Glasgow, Scotland.	Beyer.....	2,622
Nov. 11	Point of Sandy Hook.....	Sandy Hook.....	Str. Ivanhoe, Philadelphia, Pa.	.....	95
Nov. 11	.....do.....	.....do.....	Str. F. R. Sharp, New York City.	Haggerty....	200
Nov. 18	One and three-quarter miles northeast of Long Beach Station.	Long Beach and Ship Bottom.	Str. Manitoba, London, England.	Wellington.	2,127
Nov. 23	Romer Shoals.....	Sandy Hook.....	Sc. Cornelia M. Kingsland, Greenport, N. Y.	Maitland ...	39
Nov. 27	Absecon Bar.....	Atlantic City.....	Str. F. P. Stoy, Somers Point, N. J.	Anderson...	10
1896.					
Jan. 9	Two and one-half miles northeast of station.	Spermaceti Cove.	Sc. Moonbeam, Boston, Mass.	.....	676
Jan. 25	Two miles south of Monmouth Beach Station.	Monmouth Beach, Long Branch, and Seabright.	Str. St. Paul, New York City.	Jamison.....	11,629
Jan. 25	One-quarter mile east of Monmouth Beach Station.	Monmouth Beach and Spermaceti Cove.	Shp. Foyle, London, England.	Hopps.....	1,598
Jan. 27	One mile east of station.	Avalon	Str. Sea King, Philadelphia, Pa.	Gregg.....	123
Jan. 27	.....do.....	.....do	Sc. John W. Linnell, Boston, Mass.	Handy.....	995
Feb. 6	Three hundred yards south of station.....	Brigantine.....	Sc. Asenath A. Shaw, New York City.	Morgan.....	557
Feb. 11	One and one-half miles northwest of station.	Cape May.....	Sc. Susie H. Davidson, Bridgeton, N. J.	Powell.....	547

* No one on board—vessel abandoned.

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of casualties, season of 1895–96—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.
Newark to Seabright, N. J.	.....	$350	.....	$350	$350	.....	(*)	.....	.....	.....	.....
Atlantic City to Sandy Hook, N. J.	.....	300	.....	300	.....	$300	2	2	.....	2	4
Cruising	.....	300	.....	300	.....	300	3	3	.....	3	12
Philadelphia, Pa., to Rockland, Me.	Coal	1,000	$825	1,825	1,825	.....	5	5	.....	.....	.....
Fishing trip	.....	25	.....	25	25	.....	1	1	.....	.....	.....
.....do.....	.....	400	.....	400	300	100	3	3	.....	.....	.....
.....do.	.....	1,000	.....	1,000	1,000	.....	9	9	.....	.....	.....
Bangor, Me., to Atlantic City, N. J.	Lumber ...	4,000	2,250	6,250	400	5,850	4	4	.....	.....	.....
Fishing trip	Fish	350	200	550	550	.....	3	3	.....	.....	.....
Rockport, Me., to Philadelphia, Pa.	Stone.....	12,000	2,800	14,800	14,750	50	6	6	.....	.....	.....
Cochin, India, to New York City.	Cocoanut oil.	38,000	160,000	198,000	198,000	.....	23	23	.....	.....	.....
Providence, R. I., to Philadelphia, Pa.	.....	60,000	.....	60,000	60,000	.....	9	9	.....	.....	.....
Fishing trip	.....	300	.....	300	295	5	2	2	.....	.....	.....
Boston, Mass., to Wilmington, N. C.	Guano	5,000	5,500	10,500	1,500	9,000	6	6	.....	.....	.....
Atlantic City, N. J., to Hampton Roads, Va.	.....	6,000	.....	6,000	6,000	.....	5	5	.....	.....	.....
Trinidad, West Indies, to New York City.	Asphalt, cocoa, sugar, and produce.	175,000	125,000	300,000	270,000	30,000	50	50	.....	20	20
To wrecked steamer Irrawaddy.	.....	10,000	.....	10,000	10,000	.....	7	7	.....	.....	.....
.....do.....	Pitch, sugar, and cocoanuts.	10,000	8,000	18,000	18,000	.....	6	6	.....	.....	.....
Buenos Ayres, South America, to New York City.	General ...	48,000	136,610	184,610	181,610	3,000	33	33	.....	.....	.....
Fire Island, N. Y., to New York City.	Fish	1,500	300	1,800	.....	1,800	9	9	.....	9	9
Atlantic City, N. J., to Florida.	.....	3,000	.....	3,000	3,000	.....	9	9	.....	.....	.....
Philadelphia, Pa., to Boston, Mass.	Coal.....	12,000	4,000	16,000	16,000	.....	6	6	.....	.....	.....
Southampton, England, to New York City.	General ...	2,750,000	1,800,000	4,550,000	4,500,000	50,000	630	630	.....	.....	.....
Calcutta, India, to New York City.	Jute, saltpeter, and ginger.	20,000	50,000	70,000	60,000	10,000	27	27	.....	.....	.....
New York City to Philadelphia, Pa.	.....	30,000	.....	30,000	30,000	.....	8	8	.....	.....	.....
New Haven, Conn., to Philadelphia, Pa.	.....	30,000	.....	30,000	30,000	.....	9	9	.....	.....	.....
Providence, R. I., to Baltimore, Md.	.....	20,000	.....	20,000	20,000	.....	7	7	.....	.....	.....
Perth Amboy, N. J., to Fernandina, Fla.	.....	15,000	.....	15,000	10,000	5,000	8	8	.....	8	8

† No assistance required of life-saving crew.

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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.
1896.					
Feb. 23	One and one-quarter miles south of station.	Little Egg.....	Sc. Gertrude T. Browning,* Philadelphia, Pa.	Simpson.....	134
Mar. 4	Three-quarters of a mile east by north of Turtle Gut Station.	Turtle Gut and Holly Beach.	Sc. Sarah and Lucy, New York City.	Rutter.....	252
Mar. 15	Absecon Bar.....	Atlantic City.	Sc. Thomas Thomas, Chincoteague, Va.	Harris.....	44
Mar. 19	Three-quarters of a mile southeast of station.	Sandy Hook.....	Sc. Jonathan Sawyer, Portsmouth, N. H.	Reynolds...	399
Mar. 21	Outer Shoals, Barnegat Inlet.	Barnegat and Forked River.	Sc. John F. Kranz, Boston, Mass.	MacDonald	547
Mar. 23	Romer Shoals.....	Sandy Hook.....	Sc. E. H. Weaver, New Haven, Conn.	Weaver.....	687
Mar. 23	North Bar, Cold Spring Inlet.	Cold Spring, Cape May, and Turtle Gut.	Sc. Charles L. Mitchell, Boston, Mass.	Frost.....	597
Mar. 29	One and one-half miles northeast of station.	Pecks Beach.....	Sc. Edward Waite, Portland, Me.	York	480
Apr. 1	Three-quarters of a mile south of station.	Cedar Creek.....	Sc. Imperial, Boston, Mass.	Lewis.....	1,332
Apr. 4	Two and one-half miles east of Little Beach Station.	Little Beach and Little Egg.	Sc. Jerome B. Look, New York City.	Hodgkins..	361
Apr. 10	One mile south-southeast of station.	Atlantic City	Slp. Helen F. Leaming, Bridgeton, N. J.	Roenhorsk	15
May 3	One mile east-northeast of Ocean City Station.	Ocean City and Great Egg.	Sc. Palestine, Chincoteague, Va.	Clark.....	31
May 8	.....do.....	Ocean City.....	Sc. Thomas B. Garland, Portsmouth, N. H.	Coleman....	319
May 16	One and one-quarter miles east of station.	.....do	Sc. Alice Belle, New London, Conn.	Chadwick..	277
May 17	One-quarter mile south of station.	Shark River.....	Slp. yt. Nautilus, Perth Amboy, N. J.	.....	.....
June 14	Four miles southwest of station.	Sandy Hook	Slp. Lone Star, New York City.	Turner.....	9
June 17	One-third mile northwest of Sandy Hook Station.	Sandy Hook and Spermaceti Cove.	Sc. Franconia, Ellsworth, Me.	Young.....	136
	Total	.....	.....	.....	.....

DISTRICT NO. 5.—EMBRACING COAST BETWEEN

1895.					
July 10	One mile south-southeast of station.	North Beach.....	Str. Lota,† Norfolk, Va..	Bentbling..	167
July 21	One and one-quarter miles southwest of station.	.....do	Slp. Lillie, Chincoteague, Va.	Corden.....	6
Sept. 5	One mile north-northwest of station.	Metomkin Inlet..	Sailboat John H. Wise,‡ Folly Creek, Va.	.....	.....
Sept. 9	Isaac Shoals.....	Smith Island.....	Sc. Benjamin A. Van Brunt,§ North Amboy, N. J.	Pearce.....	1,192
Sept. 14	One and three-quarter miles east-southeast of station.	Wachapreague.....	Sc. Centennial, Baltimore, Md.	Thorington	113
Sept. 18	One mile south one-half east of station.	Indian River Inlet.	Boat belonging to catboat Charley Edmonds, Wilmington, Del.	.....	.....

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

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of casualties, season of 1895–96—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.
New York City to Norfolk, Va.	Nitrate of soda.	$5,000	$1,800	$6,800	$6,800	.....	6	6	.....	.....	.....
New York City to Scotland, Va.	.....	2,000	.....	2,000	2,000	.....	7	7	.....	.....	.....
Hampton, Va., to Atlantic City, N. J.	Oysters.....	1,800	500	2,300	2,300	.....	4	4	.....	.....	.....
Macoris, West Indies, to New York City.	Sugar.....	12,000	30,000	42,000	30,400	$11,600	7	7	.....	5	15
Providence, R. I., to Philadelphia, Pa.	.....	6,000	.....	6,000	3,400	2,600	8	8	.....	.....	.....
New Haven, Conn., to Newport News, Va.	.....	10,000	.....	10,000	10,000	.....	8	8	.....	.....	.....
Port of Spain, West Indies, to New York City.	Asphalt....	10,000	7,000	17,000	13,300	3,700	9	9	.....	.....	.....
Turks Island, West Indies, to Providence, R. I.	Salt.....	5,000	2,000	7,000	.....	7,000	8	8	.....	8	24
Boston, Mass, to Newport News, Va.	.....	14,000	.....	14,000	3,000	11,000	5	5	.....	5	7
New York City to Newport News, Va.	.....	16,000	.....	16,000	16,000	.....	5	5	.....	.....	.....
Hampton, Va., to Atlantic City, N. J.	Oysters.....	800	400	1,200	1,200	.....	2	2	.....	.....	.....
Hampton, Va., to Absecon, N. J.	.....do	1,000	500	1,500	50	1,450	3	3	.....	3	3
Gardiner, Me., to Ocean City, N. J.	Ice.....	6,000	600	6,600	6,500	100	6	6	.....	.....	.....
.....do	.....do	3,500	800	4,300	.....	4,300	6	6	.....	6	18
Perth Amboy to Manasquan River, N. J.	.....	300	.....	300	300	.....	2	2	.....	.....	.....
Fishing trip.....	.....	500	.....	500	500	.....	19	19	.....	.....	.....
Maurice River, N. J., to Lynn, Mass.	Sand	2,000	200	2,200	1,700	500	2	2	.....	2	2
.....	.....	3,366,275	2,343,285	5,709,560	5,551,685	157,875	1071	1071	.....	72	123

CAPE HENLOPEN AND CAPE CHARLES.

Norfolk, Va., to New York City.	.....	5,000	.....	5,000	5,000	.....	13	13	.....	.....	.....
Pleasure trip	.....	250	.....	250	240	10	11	11	.....	.....	.....
.....do.....	.....	100	.....	100	95	5	12	12	.....	.....	.....
Fall River, Mass., to Baltimore, Md.	.....	45,000	.....	45,000	45,000	.....	9	9	.....	.....	.....
Philadelphia, Pa., to Newbern, N. C.	Coal.....	3,500	715	4,215	.....	4,215	5	5	.....	5	15
Capsized	.....	10	.....	10	10	.....	2	2	.....	.....	.....

‡ Dismasted.
ℓ 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.					
Oct. 4	One mile northwest of station.	Metomkin Inlet..	Slp. Alta Swift, Chincoteague, Va.	Tindal.....	6
Oct. 9	One mile east-northeast of station.	Wallops Beach.....	Slp. Concert,* Chincoteague, Va.	Hudson	6
Oct. 22	Two miles southwest of station.	Hog Island	Slp. Caulky, Chincoteague, Island, Va.	.....	.....
Oct. 29	One and one-quarter miles south one-quarter west of station.	Cobbs Island.....	Sc. Caroline D., Norfolk, Va.	Vandebery	27
Oct. 30	Little Machipongo Inlet..	Paramores Beach	Sc. Carrie L. Godfrey, Philadelphia, Pa.	Cullen.....	435
Nov. 21	Three miles southeast of Wachapreague Station.	Wachapreague and Paramores Beach.	Sc. Lucy A. Davis, Portland, Me.	Loring.....	621
Nov. 24	One-half mile south of station.	Wachapreague.....	Slp. Georgia Lee, Chincoteague, Va.	Mariner	7
Nov. 30	Isaac Shoals.....	Smith Island.....	Slp. Jordan,† Somers Point, N. J.	Leeds.....	26
Dec. 2	One-half mile east of station.	Lewes	Sc. Theodore Dean, Boston, Mass.	.....	350
Dec. 7	Three-quarters of a mile east-northeast of station.	Wallops Beach.....	Slp. John L. Mills, Chincoteague.	Pitts.....	6
1896.					
Jan. 12	One-half mile southeast of station.	Wachapreague.....	Sc. Sarah Blum, Cape Charles City, Va.	Sturges.....	11
Jan. 14	.....do	.....do	Slp. Marvel Not, Chincoteague, Va.	Lynch	7
Feb. 7	Round Shoal.....	Lewes .....,	Sc. St. Croix, Boston, Mass.	Hatch	234
Feb. 9	Four miles southwest of station.	Hog Island	Sailboat, Smith Island, Va.	.....	.....
Feb. 9	Isaac Shoals.....	Smith Island.....	Sc. Caroline Hall, Wilmington, Del.	Mason	250
Feb. 11	Two and one-half miles northwest of Indian River Inlet Station.	Indian River Inlet and Rehoboth Beach.	Fishboat, Dagsboro, Del.	.....	.....
Feb. 13	One-half mile northwest of station.	Cobbs Island.....	Sc. yt. Frolic,‡ Snow Hill, Md.	.....	.....
Feb. 15	One and one-half miles west-northwest of station.	North Beach	Catboat Shoo Fly, Bassetts Creek, Md.	.....	.....
Feb. 26	One and three-quarter miles southwest of station.	.....do	Slp. Vigilant, Chincoteague, Va.	.....	.....
Feb. 29	One-half mile south-southeast of station.	Hog Island	Sc. Maggie Sutphen, Norfolk, Va.	Taylor.....	16
Mar. 2	Four miles northeast by east of station.	Cobbs Island.....	Sc. Bonita, § Chincoteague, Va.	Price	62
Mar. 15	Two and one-half miles east-southeast of station.	Wachapreague.....	Sc. R. F. Hastings, Chincoteague, Va.	Collins.....	31
Mar. 16	One-half mile northwest of station.	Cobbs Island.....	Sc. General McClellan, Philadelphia, Pa.	Abbott.....	24
Mar. 31	One-half mile southwest by west of station.	Hog Island.....	Sc. Henry Disston, Norfolk, Va.	Showell.....	42
Apr. 10	Two hundred yards north of station.	Cobbs Island.....	Slp. Charles M. Kelly, Newport News, Va.	Marshall	34
Apr. 11	One and one-half miles southeast of station.	.....do	Slp. Jordan, Somers Point, N. J.	Leeds.....	26
Apr. 27	One mile west-southwest of station.	Hog Island.....	Sailboat, Great Machipongo, Va.	.....	.....
May 3	Six miles southwest by south of station.	Smith Island.....	Sc. Samuel H. Sharp, New York City.	Crowley.....	249
May 6	Three miles south of station.	Assateague Beach	Sc. John S. Beacham, Richmond, Va.	Strout..	234

* Dismasted. † In distress, requiring assistance.

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of casualties, season of 1895–96—Continued.

CAPE HENLOPEN AND CAPE CHARLES—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Broadwater to Chincoteague, Va.	Oysters.....	$125	$30	$155	$130	$25	2	2	.....	.....	.....
Chincoteague to Hog Island, Va.	.....	300	.....	300	300	.....	3	3	.....	.....	.....
To Chincoteague, Va..	Oysters.....	200	25	225	225	.....	2	2	.....	.....	.....
To Norfolk, Va.....	.....do.....	1,500	300	1,800	1,800	.....	6	6	.....	.....	.....
Charleston, S. C., to Wilmington, Del.	Phosphate rock.	8,000	3,000	11,000	.....	11,000	8	8	.....	8	12
Brunswick, Ga., to New York City.	Lumber...	15,000	20,000	35,000	35,000	.....	9	9	.....	.....	.....
Hog Island to Chincoteague, Va.	Oysters.....	500	40	540	540	.....	4	4	.....	.....	.....
Cobbs Island to Norfolk, Va.	.....do.....	800	400	1,200	1,150	50	3	3	.....	.....	.....
New York City to Boston, Mass.	Oil	2,000	20,000	22,000	22,000	.....	6	6	.....	.....	.....
Cobbs Island to Chincoteague, Va.	Oysters.....	700	150	850	850	.....	4	4	.....	.....	.....
Folly Creek to Norfolk, Va.	.....do,.....	350	200	550	550	.....	3	3	.....	.....	.....
Chincoteague to Wachapreague, Va.	.....	500	.....	500	500	.....	4	4	.....	.....	.....
Parted chains and stranded.	Bath and fire brick	3,000	2,000	5,000	2,900	2,100	7	7	.....	.....	.....
Hog Island to Smith Island, Va.	.....	125	.....	125	100	25	1	1	.....	1	1
Coles River, R. I., to Savannah, Ga.	Fish scrap	12,000	3,000	15,000	.....	15,000	7	7	.....	7	21
Dagsboro to Herring Creek, Del.	Fishing tackle.	65	20	85	65	20	1	1	.....	1	1
Cape Charles, Va., to Snow Hill, Md.	.....	500	.....	500	500	.....	2	2	.....	.....	.....
Dragged anchor.....	.....	125	.....	125	125	.....	2	2	.....	.....	.....
Hog Island Bay, Va., to Ocean City, Md.	.....	500	.....	500	500	.....	2	2	.....	.....	.....
Hog Island to Norfolk, Va.	Oysters.....	500	300	800	800	.....	2	2	.....	.....	.....
North Carolina to Chincoteague, Va.	.....do.....	2,500	550	3,050	3,050	.....	4	4	.....	.....	.....
Chincoteague to Norfolk, Va.	.....do.....	600	375	975	.....	975	5	5	.....	5	5
Philadelphia, Pa., to Cobb's Island, Va.	.....	1,500	.....	1,500	1,500	.....	4	4	.....	.....	.....
Hampton Roads, Va., to Absecon, N. J.	Oysters.....	2,000	800	2,800	2,800	.....	4	4	.....	.....	.....
Hampton Bar, Va., to Atlantic City, N. J.	.....do.....	6,000	1,000	7,000	7,000	.....	5	5	.....	.....	.....
Hampton Roads, Va., to Atlantic City, N. J.	.....do.....	1,000	450	1,450	1,450	.....	3	3	.....	.....	.....
Capsized	.....	35	.....	35	35	.....	2	2	.....	2	2
Norfolk, Va., to New York City.	Wood.....	3,700	600	4,300	3,700	600	6	6	.....	.....	.....
Richmond, Va., to New Haven, Conn.	Pig iron ...	4,000	2,000	6,000	6,000	.....	5	5	.....	.....	.....

‡ In peril. § In distress, requiring the assistance of the 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.
1896.					
May 6	Four miles south-south-east of station.	Cobbs Island.....	Slp. Malcolm, Chincoteague, Va.	Showell	7
May 30	One mile east-southeast of station.	Hog Island.....	St. launch Lula Guang, Philadelphia, Pa.	.....	.....
June 1	Carters Bar	Cobbs Island.....	Sc. Addie Fuller, Machias, Me.	Small	217
	Total	.....	.....	.....	.....

DISTRICT NO. 6.—EMBRACING COAST

1895.					
July 3	Two miles east-northeast of station.	Bodie Island.....	Sc. William Frederick, Belfast, Me.	Jordan	453
July 22	Outer Diamond Shoals....	Cape Hatteras, Creeds Hill, and Durants.	Bkn. J. W. Dresser, Castine, Me.	Parker	602
Aug. 7	Ten miles northwest by west of Chicamicomico Station.	Chicamicomico, Pea Island, and New Inlet.	Sc. Rosa B. Cora, Edenton, N. C.	Ballance.....	17
Aug. 31	Two miles west-southwest of station.	Little Kinnakeet..	Slp. yt. Undine, New York City.	Lecor.....	6
Sept. 27	Three and one-half miles west-northwest of station.	.....do	Sc. Dorcas Jane, Big Kinnakeet, N. C.	.....	.....
Sept. 29	Four miles northwest of station.	Cape Henry.....	Str. Margaret, New Haven, Conn.	Fitzgerald..	299
Oct. 13	One mile west-northwest of station.	Gull Shoal.....	Sc. Little Sampson, Newbern, N. C.	Barnett.....	7
Oct. 14	One mile southwest of station.	Durants	Fish boat, Hatteras, N. C.	.....	.....
Oct. 15	Two and one-half miles east-southeast of station.	False Cape	Str. Cambay, Newcastle, England,	Rowland ...	1,694
Oct. 23	Four and one-quarter miles northwest of station.	Cape Henry.....	Sc. H. J. Bradshaw, Newport News, Va.	Linman.....	22
Oct. 30	Five miles northwest of station.	Durants	Sc. Lorena, Newbern, N. C.	Gaskins.....	17
Nov. 2	One-half mile northwest by north of station.	Cape Henry.....	Sc. Emily F. Northam, Philadelphia, Pa.	Johnson.....	332
Nov. 5	One-half mile southeast of station.	Big Kinnakeet.....	Sc. Martin C. Ebel, New York City.	Ritchie	414
Nov. 20	One-sixth mile north of Oregon Inlet Station.	Oregon Inlet and Pea Island.	Sailboat Rosette, Roanoke Island, N. C.	.....	.....
Nov. 20	One-eighth mile north of Oregon Inlet Station.	.....do	Sailboat Mary Caroline, Roanoke Island, N. C.	.....	.....
Nov. 21	Five miles west of station.	False Cape.....	Sloop.....	.....	.....
Dec. 10	One-half mile west-south-west of station.	Big Kinnakeet.....	Sc. Six Brothers, Edenton, N. C.	Midgett	10
Dec. 10	One and one-quarter miles northeast by north of station.	Oak Island.....	Sharpie Harvest, Wilmington, N. C.	Peterson....	26
Dec. 11	Three and one-half miles southwest by west of station.	Portsmouth	Catboat Just Right.....	.....	.....
Dec. 12	One mile west-northwest of station.	.....do	Sailboat	.....	.....
Dec. 13	One-half mile west of Big Kinnakeet Station.	Big Kinnakeet and Little Kinnakeet.	Sc. Maggie J. A., Newbern, N. C.	William	10
Dec. 13	Three miles north-northwest of station.	Ocracoke.....	Slp. Little Inez, Kinnakeet, N. C.	.....	.....
Dec. 22	Three and one-half miles southwest of Gulf Shoal Station.	Gulf Shoal and Little Kinnakeet.	Sc. I. D. Jane, Hatteras, N. C.	.....	.....

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of casualities, season of 1895–96—Continued.

CAPE HENLOPEN AND CAPE CHARLES—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Hampton, Va., to Atlantic City, N. J.		$300	.....	$300	$300	.....	3	3	.....	3	5
Philadelphia, Pa., to North Carolina.		500	.....	500	200	$300	1	1	....	1	3
New York City to Norfolk, Va.		3,000	.....	3,000	2,000	1,000	6	6	.....	.....	.....
.....	.....	125,785	55,955	181,740	146,415	35,325	178	178	.....	33	65

BETWEEN CAPE HENRY AND CAPE FEAR.

Satilla River, Ga., to New York City.	Lumber ...	10,000	3,000	13,000	12,200	800	7	7	.....	.....	.....
Guantanamo, Cuba, to New York City.	Sugar.....	9,000	45,000	54,000	.....	54,000	10	10	.....	10	50
Elizabeth City to Rodanthe, N. C.	Miscellaneous.	1,600	100	1,700	1,525	175	2	2	.....	2	2
Nags Head to Big Kinnakeet, N. C.	.....	1,200	.....	1,200	1,200	.....	3	3	.....	.....	.....
Little River to Big Kinnakeet, N. C.	Corn and wood.	300	30	330	305	25	2	2	.....	.....	.....
New London, Conn., to Tampa, Fla.	.....	40,000	.....	40,000	.....	40,000	18	18	.....	.....	.....
Buxton to Elizabeth City, N. C.	Fish.....	400	120	520	520	.....	2	2	.....	.....	.....
Fishing trip.....		75	.....	75	50	25	3	3	.....	.....	.....
Bensaff, Africa, to Baltimore, Md.	Iron ore...	100,000	5,590	105,590	105,590	.....	25	25	.....	.....	.....
Hampton, Va., to wrecked vessel.	.....	500	.....	500	.....	500	3	3	.....	.....	.....
Elizabeth City to Hatteras, N. C.	General ...	1,000	1,000	2,000	2,000	.....	3	3	.....	.....	.....
New York City to Norfolk, Va.	.....	15,000	.....	15,000	12,500	2,500	7	7	.....	7	7
Jacksonville, Fla., to New York City.	Lumber ...	20,000	2,500	22,500	.....	22,500	7	7	.....	.....	.....
Fishing trip.....	Fish.....	150	95	245	245	.....	3	3	.....	3	3
.....do.....	.....do	150	75	225	225	.....	3	3	.....	3	3
Sunk in Back Bay.....	Wood.....	100	5	105	105	.....	1	1	.....	.....	.....
Dragged anchors and stranded.	.....	500	.....	500	500	.....	2	2	.....	.....	.....
.....do.....		700	.....	700	700	.....	3	3	.....	.....	.....
.....do.....	.....	125	.....	125	125	.....	2	2	.....	.....	.....
Capsized.....	.....	35	.....	35	35	.....	2	2	.....	.....	.....
Parted hawser and stranded.	.....	800	.....	800	800	.....	2	2	.....	.....	.....
Kinnakeet to Ocracoke, N. C.	.....	100	.....	100	100	.....	4	4	.....	4	12
Avon to Elizabeth City, N. C.	Oysters.....	350	25	375	375	.....	3	3	.....	.....	.....

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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.					
Dec. 27	One and one-quarter miles north of Pea Island Station.	Pea Island and Oregon Inlet.	Sc. Emma C. Cotton, Philadelphia, Pa.	Ayres.....	352
Dec. 31	Three and one-half miles northwest of station.	Bodie Island.....	Sip. Lydia Ann, Elizabeth City, N. C.	.....	.....
Dec. 31	Eight miles northwest of station.	Portsmouth.....	Sc. Ella Strickland, Newport News, Va.	Hudgins....	41
1896.					
Jan. 12	One-half mile north-northeast of station.	New Inlet	Str. James Woodall, Baltimore, Md.	Lange.....	154
Jan. 18	Three-quarters of a mile north-northeast of station.	Cape Henry.....	Str. Govino, Sunderland, England.	Alderson ...	2,279
Feb. 4	Two miles west-southwest of station.	Little Kinnakeet..	Sc. Little Sampson, Newbern, N. C.	Miller	7
Feb. 5	One-half mile south-southeast of station.	False Cape.....	Sc. Allie B. Cathrall, Wilmington, Del.	Collins.....	109
Feb. 6	One mile north-northwest of Little Kinnakeet Station.	Little Kinnakeet, Big Kinnakeet, and Gulf Shoal.	Sip. Lilly Gay, Rodanthe, N. C.	.....	.....
Feb. 6	One-half mile west of Big Kinnakeet Station.	Big Kinnakeet and Little Kinnakeet.	Sc. Willie T., Newbern, N. C.	O'Neal.....	5
Feb. 6	One mile southeast of Ocracoke Station.	Ocracoke and Durants.	Bg. H. B. Hussey,* Bath, Me.	Warr.....	545
Feb. 10	Three-quarters of a mile south of Pea Island Station.	Pea Island and Oregon Inlet.	Sc. Maggie J. Lawrence, Philadelphia, Pa.	Holloway ..	367
Feb. 13	Three miles east of station.	Portsmouth	Sc. Hettie J. Dorman, Wilmington, Del.	Nelson	125
Feb. 16	Three miles west-southwest of station.	.....do.....	Sc. Ida G. Farren, Newbern, N. C.	Bailey	59
Feb. 19	Four miles northwest of Kill Devil Hills Station.	Kill Devil Hills and Kitty Hawk.	Sip. Osborn, Elizabeth City, N. C.	.....	.....
Mar. 15	One-half mile west of station.	Big Kinnakeet.....	Sc. Anaconda, Newbern, N. C.	Scarborough.	15
Mar. 21	Two and one-half miles west-northwest of station.	Little Kinnakeet..	Sc. Henrietta, Elizabeth City, N. C.	.....	.....
Mar. 24	Lynnhaven Inlet.....	Cape Henry.....	Sc. Warren Adams, † Bath, Me.	Givens	667
Apr. 5	Seven miles west-northwest of station.	Core Bank.....	Sc. Frank S. Hall, Wilmington, Del.	Moore.....	160
Apr. 21	Two and one-half miles east-southeast of station.	False Cape.....	Str. Renfrew, Cardiff, Wales.	Smith	2,170
Apr. 21	Two miles west of station.	Little Kinnakeet..	Sip. Little Lizzie, Buxton, N. C.	.....	.....
Apr. 22	Two miles west of station.	Poyners Hill.....	Catboat Mary Jane, ‡ Poyners Hill, N. C.	.....	.....
May 8	Abreast of station.....	Creeds Hill.....	Sc. Roulette (boat belonging to).	.....	.....
May 10	Reef 5 miles northwest of station.	Ocracoke.....	Sc. yt. Triton, New York City.	Wilkins.....	39
May 22	Outer Diamond Shoals....	Cape Hatteras, Big Kinnakeet, and Creeds Hill.	Str. Glanayron, Aberyswth, Wales.	Lloyd	1,631
	Total.....	.....	.....	.....	.....

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

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of casualties, season of 1895-96—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 station.	Days' succor afforded.
Philadelphia, Pa., to Savannah, Ga.	Coal	$8,000	$2,000	$10,000	.....	$10,000	7	7	.....	7	30
Parted line and stranded.	.....	100	.....	100	$100	.....	2	2	.....	.....	.....
Norfolk, Va., to Portsmouth, N. C.	.....	1,600	.....	1,600	1,500	100	4	4	.....	1	1
New Orleans, La., to Baltimore, Md.	Sugar and molasses.	15,000	3,500	18,500	.....	18,500	10	10	.....	10	51
Serpho, Greece, to Baltimore, Md.	Iron ore	100,000	14,035	114,035	104,035	10,000	28	28	.....	.....	.....
Elizabeth City to Hatteras, N. C.	Merchandise.	400	900	1,300	1,300	.....	3	3	.....	.....	.....
Newbern, N. C., to Bridgeport, Conn.	Lumber	4,500	1,000	5,500	350	5,150	6	6	.....	6	82
Dragged anchor and stranded.	.....	175	.....	175	175	.....	.....	.....	.....	.....	.....
Parted moorings and stranded.	.....	500	.....	500	500	.....	.....	.....	.....	.....	.....
Boston, Mass., to Charleston, S. C.	.....	16,000	.....	16,000	13,000	3,000	10	10	.....	.....	.....
Norfolk, Va., to Charleston, S. C.	Coal	6,400	1,580	7,980	.....	7,980	7	7	.....	7	51
Newbern, N. C., to Atlantic City, N. J.	Lumber	7,000	1,100	8,100	8,100	.....	5	5	.....	.....	.....
From Norfolk, Va	Oysters	3,000	270	3,270	2,975	295	7	7	.....	7	14
Dragged anchor and stranded.	.....	300	.....	300	300	.....	.....	.....	.....	.....	.....
do	Oysters	800	50	850	850	.....	.....	.....	.....	.....	.....
North River to Big Kinnakeet, N. C.	Corn	200	50	250	250	.....	2	2	.....	.....	.....
Parted chain and stranded.	.....	12,000	.....	12,000	9,000	3,000	9	9	.....	1	1
New Bedford, Mass., to Carolina City, N. C.	.....	4,000	.....	4,000	2,000	2,000	5	5	.....	.....	.....
Punta Gorda, Fla., to Stettin, Germany.	Phosphate rock.	200,000	12,000	212,000	212,000	.....	23	23	.....	.....	.....
Elizabeth City to Cape Hatteras, N. C.	.....	75	.....	75	75	.....	2	2	.....	2	2
Poyners Hill to Van Slycks, N. C.	.....	150	.....	150	150	.....	2	2	.....	.....	.....
Sunk in breakers	.....	10	.....	10	10	.....	3	3	.....	.....	.....
New York City to Savannah, Ga.	.....	7,000	.....	7,000	7,000	.....	7	7	.....	.....	.....
Fernandina, Fla., to Rotterdam, Holland.	Phosphate	130,000	36,000	166,000	.....	166,000	23	23	.....	23	92
.....	.....	719,295	130,025	849,320	502,770	346,550	282	282	.....	93	401

† No assistance required of life-saving crew. ‡ In distress.

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United States Life-Saving Service.—Table

DISTRICT No. 7.—EMBRACING COASTS OF SOUTH

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1895.					
July 4	Four miles southwest of station.	Biscayne Bay.....	Catboat Lena, Cocoanut Grove, Fla.	.....	.....
July 16	Abreast of station.....	Fort Lauderdale..	Yawl, Biscayne Bay, Fla.	.....	.....
Aug. 7	One and one-half miles west-southwest of station.	Sullivans Island...	Catboat T. K., Charleston, S. C.	.....	.....
Aug. 23	One and one-quarter miles north of station.	Jupiter Inlet.....	Sloop, Lake Worth, Fla.	.....	.....
Sept. 27	One-half mile west of station.	Fort Lauderdale..	Str. Lake Worth, Lake Worth, Fla.	Hendricks..	40
Oct. 11	Nine and one-half miles north of station.	Jupiter Inlet.....	Sc. Phœnix, St. Augustine, Fla.	Baird.....	24
Oct. 13	One and one-half miles northwest of station.	.....do.....	Slp. Trilby, Jupiter, Fla.	.....	.....
Oct. 14	One and one-quarter miles north of station.	.....do.....	Sc Corrinne, Key West, Fla.	Knowles....	28
Oct. 15	One and one-half miles northwest of station.	.....do.....	Sloop, Jupiter, Fla.....	.....	.....
Oct. 30	One mile north of station..	.....do.....	Slp. Hillsboro,* New Smyrna, Fla.	.....	.....
Nov. 8	.....do.....	.....do.....	Sc. Julia Frances, Brunswick, Ga.	Smith.....	26
Nov. 11	One and one-quarter miles north of station.	.....do.....	Slp. yt. Jupiter, New Haven, Conn.	Hughes.....	7
Dec. 3	Fourteen miles southwest of station.	Sullivans Island...	Bk. Ole Smith Ploug, Lillesand, Norway.	Omundsen..	651
1896.					
Jan. 10	Three and one-half miles northwest of station.	Gilberts Bar.....	Sloop, Jensen, Fla.....	.....	.....
Jan. 11	One mile northwest of station.	Mosquito Lagoon	Naphtha launch Gertrude, New York City.	.....	.....
Jan. 16	Two and one-half miles east-northeast of station.	Sullivans Island...	Slp. Vivian, Charleston, S. C.	.....	.....
Jan. 16	Four miles north-northeast of station.	.....do.....	Slp. Virginia Bell, Charleston, S. C.	Lawton.....	9
Jan. 21	One mile north of station..	Jupiter Inlet.....	Catboat Hattie, Lake Worth, Fla.	.....	.....
Feb. 21	Two hundred yards north of station.	Gilberts Bar.....	Sloop, Jensen, Fla.....	.....	.....
Mar. 3	One mile south-southwest of station.	Sullivans Island...	Sc. I Go, Charleston, S. C.	Cross	47
Mar. 19	Eight miles south of station.	Jupiter Inlet.....	Str. Craigmore, Liverpool, England.	Crosby.....	2,285
Mar. 27	One-quarter mile west of station.	Fort Lauderdale..	Rowboat, Miama, Fla...	.....	.....
Apr. 2	Two hundred yards south of station.	Jupiter Inlet.....	Sc. Belle,† St. Augustine, Fla.	Bovee.....	6
Apr. 8	Off station.....	Gilberts Bar.....	Slp. Minnehaha, Daytona, Fla.	.....	.....
Apr. 8	.....do.....	.....do.....	Naphtha launch Ida, Daytona, Fla.	.....	.....
	Total.....	.....	.....	.....	.....

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

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of casualties, season of 1895–96—Continued.

CAROLINA, GEORGIA, AND EASTERN FLORIDA.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Capsized and sunk		$250		$250	$245	$5	4	4			
Hillsboro Inlet to Biscayne Bay, Fla.		400		400	400		7	7			
Pleasure trip		175		175	175		9	9			
Capsized and swamped.	Fishing gear.	50	$10	60	60		1	1			
Lake Worth to New River, Fla.	General	2,500	150	2,650	2,650		17	17			
Jacksonville to Lemon City, Fla.	Lumber	2,000	260	2,260	60	2,200	2	2			
Capsized and sunk		50		50	50		1	1			
Florida Keys to Hobe Sound, Fla.	Pineapple plants.	1,500	600	2,100	2,100		3	3			
Capsized		25		25	25		2	2			
Lake Worth to New Smyrna, Fla.		100		100	100		4	4			
Key Largo to Hobe Sound, Fla.	Pineapple plants.	1,000	560	1,560	1,560		4	4			
Indian River to Lake Worth, Fla.		2,500		2,500	2,500		3	3			
Savannah, Ga., to Charleston, S. C.		12,500		12,500	12,500		12	12			
Capsized	Surveying instruments.	300	350	650	300	350	1	1		1	1
New York City to Lake Worth, Fla.		4,300		4,300	4,300		2	2			
Charleston to Dewees Island, S. C.	Brick and lumber.	500	175	675	675		3	3			
Dragged anchor and stranded.	Groceries.	1,000	200	1,200	1,200		3	3			
Jupiter to Lake Worth, Fla.		150		150	150		1	1			
Jensen to Eden, Fla.		150		150	150		1	1			
Cruising		6,500		6,500	6,500		8	8			
Philadelphia, Pa., to Tampico, Mexico.	Coal and general.	100,000	44,190	144,190	144,140	50	25	25			
From Miami, Fla.		25		25		25	1	1		1	1
St. Augustine to Lake Worth, Fla.	Tools and camping outfit.	600	400	1,000	1,000		2	2			
Daytona to Jupiter, Fla.		300		300	300		5	5			
Daytona to Lake Worth, Fla.		1,200		1,200	1,200		6	6			
		138,075	46,895	184,970	182,340	2,630	127	127		2	2

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

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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.					
July 7	One-half mile east of station.	Velasco	Scow No. 4, Brazoria, Tex.		
July 19	Three miles south by east of station.	Saluria	Str. Seminole,* Galveston, Tex.	Johnson	79
July 24	Three-quarters of a mile east one-half south of station.	do	Slp. yt. Hoo Hoo, Galveston, Tex.		
Aug. 18	Two and one-half miles east-northeast of station.	Galveston	Sc. Louisa, Galveston, Tex.	Logan	6
Aug. 27	Three-quarters of a mile north of station.	Brazos	Sc. Ada, Brownsville, Tex.	Baker	31
Aug. 29	Seven miles southeast of station.	Aransas	Sc. A. J. Perkins,† Lake Charles, La.	Oleson	88
Aug. 29	Seven miles south of station.	Brazos	Sc. Marie Isabel,† Lake Charles, La.	Cordson	84
Aug. 29	Three-quarters of a mile north of station.	Aransas	Sc. C. H. Moore, Lake Charles, La.	Ford	49
Sept. 5	One mile south-southwest of station.	Galveston	Slp. Two Cousins, Galveston, Tex.	Wilson	8
Sept. 13	One mile southwest of station.	do	Sc. Nettie, Galveston, Tex.	Specht	13
Sept. 15	Four miles south-southwest of station.	San Luis	do	do	13
Sept. 17	Two hundred feet from station.	Sabine Pass	Naphtha launch Stadie,‡ U. S. Government.		
Oct. 2	Four miles southwest of station.	San Luis	Sc. Ellen, Galveston, Tex.	McBrien	34
Oct. 8	Fourteen miles south-southeast of station.	Sabine Pass	Str. Monarch,* Pensacola, Fla.	Rocheblare	143
Oct. 14	One-quarter mile north-northeast of station.	Galveston	Sc. W. H. Edelman,‡ Galveston, Tex.	Tyson	16
Oct. 30	Twenty-five miles east of station.	Santa Rosa	Sc. Nettie, Pensacola, Fla.	Merritt	34
Nov. 9	Four and one-half miles southwest by west of station.	Saluria	Schooner Gumboil, Long Mott, Tex.		
Nov. 13	Eleven miles east by south of station.	Santa Rosa	Sc. Nettie, Pensacola, Fla.	Merritt	34
Nov. 19	South Jetty	Galveston	Slp. Lina, Galveston, Tex.		
Nov. 19	One mile southwest of station.	do	Catboat Charlie, Galveston, Tex.		
Nov. 25	Three miles east-southeast of station.	Sabine Pass	Sc. Mary, Brashear, La.	Olson	29
Dec. 4	One mile southwest of station.	Galveston	Sc. Willie, Galveston, Tex.	Fowler	17
Dec. 4	Five-eighths mile east-northeast of station.	Brazos	Sc. James Andrews, Port Lavaca, Tex.	Jones	26
Dec. 12	Four miles south-southwest of station.	San Luis	Sc. Cristoforo Colombo, Galveston, Tex.	Bettisen	14
Dec 27	Three and one-half miles west-southwest of station.	do	Sc. Josephine D., Galveston, Tex.	Barrow	16
Dec. 29	do	do	Sc. Flora S., Galveston, Tex.	Specht	22
1896.					
Jan. 14	Three miles west-northwest of station.	Galveston	Barge Laura, Galveston, Tex.	Corey	165
Jan. 20	One mile east of station.	Aransas	Sc. Lake Austin, Galveston, Tex.	Larsen	56
Feb. 2	Three miles south of station.	Velasco	Scow No. 2, Velasco, Tex.		
Feb. 5	One and one-quarter miles north-northwest of station.	San Luis	Barge, Galveston, Tex.		

* Disabled, requiring assistance. † Dismasted, requiring assistance.
‡ Life-saving crew saved the vessel from destruction by fire.

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of casualties, season of 1895–96—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.
Adrift		$500		$500	$500						
Galveston to Aransas Pass, Tex.		10,000		10,000	9,500	$500	8	8			
do		700		700	700		2	2			
Fishing trip		600		600	575	25	12	12			
Cruising		2,300		2,300	2,300		4	4			
Lake Charles, La., to Corpus Christi, Tex.	Lumber	4,500	$1,500	6,000	6,000		4	4			
Lake Charles, La., to Isabel, Tex.	do	4,000	750	4,750	3,830	920	3	3			
Lake Charles, La., to Corpus Christi, Tex.	do	2,500	850	3,350	3,150	200	3	3			
Galveston to Bolivar Point, Tex.		1,100		1,100	1,100		3	3			
Galveston to Velasco, Tex.	General	800	1,000	1,800	1,800		3	3			
Galveston to Quintana, Tex.	do	800	1,000	1,800	1,800		4	4			
Lying at wharf		1,800		1,800	1,600	200	2	2			
San Jacinto to Quintana, Tex.	Sand	700	100	800	800		3	3			
Mobile, Ala., to Sabine Pass, Tex.		25,000		25,000	24,000	1,000	10	10			
Galveston to Sabine, Tex.	General	500	500	1,000	1,000		5	5			
St. Andrews to Pensacola, Fla.	Fish	1,600	60	1,660	1,260	400	5	5			
Long Mott to Matagorda, Tex.	Wood	200	15	215	215		1	1		1	2
		1,600		1,600	1,600		5	5		3	3
Dragged anchor and collided with jetty.		30		30		30	(‖)				
Fishing trip		75		75	65	10	2	2			
Morgan City, La., to Galveston, Tex.	Lumber	1,200	500	1,700	1,300	400	3	3		3	15
Galveston to Laporte, Tex.	General	750	500	1,250	1,250		3	3			
Rockport to Isabel, Tex.	Flour	750	1,250	2,000	2,000		2	2			
Galveston to Velasco, Tex.	General	800	1,000	1,800	1,800		3	3			
San Bernard River to Galveston, Tex.	Cotton	800	2,400	3,200	3,200		2	2			
Velasco to Galveston, Tex.	Cotton and wood.	700	3,100	3,800	3,800		3	3			
Parted cables and stranded.		1,000		1,000	1,000		1	1			
Corpus Christi, Tex., to Lake Charles, La.		3,000		3,000	3,000		4	4			
Sunk in harbor	Rock	800	140	940	750	190	8	8			
Broke adrift from tow.		250		250	250						

‖ In dangerous position, from which life-saving crew extricated her.
‖ No one on board.

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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.
1896.					
Feb. 5	Three-quarters of a mile northeast of station.	Aransas	Slp. Guy, Rockport, Tex.		
Feb. 6	Four miles east northeast of station.	Santa Rosa	Sc. James P. Collins, Pensacola, Fla.	Collins	14
Feb. 7	Six miles south-southwest of station.	Sabine Pass	Sc. Star, † Galveston, Tex.	Bradfoot	12
Feb. 8	Three and one-half miles west-southwest of station.	San Luis	Slp. Viola H., Galveston, Tex.	Perry	14
Feb. 16	Five miles southeast of station.	Sabine Pass	Slp. Viola H., Galveston, Tex.	do	14
Feb. 24	Three miles northwest of station.	Galveston	Slp. Idlewild, Galveston, Tex.	Winaford	12
Feb. 27	Five miles southwest of station.	Santa Rosa	Slp. Mabel Taylor, Yarmouth, Nova Scotia.	Hebbard	1,298
Mar. 5	One mile southwest of station.	Galveston	Sc. Rosalie, Galveston, Tex.	Daniels	28
Mar. 10	One-half mile north by west of station.	Brazos	Sc. Hettie May, Corpus Christi, Tex.	Laughton	5
Mar. 11	Two and one-half miles east of station.	Santa Rosa	Sc. Gannet, Pensacola, Fla.	De Bronx	10
Mar. 21	Three-quarters of a mile southeast of station.	Sabine Pass	Sc. Flora Woodhouse, New Orleans, La.	Neyman	266
Mar. 29	One mile south southwest of station.	Galveston	St. yt. Argo, Detroit, Mich.	Brown	48
Mar. 29	Three and one-half miles west-southwest of station.	San Luis	Sc. Flora S., Galveston, Tex.	Specht	22
Apr. 26	Five miles northwest of station.	Galveston	Sc. yt. Folly, Galveston, Tex.	Laughton	19
Apr. 28	One mile southwest of station.	do	Sc. Cristoforo Colombo, Galveston, Tex.	Newvine	14
May 20	Three miles southwest of station.	Velasco	Slp. Two Cousins, Galveston, Tex.	Harford	8
May 27	One mile south-southwest of station.	Galveston	Sc. Eclipse, Galveston, Tex.	Smith	44
May 29	Five miles north by east one-half east of station.	Saluria	Sc. Flower of France, Port Lavaca, Tex.	Dunbar	25
June 5	Seven miles southwest of station.	do	Sc. James Andrews, Port Lavaca, Tex.	Jones	26
	Total				

DISTRICT NO. 9.—EMBRACING

1895.					
July 1	One-quarter mile north-northwest of station.	Cleveland	Str. Post Boy, Cleveland, Ohio.	Rafferty	124
July 14	One-half mile southwest of station.	do	Slp. yt. Sparkle, Cleveland, Ohio.		
July 18	Above cross dam, Falls of the Ohio.	Louisville	Shanty boat, Louisville, Ky.		
July 19	One mile north of station.	Point Marblehead	Rowboat, Lakeside, Ohio.		
July 21	One-quarter mile south of station.	Erie	Sc. Oscar Koster, Erie, Pa.		
July 28	Indiana Chute, Falls of the Ohio.	Louisville	Skiff, Louisville, Ky.		
July 30	One-half mile northeast of station.	Charlotte	Sailboat, Charlotte, N. Y.		
July 30	One hundred and fifty yards west of station.	do	do		
July 30	Indiana Chute, Falls of the Ohio.	Louisville	Sailboat, J. A. B., Louisville, Ky.		

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

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of casualties, season of 1895-96—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.
Rockport to Aransas Pass, Tex.	.....	$100	.....	$100	$100	.....	6	6	.....	.....	.....
Dragged anchor and stranded.	.....	1,500	.....	1,500	1,500	.....	.....	.....	.....	.....	.....
Galveston to Sabine Pass, Tex.	.....	800	.....	800	800	.....	2	2	.....	.....	.....
Orange to Chocolate Bayou, Tex.	Lumber ...	900	$300	1,200	1,200	.....	3	3	.....	1	3
Galveston to Orange, Tex.	.....	900	.....	900	900	.....	3	3	.....	.....	.....
Double Bayou to Galveston, Tex.	Rice	1,500	175	1,675	1,675	.....	2	2	.....	.....	.....
Pensacola, Fla., to Rio de Janeiro, Brazil.	Lumber ...	10,000	13,000	23,000	8,000	$15,000	18	18	.....	.....	.....
Galveston to Corpus Christi, Tex.	General ...	1,000	1,750	2,750	2,750	.....	4	4	.....	.....	.....
Isabel to Corpus Christi, Tex.	Fish	800	265	1,065	1,065	.....	3	3	.....	.....	.....
Parted moorings and stranded.	.....	500	.....	500	500	.....	3	3	.....	.....	.....
Mobile, Ala., to Sabine Pass, Tex.	.....	6,000	.....	6,000	6,000	.....	7	7	.....	.....	.....
Excursion trip.....	.....	10,000	.....	10,000	10,000	.....	3	3	.....	.....	.....
Velasco to Galveston, Tex.	Cotton and general.	500	3,000	3,500	3,500	.....	3	3	.....	.....	.....
Pleasure trip.....	.....	1,600	.....	1,600	1,600	.....	37	37	.....	.....	.....
.....do.....	.....	800	.....	800	800	.....	6	6	.....	.....	.....
Galveston to Aransas Pass, Tex.	....	800	.....	800	800	.....	1	1	.....	.....	.....
Cruising.....	.....	1,800	.....	1,800	1,800	.....	7	7	.....	.....	.....
Matagorda to Galveston, Tex.	Cotton and general.	2,500	3,000	5,500	5,350	150	2	2	.....	.....	.....
Fishing trip	.....	1,500	.....	1,500	.....	1,500	4	4	.....	.....	.....
....	.....	112,855	36,155	149,010	128,485	20,525	222	222	.....	8	23

LAKES ERIE AND ONTARIO.

In Cleveland Harbor..		10,000	....	10,000	10,000	.....	7	7	.....	.....	.....
Pleasure trip.....	.....	200	.....	200	200	.....	2	2	.....	.....	.....
Louisville, Ky., to Evansville, Ind.	Household furniture.	150	40	190	190	.....	6	6	.....	.....	.....
Pleasure trip.....	.....	25	.....	25	25	.....	3	3	.....	.....	.....
.....do.....	.....	75	.....	75	75	.....	4	4	.....	.....	.....
.....do.....	.....	10	.....	10	10	.....	4	4	.....	.....	.....
.....do.....	.....	15	.....	15	15	.....	1	1	.....	.....	.....
.....do.....	....	10	.....	10	10	.....	1	1	.....	.....	.....
.....do.....	.....	25	.....	25	25	.....	1	1	.....	.....	.....

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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.					
July 31	Eighteen miles east-northeast of station.	Cleveland	Sc. Bertha H. Winne, Cleveland, Ohio.	Sly	26
Aug. 4	Above cross dam, Falls of the Ohio.	Louisville	St. yt. Allene, Louisville, Ky.	Esling	17
Aug. 8	Seventeen miles north of station.	Big Sandy	Sc. Monitor, Oswego, N. Y.	James	47
Aug. 10	Horseshoe Reef	Buffalo	St. yt. Clara Greenen, Buffalo, N. Y.		
Aug. 12	Two and one-half miles east-northeast of station.	Charlotte	Slp. yt. Viking*		
Aug. 17	Five miles northeast of station.	do	Slp. yt. Lobengula, Charlotte, N. Y.		
Aug. 18	One-quarter mile west-northwest of station.	Buffalo	Skiff, Buffalo, N. Y.		
Aug. 20	Three-quarters of a mile west-southwest of station.	do	St. yt. Rung Brothers, Buffalo, N. Y.	Whitwell	18
Aug. 20	Three-quarters of a mile northeast of station.	Charlotte	Yt. Edna,† Charlotte, N. Y.		
Sept. 2	One-quarter of a mile west of station.	Cleveland	Slp. yt. Rambler, Cleveland, Ohio.		
Sept. 8	Abreast of station	Cleveland	Scow No. 3, Cleveland, Ohio.		
Sept. 8	Seven miles west of station.	do	Slp. yt. Avoset,‡ Cleveland, Ohio.	Campbell	31
Sept. 11	Starve Island Reef	Point Marblehead.	Str. Joseph S. Fay, Cleveland, Ohio.	Kendall	1,221
Sept. 16	Six miles southeast of station.	Buffalo	Sc. Charles Wall, Buffalo, N. Y.	Warman	629
Sept. 22	One-quarter mile northwest of station.	Cleveland	Sloop-yacht, Cleveland, Ohio.		
Sept. 25	Three-quarters of a mile northwest of station.	Erie	Fish boat Oscar Koster, Erie, Pa.		
Sept. 30	Four miles below Port Colborne, Ontario.	Buffalo	Sc. Nellie Mason, Port Huron, Mich.	Hanson	555
Sept. 30	One-quarter mile north of station.	Cleveland	Sc. H. W. Sage, Buffalo, N. Y.	McLaughlin.	848
Oct. 2	Nine miles northwest of station.	Point Marblehead.	Sc. Phineas S. Marsh, Cleveland, Ohio.	Sommerville.	543
Oct. 6	Two hundred yards southwest of station.	Cleveland	Skiff, Cleveland, Ohio.		
Oct. 8	One and one-quarter miles southeast of station.	Buffalo	Scow, Buffalo, N. Y.		
Oct. 12	One-quarter mile west of station.	Cleveland	Slp. yt. Corsair, Cleveland, Ohio.		
Oct. 12	Starve Island Reef	Point Marblehead.	Sc. E. C. Roberts, Port Huron, Mich.	Crockett	273
Oct. 16	Three miles northwest by west of station.	Erie	Small boat, Erie, Pa		
Oct. 19	Seventeen miles north of station.	Big Sandy	Sc. Mystic Star, Detroit, Mich.	Pigeon	339
Oct. 20	Indiana Chute, Falls of the Ohio.	Louisville	Skiff, Louisville, Ky.		
Oct. 24	One-half mile northeast of station.	Charlotte	Sc. W. T. Greenwood, Cobourg, Ontario.	Baird	141
Oct. 26	Three miles east northeast of station.	Cleveland	Str. Escanaba, Port Huron, Mich.	Green	1,161
Nov. 10	Four miles west of station.	Point Marblehead.	Scow, Toledo, Ohio		
Nov. 16	Falls of the Ohio	Louisville	Str. City of Jeffersonville, Louisville, Ky.	Thixton	162
Nov. 26	One-half mile west by south of station.	Erie	Str. City of Concord, Port Huron, Mich.	Neal	389
Dec. 6	One-half mile northeast of station.	Charlotte	Sc. Robert McDonald, Picton, Ontario.	Matthews	57

*In peril. †In distress, requiring the assistance of the life-saving crew.
‡Disabled and in dangerous position, requiring assistance.

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of casualties, season of 1895–96—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.	Day's succor afforded.
Dragged anchor		$700		$700	$500	$200	5	5			
Pleasure trip		2,000		2,000	2,000		6	6			
Oswego to Port Ontario, N. Y.	Coal	1,500	$100	1,600	1,425	175	4	4			
Pleasure trip		1,000		1,000	1,000		5	5			
do		1,000		1,000	1,000		4	4			
Charlotte to Sea Breeze, N. Y.		500		500	500		2	2			
Capsized		25		25	25		3	1	2	1	1
Pleasure trip		2,600		2,600	2,200	400	12	6	6	2	2
do		600		600	600		7	7			
do		100		100	100		2	2			
Adrift		2,500		2,500	2,500						
Cleveland to Lorain, Ohio.		3,000		3,000	2,800	200	12	12			
Toledo, Ohio, to Manitowoc, Wis.	Coal	30,000	2,500	32,500	31,250	1,250	14	14			
Buffalo, N. Y., to Bay Mills, Mich.		8,500		8,500	8,500		8	8			
Pleasure trip		80		80	70	10	2	2			
do		100		100	100		2	2			
Buffalo, N. Y., to Chicago, Ill.	Coal	15,000	4,400	19,400	19,400		7	7			
Duluth, Minn., to Cleveland, Ohio.	Iron ore	20,000	5,000	25,000	2,500		8	8			
Cleveland, Ohio, to Hancock, Mich.	Powder and coal.	15,000	18,000	33,000	32,500	500	8	8			
Pleasure trip		50		50	50		4	4			
Parted line and stranded.		2,500		2,500	2,400	100	1	1			
Dragged anchor		1,500		1,500	1,500						
Bay City, Mich., to Erie, Pa.	Lumber	2,500	6,000	8,500	7,500	1,000	4	4			
In Erie Harbor		200		200	200		1	1			
Detroit, Mich., to Ogdensburg, N. Y.	Wheat	5,000	16,000	21,000	18,200	2,800	7	7			
Pleasure trip		10		10	10		1	1			
Big Sodus, N. Y., to Toronto, Ontario.	Coal	2,000	600	2,600	2,600		5	5			
Escanaba, Mich., to Cleveland, Ohio.	Iron ore	45,000	8,000	53,000	53,000		19	19			
In tow of tug, cut loose and stranded.		3,000		3,000	3,000						
Jeffersonville, Ind., to Louisville, Ky.		15,000		15,000	15,000		52	52			
Port Huron, Mich., to Erie, Pa.	Lumber	12,000	50,000	62,000	62,000		12	12			
Muellers Bay, Ontario, to Charlotte, N. Y.	Lumber and merchandise.	5,000	1,500	6,500	6,500		4	4			

‡ In distress, requiring assistance.
‖ In dangerous position, from which life-saving crew extricated her.

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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.					
Dec. 10	One-half mile east-northeast of station.	Erie	Canal boat Geneseo, Erie, Pa.		
Dec. 14	Seven and one-half miles west-southwest of station.	Cleveland	Str. Alfred P. Wright, Sandusky, Ohio.	Gunderson.	2,207
Dec. 28	Middle Chute, Falls of the Ohio.	Louisville	Flat, Jeffersonville, Ind.		
1896.					
Jan. 29	Kentucky Chute, Falls of the Ohio.	....do	....do		
Feb. 14	Wing dam, Falls of the Ohio.	....do	Str. Charlie Clark, Pittsburg, Pa.	Moore	148
Feb. 14	....do	....do	Barges (2), Pittsburg, Pa.		
Mar. 27	Above cross dam, Falls of the Ohio.	....do	Skiff, Louisville, Ky.		
Mar. 31	....do	....do	Skiff, Jeffersonville, Ind.		
Apr. 1	....do	....do	Skiff, Clarksville, Tenn.		
Apr. 1	....do	....do	Flat, Jeffersonville, Ind.		
Apr. 1	Cross dam, Falls of the Ohio.	....do	Barge, Louisville, Ky.		
Apr. 20	Above cross dam, Falls of the Ohio.	....do	Skiff, Louisville, Ky.		
Apr. 23	....do	....do	....do		
May 3	....do	....do	....do		
May 5	One-quarter mile south of station.	Fairport	Rowboat, Fairport, Ohio.		
May 13	Six and one-quarter miles south of station.	Big Sandy	Dredge Daly Bros., No. 4, Ogdensburg, N. Y.		
May 13	One-quarter mile northwest of station.	Cleveland	Lighter, Cleveland, Ohio.		
May 17	One and one-half miles west by south of station.	Erie	Catboat Husum, Erie, Pa.		
May 17	Three-quarters of a mile southwest of station.	Cleveland	Skiff, Cleveland, Ohio.		
May 25	One-half mile from station.	....do	Yacht, Cleveland, Ohio.		
May 27	Indiana Chute, Falls of the Ohio.	Louisville	Skiff, Louisville, Ky.		
May 30	One-quarter mile north of station.	Cleveland	Sip. yt. Elida, Cleveland, Ohio.		
June 1	One-half mile east of station.	Charlotte	Skiffs (4), Glen Haven, N. Y.		
June 1	Four miles east of station.	Cleveland	Lighter,† Cleveland, Ohio.		
June 2	One-eighth of a mile east by south of station.	Erie	Rowboat, Erie, Pa.		
June 13	One-quarter mile west of station.	Cleveland	Catboat Idler, Cleveland, Ohio.		
June 15	One-third mile north of station.	Fairport	Str. George R. Page, Cleveland, Ohio.	Moore	34
June 24	One and one-half miles west-northwest of station.	Cleveland	Yt. Ellen, Cleveland, Ohio.		
	Total				

*No one on board.

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of casualties, season of 1895–96—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 station.	Days' succor afforded.
New York City to Erie, Pa.	Rags	$3,500	$1,000	$4,500	$3,500	$1,000	2	2	.....	.....	.....
Chicago, Ill., to Buffalo, N. Y.	Oats	100,000	30,800	130,800	128,300	2,500	15	15	.....	.....	.....
Jeffersonville, Ind., to Louisville, Ky.	.....	5	.....	5	5	.....	2	2	.....	.....	.....
.....do	.....	10	.....	10	10	.....	2	2	.....	.....	.....
Cincinnati, Ohio, to Louisville, Ky.	.....	15,000	.....	15,000	15,000	.....	14	14	.....	.....	.....
In tow of steamer	Coal	1,400	1,000	2,400	2,400	.....	(†)	.....	.....	.....	.....
Pleasure trip	.....	5	.....	5	5	.....	1	1	.....	.....	.....
.....do	.....	15	.....	15	15	.....	2	2	.....	.....	.....
.....do	.....	5	.....	5	5	.....	2	2	.....	.....	.....
.....do	.....	5	.....	5	5	.....	2	2	.....	.....	.....
Louisville, Ky., to Evansville, Ind.	.....	350	.....	350	350	.....	.....	.....	.....	.....	.....
Louisville, Ky., to Jeffersonville, Ind.	.....	5	.....	5	5	.....	1	1	.....	.....	.....
Pleasure trip	.....	5	.....	5	5	.....	2	2	.....	.....	.....
.....do	.....	15	.....	15	15	.....	2	2	.....	.....	.....
Swamped	.....	10	.....	10	10	.....	2	1	1	.....	.....
Ogdensburg to Little Sandy Pond, N. Y.	.....	12,000	.....	12,000	12,000	.....	5	5	.....	.....	.....
Adrift	.....	2,000	.....	2,000	2,000	.....	(*)	.....	.....	.....	.....
Pleasure trip	.....	325	.....	325	320	5	3	3	.....	.....	.....
Fishing trip	.....	40	.....	40	40	.....	3	3	.....	.....	.....
Adrift	.....	50	.....	50	50	.....	.....	.....	.....	.....	.....
Pleasure trip	.....	10	.....	10	10	.....	2	2	.....	.....	.....
Dragged anchor	.....	200	.....	200	200	.....	(*)	.....	.....	.....	.....
Charlotte to Glen Haven, N. Y.	.....	160	.....	160	160	.....	1	1	.....	1	1
Lying at dock	.....	2,500	.....	2,500	2,500	.....	1	1	.....	.....	.....
Fishing trip	.....	15	.....	15	15	.....	2	2	.....	.....	.....
Pleasure trip	.....	75	.....	75	75	.....	2	2	.....	.....	.....
Dragged anchor	.....	4,000	.....	4,000	3,750	250	4	4	.....	.....	.....
Pleasure trip	.....	100	.....	100	100	.....	3	3	.....	.....	.....
.....	.....	350,280	144,940	495,220	484,830	10,390	325	316	9	4	4

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

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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.
1895.					
July 4	One-half mile northwest of station.	Duluth	Small boat, Duluth, Minn.		
July 4	Three-quarters of a mile west of station.	do	Sailboat Olivette, Duluth, Minn.		
July 6	Fourteen miles northwest from Hammonds Bay.	Hammonds Bay and Bois Blanc.	Barge No. 130, Buffalo, N. Y.	Dix	1311
July 6	do	do	Str. John Mitchell, Buffalo, N. Y.	Cowin	1865
July 8	One-half mile west of station.	Bois Blanc	Sc. Guiding Star, Alpena, Mich.	Jewell	18
July 9	North Point Reef	Thunder Bay Island.	Sc. C. C. Barnes, Toledo, Ohio.	Gordon	583
July 18	Port Crescent, about 10 miles west-southwest of station.	Grindstone City	Sc. Good News, Port Huron, Mich.	Macomber	19
July 20	One-half mile west of station.	Bois Blanc	Sc. Guiding Star, Grand Haven, Mich.	Jewell	18
July 27	Abreast of station	Vermilion Point	Slp. Grasshopper, Grand Island, Mich.		
July 29	Four miles south of station.	Sturgeon Point	St. barge Atlantis, Detroit, Mich.	Pilky	138
July 30	One mile east of station	Sand Beach	Sc. Penokee, Erie, Pa.	Klumph	332
July 31	Ten miles north of station.	Sturgeon Point	Str. John C. Pringle, Buffalo, N. Y.	Dunn	475
July 31	do	do	Sc. Sweetheart, Menominee, Mich.	Gene	539
Aug. 5	One and one-half miles south-southwest of station.	Bois Blanc	Str. Kaliyuga, Port Huron, Mich.	Law	1942
Aug. 6	One and one-half miles west-southwest of station.	do	Fish boat, Bois Blanc Island, Mich.		
Aug. 27	Six miles northeast of station.	Pointe aux Barques.	Hubbell Dredge No. 4, Detroit, Mich.		
Aug. 27	Six miles northwest of station.	Thunder Bay Island.	Sc. Home, East Tawas, Mich.	McGarry	125
Sept. 1	Two-thirds of a mile west-northwest of station.	Duluth	Str. Pathfinder, Duluth, Minn.	Brown	38
Sept. 5	Two-thirds of a mile west of station.	Duluth	Canoe, Duluth, Minn.		
Sept. 6	One and one-quarter miles north of station.	do	Str. Samuel F. Hodge, Buffalo, N. Y.	Cassin	586
Sept. 7	Two-thirds of a mile northwest of station.	do	Small boat, Duluth, Minn.		
Sept. 7	One-half mile south-southwest of station.	do	Sailboat, Duluth, Minn.		
Sept. 8	Kenosha Reef	Thunder Bay Island.	Sc. Mystic Star, Detroit, Mich.	Pidgeon	339
Sept. 8	One and one-quarter miles west-southwest of station.	Middle Island	Sc. Reuben Doud, Detroit, Mich.	Sidney	324
Sept. 11	Two miles east-southeast of station.	Pointe aux Barques.	Sc. S. P. Ames, Port Huron, Mich.	Cleary	43
Sept. 12	One mile northwest of station.	Ship Canal	Barge Donaldson, Bay City, Mich.	Patzer	480
Sept. 18	One-quarter mile south of station.	Sand Beach	Catboat Aleda L., Sand Beach, Mich.		
Sept. 18	One-half mile northwest of station.	Pointe aux Barques.	Sloop, Port Huron, Mich.		
Sept. 18	One and one-quarter miles east-southeast of station.	Grindstone City	Sc. Charles Kimball, Port Huron, Mich.	Frame	20
Sept. 18	Four miles south of station.	Sturgeon Point	Sc. J. H. Magruder, Port Huron, Mich.	Whiting	137
Sept. 26	One mile northwest of station.	Ship Canal	Str. Montana, Buffalo, N. Y.	Jones	1,536
Sept. 29	Three and one-half miles south by east of station.	Marquette	Str. Charles J. Kershaw, Cleveland, Ohio.	Pringle	1,324

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of casualties, season of 1895–96—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.
Pleasure trip		$50		$50	$40	$10	10	10			
do		40		40	40		1	1			
Two Rivers, Mich., to South Chicago, Ill.	Iron ore	70,000	$6,000	76,000	75,500	500	7	7			
do	do	90,000	4,750	94,750	92,500	2,250	19	19			
Pointe aux Pins to Cheboygan, Mich.	Railroad ties.	300	35	335	335		3	3			
Toledo, Ohio, to Green Bay, Wis.	Coal	14,000	2,500	16,500	16,300	200	8	8			
Alabaster to Sand Beach, Mich.	Plaster	600	210	810	810		5	5			
Bois Blanc to Cheboygan, Mich.	Shingles	300	225	525	525		3	3			
Grand Island to Bay Mills, Mich.	Household goods.	45	25	70	70		1	1		1	2
Detroit to Harrisville, Mich.		3,000		3,000	3,000		9	9			
Buffalo, N. Y., to Marinette, Wis.	Coal	5,000	1,200	6,200	6,150	50	7	7			
Duluth, Minn., to Buffalo, N. Y.	Lumber	25,000	6,000	31,000	31,000		25	25			
do	do	25,000	7,000	32,000	32,000		8	8			
Cleveland, Ohio, to Milwaukee, Wis.	Coal	95,000	5,500	100,500	97,750	2,750	21	21			
Cheboygan to Bois Blanc, Mich.		150		150	100	50	1	1			
Adrift		50		50	50		6	6			
Chicago, Ill., to Bay City, Mich.		1,500		1,500	1,500		5	5			
Collided, capsized, and sunk.		7,000		7,000	3,000	4,000	5	4	1		
Pleasure trip		75		75	75		2	2			
In Duluth Harbor		38,000		38,000	37,000	1,000	20	20			
Pleasure trip		150		150	150		2	2			
do		50		50	50		6	6			
Chicago, Ill., to Toledo, Ohio.	Wheat	10,000	18,160	28,160	28,160		7	7			
Duluth, Minn., to Detroit, Mich.	do	8,000	15,400	23,400	23,380	20	7	7			
Tawas to Sand Beach, Mich.		300		300		300	2	2		2	2
Ashland, Wis., to Cleveland, Ohio.	Lumber	7,000	4,000	11,000	11,000		8	8			
Adrift		400		400	400						
Dragged anchor and stranded.		50		50	35	15	2	2		2	4
Detour to Sand Beach, Mich.	Iron and wood.	500	300	800	350	450	3	3			
Hammonds Bay to Detroit, Mich.	Lumber	1,000	1,000	2,000	600	1,400	4	4			
Duluth, Minn., to Buffalo, N. Y.	Flour	30,000	50,000	80,000	56,000	24,000	26	26			
Cleveland, Ohio, to Marquette, Mich.		45,000		45,000		45,000	13	13			

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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.
1895.					
Sept. 29	Four miles southeast of station.	Marquette	Sc. Henry A. Kent, Cleveland, Ohio.	Hunt	772
Sept. 30	Six miles northwest of station.	Middle Island	Str. Keystone. Sandusky, Ohio.	Graves	723
Sept. 30	Two miles west of station.	Hammonds Bay	Sc. Lady Franklin, Port Huron, Mich.	Vanhemel	302
Sept. 30	Thirteen miles east of station.	Crisps	Sc. Chester B. Jones, Port Huron, Mich.	Nelson	494
Oct. 3	One and one-half miles west of station.	Bois Blanc	Sc. Guiding Star, Grand Haven, Mich.	Jewell	18
Oct. 6	Three-quarters of a mile northeast by east of station.	Duluth	Sailboat Phœnix,* Duluth, Minn.		
Oct. 7	Six miles north-northwest of station.	Middle Island	Str. Tyrone, Fairport, Ohio.	Bothwick	1,862
Oct. 7	Seven miles northwest of Two Heart River Station.	Two Heart River and Muskallonge Lake.	Sc. Dundee,† Port Huron, Mich.	Johnston	1,044
Oct. 13	One and one-half miles west of station.	Ottawa Point	Slp. Gracie M., East Tawas, Mich.		
Oct. 16	Two-thirds of a mile westsouthwest of station.	Duluth	St. yt. Rambler,‡ Duluth, Minn.		
Oct. 18	One-half mile northwest of station.	do	Sailboat, Duluth, Minn.		
Oct. 19	Five miles south of station.	Sturgeon Point	Str. Maggie Duncan, Milwaukee, Wis.	Olsen	536
Oct. 19	Eight miles east of station.	Vermilion Point	Sc. Col. Ellsworth, Chicago, Ill.	Cain	319
Oct. 24	Abreast of station	Sand Beach	Str. Kittie Haight, Sarnia, Ontario.	McPherson	60
Oct. 25	Eight miles east of station.	Pointe aux Barques.	Sc. Manitou, Port Huron, Mich.	Gillett	334
Oct. 25	Six miles northwest by north of station.	Middle Island	Sc. Selkirk, Cleveland, Ohio.	Burtis	308
Oct. 30	Three miles south-southeast of station.	Pointe aux Barques.	Str. S. S. Stone, Cleveland, Ohio.	Donohue	69
Oct. 30	do	do	Sc. H. P. Baldwin, Cleveland, Ohio.	Pollock	495
Oct. 30	do	do	Sc. Superior, Detroit, Mich.	Finlayson	306
Oct. 30	One mile south-southwest of station.	Duluth	St. yt. Elida,‡ West Superior, Wis.		
Nov. 5	Four miles north by west of station.	Sand Beach	Str. Livingstone, Detroit, Mich.	Wilson	2,134
Nov. 16	One and one-half miles east by south of station.	Pointe aux Barques.	Str. Atlantis, Detroit, Mich.	Pilky	138
Nov. 19	Seven-eighths of a mile southeast of station.	Sand Beach	Str. Northern Wave, Marquette, Mich.	Niland	2,476
Nov. 19	Sixteen miles northwest of station.	Pointe aux Barques.	Sc. Mike Corry,‡ Chicago, Ill.	Sheehan	331
Nov. 19	Twelve miles northwest of station.	Grindstone City	Sc. Iron Cliff,‡ Detroit, Mich.	Fitzsimmons.	1,116
Nov. 20	Twenty-five miles southeast of station.	Thunder Bay Island.	Sc. Geo. B. Owen, Chicago, Ill.	Carter	741
Nov. 30	One-seventh of a mile east of station.	Sand Beach	Sc. Hunter Savidge, Alpena, Mich.	Sharpstein	152
Nov. 30	Two miles south of station.	Middle Island	Sc. Mary Collins, Chicago, Ill.	Anderson	262
Dec. 6	Six miles south of station.	Bois Blanc	Str. John F. Eddy, Detroit, Mich.	Sheauk	1,678
1896.					
Apr. 20	do	do	Str. Penobscot, Bay City, Mich.	Smades	2,865
Apr. 29	One mile north of station.	Pointe aux Barques.	Str. Simon J. Murphy, Green Bay, Wis.	Morrison	1,380
Apr. 30	Three miles south-southeast of station.	Thunder Bay Island.	Str. Samuel F. Hodge, Buffalo, N. Y.	Elliott	596

* In great peril.
† In distress and disabled, requiring assistance.

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of casualties, season of 1895–96—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.
Cleveland, Ohio, to Marquette, Mich.	.....	$17,000	.....	$17,000	.....	$17,000	8	8	.....	.....	.....
Toledo, Ohio, to Green Bay, Wis.	Coal.....	14,000	$2,000	16,000	$14,000	2,000	14	14	.....	.....	.....
Algonac to Hammonds Bay, Mich.	Cedar ties	3,000	1,400	4,400	800	3,600	7	7	.....	2	2
Baraga, Mich, to Ogdensburg, N. Y.	Lumber...	12,000	20,000	32,000	32,000	.....	7	7	.....	.....	.....
Bois Blanc to Cheboygan, Mich.	Shingles...	300	200	500	400	100	6	6	.....	.....	.....
Pleasure trip	.....	125	.....	125	85	40	4	4	.....	.....	.....
Duluth, Minn., to Fairport, Ohio.	Iron ore...	120,000	8,000	128,000	118,500	9,500	10	10	.....	.....	.....
Ashland, Wis. to Cleveland, Ohio.	.....do.....	50,000	5,000	55,000	54,000	1,000	8	8	.....	.....	.....
Capsized	.....	50	.....	50	50	.....	2	2	.....	2	2
West Superior, Wis., to Duluth, Minn.	.....	800	.....	800	775	25	11	11	.....	.....	.....
Pleasure trip	.....	100	.....	100	100	.....	1	1	.....	.....	.....
Buffalo, N. Y., to South Chicago, Ill.	Iron ore...	30,000	35,000	65,000	62,000	3,000	13	13	.....	.....	.....
Sault Ste. Marie to Marquette, Mich.	.....	5,000	.....	5,000	5,000	.....	7	7	.....	.....	.....
Sarnia, Ontario, to Sand Beach, Mich.	.....	4,000	.....	4,000	3,800	200	8	8	.....	.....	.....
Kelleys Island, Ohio, to Lake Linden, Mich.	Stone.....	5,000	350	5,350	5,350	.....	6	6	.....	.....	.....
Escanaba, Mich., to Toledo, Ohio.	Iron ore...	3,500	1,700	5,200	5,200	.....	8	8	.....	.....	.....
Cheboygan, Mich., to Cleveland, Ohio.	.....	13,000	.....	13,000	12,850	150	7	7	.....	.....	.....
.....do.....	Lumber...	7,000	5,000	12,000	11,200	800	7	7	.....	.....	.....
.....do.....	Cedar posts.	1,500	1,500	3,000	2,600	400	5	5	.....	.....	.....
Duluth, Minn, to West Superior, Wis.	.....	300	.....	300	285	15	10	10	.....	.....	.....
Duluth, Minn., to Buffalo, N. Y.	Flour.....	175,000	55,000	230,000	221,000	9,000	19	19	.....	.....	.....
Port Austin to Detroit, Mich.	Sand.....	10,000	300	10,300	10,250	50	9	9	.....	.....	.....
Buffalo, N. Y., to Duluth, Minn.	General....	180,000	100,000	280,000	130,000	150,000	25	25	.....	.....	.....
Cheboygan, Mich., to Toledo, Ohio.	Lumber...	3,000	2,000	5,000	3,900	1,100	5	5	.....	.....	.....
Buffalo, N. Y., to Chicago, Ill.	Coal.....	45,000	10,000	55,000	54,000	1,000	6	6	.....	.....	.....
Erie, Pa., to Chicago, Ill.	.....do.....	38,000	8,500	46,500	45,500	1,000	7	7	.....	.....	.....
Detroit to Alpena, Mich.	Mdse. and grain.	4,000	5,000	9,000	7,500	1,500	6	6	.....	.....	.....
Fairport, Ohio, to Sturgeon Bay, Wis.	Coal.....	6,000	1,275	7,275	7,275	.....	7	7	.....	.....	.....
Chicago, Ill., to Buffalo, N. Y.	Wheat.....	60,000	30,000	90,000	90,000	.....	15	15	.....	.....	.....
.....do.....	Oats.....	150,000	41,480	191,480	191,480	.....	17	17	.....	.....	.....
Escanaba, Mich., to Fairport, Ohio.	Iron ore...	110,000	8,750	118,750	115,375	3,375	16	16	.....	.....	.....
South Chicago, Ill., to Port Huron, Mich.	Corn.....	25,000	7,200	32,200	31,500	700	15	15	.....	.....	.....

‡ Disabled, requiring the assistance of the life-saving crew.
§ Disabled. ‖ Dismasted and in distress.

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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.
1896.					
May 11	False Presque Isle Point..	Middle Island.....	Str. A. D. Hayward, Detroit, Mich.	Tormey.....	305
May 14	Ten-Mile Point.....	Bois Blanc.....	Sc. Oliver Mitchell, Oswego, N. Y.	Vandusen..	330
May 15	One mile northwest of station.	Thunder Bay Island.	Yt. Hattie V., Alpena, Mich.	.....	.....
May 16	Six miles northeast of station.	Bois Blanc.....	Pile driver.....	.....	.....
May 17	Five miles east of station.	Sand Beach.....	Sc. Two Sisters, Sand Beach, Mich.	Merchant...	34
May 21	One mile northeast of station.	Bois Blanc.....	Rowboat, Round Island, Mich.	.....	.....
May 25	Two and one-half miles southeast of station.	Duluth	Sailboat Elosie, West Superior, Wis.	.....	.....
May 28	Two miles southwest of station.	Ottawa Point.....	Sc. Plymouth, Port Huron, Mich.	Bennett	777
May 31	One mile west of station..	.....do.....	Sc. Almeron Thomas, Port Huron, Mich.	Thomas.....	35
June 19	One-half mile north of station.	Vermilion Point...	Sailboat Lydia, Sault Ste. Marie, Mich.	.....	.....
June 30	Two miles south-southeast of station.	Bois Blanc.....	Fish boat Sea Lion.....	.....	.....
	Total	.....	.....	.....	.....

DISTRICT NO. 11.—EMBRACING

1895.					
July 1	One and one-half miles northeast of station.	Old Chicago.....	Yacht, Chicago, Ill.....	.....	.....
July 4	Two hundred yards southeast of station.	St. Joseph.....	Rowboat, St. Joseph, Mich.	.....	.....
July 7	One mile east of station...	Michigan City.....	Sc. I. May Brown, Grand Haven, Mich.	Duval.....	20
July 8	One-quarter mile west of station.	White River.....	Sc. Oneida, Milwaukee, Wis.	Hanson.....	201
July 8	Three-quarters of a mile south of station.	Muskegon	Slp. yt. Viking, Muskegon, Mich.	.....	.....
July 8	One mile east of station...	Chicago	Skiff, Chicago, Ill.....	.....	.....
July 8	Three-quarters of a mile north of station.	.....do	Yawl, Chicago, Ill.....	.....	.....
July 14	Three-quarters of a mile east of station.	Holland	Sloop, Black Lake, Mich.	.....	.....
July 17	One and one-half miles southeast of station.	White River.....	Sloop yacht, White Hall, Mich.	.....	.....
July 19	One hundred yards southwest of station.	St. Joseph.....	Slp. yt. America, Chicago, Ill.	Harper.....	6
July 20	One-sixth mile west of station.	Ludington.....	Skiff	.....	.....
July 21	Eighteen miles south-southwest of station.	Beaver Island.....	Str. A. D. Thomson, Buffalo, N. Y.	Butts	1,490
July 22	One mile south of station..	Old Chicago.....	Yacht, Chicago, Ill.....	.....	.....
July 22	Four miles south of station.	.....do	Yt. Trix *.....	.....	7
July 23	Two miles northeast of station.	North Manitou Island.	Sc. Presto, Chicago, Ill..	Bowe.....	184
July 27	One-quarter mile east of station.	Holland	Sloop, Black Lake, Mich.	.....	.....
July 28	Near station.....	Two Rivers	Sailboat, Two Rivers, Wis.	.....	.....
Aug. 3	Six miles northeast of station.	Point Betsey	St. yt. Nellie D., Manistee, Mich.	.....	.....

*In dangerous position and crew unable to manage her.

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of casualties, season of 1895–96—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.
Owen Sound, Ontario, to Green Bay, Wis.	.....	$20,000	.....	$20,000	$20,000	.....	12	12	.....	.....	.....
Cleveland, Ohio, to Harbor Springs, Mich.	Coal.....	4,500	$1,500	6,000	5,860	$140	7	7	.....	.....	.....
Presque Isle to Alpena, Mich.	.....	300	.....	300	300	.....	2	2	.....	.....	.....
Adrift.....	.....	15	.....	15	10	5	.....	.....	.....	.....	.....
Dragged anchor.....	Stone.....	300	90	390	270	120	3	3	.....	.....	.....
Adrift.....	.....	35	.....	35	35	.....	.....	.....	.....	.....	.....
Pleasure trip.....	.....	100	.....	100	90	10	4	4	.....	.....	.....
Escanaba, Mich., to Cleveland, Ohio.	Iron ore...	18,000	5,600	23,600	23,600	.....	7	7	.....	.....	.....
Bay City to Rogers City, Mich.	.....	1,500	.....	1,500	1,500	.....	3	3	.....	.....	.....
Sault Ste. Marie to Grand Marie, Mich.	Miscellaneous.	25	300	325	325	.....	2	2	.....	2	2
Les Cheneaux Islands to Mackinaw City, Mich.	Fish.....	75	50	125	90	35	2	2	.....	2	10
.....	.....	1,615,085	479,500	2,094,585	1,806,725	287,860	584	583	1	13	24

LAKE MICHIGAN.

Capsized	.....	75	.....	75	75	.....	2	2	.....	.....	.....
Pleasure trip	.....	50	.....	50	50	.....	2	2	.....	.....	.....
Manistee, Mich., to Chicago, Ill.	Gravel.....	400	40	440	.....	440	3	3	.....	.....	.....
White Lake, Mich., to Chicago, Ill.	Railroad ties.	4,000	2,000	6,000	5,900	100	5	5	.....	.....	.....
Muskegon to Charlevoix, Mich.	.....	500	100	600	575	25	4	4	.....	.....	.....
Pleasure trip	.....	25	.....	25	25	.....	3	3	.....	.....	.....
..... do	.....	30	.....	30	30	.....	1	1	.....	.....	.....
..... do	.....	30	.....	30	30	.....	3	3	.....	.....	.....
Capsized.....	.....	50	.....	50	50	.....	1	1	.....	.....	.....
Chicago, Ill., to Holland, Mich.	.....	1,200	.....	1,200	1,200	.....	3	3	.....	.....	.....
Capsized.....	.....	10	.....	10	10	.....	3	3	.....	.....	.....
Escanaba, Mich., to Erie, Pa.	Iron ore...	100,000	4,500	104,500	97,150	7,350	22	22	.....	.....	.....
Capsized.....	.....	50	.....	50	50	.....	2	2	.....	.....	.....
Whiting, Ind., to Chicago, Ill.	.....	600	.....	600	600	.....	2	2	.....	.....	.....
Traverse City, Mich., to Chicago, Ill.	Wood	1,200	600	1,800	1,775	25	11	11	.....	4	8
Capsized.....	.....	50	.....	50	50	.....	1	1	.....	.....	.....
..... do	.....	15	.....	15	15	.....	2	2	.....	.....	.....
Manistee to Platt Lake, Mich.	.....	2,000	.....	2,000	1,950	50	4	4	.....	2	2

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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.
1895.					
Aug. 7	Two miles north-northwest of station.	South Chicago	St. yt. Sentinel, Chicago, Ill.	Shalkenback.	75
Aug. 10	Three-quarters of a mile south of station.	Racine	Yt. Infanta, Milwaukee, Wis.		
Aug. 11	Two and one-half miles north of Frankfort Harbor.	Frankfort and Point Betsey.	Str. Milwaukee, Buffalo, N. Y.	Folam	1,770
Aug. 12	One-quarter mile south-southwest of station.	St. Joseph	Rowboat, St. Joseph, Mich.		
Aug. 18	One hundred yards southwest of station.	Ludington	Skiff, Ludington, Mich.		
Aug. 18	One-half mile southeast of station.	Evanston	Sloop, Evanston, Ill.		
Aug. 20	....do....	Chicago	Catboat, Chicago, Ill.		
Aug. 22	Three-quarters of a mile northwest of station.	Grand Haven	Sc. Maria, Grand Haven, Mich.	Mulligan	9
Sept. 4	One mile east of station.	North Manitou Island.	Sc. Evaline,* Milwaukee, Wis.	Gallien	236
Sept. 6	Two miles east by north of station.	Kewaunee	Sc. Col. Ellsworth,* Chicago, Ill.	Cain	319
Sept. 10	Nine miles north of station.	....do	Sc. John Raber, Chicago, Ill.	Barber	224
Sept. 10	Near station	....do	Sc. Evaline, Milwaukee, Wis.	Gallien	236
Sept. 15	One mile north of station.	Michigan City	Sc. Defender, Michigan City, Ind.		
Sept. 20	Three-quarters of a mile east of station.	Muskegon	Sloop, Muskegon, Mich.		
Sept. 23	Hog Island Reef, eight miles east of station.	Beaver Island	Sc. Queen City, Cleveland, Ohio.	Benham	676
Sept. 25	Three hundred yards southeast of station.	....do	Str. Nellie, Grand Haven, Mich.	Donelly	22
Sept. 26	Two and one-quarter miles south-southeast of station.	....do	Sc. M. J. Wilcox, Detroit, Mich.	McFarlane	388
Sept. 26	One-quarter mile south of station.	Old Chicago	Str. Macatawa,† Grand Haven, Mich.	Smith	71
Sept. 27	One hundred yards south of station.	Two Rivers	Small boat, Two Rivers, Wis.		
Sept. 28	One-half mile southeast of station.	Old Chicago	Catboat, Chicago, Ill.		
Sept. 30	Four miles southwest of station.	St. Joseph	Sc. Capt. George W. Naughtin, East Lake, Mich.	Kemming	310
Oct. 2	Morgans Reef	Chicago	Sloop, Chicago, Ill.		
Oct. 10	One-quarter of a mile north-northwest of station.	Pentwater	Sc. Minnie Mueller, Grand Haven, Mich.	Curlson	
Oct. 10	Twelve miles north of station.	Sturgeon Bay Canal.	Sc. Otter, Chicago, Ill.	Kaufman	205
Oct. 11	Eleven miles north of station.	do	Sc. Lizzie A. Law, Chicago, Ill.	Barrett	747
Oct. 12	One-sixth mile west of station.	Pentwater	Sc. Ellen Stephenson, Grand Haven, Mich.	Scott	44
Oct. 16	Frankfort Harbor	Frankfort	Sc. Florence M. Smith, Grand Haven, Mich.	Dick	61
Oct. 21	One-eighth mile west-northwest of station.	Manistee	Sc. John Mee, Milwaukee, Wis.	O'Hare	199
Oct. 24	Twelve miles south of station.	Sturgeon Bay Canal.	Str. H. B. Tuttle, Cleveland, Ohio.		845
Oct. 27	One hundred and twenty-five yards west of station.	St. Joseph	Str. Peerless, Chicago, Ill.	Page	1,200
Oct. 27	One and one-half miles east-northeast of station.	Old Chicago	Sailboat, Chicago, Ill.		
Oct. 27	Seven miles east of station.	Racine	Fish boat, Racine, Wis.		

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

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of casualties, season of 1895–96—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.
South Chicago to Chicago, Ill.	.....	$25,000	.....	$25,000	$24,600	$400	13	13	.....	.....	.....
Dragged anchor and stranded.	.....	800	.....	800	800	.....	1	1	.....	.....	.....
Milwaukee, Wis., to Buffalo, N. Y.	Grain.....	150,000	$34,000	184,000	183,000	1,000	23	23	.....	.....	.....
Capsized.....	.....	50	.....	50	50	.....	5	5	.....	5	5
.....do.....	.....	25	.....	25	25	.....	3	3	.....	.....	.....
.....do.....	.....	25	.....	25	25	.....	3	3	.....	.....	.....
.....do.....	.....	65	.....	65	65	.....	2	2	.....	.....	.....
Muskegon to Grand Haven, Mich.	Wood	150	10	160	160	.....	1	1	.....	.....	.....
Pine Lake, Mich., to Milwaukee, Wis.	Bark	2,000	1,200	3,200	3,200	.....	7	7	.....	7	7
Alabaster, Mich., to Manitowoc, Wis.	Plaster.....	4,000	6,000	10,000	10,000	.....	7	7	.....	.....	.....
Pine Lake, Mich., to Milwaukee, Wis.	Lumber ...	500	1,600	2,100	1,730	370	6	6	.....	.....	.....
Traverse City, Mich., to Kenosha, Wis.	Bark	2,000	1,600	3,600	1,800	1,800	7	7	.....	7	7
Capsized	.....	50	.....	50	50	.....	2	2	.....	.....	.....
.....do.....	.....	100	.....	100	100	.....	3	3	.....	.....	.....
Cleveland, Ohio, to Green Bay, Wis.	Coal	20,000	3,000	23,000	.....	23,000	7	7	.....	.....	.....
Harbor Springs to St. James, Mich.	.....	1,500	.....	1,500	1,500	.....	5	5	.....	.....	.....
Cleveland, Ohio, to Racine, Wis.	Coal	8,000	1,600	9,600	9,600	.....	7	7	.....	.....	.....
Lying at her dock.....	.....	5,000	.....	5,000	1,000	4,000	1	1	.....	.....	.....
Sunk in harbor.....	.....	30	50	80	80	.....	.....	.....	.....	.....	.....
Adrift.....	.....	75	.....	75	75	.....	3	3	.....	.....	.....
Manistee to St. Joseph, Mich.	Lumber	3,000	3,000	6,000	6,000	.....	8	8	.....	.....	.....
In Chicago Harbor.....	.....	300	.....	300	300	.....	3	3	.....	.....	.....
Chicago, Ill., to Pentwater, Mich.	Corn.....	2,000	375	2,375	2,375	.....	6	6	.....	.....	.....
Whitefish Bay, Wis., to Chicago, Ill.	Wood.....	1,000	300	1,300	.....	1,300	6	6	.....	.....	.....
Chicago, Ill., to Buffalo, N. Y.	Corn.....	40,000	16,200	56,200	45,260	10,940	7	7	.....	.....	.....
Manistee to Holland, Mich.	Lumber ...	1,000	500	1,500	1,500	.....	3	3	.....	.....	.....
Milwaukee, Wis., to Charlevoix, Mich.	Coal.....	1,000	450	1,450	1,300	150	3	3	.....	.....	.....
Manistee, Mich., to Chicago, Ill.	Lumber ...	4,500	1,500	6,000	5,970	30	6	6	.....	.....	.....
Chicago, Ill., to Escanaba, Mich.	.....	35,000	.....	35,000	35,000	.....	14	14	.....	.....	.....
St. Joseph, Mich., to Chicago, Ill.	.....	50,000	.....	50,000	50,000	.....	43	43	.....	.....	.....
Capsized.....	.....	15	.....	15	15	.....	2	2	.....	2	2
Fishing trip.....	Nets.....	200	50	250	250	.....	2	2	.....	.....	.....

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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.
1895.					
Oct. 29	One-half mile from station.	White River	Yawl belonging to sc. Henry C. Richards, Cleveland, Ohio.		
Oct. 30	Fifty yards west of station.	Pentwater	Str. Mabel Bradshaw. Chicago, Ill.	Plummer	332
Oct. 30	Ten miles north of station.	Two Rivers	Str. E. B. Hale, Cleveland, Ohio.	Brick	1,186
Nov. 2	Abreast of station	Muskegon	Scow, Muskegon, Mich.		
Nov. 13	One hundred and fifty yards west of station.	Pentwater	Sc. Robert Howlett, Grand Haven, Mich.	Tremper	166
Nov. 19	One hundred yards southwest of station.	South Haven	Sc. H. M. Avery, Grand Haven, Mich.	Smith	34
Nov. 26	Seven miles north of station.	Evanston	Str. J. Emery Owen, Detroit, Mich.	Tenney	1,740
Nov. 26	do	do	Sc. Elizabeth A. Nicholson, Detroit, Mich.	Smith	722
Nov. 26	do	do	Sc. Michigan, Detroit, Mich.	Cadotte	1,057
Nov. 26	Fox Point, 14 miles north of station.	Milwaukee	Str. J. M. Almendinger, Milwaukee, Wis.	Peterson	183
Nov. 26	Ten miles south of station.	Kewaunee	Sc. Charlotte Raab,* Chicago, Ill.	Malchert	193
Nov. 27	One-half mile south of station.	Old Chicago	Yawl belonging to sc. Michicott, South Haven, Mich.		
Dec. 7	do	Kenosha	Scow Harry Johnson, Sturgeon Bay, Wis.		
Dec. 11	Four and one-half miles south-southwest of station.	Pentwater	Str. Chas. Reitz, Chicago, Ill.	Curran	246
Dec. 25	Three-quarters of a mile northeast of station.	Chicago	Rowboat, Chicago, Ill.		
1896.					
Jan. 13	One mile south of station.	Muskegon	Str. Shriver Brothers, Grand Haven, Mich.	Vanderberg.	17
Feb. 9	Four-Mile Crib	Old Chicago	Sc. Pilot, Chicago, Ill.		
Feb. 12	Four miles north of station.	Milwaukee	Yawl, Milwaukee, Wis.		
Mar. 21	One-eighth mile west-northwest of station.	Manistee	Skiff, Manistee, Mich.		
Mar. 31	One-sixth mile south of station.	Muskegon	Fish boat, Grand Haven, Mich.		
Apr. 1	One and one-half miles southeast of station.	Old Chicago	Yawl, Chicago, Ill.		
Apr. 4	Three miles west of station.	Frankfort	Yawl belonging to str. Ann Arbor No. 2.		
Apr. 8	One-third mile east-southeast of station.	Kewaunee	Sc. Exchange, Milwaukee, Wis.	O'Hara	28
Apr. 10	Six miles northwest of station.	White River	Sc. Ellen Stephenson, Grand Haven, Mich.	Schippers	44
Apr. 13	One mile east of station,	Grand Haven	do	do	44
Apr. 14	One-half mile east of station.	Old Chicago	Sc. Minnehaha, Grand Haven, Mich.	Degen	59
Apr. 16	Two miles east of station.	Plum Island	Sc. Agnes Behrmann, Milwaukee, Wis.	Petterson	111
Apr. 18	Two hundred and fifty yards west of station.	Pentwater	Sc. Mishicott, Grand Haven, Mich.	Spooner	73
Apr. 26	One-half mile west-northwest of station.	South Haven	Rowboat, South Haven, Mich.		
May 3	Two hundred yards west of station.	Pentwater	Sc. D. A. Wells, Milwaukee, Wis.	Burns	56
May 11	One-half mile north of station.	Sturgeon Bay Canal.	Slp. Comet, Sturgeon Bay, Wis.		
May 14	One-eighth mile east of station,	Old Chicago	Flatboats (2), Chicago, Ill.		
May 14	do	do	Yawl, Chicago, Ill.		

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

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of casualties, season of 1895–96—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.
Escanaba, Mich., to Milwaukee, Wis.	....	$60	.....	$60	$60	.....	8	8	.....	8	8
Chicago, Ill., to Pentwater, Mich.	General ...	26,000	$2,000	28,000	28,000	.....	15	15	.....	.....	.....
Escanaba, Mich., to Chicago, Ill.	Iron ore...	38,000	2,800	40,800	40,100	$700	15	15	.....	.....	.....
Adrift.....	.....	50	.....	50	50	.....	.....	.....	.....	.....	.....
Pentwater, Mich., to Chicago, Ill.	Railroad ties.	4,000	1,000	5,000	4,850	150	6	6	.....	.....	.....
Holland to South Haven, Mich.	....	1,000	.....	1,000	1,000	.....	2	2	.....	.....	.....
Erie, Pa., to Chicago, Ill.	Coal	90,000	9,000	99,000	81,800	17,200	17	17	.....	.....	.....
.....do.....	.....do.....	18,000	6,750	24,750	.....	24,750	9	9	.....	.....	.....
.....do.....	.....do.....	35,000	5,430	40,430	20,430	20,000	9	9	.....	.....	.....
Sturgeon Bay to Milwaukee, Wis.	Lumber ...	8,000	2,075	10,075	1,835	8,240	9	9	.....	.....	.....
Chicago, Ill., to Menominee, Wis.	.....	2,500	.....	2,500	2,400	100	6	6	.....	.....	.....
Adrift.....	.....	30	.....	30	30	.....	.....	.....	.....	.....	.....
Parted line and stranded.	Stone.....	5,000	100	5,100	4,600	500	3	3	.....	.....	.....
Ludington, Mich., to Chicago, Ill.	Lumber ...	13,000	4,000	17,000	14,500	2,500	13	13	.....	.....	.....
Adrift.....	.....	25	.....	25	25	.....	1	1	.....	.....	.....
Parted mooring	Fish nets.	1,000	100	1,100	1,100	.....	.....	.....	.....	.....	.....
Caught in the ice.....	Fish	150	15	165	155	10	3	3	.....	.....	.....
.....do.....	.....	75	.....	75	75	.....	4	4	.....	.....	.....
.....do.....	.....	15	.....	15	15	.....	1	1	.....	.....	.....
....	.....	150	.....	150	150	.....	3	3	.....	.....	.....
Adrift	.....	75	.....	75	75	.....	4	4	.....	.....	.....
Capsized.....	.....	50	.....	50	50	.....	3	3	.....	3	3
In Kewaunee Harbor..	Coal	400	140	540	540	.....	5	5	.....	.....	.....
Ludington to Grand Haven, Mich.	Salt and laths.	700	260	960	960	.....	3	3	.....	.....	.....
.....do.....	.....do.....	700	260	960	775	185	3	3	.....	.....	.....
South Chicago to Chicago, Ill.	.....	1,000	.....	1,000	950	50	3	3	.....	.....	.....
Dragged anchors.....	.....	2,500	.....	2,500	2,450	50	1	1	.....	.....	.....
Ludington to Muskegon, Mich.	Lumber and shingles.	1,200	800	2,000	2,000	.....	4	4	.....	.....	.....
Capsized	.....	40	.....	40	40	.....	2	2	.....	.....	.....
Ludington to Muskegon, Mich.	Lumber ...	1,000	1,000	2,000	2,000	.....	3	3	.....	.....	.....
Abreast of station.....	Gravel.....	50	10	60	50	10	1	1	.....	.....	.....
....	.....	50	.....	50	50	.....	(†)	.....	.....	.....	.....
....	....	75	.....	75	75	.....	(†)	.....	.....	.....	.....

† None on board.

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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.
1896.					
May 17	One-quarter of a mile west of station.	Holland	Str. Soo City, Grand Haven, Mich.	Driscol	671
May 17	Two miles north of station.	Milwaukee	Yt. Viola, Milwaukee, Wis.		
May 17	One-half mile southwest of station.	Plum Island	Scows (2), Sheboygan, Wis.		
May 20	One mile south of station.	Grande Pointe au Sable.	Sc. Augustus, Grand Haven, Mich.	Brusell	55
May 21	Three and one-half miles south of station.	do	Sc. D. S. Austin, Chicago, Ill.	Cassidy	282
May 21	Five miles south of station.	North Manitou Island.	Str. Selwyn Eddy, Port Huron, Mich.	Coleman	2,845
May 22	Three miles east of station.	do	Slp. Sea Gull, Muskegon, Mich.		
May 25	West side of North Manitou Island.	do	Sc. La Petite, Milwaukee, Wis.	Glockner	172
May 25	One-half mile northeast of station.	do	Slp. Stella, North Manitou Island, Mich.		
May 25	One and one-half miles east of station.	Racine	Yt. Athlete, Milwaukee, Wis.		
May 25	Two hundred yards south of station.	Two Rivers	Sc. Jennie Mullen, Grand Haven, Mich.	Smith	206
May 25	One mile southeast of station.	Plum Island	Str. Thomas Cranage, Port Huron, Mich.	McNeil	2,220
May 29	Gravel Island, three and one-half miles south of station.	do	Sc. R. Kanters, Grand Haven, Mich.	Blake	164
June 5	Two miles north-northwest of station.	Manistee	St. launch John Canfield,* Manistee, Mich.		
June 7	Three miles south of station.	Old Chicago	Catboat The Bee, Chicago, Ill.		
June 8	Two hundred feet south of station.	Two Rivers.	Sailboat, Two Rivers, Wis.		
June 13	Three miles northwest of station.	South Haven	Launch Witch,† Ashland, Wis.		
June 21	One mile southwest of station.	St. Joseph	Str. City of Chicago, Grand Haven, Mich.	McIntosh	1,164
June 23	One mile northwest of station.	South Haven	Raft		
June 27	One-quarter of a mile east of station.	Evanston	Canoe Pirate, Evanston, Ill.		
June 30	Two-sevenths of a mile southeast of station.	Manistee	Rowboat, Manistee, Mich.		
	Total				

DISTRICT NO. 12.—EMBRAC

1895.					
Aug. 6	South spit, 2 miles southwest of station.	Humboldt Bay	Fish boat		
Aug. 11	Two miles northwest of station.	Point Adams	Skiff, Astoria, Oreg.		
Aug. 11	Six and one-quarter miles south of station.	Southside	Bk. Enoch Talbot,‡ San Francisco, Cal.	Johnson	1,242
Aug. 25	One mile east of station	Humboldt Bay	Small boat		
Sept. 18	Three-quarters of a mile east of station.	Cape Arago	Steamer's hull, Marshfield, Oreg.		
Sept. 23	One-half mile northwest of station.	Coquille River	Str. Katie O'Neil, San Francisco, Cal.	Wheeler	51
Sept. 23	One mile south of station.	Humboldt Bay	Str. North Fork, San Francisco, Cal.	Hansen	323

*None on board.
†Disabled, requiring the assistance of the life-saving crew.

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of casualties, season of 1895-96—Continued.

LAKE MICHIGAN—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Chicago, Ill., to Holland, Mich.	General ...	$60,000	$1,500	$61,500	$61,500	.....	77	77	.....	.....	.....
Dragged anchor.....	.....	600	.....	600	600	.....	1	1	.....	.....	.....
Detroit River, Mich., to Manitowoc, Wis.	Miscellaneous.	15,000	2,000	17,000	16,500	$500	.....	.....	.....	.....	.....
Hamlin, Mich., to Michigan City, Ind.	Lumber ...	600	375	975	975	.....	3	3	.....	.....	.....
Chicago, Ill., to Manistee, Mich.	....	4,000	.....	4,000	3,800	200	8	8	.....	.....	.....
Two Harbors, Minn., to South Chicago, Ill.	Iron ore ...	200,000	10,890	210,890	210,890	.....	19	19	.....	.....	.....
Northport, to Muskegon, Mich.	.....	135	.....	135	135	.....	1	1	.....	1	2
Milwaukee, Wis., to Torch Lake, Mich.	.....	5,000	.....	5,000	4,900	100	5	5	.....	1	1
Adrift.....	....	125	.....	125	125	.....	(*)	.....	.....	.....	.....
Pleasure trip.	.....	100	.....	100	100	.....	3	3	.....	.....	.....
Charlevoix, Mich., to Milwaukee, Wis.	Slabs.....	1,500	450	1,950	1,925	25	6	6	.....	.....	.....
South Chicago, Ill., to Escanaba, Mich.	.....	125,000	.....	125,000	125,000	.....	17	17	.....	.....	.....
Chicago, Ill., to Masonville, Mich.	.....	1,500	.....	1,500	....	1,500	6	6	.....	.....	.....
From Manistee, Mich..	.....	1,400	.....	1,400	1,400	.....	4	4	.....	.....	.....
Capsized.....	.....	100	.....	100	100	....	4	4	.....	.....	.....
.....do.....	.....	20	.....	20	20	.....	3	3	.....	.....	.....
St. Joseph, Mich., to Ashland, Wis.	.....	3,000	.....	3,000	3,000	.....	2	2	.....	.....	.....
Chicago, Ill., to St. Joseph, Mich.	....	220,000	.....	220,000	220,000	.....	575	575	.....	.....	.....
Adrift.....	.....	5	.....	5	5	.....	5	5	.....	.....	.....
Capsized.....	.....	50	.....	50	50	.....	3	3	.....	.....	.....
.....do.....	.....	15	.....	15	15	....	3	3	.....	.....	.....
....	.....	1,355,715	129,630	1,485,345	1,357,595	127,750	1184	1184	.....	40	45

ING PACIFIC COAST.

Fishing trip.....	....	200	.....	200	190		10	1	.....	1	....
Adrift.....	.....	30	.....	30	30	.....	.....	.....	.....	.....	....
San Francisco, Cal., to Puget Sound, Wash.	....	9,000	.....	9,000	9,000	.....	.....	13	13	.....	....
Capsized	.....	10	....	10	.....		10	4	1	3	....
Adrift.....	.....	100	....	100	100	.....	.....	.....	.....	.....	....
Coos Bay to Bandon, Oreg.	**Merchandise.**	15,000	1,000	16,000	16,000	.....	.....	5	5	.....	....
Fields Landing to Eureka, Cal.	**Lumber....**	50,000	2,000	52,000	52,000	.....	.....	25	25	.....	....

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

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U. S. Life-Saving Service.—Table

DISTRICT NO. 12—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1895.					
Sept. 27	One-quarter mile north of station.	Fort Point.....	Sc. Eliza Miller, San Francisco, Cal.	Hansen.....	156
Sept. 28	Thirty-six miles south of station.	Humboldt Bay.....	Str. Humboldt, San Francisco, Cal.	Edwards.....	389
Oct. 9	Two and one-half miles north by east of station.	Cape Arago.....	Fish boat, Empire City, Oreg.	.....	.....
Nov. 21	Three and one-half miles south of station.	Umpqua River.....	Str. Bandorille, Portland, Oreg.	Winant.....	132
Dec. 10	Three-quarters of a mile east-northeast of station.	.....do.....	Sc. Louise, San Francisco, Cal.	Rasmussen	346
Dec. 19	Two and one-half miles south by west of station.	Cape Arago.....	Sc. Ella Laurena, Portland, Oreg.	Jensen.....	223
1896.					
Jan. 22	One mile northwest of station.	Coquille River.....	Sc. Lila and Mattie, San Francisco, Cal.	Lidbridge..	106
Jan. 26	One and one-half miles northeast of station.	Fort Point.....	Fish boat, San Francisco, Cal.	.....	.....
Feb. 28	One mile northwest of station.	Coquille River.....	Sc. Lizzie Prien, San Francisco, Cal.	Nelson.....	96
Feb. 28	Three miles east of station.	Shoalwater Bay...	Sc. Gem, San Francisco Cal.	Olsen.....	120
Feb. 28	Six miles north of station.	Cape Disappointment.	Str. Point Loma, San Francisco, Cal.	Conway....	881
Apr. 2	One and one-half miles southeast of station.	.....do.....	Pile driver, Ilwaco, Wash.	.....	.....
Apr. 12	One-half mile west of station.	Coquille River.....	Sc. Berwick, San Francisco, Cal.	Strahan.....	101
May 4	North spit of Coquille River.	Coquille River.....	Sc. Moro, San Francisco, Cal.	Jorgensen..	111
May 31	One mile east-northeast of station.	Umpqua River.....	Sailboat.....	.....	.....
June 28	Twenty-two miles southwest of station.	Humboldt Bay.....	Sc. Jennie Thelin,* San Francisco, Cal.	Hansen.....	146
June 29	One mile southwest of station.	Cape Disappointment.	Fish boat, Astoria, Oreg.	.....	.....
	Total.....	.....	.....	.....	.....

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

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of casualties, season of 1895-96—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.
Needle Rock to San Francisco, Cal.	Bark	$7,000	$1,500	$8,500	$8,500	.....	17	17	.....	.....	.....
San Francisco to Eureka, Cal.	General....	75,000	15,000	90,000	.....	$90,000	62	62	.....	.....	.....
Fishing trip.....	Fish net...	125	125	250	250	.....	2	2	.....	.....	.....
Gardiner to Siuslaw River, Oreg.	General....	10,000	550	10,550	.....	10,550	11	10	1	1	1
Gardiner, Oreg., to San Pedro, Cal.	Lumber....	25,000	4,500	29,500	29,500	.....	8	8	.....	.....	.....
Portland to Coos Bay, Oreg.	Lumber, brick, etc.	5,000	8,000	13,000	.....	13,000	7	7	.....	.....	.....
San Francisco, Cal., to Bandon, Oreg.	Merchandise.	12,000	1,500	13,500	13,400	100	6	6	.....	.....	.....
Capsized	.....	200	10	210	210	.....	1	1	.....	.....	.....
San Francisco, Cal., to Bandon, Oreg.	Merchandise.	12,000	2,000	14,000	13,700	300	6	6	.....	.....	.....
South Bend, Wash., to San Francisco, Cal.	Lumber....	8,000	2,000	10,000	10,000	.....	7	7	.....	.....	.....
Grays Harbor, Wash., to San Francisco. Cal.	Lumber and salmon.	30,000	2,500	32,500	815	31,685	17	17	.....	.....	.....
Adrift	.....	1,800	.....	1,800	1,700	100	.....	.....	.....	.....	.....
Rogue River to Coquille River, Oreg.	.....	9,000	.....	9,000	7,350	1,650	8	8	.....	.....	.....
San Francisco, Cal., to Coquille River, Oreg.	General ...	16,000	800	16,800	16,800	.....	9	9	.....	.....	.....
Pleasure trip.....	.....	40	.....	40	40	.....	7	7	.....	.....	.....
Eureka to San Francisco, Cal.	Lumber....	5,000	2,000	7,000	4,600	2,400	6	6	.....	.....	.....
Capsized.....	Fishing gear.	150	250	400	400	.....	2	2	.....	2	2
.....	.....	290,655	43,735	334,390	184,585	149,805	224	219	5	3	3

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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	60	$144,960	$79,245
District No. 2	76	376,710	130,950
District No. 3	51	396,715	233,065
District No. 4	62	3,366,275	2,343,285
District No. 5	38	125,785	55,955
District No. 6	47	719,295	130,025
District No. 7	25	138,075	46,895
District No. 8	49	112,855	36,155
District No. 9	69	350,280	144,940
District No. 10	75	1,615,065	479,500
District No. 11	104	1,355,715	129,630
District No. 12	24	290,655	48,735
Aggregate	680	8,992,405	3,853,380

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of casualties, season of 1895–96—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.
$224,205	$185,140	$39,065	256	256	.....	35	73	8
507,660	391,805	115,855	462	459	3	127	231	9
629,780	486,310	143,470	290	288	2	119	353	11
5,709,560	5,551,685	157,875	1,071	1,071	....	78	129	8
181,740	146,415	35,325	178	178	....	42	79	4
849,320	502,770	346,550	282	282	.....	101	409	9
184,970	182,340	2,630	127	127	.....	25	45	1
149,010	128,485	20,525	222	222	.....	11	26	2
495,220	484,830	10,390	325	316	9	6	6	.....
2,094,585	1,806,725	287,860	584	583	1	13	24	5
1,485,345	1,357,595	127,750	1,184	1,184	.....	48	53	6
334,390	184,585	149,805	224	219	5	8	8	4
12,845,785	11,408,685	1,437,100	5,205	5,185	20	*613	*1,436	67

*These figures include 82 persons to whom succor was given, who were not on the vessels embraced in the tables, and 110 days of such succor, as follows:

District No. 1,	1 person	4 days.	District No. 7,	23 persons	43 days.
District No. 2,	13 persons	13 days.	District No. 8,	3 persons	3 days.
District No. 3,	4 persons	4 days.	District No. 9,	2 persons	2 days.
District No. 4,	6 persons	6 days.	District No. 11,	8 persons	8 days.
District No. 5,	9 persons	14 days.	District No. 12,	5 persons	5 days.
District No. 6,	8 persons	8 days.			
			Total.....	82	110

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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, 1896.

Appropriation—Life-Saving Service, 1896.

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	$1,600.00	
Massachusetts, District No. 2	1,600.00	
Rhode Island and Long Island, District No. 3	1,600.00	
New Jersey, District No. 4	1,600.00	
Delaware, Maryland, and Virginia, District No. 5	1,600.00	
Virginia and North Carolina, District No. 6	1,600.00	
South Carolina, Georgia, and Florida, District No. 7	1,600.00	
Gulf of Mexico, District No. 8	1,600.00	
Lakes Ontario and Erie, District No. 9	1,600.00	
Lakes Huron and Superior, District No. 10	1,600.00	
Lake Michigan, District No. 11	1,600.00	
Washington, Oregon, and California, District No. 12	1,600.00	
Assistant superintendent, Rhode Island and Long Island, District No. 3	1,200.00	
		$20,400.00
For salaries of 257 keepers of life-saving and lifeboat stations and of houses of refuge		224,100.00
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 coast of the United States		1,200,000.00
Total		1,444,500.00

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Expenditures.

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

District No. 1, July 1, 1895, to June 13, 1896	$1,525.24	
District No. 2, July 1, 1895, to June 30, 1896	1,600.00	
District No. 3, July 1, 1895, to June 30, 1896	1,600.00	
District No. 4, July 1, 1895, to June 30, 1896	1,600.00	
District No. 5, July 1, 1895, to June 30, 1896	1,600.00	
District No. 6, July 1, 1895, to June 30, 1896	1,600.00	
District No. 7, July 1, 1895, to June 30, 1896	1,600.00	
District No. 8, July 1, 1895, to June 30, 1896	1,600.00	
District No. 9, July 1, 1895, to June 30, 1896	1,600.00	
District No. 10, July 1, 1895, to June 30, 1896	1,600.00	
District No. 11, July 1, 1895, to June 30, 1896	1,600.00	
District No. 12, July 1, 1895, to June 30, 1896	1,600.00	
Salary of assistant superintendent, District No. 3, from July 1, 1895, to June 30, 1896	1,200.00	
		$20,325.24
Salaries of 245 keepers, Districts Nos. 1 to 12, inclusive, quarter ending September 30, 1895	54,391.32	
Salaries of 246 keepers, Districts Nos. 1 to 12, inclusive, quarter ending December 31, 1895	54,648.10	
Salaries of 250 keepers, Districts Nos. 1 to 12, inclusive, quarter ending March 31, 1896	55,265.66	
Salaries of 250 keepers, Districts Nos. 1 to 12, inclusive, quarter ending June 30, 1896	53,475.00	
		217,780.08
Pay of surfmen in District No. 1, from August 1, 1895, to May 31, 1896	42,131.09	
Pay of surfmen in District No. 2, from August 1, 1895, to May 31, 1896	97,186.12	
Pay of surfmen in District No. 3, from August 1, 1895, to May 31, 1896	143,881.45	
Pay of surfmen in District No. 4, from August 1, 1895, to May 31, 1896	161,765.00	
Pay of surfmen in District No. 5, from August 1, 1895, to May 31, 1896	69,350.00	
Pay of surfmen in District No. 6, from August 1, 1895, to May 31, 1896	122,939.69	
Pay of surfmen in District No. 7, from August 1, 1895, to May 31, 1896	7,200.00	
Pay of surfmen in District No. 8, from August 1, 1895, to May 31, 1896	29,386.39	
Pay of surfmen in District No. 9, from July 1, 1895, to June 30, 1896	43,999.11	
Pay of surfmen in District No. 10, from July 1 to December 15, 1895, and from April 14 to June 30, 1896	62,816.64	
Pay of surfmen in District No. 11, from July 1 to December 10, 1895, and from April 1 to June 30, 1896	96,165.48	
Pay of surfmen in District No. 12, from July 1, 1895, to June 30, 1896	67,617.00	
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	323.82	
Pay of volunteer surfmen for assistance to the keepers and crews of certain stations at wrecks which occurred during the active season:		
District No. 9	$8.00	
District No. 10	18.50	
District No. 11	44.00	
District No. 12	35.00	
		105.50

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Pay of surfmen for services at wrecks which occurred at periods when crews were not required to reside at the stations:		
District No. 1	$1.50	
District No. 2	27.00	
District No. 4	59.00	
District No. 5	24.00	
District No. 6	112.00	
District No. 8	30.00	
District No. 11	42.00	
	$295.50	
		$945,162.79
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882	11,915.92	
Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882	1,709.45	
Pay of widows and others under the provisions of section 8 of the act approved May 4, 1882	9,456.81	
		23,082.18
Apparatus	11,015.81	
Books, charts, stationery, advertising, etc	1,386.18	
Care of stations pending appointment of keepers	380.82	
Commutation of quarters for officers of the Revenue Cutter Service detailed for duty in the Life-Saving Service	4,410.17	
Compensation for special services, labor, etc	20,985.62	
Draft animals	7,517.31	
Equipments	7,437.96	
Freight, packing, storage, telegraphing, etc	4,037.42	
Fuel and water for stations	17,624.84	
Furniture	4,250.02	
Medicines	247.99	
Rebuilding, repair, and improvement of stations	20,710.93	
Recording conveyances	6.75	
Removal of stations	1,170.00	
Rent of offices of inspector and superintendents	4,307.58	
Repairs to apparatus, equipments, and furniture	1,377.60	
Sites for stations	2,950.00	
Subsistence of persons rescued from wrecked vessels	149.60	
Supplies	13,230.76	
Transporting apparatus to and from wrecks, from stations where horses are not kept	543.12	
Traveling expenses of officers	9,008.90	
		132,749.38
Total expenditures from appropriation "Life-Saving Service, 1896"		1,339,099.67
Balance of available funds July 1, 1896		105,400.33
		1,444,500.00

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, 1895	$102,388.59
To which repayments have been made amounting to	10,719.81
Total available funds	113,108.40

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, 1895," available as above		$113,108.40
Pay of keepers, District No. 4:		
Island Beach Station, January 1 to March 15, 1895	$185.00	
Brigantine Station, April 1 to May 31, 1895	150.80	
		$335.80

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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			$911.23
Pay of surfmen as acting keepers:			
Forge River Station, District No. 3, June 1 to 30, 1895	$60.00		
Brigantine Station, District No. 4, June 1 to 20, 1895	40.00		
		$100.00	
Pay of surfmen:			
Quogue Station, District No. 3, August 22 to 27, 1894	11.61		
Forge River Station, District No. 3, April 1 to May 31, 1895	120.00		
Island Beach Station, District No. 4, October 15, 1894, to March 14, 1895	300.00		
Galveston Station, District No. 8, April 1 and 2 and 5 to 12, 1895	20.00		
Golden Gate Park Station, District No. 12, April 2 to May 28, 1895	112.19		
		563.80	
Pay of surfmen for services at wrecks which occurred at periods when crews were not required to reside at the stations:			
District No. 1	18.00		
District No. 3	21.00		
District No. 5	18.00		
District No. 8	12.00		
		69.00	
			1,644.03
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882		6,290.75	
Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882		2,811.71	
Pay of widows and others under the provisions of section 8 of the act approved May 4, 1882		3,933.45	
			13,035.91
Apparatus		29,362.11	
Books, charts, stationery, advertising, etc		218.79	
Care of stations pending appointment of keepers		136.50	
Compensation for special services, labor, etc		743.70	
Draft animals		4.50	
Equipments		3,144.24	
Freight, packing, storage, telegraphing, etc		1,334.49	
Fuel and water for stations		196.35	
Furniture		327.11	
Lithographing and engraving		10.00	
Medicines		39.42	
Rebuilding, repair, and improvement of stations		17,694.97	
Recording conveyances		1.23	
Rent of office of inspector and superintendents		1,041.40	
Repairs to apparatus, equipments, and furniture		181.48	
Sites for stations		520.00	
Subsistence of persons rescued from wrecked vessels		8.20	
Supplies		1,513.27	
Transporting apparatus to and from wrecks, from stations where horses are not kept		15.00	
Traveling expenses of officers		513.71	
			57,006.47
Total expenditures from appropriation "Life-Saving Service, 1895"			72,022.21
Balance of available funds July 1, 1896			41,086.19
			$113,108.40

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There also remained unexpended at the beginning of the fiscal year from appropriation of 1894, the following:

"Life-Saving Service, 1894"	$39,210.48

The expenditures from this balance during the year, made in payment of indebtedness standing over from the fiscal year ending June 30, 1894, were as follows:

"Life-Saving Service, 1894," available as above		$39,210.48
To reimburse keeper of the Race Point Station, District No. 2, for expenses incurred for services of temporary surfman during disability of keeper, under the provisions of section 7 of the act approved May 4, 1882	$6.29	
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882	576.21	
Pay of widows and others under the provisions of section 8 of the act approved May 4, 1882	520.00	
Freight, packing, storage, telegraphing, etc	33.85	
Fuel and water for stations	3.90	
Repairs to apparatus, equipments, and furniture	2.50	
Sites for stations	800.00	
Supplies	1.88	
Total expenditures from appropriation "Life-Saving Service, 1894"		1,944.63
Balance unexpended June 30, 1896		37,265.85

This unexpended balance of $37,265.85 was carried to the surplus fund June 30, 1896.

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, 1896, 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, 1895	$5,672.20
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	540.73
Total available funds	6,212.93

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, 1896, were therefore as follows:

"Life-Saving Service, 1896"	$1,339,099.67
"Life-Saving Service, 1895"	72,022.21
"Life-Saving Service, 1894"	1,944.63
	1,413,066.51

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Less the following:		
Repayment to appropriation "Life-Saving Service, 1895"	$10,719.81	
Excess of deposits, appropriation "Rebuilding and Improving Life-Saving Stations (proceeds of sales)"	540.73	
		$11,260.54
Total net expenditures of the Service		1,401,805.97

There remained standing to the credit of the respective appropriations at the close of the fiscal year ending June 30, 1896, available as heretofore stated, the following balances:

"Life-Saving Service, 1896"	$105,400.33
"Life-Saving Service, 1895"	41,086.19
"Life-Saving Service, 1894"	37,265.85
"Site, Long Branch Life-Saving Station"	13,946.24
"Rebuilding and Improving Life-Saving Stations (proceeds of sales)"	6,212.93

The foregoing statement of the net expenditures for the maintenance of the Life-Saving Service for the fiscal year ending June 30, 1896, differs from the expenditures by warrants in the following particulars:

Net expenditures by warrants		$1,411,563.94
To which should be added the following amounts, as shown on page 328 of the report for 1895, viz:		
In hand of disbursing clerk June 30, 1895—		
"Life-Saving Service, 1895"	$3,793.30	
"Site, Long Branch Life-Saving Station"	860.80	
		4,654.10
		$1,416,218.04
Less the following amounts:		
In hands of George A. Bartlett, disbursing clerk, June 30, 1896—		
"Life-Saving Service, 1896"	5,887.41	
"Life-Saving Service, 1885"	363.15	
In hands of J. M. Richardson, disbursing agent, June 13, 1896, the date of his death	7,174.17	
Amounts reappropriated and expended by warrants not included in the foregoing statement	987.34	
		14,412.07
Net expenditures from appropriation for the year		$1,401,805.97

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, 1896"	$37,780.00

EXPENDITURES.

Compensation of officers and employees in office of Life-Saving Service	$37,076.97	
Amount unexpended	703.03	
		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 three or 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 when the anchors are let go *after entering the breakers*, as is frequently done, and the chances of saving life are 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 surfboat, recourse will be had to the wreck gun and beach apparatus for the rescue by the breeches buoy or the life car.

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

Get hold of the line as soon as possible and haul on board until you get a tail block with a whip or endless line rove through it. This tail block should be hauled on board as quickly as possible to prevent the whip drifting off with the set 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.

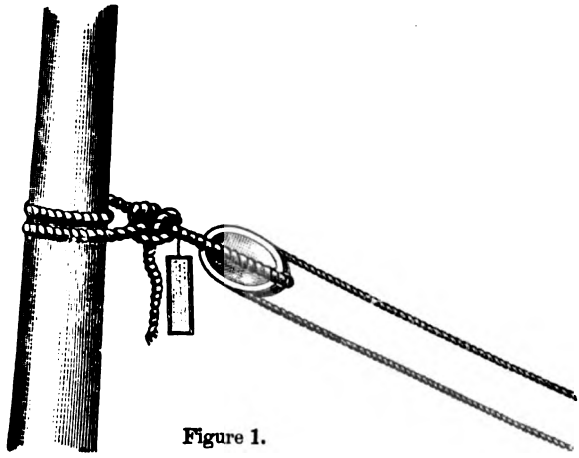

Figure 1.

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.

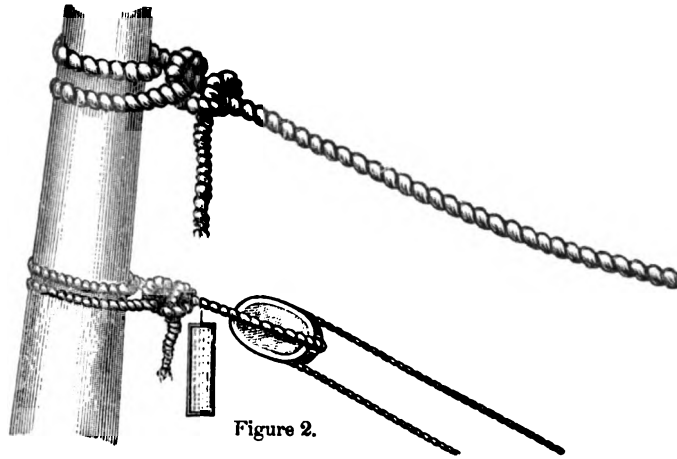

Figure 2.

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 send 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.

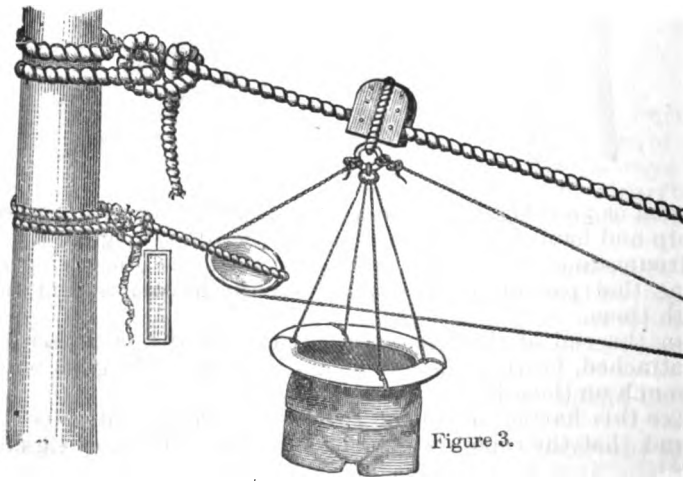

Figure 3.

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

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hatch, place as many persons in it as it will hold (four to six), and secure the hatch on the outside by the hatch bar and hook, signal as before and the buoy or car will be hauled ashore. This operation 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 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.

FIRST DISTRICT.

COASTS OF MAINE AND NEW HAMPSHIRE.

Name of station.	State.	Locality.	Approximate position.* Latitude, north.	Approximate position.* Longitude, west.
			° ′ ″	° ′ ″
Quoddy Head	Me.	Carrying Point Cove	44 48 40	66 58 50
Cross Island	Me.	Off Machiasport	44 36 45	67 16 30
Crumple Island	Me.	Off Jonesport	44 26 40	67 36 10
Cranberry Isles	Me.	Little Cranberry Island, off Mount Desert	44 15 30	68 12 40
White Head	Me.	On southwest end White Head Island	43 58 40	69 08 00
Burnt Island	Me.	Off mouth St. Georges River	43 52 20	69 17 40
Hunniwells Beach	Me.	On west side mouth Kennebec River	43 45 00	69 46 55
Cape Elizabeth	Me.	Near the Lights	43 33 58	70 12 00
Fletchers Neck	Me.	Biddeford Pool, Fletchers Neck	43 26 30	70 20 30
Jerrys Point	N. H.	Southeast point Great Island, Portsmouth Harbor.	43 03 30	70 42 45
Wallis Sands	N. H.	1¾ miles south of Odiornes Point	43 01 15	70 44 00
Rye Beach	N. H.	North end of Rye Beach	42 59 30	70 45 20

SECOND DISTRICT.

COAST OF MASSACHUSETTS.

Plum Island	Mass.	North end of Plum Island, mouth of Merrimac River.	42 48 30	70 49 00
Knobbs Beach	Mass.	On Plum Island, 2¼ miles from south end	42 44 00	70 47 15
Davis Neck	Mass.	Near Annisquam light	42 40 10	70 40 20
Point Allerton	Mass.	1 mile west of Point Allerton	42 18 20	70 54 00
North Scituate	Mass.	2⅕ 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.	4⅕ miles northeast of Plymouth	42 00 10	70 36 10
Manomet Point	Mass.	6⅕ miles southeast of Plymouth	41 55 30	70 32 40
Race Point	Mass.	1⅘ miles northeast of Race Point light	42 04 45	70 13 15
Peaked Hill Bars	Mass.	2⅕ miles northeast of Provincetown	42 04 40	70 09 50
High Head	Mass.	3⅕ 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.	3⅕ miles south of Cape Cod light	42 00 00	70 01 15
Cahoons Hollow	Mass.	2⅕ 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.	1½ 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.	2⅕ 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 Cuttyhunk Island	41 25 25	70 54 45

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

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THIRD DISTRICT.

COASTS OF RHODE ISLAND AND LONG ISLAND.

Name of station.	State.	Locality.	Approximate position.*	
			Latitude, north.	Longitude, west.
			° ′ ″	° ′ ″
Brenton 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 08 20
Georgica	N. Y.	1 mile south of village of East Hampton	40 56 40	72 11 40
Mecox	N. Y.	2 miles south of the village of Bridgehampton	40 54 10	72 18 00
Southampton	N. Y.	¾ mile south of the village	40 52 10	72 23 40
Shinnecock	N. Y.	2 miles east-southeast of Shinnecock light	40 50 40	72 27 50
Tiana	N. Y.	2 miles southwest of Shinnecock light	40 49 40	72 31 30
Quogue	N. Y.	½ mile south of the village	40 48 20	72 36 00
Potunk	N. Y.	1½ miles southwest of Potunk village	40 47 30	72 39 00
Moriches	N. Y.	2½ miles southwest of Speonk village	40 46 30	72 43 10
Forge River	N. Y.	3½ miles south of Moriches	40 44 30	72 49 00
Smiths Point	N. Y.	Abreast of the point	40 44 00	72 52 20
Bellport	N. Y.	4 miles south of the village	40 42 40	72 55 50
Blue Point	N. Y.	4½ miles south of Patchogue	40 40 40	73 01 20
Lone Hill	N. Y.	8 miles east of Fire Island light	40 39 40	73 04 20
Point of Woods	N. Y.	4 miles east of Fire Island light	40 38 50	73 08 10
Fire Island	N. Y.	½ mile west of Fire Island light	40 37 40	73 13 20
Oak Island	N. Y.	East end of Oak Island	40 38 10	73 17 40
Gilgo	N. Y.	West end of Oak Island	40 37 20	73 22 20
Jones Beach	N. Y.	East end of Jones Beach	40 36 40	73 26 20
Zachs Inlet	N. Y.	West end of Jones Beach	40 36 10	73 28 50
Short Beach	N. Y.	½ mile east of Jones Inlet	40 35 30	73 31 20
Point Lookout	N. Y.	2 miles west of New Inlet	40 35 10	73 35 40
Long Beach	N. Y.	Near west end Long Beach	40 35 10	73 40 45
Far Rockaway†	N. Y.			
Rockaway	N. Y.	Near the village of Rockaway	40 35 30	73 47 30
Rockaway Point	N. Y.	West end of Rockaway Beach	40 34 10	73 51 50
Coney Island	N. Y.	Manhattan Beach	40 34 20	73 55 30
Eatons Neck	N. Y.	East side entrance to Huntington Bay, Long Island Sound.	40 57 10	73 24 00

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

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FOURTH DISTRICT.

COAST OF NEW JERSEY.

Name of station.	State.	Locality.	Approximate position.* Latitude, north.	Longitude, west.
			° ′ ″	° ′ ″
Sandy Hook	N. J.	On bay side, ⅛ mile south of point of Hook	40 27 51	74 00 27
Spermaceti Cove	N. J.	2½ miles south of Sandy Hook light	40 25 40	73 59 00
Seabright	N. J.	About a mile south of Navesink light	40 22 50	73 58 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.	2½ miles south of Shark River	40 09 20	74 01 20
Squan Beach	N. J.	1 mile southeast of Squan village	40 07 00	74 02 00
Bayhead	N. J.	At the head of Barnegat Bay	40 04 00	74 02 40
Mantoloking	N. J.	2½ miles south of head of Barnegat Bay	40 01 40	74 03 10
Chadwick	N. J.	5 miles south of head of Barnegat Bay	39 59 10	74 04 00
Toms River	N. J.	On the beach abreast mouth Toms River	39 56 10	74 04 30
Island Beach	N. J.	1¼ miles south of Seaside Park	39 53 40	74 05 00
Cedar Creek	N. J.	5⅜ miles north of Barnegat Inlet	39 51 10	74 05 10
Forked River	N. J.	2 miles north of Barnegat Inlet	39 48 10	74 05 40
Barnegat	N. J.	South side of Barnegat Inlet	39 45 30	74 06 10
Loveladies Island	N. J.	2½ miles south of Barnegat Inlet	39 43 50	74 07 20
Harveys Cedars	N. J.	5½ miles south of Barnegat Inlet	39 41 20	74 08 30
Ship Bottom	N. J.	Midway of Long Beach	39 38 10	74 11 00
Long Beach	N. J.	1⅝ miles north of Beach Haven	39 35 00	74 13 20
Bonds	N. J.	2¼ miles south of Beach Haven	39 32 00	74 15 20
Little Egg	N. J.	Near the light north of Inlet	39 30 10	74 17 30
Little Beach	N. J.	South side of Little Egg Inlet	39 27 30	74 19 30
Brigantine	N. J.	5½ miles north of Absecon light	39 25 30	74 20 30
South Brigantine	N. J.	3⅛ miles north of Absecon light	39 24 00	74 22 30
Atlantic City	N. J.	At Absecon light	39 22 00	74 24 50
Absecon	N. J.	2¾ miles south of Absecon light	39 20 50	74 27 40
Great Egg	N. J.	6¾ miles south of Absecon light	39 19 00	74 31 10
Ocean City	N. J.	South side of Egg Harbor Inlet	39 17 00	74 34 00
Pecks Beach	N. J.	3½ miles north of Corsons Inlet	39 14 50	74 36 50
Corsons Inlet	N. J.	Near the Inlet, north side	39 13 10	74 38 20
Sea Isle City	N. J.	3¼ miles north of Townsends Inlet	39 09 40	74 41 05
Townsends Inlet	N. J.	Near the Inlet, north side	39 07 30	74 42 45
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.	½ mile east of Cape May City	38 56 00	74 54 30
Cape May	N. J.	Near the light	38 55 40	74 57 30
Bay Shore	N. J.	2⅛ 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.	1½ miles north of light	38 28 20	75 03 00
Ocean City	Md.	Just north of village	38 20 00	75 05 00
North Beach	Md.	10 miles south of Ocean City	38 11 30	75 09 20
Green Run Inlet	Md.	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
Parramores Beach	Va.	Midway of beach	37 32 20	75 37 20
Hog Island	Va.	South end of Hog Island	37 22 20	75 42 45
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
Kittyhawk	N. C.	On the beach abreast of north end of Kittyhawk 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
Chicamacomico	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
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

*Obtained from latest Coast Survey charts.

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SIXTH DISTRICT—Continued.

COAST OF VIRGINIA AND NORTH CAROLINA—Continued.

(CAPE HENRY TO OAK ISLAND.)

Name of station.	State.	Locality.	Approximate position.*	
			Latitude, north.	Longitude, west.
			° ′ ″	° ′ ″
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.	1⅝ 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 Saint 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.	5⅓ 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.	Approximate position.* 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		
Vermilion 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.	Approximate position.* Longitude, west.
			° ′ ″	° ′ ″
Beaver Island	Mich	Near light		
North Manitou Island	Mich	Near Pickards Wharf		
Point Betsey	Mich	Near light		
Frankfort	Mich	South side entrance of harbor		
Manistee	Mich	North side entrance of harbor		
Grande Pointe au Sable.	Mich	1 mile south of light		
Ludington	Mich	North side entrance of harbor		
Pentwater	Mich	North side entrance of harbor		
White River	Mich	North side entrance of White Lake		
Muskegon	Mich	North side entrance of harbor, Port Sherman		
Grand Haven	Mich	North side entrance of harbor		
Holland	Mich	In the harbor, south side		
South Haven	Mich	North side entrance of harbor		
St. Joseph	Mich	In the harbor, north side		
Michigan City	Ind	East side entrance of harbor		
South Chicago	Ill	North side entrance of Calumet Harbor		
Chicago	Ill	About 7 miles S. by E. 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	3½ miles north of light	38 02 20	122 59 30
Bolinas Bay‡	Cal			
Fort Point	Cal	¾ mile east of light	37 48 10	122 27 50
Golden Gate Park	Cal	On beach in Golden Gate Park, San Francisco, ¾ mile south Point Lobos.	37 46 10	122 30 30
Southside	Cal	3⅜ miles south of Golden Gate Park Life-Saving Station.	37 43 18	122 30 18

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

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Directions for Restoring the Apparently Drowned.

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Directions for Restoring the Apparently Drowned.

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

RULE II. *To expel water, etc., from the stomach and chest.*—(See Fig. I.)—If the jaws are clinched, separate them, and keep the mouth open

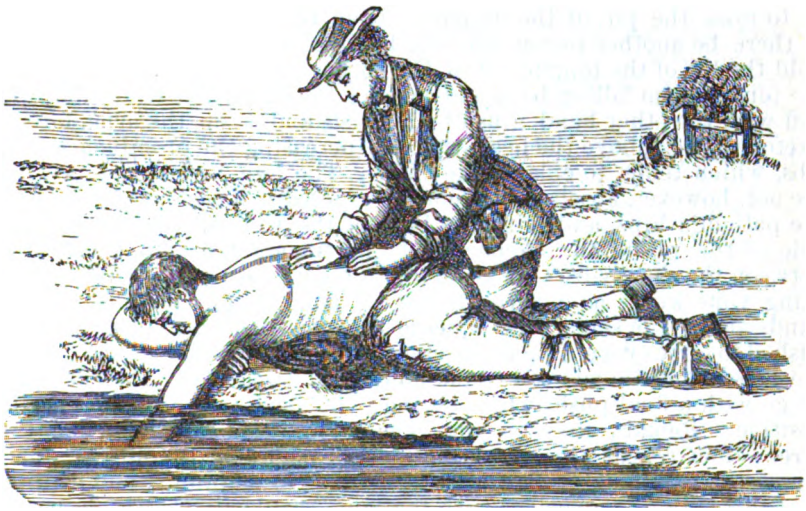

FIG. I.—*Showing the first step taken, by which the chest is emptied of air, and the ejection of any fluids swallowed is assisted.*

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

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

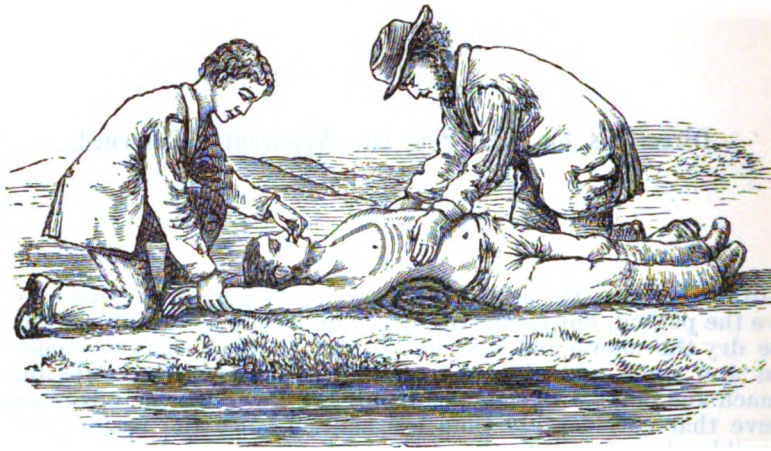

FIG. II.—*Showing the position and action of the operator, in alternately producing artificial expiration and inspiration of air.*

handkerchief wrapped closely around the forefinger; turn the patient on the back, the roll of clothing being so placed beneath 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 the 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.

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Continue the drying and rubbing, which should be unceasingly practiced 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.

Abstract of Returns of Wrecks and Other Casualties to Vessels which have Occurred on and near the Coasts and on the Rivers of the United States, and to American Vessels at Sea and on the Coasts of Foreign Countries During the Fiscal Year Ending June 30, 1896.

REMARKS EXPLANATORY OF THE WRECK STATISTICS FOR THE YEAR 1895–96.

The following is the twenty-third 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 and on the coasts of foreign countries.

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

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

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

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

1. All casualties outside of, but in proximity to, the coast line;

2. All casualties occurring in the bays and harbors adjacent to the coasts named;

3. All casualties occurring in or near the mouths of rivers emptying into the ocean or gulf.

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

III. Disasters occurring on the Great Lakes, embracing—

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

2. All casualties occurring in rivers, straits, etc., connecting the several lakes named;

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

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

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V. Disasters occurring to American shipping at sea and 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, 1895.

Since the publication of the annual statement for the fiscal year ending June 30, 1895, information has been received of the occurrence of disasters during the year to fifty-nine American vessels, involving the loss of fifteen lives; also the loss of fourteen lives on twelve 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	3	.....	.....	2	.....	5
Tonnage	410	.....	.....	64	.....	474
Passengers	.....	.....	.....	.....	.....	.....
Crews	6	.....	.....	6	.....	12
Lives lost	2	.....	.....	.....	.....	2
Strandings:						
Vessels	8	2	3	1	1	15
Tonnage	515	1,096	2,943	106	225	4,885
Passengers	.....	90	1	.....	1	92
Crews	29	49	40	7	7	132
Lives lost	.....	.....	.....	.....	.....	.....
Collisions:						
Vessels	2	.....	3	4	2	11
Tonnage	151	.....	6,143	639	1,488	8,421
Passengers	.....	.....	.....	132	.....	132
Crews	9	.....	36	19	25	89
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	6	1	3	5	13	28
Tonnage	1,182	406	5,091	867	9,951	17,497
Passengers	76	16	.....	2	1	95
Crews	24	22	64	83	160	353
Lives lost	1	.....	.....	1	11	13
Totals:						
Vessels	19	3	9	12	16	59
Tonnage	2,258	1,502	14,177	1,676	11,664	31,277
Passengers	76	106	1	134	2	319
Crews	68	71	140	115	192	586
Lives lost	3	.....	.....	1	11	15
Vessels totally lost:						
Vessels	9	1	1	2	3	16
Tonnage	491	39	490	64	1,986	3,070
Passengers	1	.....	.....	.....	1	2
Crews	24	.....	8	6	29	67
Lives lost	3	.....	.....	.....	7	10
Vessels damaged:						
Vessels	10	2	8	10	13	43
Tonnage	1,767	1,463	13,687	1,612	9,678	28,207
Passengers	75	106	1	134	1	317
Crews	44	71	132	109	163	519
Lives lost	.....	.....	.....	1	4	5
Vessels not damaged:						
Vessels	3	.....	1	5	3	12
Tonnage	213	.....	19	1,068	4,452	5,752
Passengers	.....	.....	.....	.....	.....	.....
Crews	21	.....	3	10	35	69
Lives lost	3	.....	1	6	4	14
Aggregate:						
Vessels	22	3	10	17	19	71
Tonnage	2,471	1,502	14,196	2,744	16,116	37,029
Passengers	76	106	1	134	2	319
Crews	89	71	143	125	227	655
Lives lost	6	.....	1	7	15	29

Of the lives lost, reported above, two were lost from the barge *Jennie Hughes*, of Perth Amboy, New Jersey, which foundered in Huntington Bay, Long Island Sound, New York, October 10, 1894; two were lost from the schooner *Tillie Vanderherchen*, of Philadelphia, Pennsylvania, at sea, October 10, 1894; seven were lost from the schooner *Nettie Langdon*, of Jacksonville, Florida, which sailed from her home port April 14, 1895, for Perth Amboy, New Jersey, since which time she has not been heard from; one was lost from the sloop *John Thomas*, of Baltimore, Maryland, which capsized in the Chesapeake Bay, April, 1895; one was fatally scalded by the collapsing of the flue of the steamer *Rescue*, of Pittsburg, Pennsylvania, on the Monongahela River, May 14, 1895; two were lost at sea from the ship *S. D. Carleton*, of Rockport, Maine, June 6, 1895, and fourteen lives were lost from vessels sustaining no damage, as follows: Three were lost by vessels in collision, six fell overboard, three were lost overboard, one was killed by falling from aloft, and one was fatally scalded by the breaking of a check-valve.

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:

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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, 1895.

Nature of disaster, etc.	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
FOUNDERINGS.						
Number of vessels	40	1	11	20	16	98
Tonnage of vessels partially damaged	1,140	165	204	571	.....	2,080
Tonnage of vessels totally lost	5,119	.....	4,535	648	9,445	19,747
Value of vessels ..... dollars	163,750	19,000	231,700	92,350	590,050	1,096,850
Value of cargoes ..... do	45,985	210	79,740	3,390	106,100	235,425
Loss to vessels ..... do	125,660	2,500	228,300	27,200	590,050	973,710
Loss to cargoes ..... do	41,950	50	79,740	3,390	106,100	231,230
Insurance on vessels ..... do	75,050	9,500	26,550	9,000	115,125	235,225
Insurance on cargoes ..... do	16,830	.....	48,500	1,250	79,250	145,830
Laden	32	1	11	4	12	60
In ballast	7	.....	.....	16	4	27
Unknown whether laden or not	1	.....	.....	.....	.....	1
Wrecks involving total loss	31	.....	9	11	16	67
Casualties involving partial and unknown damage	9	1	2	9	.....	21
Number of passengers	3	2	3	18	126	152
Number in crews	141	11	88	105	179	524
Total on board	144	13	91	123	305	676
Number of lives lost	29	.....	49	3	195	276
STRANDINGS.						
Number of vessels	242	31	110	20	65	468
Tonnage of vessels partially damaged	48,719	4,668	104,148	7,099	9,461	174,095
Tonnage of vessels totally lost	22,933	4,404	3,667	1,508	22,657	55,169
Value of vessels ..... dollars	2,444,315	710,400	5,071,760	620,400	1,314,415	11,161,290
Value of cargoes ..... do	816,300	29,925	1,595,925	149,215	1,185,595	3,776,960
Loss to vessels ..... do	936,470	379,900	642,170	67,070	844,855	2,870,465
Loss to cargoes ..... do	310,980	11,675	93,690	75,525	446,755	938,625
Insurance on vessels ..... do	669,270	334,950	4,548,260	230,000	637,750	6,420,230
Insurance on cargoes ..... do	413,245	10,400	1,161,445	95,590	275,595	1,956,275
Laden	173	19	87	13	48	340
In ballast	69	12	23	7	16	127
Unknown whether laden or not	.....	.....	.....	.....	1	1
Wrecks involving total loss	114	24	14	5	47	204
Casualties involving partial and unknown damage	128	7	96	15	18	264
Number of passengers	242	96	80	239	294	951
Number in crews	1,615	324	1,307	535	851	4,632
Total on board	1,857	420	1,387	774	1,145	5,583
Number of lives lost	34	20	1	1	20	76
COLLISIONS.						
Number of vessels	243	10	65	36	32	386
Tonnage of vessels partially damaged	160,849	4,049	56,463	14,532	21,835	257,728
Tonnage of vessels totally lost	4,933	123	7,295	8	277	12,636
Value of vessels ..... dollars	10,861,145	277,000	3,827,000	521,700	405,800	15,892,645
Value of cargoes ..... do	1,912,981	12,650	542,325	90,635	35,950	2,594,541
Loss to vessels ..... do	357,220	27,780	581,560	19,840	59,670	1,046,090
Loss to cargoes ..... do	51,085	.....	133,415	835	6,800	192,135
Insurance on vessels ..... do	4,848,425	6,000	2,579,500	179,075	253,600	7,866,600
Insurance on cargoes ..... do	1,322,165	2,500	155,460	.....	8,500	1,488,625
Laden	102	3	40	14	15	174
In ballast	103	6	22	15	6	152
Unknown whether laden or not	38	1	3	7	11	60
Wrecks involving total loss	18	1	7	1	2	29
Casualties involving partial and unknown damage	225	9	58	35	30	357
Number of passengers	4,668	45	441	803	7	5,964
Number in crews	2,416	129	793	305	352	3,995
Total on board	7,104	174	1,234	1,108	359	9,979
Number of lives lost	17	.....	14	.....	1	32
OTHER CAUSES.						
Number of vessels	137	23	79	125	190	554
Tonnage of vessels partially damaged	49,671	8,910	49,901	26,115	116,632	251,229
Tonnage of vessels totally lost	6,134	212	5,027	8,934	28,615	48,922
Value of vessels ..... dollars	4,147,400	390,670	3,008,800	2,114,085	7,958,860	17,619,815
Value of cargoes ..... do	920,190	45,090	798,910	327,585	3,394,410	5,486,185
Loss to vessels ..... do	456,405	50,910	383,025	633,325	1,116,610	2,640,275
Loss to cargoes ..... do	58,760	2,610	94,670	69,760	357,020	582,820
Insurance on vessels ..... do	2,190,700	52,500	1,890,730	893,335	3,859,715	8,886,980
Insurance on cargoes ..... do	363,970	21,455	630,730	201,070	1,446,225	2,663,450
Laden	70	14	52	40	174	350

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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.
OTHER CAUSES—*Continued.*						
In ballast	67	9	27	84	16	203
Unknown whether laden or not				1		1
Wrecks involving total loss	38	5	11	47	57	158
Casualties involving partial and unknown damage	99	18	68	78	133	396
Number of passengers	2,073	165	277	1,102	952	4,569
Number in crews	1,256	266	924	2,006	2,879	7,331
Total on board	3,329	431	1,201	3,108	3,831	11,900
Number of lives lost	8	2	12	11	287	320
RECAPITULATION.						
Number of vessels	662	65	265	201	303	1,496
Laden	377	37	190	71	249	924
In ballast	216	27	72	122	42	509
Unknown whether laden or not	39	1	3	8	12	63
Wrecks involving total loss	201	30	41	64	122	458
Casualties involving partial and unknown damage	461	35	224	137	181	1,038
Number of passengers	7,006	308	801	2,162	1,379	11,656
Number in crews	5,428	730	3,112	2,951	4,261	16,482
Total on board	12,434	1,038	3,913	5,113	5,640	28,138
Number of lives lost	88	22	76	15	503	*704
Total tonnage vessels partially damaged.	260,879	17,792	210,716	48,317	147,928	685,132
Total tonnage vessels lost	39,119	4,739	20,524	11,098	60,994	136,474
Aggregate	299,498	22,531	231,240	59,415	208,922	821,606
Total value of vessels .....dollars	17,616,610	1,397,070	13,139,260	3,348,535	10,269,125	45,770,600
Total value of cargoes.....do	3,695,456	87,875	3,016,900	570,825	4,722,055	12,093,111
Aggregate .....do	21,312,066	1,484,945	16,156,160	3,919,360	14,991,180	57,863,711
Total losses to vessels.....do	1,875,755	461,090	1,835,075	747,435	2,611,185	7,530,540
Total losses to cargoes.....do	462,775	14,335	401,515	149,510	916,675	1,944,810
Aggregate .....do	2,338,530	475,425	2,236,590	896,945	3,527,860	9,475,350
Total insurance on vessels.....do	7,783,445	402,950	9,045,040	1,311,410	4,866,190	23,409,035
Total insurance on cargoes.....do	2,116,210	34,355	1,996,135	297,910	1,809,570	6,254,180
Aggregate .....do	9,899,655	437,305	11,041,175	1,609,320	6,675,760	29,663,215

*In addition to the number of lives lost, here reported, 313 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 1,017.

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COMPARATIVE STATEMENT.

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 1894–95 and 1895–96, with the percentage of increase or decrease of the latter compared with the former:

	1894–95.	1895–96.	Per cent of—
Number of vessels involved:			
Atlantic and Gulf coasts	643	507	Decrease, 21.15
Pacific coast	62	40	Decrease, 35.48
Great Lakes	256	339	Increase, 32.42
Rivers	189	190	Increase, .53
At sea and in foreign waters	287	235	Decrease, 18.12
Aggregate	1,437	1,311	Decrease, 8.77
Value of vessels and cargoes:			
Atlantic and Gulf coasts	21,181,495	24,126,125	Increase, 13.09
Pacific coast	1,392,445	1,287,275	Decrease, 7.55
Great Lakes	15,138,445	19,839,365	Increase, 31.05
Rivers	3,776,765	4,277,375	Increase, 13.26
At sea and in foreign waters	14,388,725	11,351,345	Decrease, 21.11
Aggregate	55,877,875	60,881,485	Increase, 8.95
Losses to vessels and cargoes:			
Atlantic and Gulf coasts	2,324,380	2,097,385	Decrease, 9.77
Pacific coast	471,825	466,925	Decrease, 1.04
Great Lakes	2,179,245	1,915,670	Decrease, 12.10
Rivers	879,350	1,179,230	Increase, 34.10
At sea and in foreign waters	3,484,510	2,233,405	Decrease, 35.91
Aggregate	9,339,310	7,892,615	Decrease, 15.49
Tonnage of vessels involved:			
Atlantic and Gulf coasts	297,240	259,287	Decrease, 12.77
Pacific coast	21,029	24,410	Increase, 16.08
Great Lakes	217,063	327,237	Increase, 50.76
Rivers	57,739	66,540	Increase, 15.24
At sea and in foreign waters	197,258	159,200	Decrease, 19.29
Aggregate	790,329	836,674	Increase, 5.86
Tonnage of vessels totally lost:			
Atlantic and Gulf coasts	38,628	28,617	Decrease, 25.92
Pacific coast	4,700	5,578	Increase, 18.68
Great Lakes	20,034	22,250	Increase, 11.06
Rivers	11,034	16,851	Increase, 52.72
At sea and in foreign waters	59,008	39,918	Decrease, 32.35
Aggregate	133,404	113,214	Decrease, 15.13

On the 30th of June, 1896, the total number of registered, enrolled, and licensed vessels belonging to the United States was 22,908, with a total tonnage of 4,703,880. Of this number, 1,269 vessels, having a total tonnage of 776,248, met with casualties during the year, being 5.54 per cent of the total number.

The following exhibit shows the number of steam, sailing vessels, canal boats, and barges registered, enrolled, and licensed belonging to the United States on June 30, 1896, 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	6,595	614	As 1 to 10.74
Sailing vessels	14,274	603	As 1 to 23.67
Canal boats	682	1	As 1 to 682.00
Barges	1,357	51	As 1 to 26.61
Total	22,908	1,269	As 1 to 18.05

During the year 387 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.

Thirty-six foreign vessels, having an aggregate tonnage of 45,556, 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 14,870.

In addition to the lives lost in the disasters to vessels which are embraced in the tables, 284 persons perished by drowning or by accident on board out of crews employed on 258 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.

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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-one 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 4.29
1885–86	1,650	25,680	*576	As 1 to 44.58	As 1 to 2.85
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 2.33
1892–93	1,421	26,059	*397	As 1 to 65.64	As 1 to 3.53
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
1895–96	1,311	25,454	*322	As 1 to 79.05	As 1 to 4.07

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

The following table is the same as the foregoing, except that it is confined to our own domain, the disasters occuring 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
1895–96	1,076	21,439	*145	As 1 to 147.86	As 1 to 7.42

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

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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, 1896, 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	34	$2,130,100	2	15	$285,545	2	2	33	$55,125	.....	3	7	$16,390	.....	12
August	39	926,785	3	18	111,345	2	1	36	185,305	.....	6	6	58,700	.....	15
September	38	1,239,050	4	18	28,935	.....	3	36	117,495	.....	6	11	7,005	.....	10
October	44	713,550	6	19	88,025	.....	6	42	75,500	.....	8	13	28,585	.....	12
November	37	1,942,350	5	23	375,950	2	3	36	112,750	.....	6	11	32,430	1	16
December	47	3,510,090	4	26	136,580	.....	4	46	95,085	.....	5	19	18,405	.....	11
January	32	3,828,200	4	18	1,930,770	2	5	29	164,050	.....	7	9	15,960	.....	16
February	63	2,343,575	3	36	421,495	2	2	60	307,165	.....	6	28	109,675	.....	12
March	47	760,200	2	36	156,685	3	1	45	124,515	.....	4	24	38,155	.....	16
April	30	765,000	3	17	274,685	1	2	29	136,105	.....	4	11	42,390	.....	9
May	31	1,185,025	4	19	129,870	.....	4	28	250,670	.....	7	13	28,825	.....	10
June	22	818,975	3	7	22,340	1	3	21	45,325	.....	4	2	1,775	.....	9
Total	464	$20,162,900	43	252	$3,963,225	15	36	441	1,669,090	.....	66	154	$428,295	1	148

*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, 1896, showing the number of* VESSELS TOTALLY LOST, *the number* DAMAGED, *and 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.	Number of passengers.	Number in crews, including master, etc.	Number of lives lost.
July	7	26	2	1	36	1,362	20,866	981	526	1
August	10	26	3	3	42	1,699	11,119	1,198	311	2
September	14	22	4	2	42	2,185	13,408	890	427	.....
October	15	27	7	1	50	1,640	14,219	64	299	1
November	10	26	5	1	42	1,992	24,651	531	518	9
December	13	33	4	1	51	2,091	22,877	209	562	9
January	9	20	5	2	36	1,077	28,305	433	691	9
February	24	36	3	3	66	6,239	25,843	385	623	10
March	14	31	3	1	49	3,184	17,921	56	378	11
April	6	23	2	2	33	2,392	24,475	149	590	3
May	9	19	4	3	35	4,463	17,266	263	288	7
June	5	16	3	1	25	293	9,720	314	189	1
Total	136	305	45	21	507	28,617	230,670	5,473	5,402	63

TABLE NO. 3.—*Abstract of returns of disasters to vessels on the* ATLANTIC *and* GULF *coasts during the year ending June 30, 1896, 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	16	857,500	9	255,950	1,113,450	11	2	9	8	17
August	18	393,235	10	120,400	513,635	19	6	5	5	21
September	23	646,650	8	8,970	655,620	13	4	6	9	21
October	18	405,000	7	15,050	420,050	23	7	9	11	25
November	16	1,216,900	8	114,980	1,331,880	15	9	11	11	14
December	28	1,727,800	11	116,400	1,844,200	17	10	6	9	21
January	20	1,832,800	8	81,510	1,914,310	8	4	8	13	11
February	37	1,031,550	11	270,725	1,302,275	22	13	7	16	26
March	24	297,850	12	130,330	428,180	20	13	5	15	9
April	10	325,500	4	44,920	370,420	16	8	7	8	13
May	15	417,150	7	60,250	477,400	14	3	6	13	12
June	9	304,175	5	16,740	320,915	12	1	4	5	14
Total	234	9,456,110	100	1,236,225	10,692,335	190	80	83	123	204

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TABLE 4.—*Abstract of returns of disasters to vessels on the* ATLANTIC *and* GULF *coasts during the year ending June 30, 1896, distinguishing the* NATURE *of each casualty.*

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered	1	3	1	2	2	5	2	7	4	3	1	3	34
Stranded	6	6	10	14	16	18	11	28	19	5	11	7	151
Collided	19	20	24	22	16	18	16	20	15	16	18	10	214
Capsized	1	.....	.....	.....	.....	1	.....	.....	.....	2	2	.....	6
Damage to hull, masts, rigging, etc	1	2	1	4	.....	.....	.....	2	5	1	.....	.....	16
Damage to machinery	4	2	1	3	2	.....	.....	1	1	.....	.....	2	16
Explosion of boiler and bursting of steam pipes.	.....	.....	.....	1	1	1	.....	.....	.....	.....	.....	.....	3
Fire	4	9	5	1	4	4	1	2	.....	4	2	1	37
Ice	.....	.....	.....	.....	.....	.....	3	1	2	.....	.....	.....	6
Sprung a leak	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Struck bridge, sunken wreck, wharf, etc	.....	.....	.....	2	1	4	2	5	2	2	1	1	20
Miscellaneous	.....	.....	.....	.....	.....	.....	1	.....	1	.....	.....	1	3
Total	36	42	42	50	42	51	36	66	49	33	35	25	507

TABLE 5.—*Abstract of returns of disasters (excluding collisions) to vessels on the* ATLANTIC *and* GULF *coasts during the year ending June 30, 1896, 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	.....	14	.....	.....	14
Darkness	.....	13	.....	.....	13
Fog	.....	29	.....	.....	29
Gales, hurricanes, etc	10	44	.....	.....	54
Heavy sea	3	1	.....	.....	4
Snowstorms	.....	8	.....	.....	8
Total of class 1	13	109	.....	.....	122
CLASS 2.—*Causes connected with vessels, equipments, or stowage:*					
Defective hull, masts, rigging, etc	.....	.....	16	.....	16
Total of class 2	.....	.....	16	.....	16
CLASS 3.—*Causes connected with navigation and seamanship:*					
Errors of masters, officers, and crews	1	17	.....	.....	18
Errors of pilots	.....	2	.....	.....	2
Total of class 3	1	19	.....	.....	20
CLASS 4.—*Causes connected with machinery or boilers:*					
Damage to machinery	.....	.....	16	.....	16
Explosion of boilers and bursting of steam pipes	.....	.....	3	.....	3
Total of class 4	.....	.....	19	.....	19
CLASS 5.—*Other causes:*					
Absence of lights or buoys	.....	3	.....	.....	3
Capsized	.....	.....	6	.....	6
Fire	.....	.....	37	.....	37
Ice	.....	.....	6	.....	6
Misstayed	.....	4	.....	.....	4
Sprung a leak	15	6	1	.....	22
Struck bridge, rock, sunken wreck, wharf, etc	.....	2	20	.....	22
Miscellaneous	5	6	3	.....	14
Unknown	.....	2	.....	.....	2
Total of class 5	20	23	73	.....	116
Aggregate	34	151	108	.....	293

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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, 1896, showing the number of vessels* COLLIDED *and distinguishing the* CAUSE *of each disaster.*

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Accidental	.....	.....	.....	.....	.....	1	.....	.....	1	.....	4	4	10
Bad management	2	2	.....	.....	2	1	1	.....	.....	2	1	.....	11
Carelessness	.....	1	2	.....	.....	1	2	.....	2	1	.....	2	11
Darkness	.....	4	.....	2	4	.....	.....	2	.....	.....	.....	.....	12
"Fault of other vessel"	3	4	9	14	1	2	6	7	.....	4	2	1	54
Fault of tug towing	2	.....	2	.....	.....	.....	.....	.....	2	.....	2	2	10
Fog	4	.....	.....	.....	4	.....	.....	4	2	.....	2	.....	16
High and baffling winds	.....	2	.....	.....	.....	2	.....	.....	6	.....	.....	.....	10
Misunderstanding signals	4	1	4	.....	1	.....	.....	4	2	2	2	.....	20
Tides, currents, etc	3	1	2	.....	2	4	.....	.....	.....	4	.....	.....	16
Unavoidable	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	2
Want of proper lights	.....	.....	.....	.....	.....	2	2	.....	.....	.....	.....	.....	4
Miscellaneous	.....	.....	.....	.....	1	2	.....	1	.....	.....	.....	.....	4
Unknown	1	5	5	4	1	2	5	2	.....	3	5	1	34
Total	19	20	24	22	16	18	16	20	15	16	18	10	214

TABLE 7.—*Abstract of returns of disasters to vessels on the* ATLANTIC *and* GULF *coasts during the year ending June 30, 1896, 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	.....	5	.....	2	2	4	5	7	3	2	1	1	32
Barks	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	2
Barkentines	1	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	3
Brigs	.....	.....	.....	3	.....	.....	.....	.....	1	.....	.....	.....	4
Ferryboats	5	1	.....	2	1	1	.....	26	1	.....	2	3	42
Schooners	14	14	19	31	20	31	14	3	29	17	17	10	219
Scows	.....	.....	1	1	.....	.....	1	.....	.....	1	1	.....	5
Ships	.....	.....	.....	.....	.....	.....	1	1	1	.....	.....	1	4
Sloops	.....	2	3	1	.....	1	.....	1	1	1	1	1	12
Steamers	10	15	13	6	14	10	12	21	10	5	8	5	129
Steam barges	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Steam canal boats	.....	.....	.....	.....	1	1	1	.....	.....	.....	.....	1	4
Steam dredges	.....	.....	1	1	.....	.....	.....	.....	.....	.....	.....	2	4
Steamships	5	.....	2	2	3	2	2	7	1	7	4	.....	35
Steam yachts	1	3	2	1	.....	.....	.....	.....	.....	.....	1	.....	8
Yachts	.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Unknown	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Total	36	42	42	50	42	51	36	66	49	33	35	25	507

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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, 1896, 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.	
Belgian steamships										1																1	1
British schooners					2	1		1	1	2	1	1			1							2			5	7	12
British ships														1												1	1
British steamers										2				2						1	1				1	5	6
British steamships		1														2				1	1					5	5
Danish steamships																				1						1	1
French steamships								1																		1	1
Norwegian ship															1										1		1
Spanish steamship																						1				1	1
Total		1			2	1		2	1	5	1	1		3	2	2				2	1	5			7	22	29
Aggregate	1				3		2		6		2		3		4				2		6				29		

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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, 1896, 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	.....	6	7	4	2	8	1	5	2	4	8	2	3	5	6	5	5	3	4	4	1	3	2	50	41	91
Over 50 and not exceeding 100 tons	2	5	.....	5	3	4	1	7	1	9	4	12	2	1	7	6	1	2	.....	3	.....	7	1	2	22	64	86
Over 100 and not exceeding 200 tons	2	4	.....	4	3	5	4	7	1	6	2	4	4	4	2	6	2	3	2	6	1	1	1	3	24	53	77
Over 200 and not exceeding 300 tons	1	2	1	4	2	4	1	3	2	1	.....	1	1	2	3	2	2	3	.....	2	1	2	.....	1	14	27	41
Over 300 and not exceeding 400 tons	.....	.....	.....	.....	1	3	.....	1	.....	2	1	.....	.....	2	2	2	1	2	.....	1	.....	.....	.....	1	5	14	19
Over 400 and not exceeding 500 tons	.....	3	3	4	1	1	1	3	.....	1	1	1	.....	2	1	.....	1	2	.....	1	.....	.....	.....	.....	8	17	25
Over 500 and not exceeding 600 tons	.....	3	.....	.....	.....	2	.....	.....	.....	.....	1	2	.....	.....	.....	2	.....	6	.....	1	.....	3	.....	4	1	23	24
Over 600 and not exceeding 700 tons	1	.....	.....	2	.....	.....	.....	4	.....	1	.....	2	.....	.....	3	.....	1	3	.....	.....	.....	.....	.....	1	5	13	18
Over 700 and not exceeding 800 tons	.....	3	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	1	1	.....	.....	.....	1	.....	1	1	8	9
Over 800 and not exceeding 900 tons	.....	1	.....	1	.....	.....	.....	1	.....	1	.....	.....	.....	2	.....	2	.....	3	.....	.....	.....	2	.....	2	.....	15	15
Over 900 and not exceeding 1,000 tons	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	2	.....	1	.....	1	.....	1	.....	7	7
Over 1,000 and not exceeding 1,100 tons	.....	1	.....	2	.....	.....	.....	2	1	.....	.....	1	.....	.....	.....	4	.....	.....	.....	1	1	3	.....	.....	2	14	16
Over 1,100 and not exceeding 1,200 tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1	.....	.....	1	1	2
Over 1,200 and not exceeding 1,300 tons	.....	.....	.....	1	.....	1	.....	.....	.....	1	.....	.....	.....	1	.....	2	.....	.....	.....	.....	1	.....	.....	.....	1	6	7
Over 1,300 and not exceeding 1,400 tons	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	3	3
Over 1,400 tons	.....	6	.....	1	.....	2	.....	2	.....	6	.....	3	.....	6	.....	6	.....	2	1	6	1	3	.....	1	2	44	46
Unknown	.....	.....	.....	1	.....	2	.....	3	.....	2	.....	3	.....	4	.....	3	.....	1	.....	.....	.....	1	.....	1	.....	21	21
Total	7	29	10	32	14	28	15	35	10	32	13	38	9	27	24	42	14	35	6	27	9	26	5	20	136	371	507
Aggregate	36		42		42		50		42		51		36		66		49		33		35		25		507		

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, 1896, showing the number of vessels and distinguishing* AGE.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 3 years	2	5	3	5	5	4	4	2	2	2	3	1	38
Over 3 and not exceeding 7 years	4	5	9	5	5	8	4	9	5	8	7	3	72
Over 7 and not exceeding 10 years	6	5	4	3	6	3	2	3	1	1	1	.....	35
Over 10 and not exceeding 14 years	3	6	4	13	6	5	2	13	8	7	1	3	71
Over 14 and not exceeding 20 years	2	3	8	8	5	8	2	12	6	3	5	5	67
Over 20 and not exceeding 25 years	8	6	5	4	1	9	7	7	8	3	7	6	71
Over 25 and not exceeding 30 years	6	8	4	4	9	5	4	6	6	3	4	3	62
Over 30 and not exceeding 35 years	2	1	2	1	.....	1	3	2	6	2	4	2	26
Over 35 and not exceeding 40 years	.....	1	1	4	3	2	3	2	2	1	1	1	21
Over 40 and not exceeding 45 years	1	1	.....	.....	.....	1	1	3	3	1	1	.....	12
Over 45 and not exceeding 50 years	2	.....	.....	.....	.....	2	.....	1	.....	1	.....	.....	6
Over 50 years	.....	.....	.....	.....	.....	.....	.....	2	1	.....	.....	.....	3
Unknown	.....	1	2	3	2	3	4	4	1	1	1	1	23
Total	36	42	42	50	42	51	36	66	49	33	35	25	507

TABLE 11.—*Abstract of returns of disasters to vessels on the* ATLANTIC *and* GULF *coasts during the year ending June 30, 1896, showing the number of vessels and distinguishing their* CARGOES.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast	17	21	21	25	14	21	11	26	9	13	12	14	204
Asphaltum	.....	.....	.....	.....	1	.....	.....	.....	1	.....	.....	.....	2
Coal	4	3	11	2	2	9	6	10	9	5	5	1	67
Copper ore	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Cotton, cotton seed, etc	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Fertilizers	1	1	1	1	2	1	.....	2	1	1	1	2	14
Fish, oysters, etc	1	1	.....	3	4	5	2	5	4	1	1	.....	27
Fruit, coffee, nuts, spices, etc	.....	1	.....	.....	.....	.....	.....	1	.....	.....	2	.....	4
Grain	.....	1	.....	.....	.....	3	1	.....	.....	.....	.....	.....	5
Ice	.....	.....	.....	.....	.....	.....	.....	1	3	.....	1	.....	5
Iron and iron ore	.....	.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....	2
Lead ore	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Lime	.....	.....	1	1	.....	.....	1	2	.....	1	.....	.....	6
Logwood	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Lumber	4	7	3	4	5	2	2	2	2	4	2	2	39
Mahogany	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Merchandise (general)	3	2	2	.....	5	1	3	5	3	3	2	.....	29
Petroleum	.....	.....	.....	.....	.....	.....	1	.....	1	1	.....	.....	3
Provisions	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Railroad iron	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Salt	.....	.....	.....	.....	.....	.....	.....	.....	3	.....	.....	.....	3
Sand, plaster, etc	1	.....	.....	2	.....	1	.....	1	2	1	1	.....	9
Stone, brick, etc	.....	1	.....	3	3	1	.....	2	.....	.....	1	1	12
Sugar, molasses, etc	1	.....	.....	.....	.....	.....	1	1	2	.....	.....	1	6
Tar, pitch, turpentine, etc	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Whale oil	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Wood	.....	.....	.....	1	.....	.....	.....	.....	1	1	2	.....	5
Miscellaneous	2	1	.....	1	1	1	2	5	5	.....	.....	1	19
Unknown	2	1	3	6	3	4	5	2	1	2	5	3	37
Total	36	42	42	50	42	51	36	66	49	33	35	25	507

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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	34	3,426	1,800	5,226	25	9	.....	18	16	2	130	132	16
Strandings	151	16,694	50,983	67,677	107	44	.....	82	69	605	1,702	2,307	12
Vessels collided	214	5,166	128,707	133,873	88	90	36	15	199	3,565	2,370	5,935	15
Other causes	108	3,331	49,180	52,511	47	61	.....	21	87	1,301	1,200	2,501	20
Total	507	28,617	230,670	259,287	267	204	36	136	371	5,473	5,402	10,875	63

* 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 13.—*Abstract of returns of disasters to vessels on the* PACIFIC *coast during the year ending June 30, 1896, showing the* NUMBER *and* VALUE *of* VESSELS *and* CARGOES *and amount of* LOSS *so 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	4	$51,525	.....	1	$28,000	1	.....	4	$32,025	.....	.....	1	$28,000	.....	1
August	4	131,800	.....	3	109,500	.....	.....	4	107,500	.....	.....	3	93,000	.....	.....
September	5	93,500	.....	4	23,500	.....	.....	5	73,000	.....	.....	4	16,500	.....	.....
October	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
November	6	45,200	.....	4	11,750	.....	1	6	11,575	.....	.....	1	200	.....	4
December	4	70,000	.....	2	63,000	1	.....	4	26,600	.....	.....	1	8,000	.....	2
January	1	25,000	.....	1	3,000	.....	.....	.....	.....	.....	1	1	600	.....	.....
February	3	388,000	1	2	3,700	1	1	3	43,000	.....	1	1	1,685	.....	3
March	4	54,300	.....	1	5,000	1	.....	4	10,200	.....	.....	1	40	.....	1
April	4	133,500	1	1	20,000	.....	.....	4	8,900	.....	1	.....	.....	.....	1
May	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
June	3	25,000	.....	1	2,000	.....	.....	3	6,100	.....	.....	.....	.....	.....	1
Total	38	1,017,825	2	20	269,450	4	2	37	318,900	.....	3	13	148,025	.....	13

* 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, 1896, showing the number of* VESSELS TOTALLY LOST, *the number* DAMAGED, *and their* TONNAGE; *the number of* PERSONS ON BOARD, *and number of* LIVES LOST.

Months.	Number of disasters resulting in total loss to 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.	Number of passengers.	Number in crews, including masters, etc.	Number of lives lost.
July	3	1	.....	.....	4	1,822	227	3	47	.....
August	2	2	.....	.....	4	2,364	270	16	47	.....
September	3	2	.....	.....	5	522	1,028	43	59	.....
October	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
November	3	3	.....	.....	6	157	1,140	1	33	1
December	2	2	.....	.....	4	231	2,600	17	30	.....
January	.....	.....	.....	1	1	.....	316	15	17	.....
February	1	2	1	.....	4	381	5,047	152	103	.....
March	2	2	.....	.....	4	101	616	15	36	.....
April	.....	4	.....	1	5	.....	6,919	4	60	.....
May	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
June	.....	3	.....	.....	3	.....	669	.....	23	.....
Total	16	21	1	2	40	5,578	18,832	266	455	1

TABLE 15.—*Abstract of returns of disasters to vessels on the* PACIFIC *coast during the year ending June 30, 1896, 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	$20,000	1	$28,000	$48,000	2	.....	.....	1	2
August	2	57,500	.....	.....	57,500	2	2	.....	1	1
September	2	35,000	2	12,300	47,300	3	1	.....	1	1
October	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
November	2	11,000	2	11,000	22,000	3	1	1	2	1
December	.....	.....	.....	.....	.....	2	1	2	2	1
January	.....	.....	.....	.....	.....	1	1	.....	.....	.....
February	1	22,500	2	1,950	24,450	2	.....	1	2	.....
March	1	1,000	.....	.....	1,000	3	1	.....	1	2
April	.....	.....	.....	.....	.....	3	.....	2	1	4
May	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
June	.....	.....	.....	.....	.....	1	.....	2	1	2
Total	10	147,000	7	53,250	200,250	22	7	8	12	14

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TABLE 16.—*Abstract of returns of disasters to vessels on the* PACIFIC *coast during the year ending June 30, 1896, distinguishing the* NATURE *of each casualty.*

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Stranded	3	3	4	.....	2	3	.....	2	1	2	.....	.....	20
Collided	.....	.....	.....	.....	2	.....	.....	2	2	2	.....	2	10
Capsized	.....	1	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	2
Damage to machinery	1	.....	1	.....	.....	1	.....	.....	.....	1	.....	.....	4
Fire	.....	.....	.....	.....	1	.....	.....	.....	1	.....	.....	1	3
Miscellaneous	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Total	4	4	5	.....	6	4	1	4	4	5	.....	3	40

TABLE 17.—*Abstract of returns of disasters (excluding collisions) to vessels on the* PACIFIC *coast during the year ending June 30, 1896, 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:*					
Fog	.....	3	.....	.....	3
Gales, hurricanes, etc.	.....	8	1	.....	9
Heavy sea	.....	1	1	.....	2
Total of Class 1	.....	12	2	.....	14
CLASS 3.—*Causes connected with navigation and seamanship:*					
Errors of pilots	.....	1	.....	.....	1
Total of Class 3	.....	1	.....	.....	1
CLASS 4.—*Causes connected with machinery or boilers:*					
Damage to machinery	.....	.....	4	.....	4
Total of Class 4	.....	.....	4	.....	4
CLASS 5.—*Other causes:*					
Fire	.....	.....	3	.....	3
Sprung a leak	.....	2	.....	.....	2
Struck rock	.....	1	.....	.....	1
Miscellaneous	.....	4	1	.....	5
Total of Class 5	.....	7	4	.....	11
Aggregate	.....	20	10	.....	30

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, 1896, 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
"Fault of other vessel"										1			1
Fog								2					2
Misunderstanding signals									2				2
Tides, currents, etc.					2								2
Unknown										1			1
Total					2			2	2	2		2	10

TABLE 19.—*Abstract of returns of disasters to vessels on the* PACIFIC *coast during the year ending June 30, 1896, 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
Barkentines												1	1
Brigs	1												1
Ferryboats			1										1
Schooners		2	1		4	1		1	1	1		2	13
Ships	1					1		1					3
Sloops	1					1							2
Steamers	1	1	3		1	1	1	2	3	2			15
Steamships		1								2			3
Total	4	4	5		6	4	1	4	4	5		3	40

TABLE 20.—*Abstract of returns of disasters to foreign vessels on the* PACIFIC *coast during the year ending June 30, 1896, showing* NATIONALITY *and* DESCRIPTION, *and distinguishing those* TOTALLY LOST *and those* PARTIALLY DAMAGED.

Nationality and rig.	August.		February.		April.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
British ships				1				1	1
British steamships	1						1		1
Norwegian steamships						1		1	1
Total	1			1		1	1	2	3
Aggregate	1		1		1		3		

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TABLE 21.—*Abstract of returns of disasters to vessels on the* PACIFIC *coast during the year ending June 30, 1896, 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	1	.....	.....	.....	2	1	1	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	6	2	8
Over 50 and not exceeding 100 tons	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1	.....	.....	.....	.....	2	1	3
Over 100 and not exceeding 200 tons	.....	.....	1	.....	.....	.....	.....	.....	1	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	3	3	6
Over 200 and not exceeding 300 tons	1	1	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	.....	1	.....	.....	.....	.....	1	6	7
Over 300 and not exceeding 400 tons	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1	1	.....	.....	1	.....	.....	.....	.....	.....	1	2	3	5
Over 400 and not exceeding 500 tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Over 500 and not exceeding 600 tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 600 and not exceeding 700 tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 700 and not exceeding 800 tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 800 and not exceeding 900 tons	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	2	2
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	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 1,200 and not exceeding 1,300 tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 1,300 and not exceeding 1,400 tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 1,400 tons	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	2	.....	.....	.....	2	.....	.....	.....	.....	2	5	7
Unknown	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	3	1	2	2	3	2	.....	.....	3	3	2	2	.....	1	1	3	2	2	.....	5	.....	.....	.....	3	16	24	40
Aggregate	4		4		5		.....		6		4		1		4		4		5		.....		3		40		

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, 1896, 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	1	1	.....	1	1	.....	.....	.....	.....	.....	.....	5
Over 3 and not exceeding 7 years	1	1	1	.....	2	2	.....	.....	2	1	.....	.....	10
Over 7 and not exceeding 10 years	.....	1	.....	.....	.....	.....	1	1	2	3	.....	.....	8
Over 10 and not exceeding 14 years	.....	.....	.....	.....	1	1	.....	3	.....	.....	.....	.....	5
Over 14 and not exceeding 20 years	1	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	2	5
Over 20 and not exceeding 25 years	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Over 25 and not exceeding 30 years	1	1	1	.....	1	.....	.....	.....	.....	.....	.....	1	5
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	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	4	4	5	.....	6	4	1	4	4	5	.....	3	40

TABLE 23.—*Abstract of returns of disasters to vessels on the* PACIFIC *coast during the year ending June 30, 1896, 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	1	1	.....	1	1	.....	.....	2	4	.....	2	14
Coal	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Fish, oysters, etc	1	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
Grain	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Lumber, timber, etc	.....	1	1	.....	1	.....	1	1	1	.....	.....	1	7
Merchandise (general)	1	1	1	.....	1	1	.....	2	1	1	.....	.....	9
Sugar, molasses, etc	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Miscellaneous	.....	1	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	2
Unknown	.....	.....	.....	.....	1	.....	.....	1	.....	.....	.....	.....	2
Total	4	4	5	.....	6	4	1	4	4	5	.....	3	40

TABLE 24.—*Summary* PACIFIC *coast.*

Nature of casualties.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.*	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Foundering	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Strandings	20	5,494	3,197	8,691	14	5	1	14	6	69	196	265	1
Vessels collided	10	.....	11,729	11,729	7	2	1	.....	10	165	159	324	.....
Other causes	10	84	3,906	3,990	3	7	.....	2	8	32	100	132	.....
Total	40	5,578	18,832	24,410	24	14	2	16	24	266	455	721	1

*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 25.—*Abstract of returns of disasters to vessels on the* GREAT LAKES, *during the year ending June 30, 1896, 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	33	$1,916,800	.....	26	$283,675	.....	1	28	$80,610	.....	5	6	4,330	.....	21
August	32	1,929,500	2	22	162,255	2	2	30	143,670	.....	4	8	5,945	.....	18
September	74	3,190,850	2	52	551,915	2	1	70	391,950	.....	6	26	97,025	.....	22
October	59	2,418,200	2	48	885,905	.....	1	55	225,700	.....	6	27	96,605	.....	22
November	52	2,594,200	2	38	527,690	2	2	48	355,330	.....	6	19	165,080	.....	23
December	19	498,500	1	13	220,410	.....	1	18	93,990	.....	2	5	22,270	.....	9
January	6	393,500	.....	3	72,000	.....	.....	5	21,400	.....	1	1	10,000	.....	2
February	2	325,000	.....	1	600	.....	.....	2	22,000	.....	.....	.....	.....	.....	1
March	1	300	.....	.....	.....	.....	.....	1	300	.....	.....	.....	.....	.....	.....
April	9	817,800	1	4	90,520	.....	1	8	33,810	.....	2	3	2,850	.....	2
May	30	1,731,700	3	15	175,565	2	4	26	116,475	.....	7	2	6,000	.....	19
June	9	531,000	.....	4	21,480	1	.....	9	19,700	.....	.....	1	650	.....	4
Total	326	16,847,350	13	226	2,992,015	9	13	300	1,504,935	.....	39	98	410,735	.....	150

* 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, 1896, showing the number of* VESSELS TOTALLY LOST, *the number* DAMAGED, *their* TONNAGE, *the number of* PERSONS ON BOARD *and number of* LIVES LOST.

Months.	Number of disasters resulting in total loss to 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.	Number of passengers.	Number in crews, including master, etc.	Number of lives lost.
July	4	24	1	4	33	98	34,944	397	27	6
August	3	27	2	2	34	1,472	30,715	483	1,279	1
September	21	49	2	4	76	7,433	57,522	841	25	3
October	11	44	2	4	61	3,347	47,807	607	.....	7
November	9	39	2	4	54	5,437	48,658	610	.....	12
December	4	14	1	1	20	614	19,658	202	.....	7
January	2	3	.....	1	6	445	4,695	77	2	.....
February	.....	2	.....	.....	2	.....	3,880	54	.....	.....
March	1	.....	.....	.....	1	16	.....	2	.....	.....
April	3	5	2	.....	10	134	10,861	75	.....	.....
May	6	20	5	2	33	3,128	36,173	346	12	5
June	1	8	.....	.....	9	126	10,074	114	2	.....
Total	65	235	17	22	339	22,250	304,987	3,808	1,347	31

TABLE 27.—*Abstract of returns of disasters to vessels on the* GREAT LAKES *during the year ending June 30, 1896, 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	17	$1,303,000	8	$33,570	$1,336,570	12	5	4	14	6
August	19	1,005,100	13	98,685	1,103,785	10	3	5	10	8
September	42	2,224,000	21	184,685	2,408,685	29	11	5	23	21
October	30	1,610,845	26	376,380	1,987,225	29	7	2	16	12
November	33	1,932,050	15	199,130	2,131,180	18	9	3	18	12
December	9	489,800	6	146,120	635,920	10	1	1	7	6
January	3	60,500	.....	.....	60,500	3	2	.....	1	3
February	1	100,000	.....	.....	100,000	.....	.....	1	1	1
March	.....	.....	.....	.....	.....	1	.....	.....	.....	1
April	6	640,000	2	31,320	671,320	3	.....	1	3	5
May	14	846,750	9	118,065	964,815	9	.....	10	12	12
June	9	463,500	2	10,950	474,450	.....	.....	.....	3	4
Total	183	10,675,545	102	1,198,905	11,874,450	124	38	32	108	91

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TABLE 28.—*Abstract of returns of disasters to vessels on the* GREAT LAKES *during the year ending June 30, 1896, distinguishing the* NATURE *of each casualty.*

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered	2	2	6	4	2	1	.....	.....	.....	1	2	.....	20
Stranded	17	7	25	38	18	4	.....	.....	.....	1	6	3	119
Collided	10	16	19	10	14	8	.....	.....	.....	2	18	2	99
Abandoned	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Damage to hull, masts, rigging, etc	1	.....	8	1	6	.....	.....	.....	.....	.....	1	.....	17
Damage to machinery	2	2	4	.....	3	.....	1	.....	.....	.....	2	.....	14
Explosion of boiler and bursting of steam-pipes	1	.....	.....	1	1	.....	.....	.....	.....	.....	.....	.....	3
Fire	.....	3	3	3	4	1	3	.....	.....	3	2	2	24
Ice	.....	.....	.....	.....	.....	4	.....	2	1	1	.....	.....	8
Sprung a leak	.....	2	2	.....	.....	.....	.....	.....	.....	1	.....	.....	5
Struck bridge, piers, sunken wreck, etc	.....	2	4	1	3	2	1	.....	.....	1	1	1	16
Water-logged	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Miscellaneous	.....	.....	4	2	3	.....	1	.....	.....	.....	1	1	12
Total	33	34	76	61	54	20	6	2	1	10	33	9	339

TABLE 29.—*Abstract of returns of disasters (excluding collisions) to vessels on the* GREAT LAKES *during the year ending June 30, 1896, distinguishing the* CAUSE *of each disaster.*

Class and cause of disaster.	Foundrings.	Strandings.	Other causes.	Missing vessels.	Total.
CLASS 1.—*Causes connected with the weather:*					
Calms, currents, and tides	.....	2	1	.....	3
Darkness	.....	12	.....	.....	12
Fog	.....	10	1	.....	11
Gales, hurricanes, etc	13	35	30	.....	78
Heavy sea	1	.....	2	.....	3
Snowstorms	.....	14	.....	.....	14
Total of class 1	14	73	34	.....	121
CLASS 2.—*Causes connected with vessels, equipments, or stowage:*					
Damage to hull, masts, rigging, etc	.....	.....	1	.....	1
Errors in compass	.....	2	.....	.....	2
Defective chart	.....	1	.....	.....	1
Total of class 2	.....	3	1	.....	4
CLASS 3.—*Causes connected with navigation and steamship:*					
Errors of masters, officers, or crews	.....	5	.....	.....	5
Errors of pilots	.....	4	.....	.....	4
Total of class 3	.....	9	.....	.....	9
CLASS 4.—*Causes connected with machinery or boilers:*					
Damage to Machinery	.....	.....	14	.....	14
Explosion of boiler and bursting of steam pipes	.....	.....	3	.....	3
Total of class 4	.....	.....	17	.....	17
CLASS 5.—*Other causes:*					
Fire	.....	.....	24	.....	24
Ice	.....	.....	8	.....	8
Misstayed	.....	1	.....	.....	1
Sprung a leak	5	3	3	.....	11
Struck bridge, pier, rock, sunken wreck, etc	.....	5	13	.....	18
Water-logged	.....	1	.....	.....	1
Miscellaneous	1	24	1	.....	26
Total of class 5	6	34	49	.....	89
Aggregate	20	119	101	.....	240

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TABLE 30.—*Abstract of returns of disasters to vessels on the* GREAT LAKES *during the year ending June 30, 1896, 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	4	4	4	.....	2	.....	.....	.....	.....	.....	.....	15
Bad management	.....	2	.....	.....	1	....	.....	.....	.....	.....	.....	.....	3
Carelessness	1	....	1	.....	....	.....	.....	.....	.....	.....	.....	....	2
Darkness	....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
"Fault of other vessel"	2	4	6	.....	4	.....	.....	.....	.....	.....	3	.....	19
Fault of tug towing	.....	.....	.....	2	2	2	.....	.....	.....	.....	.....	.....	6
Fog	2	.....	2	.....	.....	2	.....	.....	.....	.....	10	.....	16
High and baffling winds	2	.....	3	.....	2	.....	.....	....	.....	.....	1	2	10
Ice	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	2
Misunderstanding signals	.....	.....	.....	2	.....	....	.....	.....	.....	.....	.....	.....	2
Tides, currents, etc	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	2	.....	4
Unavoidable	2	....	1	1	2	.....	.....	.....	.....	.....	.....	.....	6
Miscellaneous	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
Unknown	....	1	.....	1	3	.....	.....	.....	.....	2	2	.....	9
Total	10	16	19	10	14	8	.....	.....	.....	2	18	2	99

TABLE 31.—*Abstract of returns of disasters to vessels on the* GREAT LAKES *during the year ending June 30, 1896, 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	1	1	.....	.....	.....	.....	1	1	.....	7
Ferryboats	.....	.....	.....	.....	.....	2	2	.....	.....	.....	.....	.....	4
Schooners	10	8	34	30	21	3	1	.....	1	2	11	2	123
Scows	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Sloops	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Steamers	13	13	19	17	22	13	3	.....	.....	6	16	7	129
Steamships	8	8	20	13	10	2	.....	2	.....	1	4	.....	68
Steam barges	.....	2	1	.....	.....	.....	.....	.....	.....	.....	1	.....	4
Steam yachts	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Yachts	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Total	33	34	76	61	54	20	6	2	1	10	33	9	339

TABLE 32.—*Abstract of returns of disasters to foreign vessels on the* GREAT LAKES *during the year ending June 30, 1896, 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
British steamers	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1	1
Total	.....	.....	.....	.....	1	.....	.....	1	.....	.....	1	1	2
Aggregate	.....		.....		1		1		.....		2		

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TABLE 33.—*Abstract of returns of disasters to vessels on the* GREAT LAKES *during the year ending June 30, 1896, 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	4	3	.....	.....	5	2	.....	1	.....	2	1	1	.....	.....	.....	.....	1	.....	2	.....	1	1	.....	.....	14	10	24
Over 50 and not exceeding 100 tons	.....	.....	1	2	.....	4	1	2	.....	1	1	.....	.....	.....	.....	.....	.....	.....	1	1	.....	.....	.....	.....	4	10	14
Over 100 and not exceeding 200 tons	.....	.....	.....	1	3	1	2	1	2	2	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	.....	9	6	15
Over 200 and not exceeding 300 tons	2	1	3	3	3	3	3	4	2	3	2	1	2	.....	.....	.....	.....	.....	.....	.....	.....	3	.....	.....	13	19	32
Over 300 and not exceeding 400 tons	1	.....	3	4	4	3	5	1	5	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	2	.....	1	9	22	31
Over 400 and not exceeding 500 tons	2	.....	.....	1	6	1	2	.....	2	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	.....	.....	3	14	17
Over 500 and not exceeding 600 tons	1	.....	3	.....	1	.....	3	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	1	.....	.....	.....	12	12
Over 600 and not exceeding 700 tons	1	.....	1	1	2	1	1	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	3	7	10
Over 700 and not exceeding 800 tons	.....	.....	1	2	5	.....	5	2	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	4	14	18
Over 800 and not exceeding 900 tons	1	.....	1	1	1	.....	4	1	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	2	2	12	14
Over 900 and not exceeding 1,000 tons	2	.....	1	.....	1	.....	3	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	.....	.....	.....	12	12
Over 1,000 and not exceeding 1,100 tons	.....	.....	2	.....	.....	.....	3	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	7	7
Over 1,100 and not exceeding 1,200 tons	1	1	2	.....	.....	.....	2	.....	1	.....	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	1	11	12
Over 1,200 and not exceeding 1,300 tons	2	.....	.....	.....	3	.....	4	.....	3	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	.....	1	.....	.....	.....	15	15
Over 1,300 and not exceeding 1,400 tons	3	.....	1	1	3	.....	2	.....	3	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1	15	16
Over 1,400 tons	10	.....	10	.....	18	.....	8	1	15	.....	7	.....	.....	.....	2	.....	.....	.....	.....	3	1	10	.....	4	2	87	89
Unknown	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Total	4	29	3	31	21	55	11	50	9	45	4	16	2	4	.....	2	1	.....	3	7	6	27	1	8	65	274	339
Aggregate	33		34		76		61		54		20		6		2		1		10		33		9		339		

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, 1896, showing the number of vessels and distinguishing* AGE.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 3 years	2	4	7	11	6	2	3	2	.....	1	4	1	43
Over 3 and not exceeding 7 years	14	8	16	9	16	5	.....	.....	1	1	4	1	75
Over 7 and not exceeding 10 years	3	3	4	3	6	3	2	.....	.....	2	4	3	33
Over 10 and not exceeding 14 years	1	3	10	10	7	5	.....	.....	.....	3	3	2	44
Over 14 and not exceeding 20 years	1	3	3	4	3	2	.....	.....	.....	3	4	.....	23
Over 20 and not exceeding 25 years	4	2	18	12	9	2	.....	.....	.....	.....	8	1	56
Over 25 and not exceeding 30 years	4	6	7	7	4	1	1	.....	.....	.....	1	1	32
Over 30 and not exceeding 35 years	1	1	5	1	2	.....	.....	.....	.....	.....	3	.....	13
Over 35 and not exceeding 40 years	1	3	1	4	.....	.....	.....	.....	.....	.....	1	.....	10
Over 40 and not exceeding 45 years	2	.....	2	.....	1	.....	.....	.....	.....	.....	1	.....	6
Over 45 and not exceeding 50 years	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Over 50 years	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Unknown	.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Total	33	34	76	61	54	20	6	2	1	10	33	9	339

TABLE 35.—*Abstract of returns of disasters to vessels on the* GREAT LAKES *during the year ending June 30, 1896, showing the number of vessels and distinguishing their* CARGOES.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast	6	8	21	12	12	6	3	1	1	5	12	4	91
Asbestos	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Coal	5	6	14	14	14	4	1	.....	.....	1	6	1	66
Copper ore	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Fish, oysters, etc	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Fruit	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Grain	2	2	5	9	6	5	.....	.....	.....	3	1	.....	33
Iron and iron ore	12	7	11	15	3	1	.....	.....	.....	.....	7	2	58
Lumber, timber, etc	4	5	9	8	9	1	.....	.....	.....	.....	1	1	38
Merchandise (general)	.....	2	3	.....	3	.....	1	.....	.....	.....	.....	.....	9
Petroleum	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Provisions	.....	1	1	.....	2	.....	.....	.....	.....	.....	1	.....	5
Salt	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Sand, plaster, etc	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Stone, brick, etc	.....	1	4	.....	1	1	.....	.....	.....	.....	.....	1	8
Wood	1	.....	3	1	1	.....	.....	.....	.....	.....	.....	.....	6
Miscellaneous	.....	.....	2	.....	.....	.....	1	.....	.....	.....	1	.....	4
Unknown	1	2	1	1	2	1	.....	.....	.....	1	4	.....	13
Total	33	34	76	61	54	20	6	2	1	10	33	9	339

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TABLE 36.—*Abstract of returns of disasters to vessels on the* GREAT LAKES *during the year ending June 30, 1896, 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	5	9	10	14	5	11	1	2	.....	2	2	2	63
Lake Huron	9	4	11	9	10	.....	.....	.....	.....	2	5	.....	50
Lake Michigan	8	8	18	21	26	4	4	.....	1	2	11	1	104
Lake Ontario	.....	.....	.....	1	1	.....	.....	.....	.....	.....	1	.....	3
Lake Superior	3	1	16	4	4	1	.....	.....	.....	2	6	1	38
Lake Saint Clair	1	.....	1	4	3	2	.....	.....	.....	.....	.....	1	12
Straits of Mackinac	.....	1	1	1	.....	.....	.....	.....	.....	.....	1	1	5
Detroit River	.....	3	1	3	1	1	.....	.....	.....	2	3	.....	14
Saint Clair River	2	1	3	2	2	1	1	.....	.....	.....	.....	.....	12
Saint Marys River	5	7	15	2	2	.....	.....	.....	.....	.....	2	3	36
Welland Canal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	2
Total	33	34	76	61	54	20	6	2	1	10	33	9	339

TABLE 37.—*Summary*—GREAT LAKES.

Nature of casualties.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.*	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Founderings	20	6,644	532	7,176	15	5	.....	17	3	.....	117	117	10
Strandings	119	9,708	110,554	120,262	97	22	.....	26	93	62	1,376	1,438	2
Vessels collided	99	2,754	110,203	112,957	64	22	13	7	92	1,247	1,192	2,439	10
Other causes	101	3,144	83,698	86,842	59	42	.....	15	86	38	1,123	1,161	9
Total	339	22,250	304,987	327,237	235	91	13	65	274	1,347	3,808	5,155	31

* 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, 1896, 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	11	$239,700	1	7	$18,330	2	1	10	$39,500	.....	2	3	$2,140	1	6
August	25	581,025	2	9	137,165	2	2	24	196,235	.....	3	4	7,400	1	8
September	17	254,200	.....	5	39,075	.....	.....	16	36,690	.....	1	3	3,075	.....	2
October	16	299,665	.....	7	37,075	.....	.....	16	31,075	.....	.....	2	8,500	.....	5
November	14	174,100	.....	5	12,700	.....	.....	14	79,650	.....	.....	3	8,975	.....	2
December	6	98,660	.....	3	2,250	.....	.....	6	9,700	.....	.....	3	1,300	.....	.....
January	9	248,200	1	5	265,300	1	1	9	29,600	.....	1	3	17,900	.....	4
February	12	340,300	.....	6	73,350	.....	.....	12	93,850	.....	.....	2	1,575	.....	4
March	15	201,800	.....	7	31,400	1	.....	14	56,000	.....	1	5	8,200	.....	3
April	9	73,000	.....	2	3,600	1	.....	9	29,300	.....	.....	2	3,020	.....	1
May	41	1,047,500	1	5	65,000	2	1	41	492,700	.....	1	3	8,200	.....	5
June	7	30,000	3	3	3,980	.....	3	8	14,595	.....	2	1	50	.....	5
Total	182	3,588,150	8	64	689,225	9	8	179	1,108,895	.....	11	34	70,335	2	45

* 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, 1896, 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 to 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.	Number of passengers.	Number in crews, including master, etc.	Number of lives lost.
July	2	8	1	1	12	369	4,683	766	316	5
August	10	14	3	.....	27	3,256	5,417	518	479	2
September	5	11	.....	1	17	1,093	3,802	25	155	.....
October	1	15	.....	.....	16	157	4,810	300	254	1
November	8	6	.....	.....	14	2,151	1,466	79	167	8
December	.....	6	.....	.....	6	.....	1,155	23	118	.....
January	3	6	1	.....	10	897	2,470	22	217	5
February	4	8	.....	.....	12	514	4,043	6	132	.....
March	2	12	.....	1	15	160	3,126	46	234	.....
April	4	5	.....	.....	9	352	915	116	112	.....
May	15	26	1	.....	42	7,640	12,598	104	436	29
June	3	5	2	.....	10	262	5,204	18	45	.....
Total	57	122	8	3	190	16,851	49,689	2,023	2,665	50

TABLE 40.—*Abstract of returns of disasters to vessels on the* RIVERS *of the United States during the year ending June 30, 1896, 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	4	$144,000	3	$9,300	$153,300	6	3	2	4	2
August	12	158,000	2	6,645	164,645	11	2	4	9	14
September	14	193,500	2	33,000	226,500	3	3	.....	.....	12
October	11	60,000	3	13,075	73,075	2	2	3	2	9
November	7	43,500	1	1,400	44,900	7	3	.....	1	9
December	2	16,000	.....	.....	16,000	4	2	.....	1	3
January	5	52,000	3	33,000	85,000	3	1	2	3	3
February	6	60,450	2	4,850	65,300	6	4	.....	.....	6
March	11	71,500	2	7,500	79,000	4	4	.....	2	7
April	5	27,000	.....	.....	27,000	4	3	.....	.....	6
May	13	150,000	1	7,500	157,500	28	.....	1	7	34
June	5	15,050	.....	.....	15,050	2	1	3	5	4
Total	95	991,000	19	116,270	1,107,270	80	28	15	34	109

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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, 1896, distinguishing the* NATURE *of each casualty.*

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered	.....	2	2	1	2	1	.....	.....	2	.....	9	.....	19
Stranded	1	.....	4	1	1	2	1	.....	1	.....	6	.....	17
Collided	4	10	4	4	.....	2	4	2	2	2	2	6	42
Capsized	.....	1	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	2
Damage to hull, masts, rigging, etc	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	15	.....	16
Damage to machinery	1	1	.....	2	1	.....	.....	2	2	.....	1	.....	10
Explosion of boilers and bursting of steam pipes.	.....	.....	.....	1	1	.....	.....	.....	.....	.....	1	.....	3
Fire	1	7	3	3	5	.....	2	5	5	4	3	4	42
Ice	.....	.....	.....	.....	.....	.....	1	1	.....	.....	.....	.....	2
Struck bridge, rock, snag, wharf, etc	4	5	4	4	3	1	2	2	3	3	5	.....	36
Miscellaneous	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Total	12	27	17	16	14	6	10	12	15	9	42	10	190

TABLE 42.—*Abstract of returns of disasters (excluding collisions) to vessels on the* RIVERS *of the United States during the year ending June 30, 1896, 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	.....	1	1	.....	2
Fog	.....	1	.....	.....	1
Gales, hurricanes, etc	11	7	24	.....	42
Total of class 1	11	9	25	.....	45
CLASS 4.—*Causes connected with machinery or boilers:*					
Damage to machinery	.....	.....	10	.....	10
Explosion of boiler and bursting of steam pipes	.....	.....	3	.....	3
Total of class 4	.....	.....	13	.....	13
CLASS 5.—*Other causes:*					
Absence of lights or buoys	.....	1	.....	.....	1
Fire	.....	.....	42	.....	42
Ice	.....	.....	2	.....	2
Sprung a leak	7	.....	.....	.....	7
Struck bridge, rock, snag, wharf, etc	.....	3	28	.....	31
Miscellaneous	1	2	1	.....	4
Unknown	.....	2	1	.....	3
Total of class 5	8	8	74	.....	90
Aggregate	19	17	112	.....	148

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

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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, 1896, showing the number of vessels* COLLIDED *and distinguishing the* CAUSE *of each disaster.*

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Accidental	.....	.....	.....	2	.....	2	.....	2	.....	.....	.....	.....	6
Bad management	.....	.....	2	.....	.....	.....	.....	.....	.....	2	.....	.....	4
Carelessness	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Darkness	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	2
"Fault of other vessel"	1	5	.....	.....	.....	.....	.....	.....	2	.....	.....	1	9
Fog	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	2
High and baffling winds	.....	2	.....	.....	.....	.....	2	.....	.....	.....	.....	2	6
Misunderstanding signals	.....	.....	2	.....	.....	.....	2	.....	.....	.....	.....	.....	4
Unavoidable	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Unknown	2	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	7
Total	4	10	4	4	.....	2	4	2	2	2	2	6	42

TABLE 44.—*Abstract of returns of disasters to vessels on the* RIVERS *of the United States during the year ending June 30, 1896, showing the number of vessels and distinguishing their* DESCRIPTION.

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Barges	1	3	1	1	1	.....	2	.....	1	.....	1	.....	11
Canal boats	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Ferryboats	.....	1	2	.....	.....	.....	.....	.....	1	1	5	.....	10
Schooners	.....	2	.....	1	1	1	.....	2	1	.....	2	5	15
Steamers	10	20	13	14	11	5	7	9	10	8	34	3	144
Steamships	.....	1	.....	.....	.....	.....	1	1	1	.....	.....	1	5
Steam barges	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1	2
Steam canal boats	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Steam yachts	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Total	12	27	17	16	14	6	10	12	15	9	42	10	190

TABLE 45.—*Abstract of returns of disasters to foreign vessels on the* RIVERS *of the United States during the year ending June 30, 1896, showing* NATIONALITY *and* DESCRIPTION, *and distinguishing those* TOTALLY LOST *and those* PARTIALLY DAMAGED.

Nationality and rig.	May.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	
British schooner	.....	1	.....	1	1
German steamship	.....	1	.....	1	1
Total	.....	2	.....	2	2
Aggregate	2		2		

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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, 1896, 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	1	2	2	4	.....	1	2	2	.....	.....	.....	1	1	.....	.....	3	1	1	1	2	1	1	10	18	28
Over 50 and not exceeding 100 tons	.....	1	1	3	2	1	.....	4	.....	1	....	1	1	1	1	3	2	3	2	1	.....	1	1	1	10	21	31
Over 100 and not exceeding 200 tons	.....	3	3	2	.....	1	1	.....	1	1	.....	2	.....	1	1	1	.....	1	1	2	4	4	1	....	12	18	30
Over 200 and not exceeding 300 tons	1	1	1	2	.....	1	....	4	2	.....	.....	2	1	2	1	2	.....	3	.....	.....	1	4	.....	.....	7	21	28
Over 300 and not exceeding 400 tons	....	1	.....	3	.....	2	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	4	.....	2	2	14	16
Over 400 and not exceeding 500 tons	.....	.....	.....	.....	.....	.....	.....	1	1	.....	.....	1	.....	.....	.....	.....	.....	1	.....	.....	3	1	.....	1	4	5	9
Over 500 and not exceeding 600 tons	.....	.....	3	1	.....	1	.....	1	1	.....	.....	.....	1	.....	.....	.....	.....	1	.....	1	.....	3	.....	.....	5	8	13
Over 600 and not exceeding 700 tons	.....	.....	.....	1	.....	1	.....	2	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	.....	.....	1	7	8
Over 700 and not exceeding 800 tons	.....	.....	1	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	2	1	3
Over 800 and not exceeding 900 tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 900 and not exceeding 1,000 tons	.....	.....	.....	.....	1	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1	.....	1	1	4	5
Over 1,000 and not exceeding 1,100 tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	2	2
Over 1,100 and not exceeding 1,200 tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1	1
Over 1,200 and not exceeding 1,300 tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	2	...	2
Over 1,300 and not exceeding 1,400 tons	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	.....	.....	1	2	3
Over 1,400 tons	....	2	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	2	.....	.....	.....	.....	.....	.....	.....	1	.....	7	7
Unknown	.....	1	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	4
Total	2	10	10	17	5	12	1	15	8	6	.....	6	3	7	4	8	2	13	4	5	15	27	3	7	57	133	190
Aggregate	12		27		17		16		14		6		10		12		15		9		42		10		190		

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, 1896, 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	1	2	.....	.....	.....	1	1	2	1	4	.....	13
Over 3 and not exceeding 7 years	5	4	3	4	2	1	1	4	4	2	8	1	39
Over 7 and not exceeding 10 years	.....	5	2	.....	2	.....	1	2	.....	1	3	2	18
Over 10 and not exceeding 14 years	1	7	2	4	6	1	2	1	3	1	8	2	38
Over 14 and not exceeding 20 years	4	5	3	5	4	1	.....	.....	1	1	14	2	40
Over 20 and not exceeding 25 years	.....	3	4	2	.....	2	3	3	1	2	2	.....	22
Over 25 and not exceeding 30 years	.....	.....	.....	1	.....	1	.....	.....	2	.....	1	1	6
Over 30 and not exceeding 35 years	.....	.....	1	.....	.....	.....	1	.....	2	.....	1	1	6
Over 35 and not exceeding 40 years	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Over 40 and not exceeding 45 years	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	2
Over 45 and not exceeding 50 years	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 50 years	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Unknown	1	2	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	4
Total	12	27	17	16	14	6	10	12	15	9	42	10	190

TABLE 48.—*Abstract of returns of disasters to vessels on the* RIVERS *of the United States during the year ending June 30, 1896, 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	14	12	9	9	3	3	6	7	6	34	4	109
Coal	.....	1	1	1	.....	.....	.....	1	.....	.....	.....	2	6
Cotton, cotton seed, etc	.....	.....	.....	2	.....	.....	1	.....	1	.....	.....	.....	4
Fertilizers	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Fruit	.....	.....	.....	1	.....	.....	.....	.....	1	.....	.....	.....	2
Grain	3	1	2	.....	.....	.....	.....	.....	1	.....	3	.....	10
Lumber	.....	.....	.....	.....	1	.....	.....	.....	2	1	1	.....	5
Merchandise (general)	2	5	.....	1	2	.....	2	.....	3	2	3	.....	20
Petroleum	.....	.....	.....	.....	1	.....	.....	2	.....	.....	.....	.....	3
Provisions	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Salt	.....	.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....	2
Sand, plaster, etc	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Stone, brick, etc	1	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	3
Sugar, molasses, etc	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Miscellaneous	1	2	2	2	1	1	1	2	.....	.....	.....	.....	12
Unknown	2	2	.....	.....	.....	.....	1	.....	.....	.....	1	3	9
Total	12	27	17	16	14	6	10	12	15	9	42	10	190

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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, 1896, distinguishing the* RIVERS *on which they occurred.*

Rivers.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Alleghany, Pennsylvania	....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	2
Arkansas	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Atchafalaya, Louisiana	.....	.....	.....	1	.....	.....	.....	1	.....	.....	.....	.....	2
Black, South Carolina	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Columbia	.....	1	.....	2	.....	.....	1	.....	.....	.....	.....	.....	4
Connecticut	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Cumberland, Tennessee	.....	.....	.....	.....	.....	.....	.....	1	2	.....	.....	.....	3
Delaware	3	5	5	5	.....	.....	1	3	1	2	3	7	35
Hudson	.....	.....	2	.....	1	1	1	.....	1	1	.....	1	8
Illinois	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Kanawha, (Little) West Virginia	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Kentucky	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Little River, Louisiana	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Merrimac	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Mississippi	3	5	2	6	2	.....	5	4	2	1	32	1	63
Missouri	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	2
Monongahela	....	.....	.....	.....	.....	1	.....	.....	1	.....	.....	.....	2
Muskingum	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Neuse, North Carolina	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Ohio	.....	10	4	1	7	3	.....	1	5	2	3	1	37
Ouachita, Louisiana	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Pascagoula, Mississippi	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Passaic, New Jersey	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Penobscot, Maine	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Potomac	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Roanoke	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Sacramento	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Saginaw	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
St. Francis	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
St. Johns, Florida	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
St. Lawrence	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	.....	2
Schuylkill	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Tallahatchie, Mississippi	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Taunton, Massachusetts	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Wisconsin	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Withlacoochee, Florida	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Yazoo	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Yukon, Alaska	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Total	12	27	17	16	14	6	10	12	15	9	42	10	190

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.
Foundrings	19	4,870	597	5,467	4	15	.....	12	7	13	74	87	17
Strandings	17	394	7,932	8,326	10	7	.....	2	15	289	267	556	.....
Vessels collided	42	599	18,094	18,693	19	15	8	1	41	649	602	1,251	5
Other causes	112	10,988	23,066	34,054	40	72	.....	42	70	1,072	1,722	2,794	28
Total	190	16,851	49,689	66,540	73	109	8	57	133	2,023	2,665	4,688	50

*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, 1896, 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	9	$194,500	2	6	$103,800	1	2	9	$55,530	.....	2	2	$15,295	.....	7
August	14	113,200	2	11	250,850	2	1	14	71,000	1	1	7	8,220	2	5
September	7	356,000	.....	5	276,000	1	.....	7	30,450	.....	.....	2	10,500	.....	4
October	31	3,308,000	2	26	354,125	3	2	30	387,925	.....	3	16	210,850	1	14
November	25	1,075,000	.....	21	597,100	1	.....	24	225,530	.....	1	10	125,200	.....	12
December	42	780,800	1	32	499,825	2	2	41	199,405	.....	2	19	38,490	.....	17
January	14	404,000	.....	12	423,345	1	.....	14	50,305	.....	.....	7	16,730	1	5
February	32	582,750	.....	27	413,580	1	.....	29	205,280	.....	3	19	211,360	.....	9
March	27	526,275	1	26	425,695	.....	1	27	116,300	.....	1	19	61,700	1	7
April	9	253,700	1	7	140,850	2	.....	9	127,600	1	.....	7	21,150	.....	2
May	6	33,000	.....	3	51,000	.....	.....	6	18,600	.....	.....	2	5,300	.....	1
June	9	100,500	1	7	87,450	.....	1	7	13,035	.....	3	4	7,700	.....	4
Total	225	7,727,725	10	183	3,623,620	14	9	217	1,500,910	2	16	114	732,495	5	87

*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, 1896, 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 to 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.	Number of passengers.	Number in crews, including master, etc.	Number of lives lost.
July	2	7	2	.....	11	1,680	8,643	4	140	2
August	11	3	1	1	16	3,329	8,043	8	178	32
September	2	5	.....	.....	7	679	6,725	70	152	.....
October	13	17	2	1	33	8,519	24,988	403	716	25
November	8	16	.....	1	25	6,615	14,794	123	423	29
December	16	25	1	1	43	4,915	17,785	74	429	32
January	4	10	.....	.....	14	680	9,074	19	194	15
February	14	15	.....	3	32	6,013	8,613	26	340	33
March	9	18	1	.....	28	2,935	11,592	69	284	1
April	7	2	.....	1	10	3,006	3,448	29	163	8
May	2	4	.....	.....	6	807	1,089	.....	59	.....
June	2	5	1	2	10	740	4,488	3	109	.....
Total	90	127	8	10	235	39,918	119,282	828	3,187	177

TABLE 53.—*Abstract of returns of disasters to American vessels* AT SEA *and in* FOREIGN WATERS *during the year ending June 30, 1896, 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	6	$63,500	3	$46,500	$110,000	1	.....	4	6	12
August	9	70,325	3	29,000	99,325	4	4	3	7	12
September	4	83,500	2	130,000	213,500	3	....	....	4	1
October	24	1,643,400	10	256,800	1,900,200	5	5	4	16	12
November	16	410,100	9	186,550	596,650	5	1	4	12	3
December	28	325,675	14	60,365	386,040	9	4	6	18	7
January	6	27,740	2	52,800	80,540	6	5	2	6	1
February	19	158,650	17	102,450	261,100	7	1	6	10	4
March	17	217,100	10	183,975	401,075	4	3	7	14	1
April	5	70,350	2	6,250	76,600	3	1	2	6	1
May	3	14,500	1	8,000	22,500	3	1	.....	1	3
June	4	67,940	1	500	68,440	5	3	1	4	2
Total	141	3,152,780	74	1,063,190	4,215,970	55	28	39	104	29

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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, 1896, 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	.....	.....	3	3	.....	.....	8
Stranded	1	8	2	4	4	15	3	3	6	4	2	3	55
Collided	4	2	.....	6	2	4	.....	.....	2	.....	.....	2	22
Abandoned	.....	.....	.....	4	2	2	.....	5	3	2	.....	.....	18
Capsized	.....	.....	.....	1	.....	.....	1	1	.....	.....	.....	.....	3
Damage to hull, masts, rigging, etc	3	1	4	8	9	13	4	11	7	.....	2	2	64
Damage to machinery	.....	.....	.....	.....	2	.....	2	2	.....	.....	.....	1	7
Fire	1	1	1	5	1	.....	1	3	1	.....	.....	.....	14
Ice	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Lightning	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Never heard from	.....	2	.....	1	2	3	2	3	.....	.....	.....	.....	13
Sprung a leak	1	1	.....	2	2	3	.....	1	3	.....	1	1	15
Struck sunken wreck	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Miscellaneous	1	.....	.....	1	1	2	1	3	2	.....	1	1	13
Total	11	16	7	33	25	43	14	32	28	10	6	10	235

TABLE 55.—*Abstract of returns of disasters (excluding collisions) to American vessels* AT SEA *and in* FOREIGN WATERS *during the year ending June 30, 1896, 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	.....	8	.....	.....	8
Darkness	.....	1	.....	.....	1
Fog	.....	9	.....	.....	9
Gales, hurricanes, etc	5	18	86	.....	109
Heavy sea	.....	1	6	.....	7
Lightning	.....	.....	1	.....	1
Snowstorms	.....	1	.....	.....	1
Total of class 1	5	38	93	.....	136
CLASS 2.—*Causes connected with vessels, equipments, or stowage:*					
Error in chronometer	.....	3	.....	.....	3
Error in compass	.....	1	.....	.....	1
Total of class 2	.....	4	.....	.....	4
CLASS 3.—*Causes connected with navigation and seamanship:*					
Errors of masters, officers, or crews	.....	1	.....	.....	1
Total of class 3	.....	1	.....	.....	1
CLASS 4.—*Causes connected with machinery or boilers:*					
Damage to machinery	.....	.....	7	.....	7
Total of class 4	.....	.....	7	.....	7
CLASS 5.—*Other causes:*					
Fire	.....	.....	14	.....	14
Ice	.....	.....	1	.....	1
Misstayed	.....	2	.....	.....	2
Sprung a leak	2	.....	4	.....	6
Struck rock, wreck, etc	.....	3	1	.....	4
Water-logged	1	.....	13	.....	14
Miscellaneous	.....	4	2	.....	6
Unknown	.....	3	2	13	18
Total of class 5	3	12	37	13	65
Aggregate	8	55	137	13	213

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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, 1896, showing the number of vessels* COLLIDED *and distinguishing the* CAUSE *of each disaster.*

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Darkness	.....	.....	.....	.....	.....	2	.....	.....	2	.....	.....	.....	4
"Fault of other vessel"	.....	.....	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	3
Fog	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	2	4
Misunderstanding signals	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	2
Unavoidable	3	2	.....	1	.....	1	.....	.....	.....	.....	.....	.....	7
Miscellaneous	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Unknown	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Total	4	2	.....	6	2	4	.....	.....	2	.....	.....	2	22

TABLE 57.—*Abstract of returns of disasters to American vessels* AT SEA *and in* FOREIGN WATERS *during the year ending June 30, 1896, 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
Barks	2	3	1	.....	2	3	.....	3	1	.....	2	2	19
Barkentines	.....	1	.....	1	2	2	2	2	2	2	.....	.....	14
Brigs	.....	.....	1	2	.....	.....	1	2	1	.....	.....	.....	7
Brigantines	.....	.....	.....	.....	1	.....	.....	.....	1	.....	1	.....	3
Schooners	2	8	2	21	12	32	8	22	20	6	3	5	141
Ships	3	2	2	3	4	3	1	1	1	.....	.....	.....	20
Steamers	2	.....	.....	3	1	1	.....	2	1	.....	.....	1	11
Steamships	1	1	1	3	3	2	2	.....	1	2	.....	2	18
Yachts	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Total	11	16	7	33	25	43	14	32	28	10	6	10	235

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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, 1896, showing the* TONNAGE *and distinguishing the number of those* TOTALLY LOST *and those* PARTIALLY DAMAGED.

Burden of vessels.	July.		August.		September.		October.		November.		December.		January.		February.		March.		April.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
Not exceeding 50 tons	1	.....	.....	.....	.....	.....	2	.....	1	.....	1	.....	1	.....	.....	.....	1	.....	1	.....	.....	.....	.....	1	8	1	9
Over 50 and not exceeding 100 tons	.....	.....	4	2	.....	.....	.....	4	1	1	5	2	.....	1	3	1	1	2	1	1	.....	2	.....	.....	15	16	31
Over 100 and not exceeding 200 tons	.....	2	3	.....	1	.....	.....	3	.....	2	1	7	2	1	1	2	2	2	1	.....	.....	.....	1	1	12	20	32
Over 200 and not exceeding 300 tons	.....	.....	1	.....	.....	.....	2	.....	1	1	1	.....	.....	.....	2	2	1	1	.....	.....	.....	.....	.....	2	8	6	14
Over 300 and not exceeding 400 tons	.....	.....	.....	.....	.....	.....	.....	3	.....	.....	3	4	.....	1	2	3	.....	3	.....	.....	1	1	.....	1	6	16	22
Over 400 and not exceeding 500 tons	.....	.....	1	.....	1	.....	4	2	.....	3	2	2	1	.....	2	2	1	3	1	.....	1	.....	.....	1	14	13	27
Over 500 and not exceeding 600 tons	.....	.....	1	.....	.....	.....	2	.....	1	.....	1	5	.....	3	1	4	.....	1	.....	.....	.....	.....	.....	.....	6	13	19
Over 600 and not exceeding 700 tons	.....	.....	.....	.....	.....	1	.....	2	.....	3	1	1	.....	.....	1	.....	3	2	1	.....	.....	1	1	.....	7	10	17
Over 700 and not exceeding 800 tons	.....	1	.....	1	.....	1	.....	1	.....	1	.....	1	.....	.....	1	1	.....	2	1	.....	.....	.....	.....	.....	2	9	11
Over 800 and not exceeding 900 tons	.....	.....	.....	.....	.....	.....	1	.....	1	1	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	2	4
Over 900 and not exceeding 1,000 tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	3	.....	.....	1	.....	.....	.....	.....	1	1	5	6
Over 1,000 and not exceeding 1,100 tons	.....	1	.....	.....	.....	.....	.....	.....	1	1	1	.....	.....	1	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	2	4	6
Over 1,100 and not exceeding 1,200 tons	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	2	2
Over 1,200 and not exceeding 1,300 tons	.....	.....	1	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	2
Over 1,300 and not exceeding 1,400 tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 1,400 tons	1	4	.....	2	.....	3	2	3	2	4	.....	3	.....	2	1	.....	.....	2	.....	1	.....	.....	.....	1	6	25	31
Unknown	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	2
Total	2	9	11	5	2	5	13	20	8	17	16	27	4	10	14	18	9	19	7	3	2	4	2	8	90	145	235
Aggregate	11		16		7		33		25		43		14		32		28		10		6		10		235		

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, 1896, 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	4	2	3	.....	1	1	.....	.....	.....	12
Over 3 and not exceeding 7 years	.....	5	.....	7	7	6	3	6	3	4	.....	3	44
Over 7 and not exceeding 10 years	2	.....	.....	4	.....	2	1	.....	2	.....	1	.....	12
Over 10 and not exceeding 14 years	1	2	.....	6	1	11	4	6	6	1	2	.....	40
Over 14 and not exceeding 20 years	5	3	3	5	8	8	2	7	6	2	2	2	53
Over 20 and not exceeding 25 years	1	1	2	3	5	6	3	7	9	2	1	1	41
Over 25 and not exceeding 30 years	1	3	1	1	2	4	1	4	1	.....	.....	1	19
Over 30 and not exceeding 35 years	.....	1	.....	1	.....	1	.....	1	.....	1	.....	2	7
Over 35 and not exceeding 40 years	....	.....	.....	2	.....	1	.....	.....	.....	.....	.....	.....	3
Over 40 and not exceeding 45 years	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Over 45 and not exceeding 50 years	.....	.....	.....	.....	.....	.....	.....	.....	....	.....	.....	.....	.....
Over 50 years	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Unknown	1	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	2
Total	11	16	7	33	25	43	14	32	28	10	6	10	235

TABLE 60.—*Abstract of returns of disasters to American vessels* AT SEA *and in* FOREIGN WATERS *during the year ending June 30, 1896, 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	1	2	3	7	1	4	1	1	3	2	29
Asphalt	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Chemicals	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Coal	1	... ..	.....	4	.....	2	2	2	4	1	.....	.....	16
Cotton, cotton seed, etc	.....	.....	.....	.....	.....	...	1	.....	.....	.....	.....	.....	1
Fertilizers	2	.....	.....	1	1	2	.....	3	2	.....	.....	.....	11
Fish, oysters, etc	.....	2	.....	2	2	2	1	1	.....	1	.....	1	12
Fruit, coffee, nuts, spices, etc	.....	.....	.....	2	1	2	2	1	.....	1	.....	1	10
Grain	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	2
Ice	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	2
Iron, iron ore, etc	.....	.....	.....	.....	1	1	.....	1	.....	.....	.....	.....	3
Lime	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Logwood	.....	.....	.....	1	.....	1	.....	2	1	.....	.....	.....	5
Lumber, timber, etc	1	4	2	9	9	15	4	7	7	3	1	1	63
Mahogany	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Merchandise (general)	.....	.....	1	4	3	3	.....	3	2	1	.....	1	18
Petroleum	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	1	.....	3
Salt	.....	.....	.....	1	.....	3	.....	2	2	.....	.....	.....	8
Stone, brick, etc	.....	.....	1	.....	.....	.....	.....	.....	.....	1	.....	1	3
Sugar, molasses, etc	1	2	1	1	1	1	3	3	5	1	1	.....	20
Whale oil, etc	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	2
Wood	.....	.....	.....	1	.....	.....	.....	1	.....	.....	.....	1	3
Miscellaneous	1	3	1	1	1	.....	.....	.....	3	.....	.....	.....	10
Unknown	2	2	.....	2	.....	2	.....	.....	1	.....	.....	1	10
Total	11	16	7	33	25	43	14	32	28	10	6	10	235

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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	8	2,995	.....	2,995	7	1	.....	8	.....	19	80	99	14
Strandings	55	12,685	6,735	19,420	40	15	.....	35	20	9	542	551	7
Vessels collided	22	1,025	24,737	25,762	12	2	8	3	19	90	254	344	6
Other causes	150	23,213	87,810	111,023	138	11	1	44	106	710	2,311	3,021	150
Total	235	39,918	119,282	159,200	197	29	9	90	145	828	3,187	4,015	177

*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, 1896.*

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	29	3,763	32,898	36,661	12	4	13	7	22	24	229	253	4
Pacific coast	3	2,196	2,878	5,074	2	.....	1	1	1	4	42	46	.....
Great Lakes	2	144	802	946	1	.....	1	1	1	.....	5	5	.....
Rivers	2	.....	2,875	2,875	.....	.....	2	.....	2	.....	.....	.....	.....
Total	36	6,103	39,453	45,556	15	4	17	9	26	28	276	304	4

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	Aggregate.
Total value vessels involved	$690,500	$150,000	$2,000	.....	$842,500
Total value cargoes involved	519,570	120,000	945	.....	640,515
Aggregate	1,210,070	270,000	2,945	.....	1,483,015
Total losses to vessels	229,300	102,000	2,000	.....	333,300
Total losses to cargoes	84,325	90,000	945	.....	175,270
Aggregate	313,625	192,000	2,945	.....	508,570
Total insurance on vessels	28,450	50,000	.....	.....	78,450
Total insurance on cargoes	1,425	.....	.....	.....	1,425
Aggregate	29,875	50,000	.....	.....	79,875
Total tonnage vessels totally lost	3,763	2,196	144	.....	6,103
Total tonnage vessels damaged	32,898	2,878	802	2,875	39,453

NOTE.—In addition to the number of vessels here reported, 6 foreign vessels collided with American vessels at sea, involving a tonnage of 14,870.

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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	34	3,426	1,800	$196,140	$39,935	$155,965	$19,680	$96,500	$19,000	25	9	.....	18	16	2	130	132	16
Pacific coast	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Great Lakes	20	6,644	532	204,400	105,205	186,500	92,905	100,495	56,600	15	5	.....	17	3	.....	117	117	10
Rivers	19	4,870	597	231,925	8,250	168,825	7,200	48,000	.....	4	15	.....	12	7	13	74	87	17
At sea or in foreign waters	8	2,995	.....	96,900	12,650	96,900	12,650	48,150	9,850	7	1	.....	8	.....	19	80	99	14
Total	81	17,935	2,929	729,365	166,040	608,190	132,435	293,145	85,450	51	30	.....	55	26	34	401	435	57
Strandings:																		
Atlantic and Gulf coasts	151	16,694	50,983	5,708,235	2,712,510	771,680	282,205	2,635,885	297,350	107	44	.....	82	69	605	1,702	2,307	12
Pacific coast	20	5,494	3,197	371,225	228,250	284,425	147,185	140,000	42,250	14	5	1	14	6	69	196	265	1
Great Lakes	119	9,708	110,554	6,053,100	1,579,840	606,470	249,515	4,249,250	632,045	97	22	.....	26	93	62	1,376	1,438	2
Rivers	17	394	7,932	374,800	77,100	57,000	13,125	150,500	61,900	10	7	.....	2	15	289	267	556	.....
At sea or in foreign waters	55	12,685	6,735	514,600	371,705	350,130	71,570	223,255	45,450	40	15	.....	35	20	9	542	551	7
Total	362	44,975	179,401	13,021,960	4,969,405	2,069,705	763,600	7,398,890	1,078,995	268	93	1	159	203	1,034	4,083	5,117	22
Vessels collided:																		
Atlantic and Gulf coasts	214	5,166	128,707	8,208,650	809,575	400,890	51,220	3,298,800	718,980	88	90	36	15	199	3,565	2,370	5,935	15
Pacific coast	10	.....	11,729	490,000	38,000	15,525	40	6,000	11,000	7	2	1	.....	10	165	159	324	.....
Great Lakes	99	2,754	110,203	5,582,000	817,460	332,120	8,345	3,335,500	369,210	64	22	13	7	92	1,247	1,192	2,439	10
Rivers	42	599	18,094	1,036,000	211,675	44,730	1,590	180,500	5,075	19	15	8	1	41	649	602	1,251	5
At sea or in foreign waters	22	1,025	24,737	695,500	392,295	78,700	33,800	472,600	48,000	12	2	8	3	19	90	254	344	6
Total	387	9,544	293,470	16,012,150	2,269,005	871,965	94,995	7,293,400	1,152,265	190	131	66	26	361	5,716	4,577	10,293	36
Other causes:																		
Atlantic and Gulf coasts	108	3,331	49,180	6,049,875	401,205	340,555	75,190	3,424,925	200,895	47	61	.....	21	87	1,301	1,200	2,501	20
Pacific coast	10	84	3,906	156,600	3,200	18,950	800	1,000	.....	3	7	.....	2	8	32	100	132	.....
Great Lakes	101	3,144	83,698	5,007,850	489,510	379,845	59,970	2,990,300	141,050	59	42	.....	15	86	38	1,123	1,161	9
Rivers	112	10,988	23,066	1,945,425	392,200	838,340	48,420	612,000	49,295	40	72	.....	42	70	1,072	1,722	2,794	28
At sea or in foreign waters	150	23,213	87,810	6,420,725	2,846,970	975,180	614,475	2,408,775	959,890	138	11	1	44	106	710	2,311	3,021	150
Total	481	40,760	247,660	19,580,475	4,133,085	2,552,870	798,855	9,437,000	1,351,130	287	193	1	124	357	3,153	6,456	9,609	207
Grand total	1,311	113,214	723,460	49,343,950	11,537,535	6,102,730	1,789,885	24,422,435	3,667,840	796	447	68	364	947	9,937	15,517	25,454	322

* The amount of insurance is on 563 vessels and on 302 cargoes.

† In addition to the number of lives lost here reported, 284 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 606.

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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	507	28,617	230,670	259,287	267	204	36	136	371	5,473	5,402	10,875	63
Pacific coast	40	5,578	18,832	24,410	24	14	2	16	24	266	455	721	1
Great Lakes	339	22,250	304,987	327,237	235	91	13	65	274	1,347	3,808	5,155	31
Rivers	190	16,851	49,689	66,540	73	109	8	57	133	2,023	2,665	4,688	50
At sea and in foreign waters	235	39,918	119,282	159,200	197	29	9	90	145	828	3,187	4,015	177
Total	1,311	113,214	723,460	836,674	796	447	68	364	947	9,937	15,517	25,454	322

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters	Aggregate.
Total value vessels involved	$20,162,900	$1,017,825	$16,847,350	$3,588,150	$7,727,725	$49,343,950
Total value cargoes involved	3,963,225	269,450	2,992,015	689,225	3,623,620	11,537,535
Aggregate	24,126,125	1,287,275	19,839,365	4,277,375	11,351,345	60,881,485
Total losses to vessels	1,669,090	318,900	1,504,935	1,108,895	1,500,910	6,102,730
Total losses to cargoes	428,295	148,025	410,735	70,335	732,495	1,789,885
Aggregate	2,097,385	466,925	1,915,670	1,179,230	2,233,405	7,892,615
Total insurance on vessels†	9,456,110	147,000	10,675,545	991,000	3,152,780	24,422,435
Total insurance on cargoes†	1,236,225	53,250	1,198,905	116,270	1,063,190	3,667,840
Aggregate	10,692,335	200,250	11,874,450	1,107,270	4,215,970	28,090,275
Total tonnage vessels totally lost	28,617	5,578	22,250	16,851	39,918	113,214
Total tonnage vessels damaged	230,670	18,832	304,987	49,689	119,282	723,460

*In addition to the number of lives lost here reported, 284 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 606.

†The amount of insurance is on 663 vessels and on 302 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, 1896, 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* 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.
1895.											
Aug. 20	Rung Bros.	American steamer.	18	Eagle Park	Buffalo, N. Y.	No damage.	Ballast	9	3	6	Buffalo, N. Y., Lake Erie.
Aug. 20	Maryland	do.	17	Charleston Harbor		Partial	do		4	1	Charleston Harbor, S. C., Cooper River.
Oct. 14	Nellie A. Duff	American schooner.	54	Pelee Island, Mich.	Cleveland, Ohio	Total	Gravel		4	3	Lake Erie.
Oct. 23	Harry S. Lord, Jr.	do.	252	Cape Haiti, Haiti	New York	do	Lumber		7	6	At sea.
Nov. 13	James W. Boyle	American steamer.	41	Bridgeport, Conn.	Jamaica Bay, N. Y.	do	Oysters		5	5	Near Rockaway Inlet, N. Y.
Dec. 7	Pearl B. Campbell	do.	22	Marquette, Mich.	Duluth, Minn.	do	Ballast		7	7	Lake Superior.
1896.											
Mar. 4	Nile	American sloop	293	Jersey City, N. J.	New Bedford, Mass.	do	Coal		2	1	Long Island Sound.
Mar. 4	Jonathan Bourne	American schooner.	709	Portland, Me.	New York	do	Ice		8	8	Nantucket Shoals.
Apr. 17	J. W. Campbell	do.	83	Gloucester, Mass.	Fishing trip	do	Ballast		17	8	At sea.
May 26	Katherine	Ferryboat	147	Cairo, Ill.	Wickliffe, Ky.	Partial	do	7	7	11	Ohio River.
May 27	J. J. Odill	American steamer.	173	St. Louis, Mo.	Kampsville, Ill.	Total	General	5	20	6	St. Louis, Mo., Mississippi River.
June 14	Jennie Rodgers	American schooner.	95	Pleasure Beach	New York	Partial	Granite		5	1	Faulkners Island, Long Island Sound.

Totals: Vessels, 12; tonnage, 1,904; total losses, 8; partial losses, 3; no damage, 1; number of passengers, 21; number in crews, 80; number of lives lost, 63.

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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.
1895.											
Aug. 18	Jumbo	American sloop	38	Rockport, Mass	Newburyport, Mass.	No damage.	Stone		3	2	Newburyport, Mass.
Aug. 29	Garnock	American schooner	73	Lake Charles, La.	Brazos Santiago, Tex.	Total	Lumber	1	4	5	Bagdad, Mexico.
Sept. 29	Elma	do	401	Marquette, Mich.	Ogdensburg, N. Y.	do	do		8	1	Pictured Rocks, Mich., Lake Superior.
Nov. 21	Bandorille	American steamer	132	Gardiner City, Oreg.	Siuslaw River	do	General	1	10	1	Umpqua River Bar, Oreg.
Nov. 25	Jim Sheriffs	do	841	Cleveland, Ohio	Green Bay, Wis.	do	Coal		15	1	Summer Island, Mich., Lake Michigan.
Dec. 30	Arcturus	American bark	1,054	Victoria, British Columbia.	Santa Rosalia, Mexico.	do	Ballast		14	1	Santa Rosalia, Mexico.
Dec. 30	Harry Brown	American steamer	772	Pittsburg, Pa.	New Orleans, La.	No damage.	do		36	1	Ohio River.
1896.											
Feb. 9	Florida	American schooner	287	New York	Salem, Mass.	Total	Coal		7	7	Salisbury Beach, Mass.
Feb. 9	Resolute	do	95	Halifax, Nova Scotia.	St. Pierre, Miquelon.	do	Ballast		16	1	Little Lorain, Cape Breton.
Feb. 9	Alianza	British schooner	378	Port Johnson, N. J.	St. John, New Brunswick.	do	Coal		7	3	Plum Island, Mass.
Mar. 11	Kate Scranton	American schooner	125	Sag Harbor, N. Y.	Edgewater, N. J.	do	Ballast		5	2	Black Reef, Eatons Neck, N.Y.

Totals: Vessels, 11; tonnage, 4,196; total losses, 9; no damage, 2; number of passengers, 2; number in crews, 125; number of lives lost, 25.

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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.
1895.											
July 12	Zampa	American yacht	170			Partial	Ballast		20	1	Southampton, England.
July 17	Torrent	American steamer	204	Detroit, Mich.	Lake Huron	do	do	1	13	3	St. Clair River.
July 21	New York	Ferryboat	896	Brooklyn, N. Y.	New York	No damage.	do		6	1	New York Harbor.
Aug. 9	Britannic	American steam barge.	1,122	Two Harbors, Minn	Cleveland, Ohio	Total	Iron ore		14	1	Detroit River.
Aug. 17	No name*	Rowboat							1	1	Black Lake, Mich., Lake Michigan.
Aug. 18	Ranier†	Sailboat		Rainier, Oreg	Astoria, Oreg.	Unkno'n		5	5	2	Columbia River, Wash.
Aug. 26	Adelaide	American steam yacht.	20	New York Harbor		Partial	Ballast	4	4	1	New York Harbor.
Sept. 1	Pathfinder	American steamer	38	Duluth Harbor		do	do		5	1	Duluth Harbor, Minn., Lake Superior.
Sept. 8	No name‡	Small boat				Unkno'n			6	2	New York Harbor.
Sept. 9	No name§	American sloop				do			1	1	Do.
Oct. 17	Frank A. McGee	American schooner	131	Weehawken, N. J.	Bar Harbor, Me	Total	Coal		4	1	Near Cape Cod, Mass.
Oct. 23	Lizzie B. Adams	do	62	Liverpool, Nova Scotia.	Fishing Banks	No damage.	Ballast		14	1	At sea.
Nov. 7	Edmund L. Levy	American steamer	51	New York Harbor		Partial	do		5	1	New York Harbor.
Nov. 8	Katie	do	89	Towing in harbor		do	do		6	2	Norfolk Harbor, Va.
Nov. 8	William Hales	American bark	868	Habana, Cuba	Philadelphia, Pa	Total	Iron, bones, junk, etc.		12	5	At sea.
Nov. 30	No name‖	Small boat				Unkno'n			2	3	4	Monongahela River.
1896.											
Jan. 10	L. E. Patton	American steamer	94	Memphis, Tenn	Arkansas River	Partial	Potatoes and apples.		2	10	1	Mississippi River.
Jan. 12	Congo	do	599	Cincinnati, Ohio	Memphis, Tenn	Total	General		15	54	4	Do.
Jan. 13	Fortuna	American schooner	123	Boston, Mass	Fishing	do	Ballast			23	9	Near Cape Cod, Mass.
Feb. 22	No name¶	Rowboat				Unkno'n				2	1	Chelsea, Mass.
Mar. 15	No name**	Small boat				No damage.				1	1	At sea.

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Apr. 28	Wyanoke	American steamer	2,068	Richmond, Va.	New York	Total	General	107	42	1	Hampton Roads, Va.
May 5	No name ††	Rowboat				Unkno'n	Ballast		1	1	New York Harbor.
May 16	Mary D. Ayer	American schooner	337	Chicago, Ill	Cheboygan, Mich	Total	do		7	5	Lake Michigan.
June 8	No name ‡‡	Scow				Unkno'n	do		2	1	Elizabeth River, Va.
June 22	No name ⁂	Skiff				do	do		1	1	New York Harbor.

Totals: Vessels, 26; tonnage, 6,872; total losses, 7; partial losses, 7; no damage and damage unknown, 12; number of passengers, 136; number in crews, 262; number of lives lost, 53.

* Collision with steamer Harvey Watson.
† Collision with steamer Ocean Wave.
‡ Collision with ferryboat Netherlands.
⁂ Collision with steamer Transfer, No. 3.
‖ Collision with steamer James G. Blaine.
¶ Collision with ferryboat City of Chelsea.
** Collision with schooner Agnes E. Downs.
†† Collision with schooner Maguire Brothers.
‡‡ Collision with ferryboat City of Portsmouth.
⁂ Collision with steamer Elmira.

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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.
1895.												
July 2	Henry C. Winship	Am. sc.....	497	Dresden, Me	Baltimore, Md.....	No damage.	Ice	1	7	1	Chesapeake Bay.....	Thrown overboard by breaking of hoisting tackle.
July 2	Millie.....	Am. str.....	13	Oakland, Cal.....	San Francisco, Cal..	.....do.....	Unknown ...	.....	3	1	San Francisco Bay..	Fell overboard.
July 3	Wm. Stevenson ...	....do.....	30	Buffalo, N. Y.....	.....	Partial...	Ballast	.....	3	1	Niagara River.....	Explosion of boiler.
July 3	Thomas Pickles...	Ferryboat	237	New Orleans, La.....	.....	No damage.	.....do.....	.....	.....	1	New Orleans, La.....	Jumped overboard; supposed to have been insane.
July 4	Virginia.....	Am. sc.....	114	Cape Broyle, Newfoundland.	Grand Bank.....	.....do.....	Unknown...	.....	18	1	At sea	Capsizing of overloaded dory.
July 4	City of St. Louis...	Am. str.....	1,614	New Orleans, La.....	St. Louis, Mo.....	.....do.....	Merchandise.	35	78	1	Mississippi River....	Fell overboard.
July 5	Lady Lee..	.....do.....	289	Memphis, Tenn.....	Ashport, Tenn.....	Total.....	Miscellaneous.	34	48	5	.....do	Thrown overboard by vessel striking obstruction.
July 7	Naiad	Am. sc.....	312	Chicago, Ill.....	Cockburn Island, Ontario.	Partial...	Ballast	.....	8	2	Lake Michigan.....	Thrown overboard by falling of mast in a squall.
July 9	Virginia S. Lawson.	.....do.....	46	Norfolk, Va	Cambridge, Md	No damage.	Unknown...	.....	4	1	Hampton Roads, Va.	Fell overboard.
July 9	McNear.....	Am. bk.....	1,308	San Francisco, Cal..	Departure Bay, British Columbia.	.....do.....	.....do.....	.....	14	1	San Francisco, Cal..	Fell into hold.
July 12	Concho	Am. str.....	3,724	Key West, Fla.....	Galveston, Tex.....	.....do.....	.....do.....	32	54	1	At sea	Jumped overboard (supposed).
July 12	John Denesen.....	.....do.....	27	Green Bay, Wis	Long Tail Point, Wis.	.....do.....	Ballast	30	3	1	Green Bay, Wis.....	Fell overboard.
July 15	Ella E. Lawson ...	Am. sc.....	30	Elk River, Md.....	Baltimore, Md	.....do.....	Unknown...	.....	3	1	Chesapeake Bay.....	Do.
July 15	Dick Fowler.....	Am. str.....	368	Paducah, Ky.....	.....	.....do.....	.....do.....	.....	.....	1	Paducah, Ky.....	Do.
July 17	Hazel Kirke.....	.....do.....	118	Whitestone, N. Y....	Jersey City, N. J....	.....do.....	Ballast..	250	6	1	New York Harbor..	Found dead in crank pit.
July 17	Emily F. Northam	Am. sc.....	332	Perth Amboy, N. J..	Savannah, Ga.....	.....do.....	.....do.....	.....	7	1	Savannah, Ga.....	Lost overboard.
July 17	Dauntless	Am. str.....	97	Batesville, Ark.....	McBees, Ark.....	.....do.....	Merchandise.	20	11	1	White River, Ark...	Fell overboard while intoxicated.
July 18	William L. Franklin.	Am. sc.....	123	Norfolk, Va	Baltimore, Md.....	.....do.....	Unknown...	.....	5	1	Baltimore Harbor, Md.	Fell overboard while adjusting line.

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July 18	Bohemia	Am. shp	1,633	Philadelphia, Pa.	San Francisco, Cal.	Partial	Coal		22	1	At sea	Lost overboard in squall.
July 18	Benton	Am. str.	394	St. Louis, Mo.	Lisbon, Mo.	No damage.	Grain and live stock.	3	48	1	Missouri River	Fell overboard.
July 20	Marinette	do	61	Milwaukee, Wis.		do	Ballast			1	Lake St. Clair	Lost overboard from a scow in tow.
July 22	Pactolus	Am. bk	1205	Cochin, India	New York	do	General		15	1	At sea	Jumped overboard while delirious.
July 22	Anna Camp	Am. sc	83	James River, Va.	Baltimore, Md.	do	Lumber		4	1	Chesapeake Bay	Fell overboard.
July 22	Joe	do	119	New York	Cohasset, Mass.	do	Unknown			1	At sea	Lost overboard.
July 23	Iron King	Am. str.	1,703	Detroit, Mich.	Duluth, Minn.	do	Coal		15	1	Lake Superior	Fell overboard from staging while scraping side of vessel.
July 25	Chowan	do	459	Seaford, Del.	Baltimore, Md.	do	Unknown	15	23	1	Vienna, Md., Nanticoke River.	Fell overboard.
July 26	Bon Voyage	do	500	Oswego, N. Y.	Alexandria Bay, N. Y.	do	do	56	22	1	Lake Ontario	Lost overboard.
July 27	Celeritas	Am. sc	36	Annapolis, Md.	Milford Haven, Del.	Total	Oyster shells		4	1	Mouth of Choptank River, Md.	Capsizing of vessel.
July 27	Wm. J. Young, Jr.	Am. str.	192	Burlington, Iowa	Davenport, Iowa	No damage.	Merchandise.	45	18	1	Mississippi River	Fell overboard.
July 30	Embla	Am. st. yt.	170	Hempstead Harbor, N. Y.	New London, Conn.	do	Ballast	8	16	1	Long Island Sound	Killed by crank shaft.
July 30	Julia A. Trubee	Am. sc	412	Norfolk, Va.	Savannah, Ga.	do	Unknown		7	1	At sea	Fell or jumped overboard.
July 30	Wawatam	Am. str.	1,856	Two Harbors, Minn.	Cleveland, Ohio	do	do	4	19	1	Cleveland, Ohio	Fell overboard from ladder while intoxicated.
July 30	Frederick	do	88	Osage City, Mo.		do	Ballast	3	6	1	Missouri River	Fell overboard.
July 31	Daniel D. Kelly	Ferryboat	275	Boston Harbor, Mass.		do	do	1	6	1	Boston Harbor, Mass.	Fell overboard while drawing water.
Aug. 1	Dora A. Lawson	Am. sc	126	Carbonear, Newfoundland.	Grand Bank	do	do		18	2	At sea	Lost from dory while attending trawls.
Aug. 8	Day Star	Am. str.	682	Lying at wharf		do	Unknown			1	Providence, R. I	Crushed to death in paddle box.
Aug. 10	Benjamin Franklin.	do	489	Yonkers, N. Y.	New York	No damage.	do	10	12	1	New York Harbor	Fell overboard.
Aug. 11	Shawnee	do	7	Lying at wharf		do	Ballast			1	Louisville, Ky., Ohio River.	Fell overboard while asleep (supposed).
Aug. 12	Clarence	Am. str.	117	Bayway, N. J.	New York	No damage.	Paint and grease.		6	1	New York Harbor	Fell overboard.
Aug. 13	Amy Turner	Am. bk	991	New York	Honolulu, Hawaii	do	Unknown		15	1	At sea	Fell from jibboom in a gale.
Aug. 15	Charles A. Silliman.	Am. str.	85	Nantasket, Mass.	Boston, Mass.	do	Ballast	300	7	1	Boston Harbor	Fell overboard.
Aug. 18	Wm. F. Burden	Am. sc	129	Baltimore, Md.	Norfolk, Va	do	do		4	1	Hampton Roads, Va.	Fell overboard while trying to get a line to another vessel.
Aug. 18	Alvin	Am. str.	202	New Orleans, La.	Bayou Teche, La.	Partial	General	7	34	1	Donaldsonville, La., Mississippi River.	Ankle crushed while hoisting stage, and died from effects of amputation.

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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.												
Aug. 18	Lud Keefer	Am. str	162	Lying at wharf		Total	Ballast		6	1	Pittsburg, Pa., Ohio River.	Vessel capsized.
Aug. 20	City of Quincy	do	183	Danville, Tenn		No damage.	Timber and stock.			1	Tennessee River	Fell overboard.
Aug. 23	P. D. Staggs	do	282			do	Unknown			1	Louisville, Ky., Ohio River.	Do.
Aug. 23	Promise	Ferryboat	473	Detroit, Mich	Belle Isle, Mich	do	Ballast	400	11	1	Detroit River	Jumped overboard.
Aug. 25	City of Reading	do	577	Camden, N. J	Philadelphia, Pa	do	do		6	1	Delaware River	Do.
Aug. 25	Bald Eagle	Am. str	455	Chester, Ill	St. Louis, Mo	do	do	479	20	1	Mississippi River	Fell overboard while intoxicated.
Aug. 25	Rushlight	Am. sc	67	Port Hawksbury, Cape Breton.	North Bay	do	do		14	2	At sea	Lost from dory while attending trawls.
Aug. 26	Agnes	do	23			do	Unknown			1	Lake Charles, La	Fell overboard while attempting to get from schooner to a skiff.
Aug. 26	City of St. Louis	Am. str	1,614	New Orleans, La	St. Louis, Mo	do	Merchandise.	132	35	1	New Orleans, La	Slipped overboard from gang plank.
Aug. 28	Roanoke	Am. shp	3,539	New York	San Francisco, Cal	do	Unknown		35	2	At sea	Fell from aloft.
Aug. 29	Lizzie A. Law	Am. sc	747	Lying at dock		do	Lumber		7	1	Ashland, Wis., Lake Superior.	Fell overboard.
Aug. 30	H. J. E. Levy	do	17	Pascagoula, Miss	New Orleans, La	do	Unknown		3	1	Mississippi Sound	Knocked overboard by fore boom.
Aug. 31	Grace Williams	Am. str	47	Good Harbor, Mich	North Manitou Harbor, Mich.	do	Wood		3	1	Lake Michigan	Fell overboard.
Aug. —	J. H. Carey	Am. sc	100	Gloucester, Mass	Grand Bank	Total	Ballast		12	12	At sea	Never heard from.
Aug. —	Mary G. Reed	Am. bk	596	Rosario, South America.	New York	do	Unknown	5	10	15	do	Do.
Sept. 1	Del Norte	Am. str	101	San Francisco, Cal	Hoquiam, Wash	No damage.	do	3	15	1	do	Jumped overboard while insane.
Sept. 2	Favorite	do	44	Wheeling, W. Va	New Matamoras, Ohio.	do	do	6	9	1	Ohio River	Fell overboard while nailing board on guards.
Sept. 2	State of Ohio	do	1,222	Cleveland, Ohio	Buffalo, N. Y	do	do	98	46	1	Lake Erie	Jumped overboard.
Sept. 5	Annie Bliss	Am. sc	334	New York	Charleston, S. C	do	do		7	1	Charleston, S. C	Fell overboard.

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Sept. 5	Verne Swain	Am. str.	135			do	do			1	Mississippi River	Drowned from skiff while carrying out anchor.
Sept. 8	City of Holland	do	439	Holland, Mich	Chicago, Ill	do	Merchandise.	40	19	1	Chicago, Ill	Fell between vessel and dock and was crushed to death.
Sept. 9	Rachel Jane	Am. sc	104	Port Redding, N. J.	New London, Conn.	do	Unknown		4	1	New York Harbor	Fell overboard.
Sept. 9	H. J. Libby	do	621			do	do			1	At sea	Do.
Sept. 10	Gus Fowler	Am. str.	310	Cairo, Ill		do	do			1	Mississippi River	Jumped overboard.
Sept. 12	Telegraph	do	983	Louisville, Ky	Cincinnati, Ohio	do	do	175	30	1	Ohio River	Fell overboard (supposed).
Sept. 14	Robert F. Brattan.	Am. sc	54	Bogue Inlet, N. C.	Charleston, S. C.	do	do		4	2	Cooper River, S. C.	Sinking of vessel's yawl.
Sept. 15	Mary Ludwig	do	69	Holland, Mich	Milwaukee, Wis	do	Ballast		2	1	Lake Michigan	Capsizing of small boat while attempting to land.
Sept. 16	Peconic	Ferryboat	507	Camden, N. J	Philadelphia, Pa	do	Unknown		6	1	Delaware River	Jumped overboard.
Sept. 17	Governor Stone	Am. sc	7	Mobile, Ala	Cedar Point, Ala	do	do		2	1	Mobile Bay	Fell overboard.
Sept. 17	Aurora	Am. str.	297	Lying at wharf		do	Ballast		12	1	New York Harbor	Fell overboard while attempting to board vessel.
Sept. 18	H. J. Webb	Am. sc	432	Escanaba, Mich	Tonawanda, N. Y.	do	Lumber		6	1	Lake Michigan	Fell overboard while attempting to jump from dock to vessel.
Sept. 18	Cherokee	Am. str.	2,557	New York	Charleston, S. C.	do	Unknown		44	1	At sea	Fell overboard.
Sept. 19	Grand Isle	do	16			do	do			1	Donaldsonville, La., Mississippi River.	Jumped overboard to take a line ashore.
Sept. 20	Humboldt	do	389	San Francisco, Cal.	Eureka, Cal	do	do	42	26	1	Near Point Reyes, Cal.	Fell overboard while lashing freight.
Sept. 22	Margaret J. Sanford.	Am. str.	64	Richmond, Va	New York, N. Y.	do	Ballast		9	1	James River, Va	Lost overboard.
Sept. 27	Lizzie J. Greenleaf.	Am. sc	93	Grand Banks	Gloucester, Mass.	do	Unknown		18	1	At sea	Capsizing of dory.
Sept. 29	Nellie Reddington.	do	817	Toledo, Ohio	Manitowoc, Wis	do	Coal		8	1	Toledo Harbor, Lake Erie.	Fell overboard (supposed).
Sept. 29	Widgeon	Am. slp.	9	Cruising		do	Ballast	8	2	1	Long Island, N. Y.	Fell overboard from small boat.
Sept. 30	John Raber	Am. sc	224	Milwaukee, Wis	Pine Lake, Wis	Total	do		7	1	Lake Michigan	Capsizing of yawl while going ashore.
Oct. 1	Southwest	do	292	Portage Entry, Mich.	Chicago, Ill	No damage.	Unknown		7	1	Lake Superior	Fell overboard.
Oct. 1	Washington	do	70	New York	Cruising	do	Ballast		6	1	At sea	Fell overboard while hauling mainsheet.
Oct. 1	Parthia	Am. shp	2,495	Liverpool, England.	San Francisco, Cal.	Total	Coal		27	1	do	Vessel destroyed by fire.
Oct. 3	Freddie M	Am. str.	35	Carogal, British Honduras.	Belize, Honduras	do	Fruit and cocoanuts.	47	12	9	British Honduras	Vessel capsized in a hurricane.
Oct. 7	Hallette	do	197	Montgomery, La.	New Orleans, La.	No damage.	Unknown			1	Red River, La.	Caught in machinery and died from injuries received.

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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.												
Oct. 9	Scottish Chief	Am. sc.	8	Baltimore Harbor, Md.		No damage.	Unknown		6	1	Baltimore Harbor, Md.	Fell overboard.
Oct. 10	Depree Bros.	do	16	Bay St. Louis, Miss.	New Orleans, La.	do	do		3	1	Lake Pontchartrain, La.	Knocked overboard by foreboom.
Oct. 10	Virginia	do	44	Lying at wharf		do	Ballast			1	New Orleans, La.	Lost overboard.
Oct. 12	Rescue	Am. str.	139	Louisville, Ky.	Franklin, Ky	do	Unknown			1	Kentucky River, Ky.	Fell overboard.
Oct. 13	Lucy	do	116	Plymouth, N. C.	Norfolk, Va	do	do		10	1	Albemarle Sound, N. C.	Walked overboard while asleep.
Oct. 13	Little Jennie	Am. sc.	10	Baltimore, Md.	Tilghmans Island, Md.	do	do		8	1	Chesapeake Bay	Thrown overboard by jibing of foreboom.
Oct. 16	Tinsie Moore	Am. str.	196	Mobile, Ala	Montgomery, Ala	do	do		40	1	Alabama River	Jumped overboard while insane.
Oct. 17	Otego	do	334	Toledo, Ohio	Green Bay, Wis.	Total	Ballast		12	1	Green Bay, Wis.	Vessel destroyed by fire.
Oct. 18	Maud Mallock	Am. sc.	117	Calais, Me	Vineyard Haven, Mass.	No damage.	Unknown		5	1	St. Croix River, Me.	Fell overboard.
Oct. 18	Georgie Campbell.	do	112	Gloucester, Mass.	Fishing Banks	do	Ballast		18	1	At sea	Washed overboard.
Oct. 18	Ella G	Am. str.	109	Amherstburg, Ontario.	Detroit, Mich.	do	Sand		5	1	Detroit River	Fell overboard.
Oct. 19	Metacomet	Am. sc.	853	Milwaukee, Wis.	Escanaba, Mich	do	Unknown		8	1	Lake Michigan	Fell into the hold and died from injuries received.
Oct. 20	Raleigh	Am. str.	1,206	do	do	do	Ballast		16	1	do	Killed by falling through the hatchway.
Oct. 21	Mayflower	do	929	Memphis, Tenn.	Arkansas City, Ark.	do	Produce	73	58	1	Mississippi River	Fell overboard while intoxicated.
Oct. 22	Joseph Warren	Am. sc.	53	Boston, Mass.	Fishing Banks	do	Ballast		14	1	At sea	Sinking of overloaded dory.
Oct. 23	Charles Killam	Am. str.	24			do	do			1	Philadelphia, Pa.	Fell overboard.
Oct. 23	Warwatam	do	1,856			do	Unknown		19	1	Cleveland Harbor, Ohio.	Killed by falling through the hatchway.
Oct. 24	Fairfax	do	2,551	Baltimore, Md.	Boston, Mass.	do	do	10	40	1	At sea	Lost overboard.

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Oct. 24	Etwl	Am. sc	38	do	Hollands Island, Md.	do	Ballast		10	1	Chesapeake Bay	Killed by a dredge crank.
Oct. 24	Eleazar Boynton	do	89	Bay Bulls, Newfoundland.	Canso, Nova Scotia	do	Unknown		17	1	At sea	Washed overboard.
Oct. 25	Minnie Slauson	do	366	Detour, Mich	Chicago, Ill	do	Lumber		8	1	Straits of Mackinac.	Fell overboard.
Oct. 26	T. T. Morford	Am. str	90	Chicago Harbor, Ill.		Partial	Ballast		5	2	Chicago, Ill., Lake Michigan.	Explosion of boiler.
Oct. 26	O. B. Green	do	57	do		do	do		5	1	do	Killed by explosion of boiler of str. T. T. Morford.
Oct. 30	Libbie Conger	do	324	Rock Island, Ill	St. Paul, Minn	do	Apples, vinegar, and cider.		18	1	Mississippi River	Bursting of steam pipe.
Oct. 30	Maverick	do	1,561	Philadelphia, Pa	Boston, Mass.	No damage.	Ballast		19	1	Boston Harbor, Mass.	Crushed by windlass.
Oct. 30	Gen. Fairchild	Am. bk	1,428	Nanaimo, British Columbia.	San Francisco, Cal.	do	Unknown		16	1	At sea	Fell from aloft to deck.
Oct. 31	Three Brothers	Am. sc	25	Baltimore, Md	Dredging grounds	do	do		9	1	Chesapeake Bay	Fell overboard from bowsprit.
Oct. 31	Belle of Calhoun	Am. str	451	St. Louis, Mo		do	Apples and cider.	15	48	1	Mississippi River	Fell overboard while stepping from steamer to a barge.
Oct. —	Edna M. Champion.	Am. sc	900	Philadelphia, Pa	Tampa, Fla	Total	Coal		9	9	At sea	Never heard from.
Nov. 1	Robert Haddon	do	88	Towing in harbor		Partial	Ballast		7	1	New York Harbor	Bursting of steam pipe.
Nov. 2	William W. Converse.	do	746	New London, Conn	Charleston, S. C	No damage.	Unknown		8	1	Near Cape Lookout.	Fell overboard while trimming jib topsail.
Nov. 5	W. H. Swift	Canal bt	110	Rouses Point, N. Y.	New York	Total	Hay		2	2	Hudson River	Vessel destroyed by fire.
Nov. 7	T. P. Leathers	Am. str	509	New Orleans, La	Vicksburg, Miss	No damage.	Unknown			1	Mississippi River	Fell overboard.
Nov. 7	Walter Vail	Am. st. barge.	726	Escanaba, Mich	Buffalo, N. Y.	do	Iron ore		13	1	Buffalo, N. Y.	In going ashore on ladder to take line, fell overboard between vessel and dock.
Nov. 7	Lena S. Mills	Am. slp	10	Oxford, Md	Choptank River, Md.	do	Unknown		5	1	Chesapeake Bay	Knocked overboard by jibing of main boom.
Nov. 9	Kodiak	Am. sc	125	San Francisco, Cal	Kodiak, Alaska	do	do	2	8	1	At sea	Washed overboard while furling sail.
Nov. 10	J. D. Peters	Am. str	881	do	Stockton, Cal	do	Miscellaneous.	111	46	1	Suisun Bay, Cal	Jumped overboard.
Nov. 11	E. L. Dwyer	do	54			do	Unknown			1	Upper Astoria, Oreg.	Fell overboard.
Nov. 11	W. F. Babcock	Am. shp	2,130	Liverpool, England.	San Francisco, Cal.	do	do		25	1	At sea	Do.
Nov. 11	Paul Tulane	Am. str	617	New Orleans, La	Bayou Sara, La	do	do			1	New Orleans, La., Mississippi River.	Do.
Nov. 13	Pet	Am. slp	11	Norfolk, Va	Craney Island Creek, Va.	do	Ballast		3	1	Elizabeth River, Va.	Lost while going from vessel to shore.
Nov. 13	Bruce Hawkins	Am. bkn	615	Savannah, Ga	Boston, Mass.	Partial	Lumber		9	1	At sea	Washed 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.												
Nov. 15	Lula Prince	Am. str	223	Lying at wharf		No damage.	Ballast		18	1	Wheeling, W. Va.	Line parted, striking seaman, who died from injuries received.
Nov. 18	Ella Davis	Am. sc	27	Rock Point, Md	Dredging grounds	do	Oysters		9	1	Chesapeake Bay	Fell overboard.
Nov. 18	Levin T. Dunnock.	do	70	Baltimore, Md	Lower Cedar Point, Md.	do	Ballast	10	6	1	do	Fell overboard while intoxicated.
Nov. 19	Flotilla	do	12	Washington Harbor, Wis.	Green Bay, Wis	do	Wood		2	1	Green Bay, Wis	Knocked overboard by boom.
Nov. 19	Seven Brothers	do	15	New Orleans, La	Biloxi, Miss	do	Unknown		3	1	Lake Pontchartrain, La.	Fell overboard.
Nov. 20	Shamrock	do	25	Key West, Fla	Sponge fishing	Partial.	Ballast		14	6	Withlacoochee River, Fla.	Vessel capsized.
Nov. 20	Grey Eagle	Am. str	556	Cape Giradeau, Mo.	St. Louis, Mo	No damage.	Stock and produce.	100	45	1	Mississippi River	Stepped overboard.
Nov. 21	Ben Campbell	do	59	Cleveland, Ohio		do	Ballast		4	1	Cleveland, Ohio	Drawn overboard by heaving line.
Nov. 22	Falmouth	Am. sc	443	Baltimore, Md	Navassa, West Indies.	do	Unknown	44	7	1	At sea	Lost overboard.
Nov. 25	City of Milwaukee.	Am. str	1,449	Milwaukee, Wis	Grand Haven, Mich	do	do	7	41	1	Lake Michigan	Slipped from ladder and died from injuries received.
Nov. 26	Roger Drury	Am. sc	361	Fall River, Mass	Jacksonville, Fla	do	Ballast		8	1	At sea	Fell overboard from mizzen chains.
Nov. 26	Belle O'Brien	Am. str	1,903	San Francisco, Cal.	Queenstown, Ireland.	Total	Wheat		24	3	do	Lost overboard in hurricane; vessel afterwards abandoned.
Nov. 26	Tobyhanna	Am. sc	836	Boston, Mass	New York	No damage.	Unknown		4	1	East River, N. Y.	Struck by hawser and killed.
Nov. 27	City of Naples	Am. str	2,109	Duluth, Minn	Buffalo, N. Y.	Partial	Wheat		16	1	Lake Superior	Bursting of steam pipe.
Nov. 28	Pioneer	do	75	Jacksonville, Fla	Palatka, Fla	do	General	1	5	1	St. Johns River, Fla.	Fell overboard.
Nov. —	Falcon	Am. sc	72	Gloucester, Mass	Georges Bank	Total	Ballast		12	12	At sea	Never heard from.
Nov. —	Richard T. Green	Am. bgn	300	Wilmington, N. C.	Port au Prince, Haiti.	do	Lumber		8	8	do	Do.

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Dec. 5	Ethel Maud	Am. sc	81	Boston, Mass.	Georges Bank	No damage.	Ballast		20	2	do	Lost from dory in a squall.
Dec. 6	Thomas Borden	do	209	New York	Rockland, Me	do	Coal		5	1	Near Thatchers Island, Mass.	Lost overboard while reefing sails.
Dec. 7	Escort	Am. slp	14	Muddy Creek, Md.	Potomac River	do	Unknown		7	1	Chesapeake Bay	Fell overboard.
Dec. 7	Mary A. Kirwan	Am. sc	39	Baltimore, Md.	Dredging grounds	do	Ballast		11	1	do	Struck by crank handle and died from injuries received.
Dec. 8	Ida Mc	Am. str	34	Chester, Ill.		do	Coal	6	6	1	Chester, Ill., Mississippi River.	Being frightened by escaping steam, jumped overboard.
Dec. 11	Boyd and Leeds	Am. sc	69	Beverly, Mass.	Georges Bank	do	Unknown		13	1	At sea	Washed overboard during a gale.
Dec. 11	Swallow	Am. bk	327	New Bedford, Mass	Whaling voyage	do	do		35	1	do	Lost overboard.
Dec. 13	H. K. Bedford	Am. str	140	Wheeling, W. Va.	Pittsburg, Pa.	do	do	4	34	1	Ohio River	Walked overboard while landing.
Dec. 13	Viola	Am. sc	33	Baltimore, Md.	Sharps Island, Md.	do	do		10	1	Chesapeake Bay	Knocked overboard by jib sheet.
Dec. 14	Lula M. Quillin	do	129	Philadelphia, Pa.	Norfolk, Va.	do	do		4	1	do	Thrown overboard while slacking foresheets.
Dec. 15	Winthrop	Ferryboat	512	Boston, Mass.	East Boston, Mass.	do	Ballast	100	6	1	Boston Harbor, Mass.	Jumped overboard.
Dec. 18	St. Paul	Am. str	11,629	Lying at wharf.		Partial	do		234	9	New York Harbor	Bursting of steam pipe.
Dec. 23	Red Bluff	do	246	Sacramento, Cal.	Red Bluff, Cal.	No damage.	Unknown	1	34	1	Sacramento River	Lost overboard.
Dec. 24	Thomas N. Stone	Am. sc	394	Wilmington, N. C.	Mayaguez, Porto Rico.	Partial	Lumber		7	1	At sea	Washed overboard.
Dec. 25	Washtenaw	Am. str	2,897	San Francisco, Cal.	Panama, United States of Colombia.	No damage.	Unknown		36	1	do	Jumped overboard while insane.
Dec. 25	Xenia	Am. bk	1,174	Manila, Philippine Islands.	Boston, Mass.	do	Hemp		16	1	do	Fell overboard.
Dec. 28	Susquehanna	Am. str	922	Lying at wharf.		do	Unknown	20	6	1	New York Harbor	Fell overboard while boarding vessel.
Dec. 29	John S. Hopkins	do	755	Paducah, Ky.	Evansville, Ind.	do	Corn	20	50	1	Ohio River	Struck by sack of corn and knocked overboard.
Dec. —	John W. Bray	Am. sc	83	Gloucester, Mass.	Georges Bank	Total	Fish		14	14	At sea	Never heard from.
Dec. —	Mascot	Am. str	76	Baltimore, Md.	Port of Spain, Trinidad.	do	Unknown		9	9	do	Do.
Dec. — 1896.	J. F. Coolidge	Am. sc	447	Point-à-Pitre, West Indies.	Fortune Island	do	Ballast		7	7	do	Do.
Jan. 4	Eugenia	Am. str	570	Pine Bluff, Ark.	Memphis, Tenn.	No damage.	Unknown			1	Mississippi River	Fell overboard while drawing water.
Jan. 5	Fred Wilson	do	524	Louisville, Ky.	Pittsburg, Pa.	do	Ballast		24	1	Ashland, Ky., Ohio River.	Killed by towline which parted.
Jan. 6	W. A. Williams	do	42	Point-à-la Hache, La.	Port Eads, La.	do	do		7	1	Mississippi River	Fell overboard.
Jan. 6	Rowena Lee	do	358			do	Unknown			1	do	Fell from boiler deck and died from injuries received.

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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.
1896.												
Jan. 7	Edward L. Mayberry.	Am. bk	657	Rosario, South America.	New York	No damage.	Unknown		10	1	At sea	Blown overboard.
Jan. 7	City of Everett	Am. str	2,504	Panama, United States of Colombia.	San Francisco, Cal.	do	do	7	40	1	Near Manzanillo, Mexico.	Fell overboard.
Jan. 8	Golden Shore	Am. sc.	699	Port Townsend, Wash.	Melbourne, Australia.	do	do		11	3	At sea	Do.
Jan. 13	Pilgrim	Am. str	3,484	Fall River, Mass.	New York	do	General	329	180	1	Block Island Sound.	Jumped overboard (supposed).
Jan. 14	Klikitat	Am. bkn	493	Port Townsend, Wash.	Honolulu, Hawaii	do	Lumber		10	1	At sea	Fell overboard while furling sail.
Jan. 17	James A. Garfield	Am. sc	316	Grays Harbor, Cal.	San Francisco, Cal.	do	Unknown		9	1	do	Fell overboard from jibboom.
Jan. 19	Gen. Fairchild	Am. bk	1,428	San Francisco, Cal.	Nanaimo, British Columbia.	do	do		16	1	do	Fell from aloft to deck.
Jan. 21	Sylvester Whalen	Am. sc	118	Boston, Mass.	Georges Bank	do	Fish		23	1	do	Fell overboard while reefing sail.
Jan. 23	Compeer	do	347	New Whatcom, Wash.	San Francisco, Cal.	do	Unknown		9	1	Straits of Juan de Fuca.	Fell overboard from jibboom.
Jan. 23	Austria	do	43	Oyster grounds, Chesapeake Bay.	Baltimore, Md.	do	do		12	1	Chesapeake Bay	Knocked overboard by jibing of the foreboom.
Jan. 25	Glory of the Seas	Am. shp	2,103	Nanaimo, British Columbia.	San Francisco, Cal.	do	do		23	1	At sea	Fell overboard from jibboom.
Jan. 26	Calvin B. Orcutt	Am. sc	983	Boston, Mass.	Philadelphia, Pa.	do	Ballast		9	1	Near Block Island	Lost overboard.
Jan. 27	T. K. Green	do	33	Trinity, La.	Kirks Ferry, La.	do	Unknown		10	1	Tensas River	Fell overboard.
Jan. 28	Willie Ann	do	40	Tuxpan, Mexico	Galveston, Tex.	Total	Fruit	1	4	5	Off Mexican coast	Vessel capsized.
Jan. 31	Tallahassee	Am. str	2,677	Boston, Mass.	Philadelphia, Pa.	No damage.	Unknown	22	47	1	Philadelphia, Pa., Delaware River.	Jumped overboard.
Jan. —	Ora Lee	do	189	Memphis, Tenn		do	do			1	Memphis, Tenn., Mississippi River.	While boat was making landing fell overboard.
Jan. —	Discovery	Am. bkn	416	Port Gamble, Wash	San Francisco, Cal.	Total	Lumber		10	10	At sea	Never heard from.
Feb. 2	Lizzie Griffin	Am. sc	107	Gloucester, Mass.	Grand Bank	No damage.	Ballast		18	1	do	Fell overboard from bowsprit.

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Feb. 2	Ontario	Am. str	22			do	Unknown			1	Calcasieu River, La.	Lost overboard.
Feb. 4	Adam W. Spies	Am. bk	1,233	Hongkong, China	New York	do	General	2	17	1	At sea	Fell overboard from aloft.
Feb. 8	I. W. Smith	Am. slp	11	New York	Keyport, N. J	do	Ballast		2	1	Raritan Bay, N. J	Knocked overboard by main boom.
Feb. 10	Atalanta	Am. sc	104	Gloucester, Mass.	Grand Bank	do	Fish		18	1	At sea	Fell overboard from bowsprit.
Feb. 11	Richard III	Am. bk	986	Comox, British Columbia.	San Francisco, Cal.	do	Unknown		14	1	do	Fell overboard.
Feb. 11	Tom Lysle	Am. str	122	Louisville, Ky.	Pittsburg, Pa.	do	Ballast		21	1	Ohio River	Fell overboard from barge.
Feb. 11	John M. Keen	Am. sc	65	Provincetown, Mass.	South Channel	do	do		16	1	At sea	Capsizing of dory.
Feb. 12	Adele Ball	Am. sc	422	New York	Charleston, S. C	do	Unknown		7	1	do	Knocked overboard by spanker.
Feb. 16	M. M. Davis	do	10	Baltimore, Md	Tilghmans Island, Md.	do	do		9	1	Chesapeake Bay	Capsizing of small boat.
Feb. 17	Florence Randall	do	741	New York	Charleston, S. C	do	do		9	1	At sea	Fell overboard in a gale.
Feb. 17	F. and P. M. No. 2	Am. str	771	Ludington, Mich	Milwaukee, Wis	do	Ballast		28	1	Lake Michigan	Fell through the hatchway.
Feb. 18	Jeanie Lippitt	Am. sc	743	Philadelphia, Pa	St. Lucia, West Indies.	Partial	Coal		8	2	At sea	Washed overboard by heavy sea.
Feb. 19	Shenandoah	Am. shp	3,407	San Francisco, Cal.	New York	No damage.	General		33	1	do	Do.
Feb. 19	Glad Tidings	Am. bkn	654	Baltimore, Md	Rio de Janeiro, Brazil.	do	Unknown		12	1	do	Lost overboard.
Feb. 19	Niagara	Am. sc	2,265	Nassau, New Providence.	New York	do	do	26	55	1	do	Do.
Feb. 20	Magic	Am. slp	10	Cambridge, Md	Choptank River, Md.	do	do		7	1	Choptank River, Md.	Pulled overboard while hauling sails.
Feb. 22	John de Lustro	Am. sc	21	Mobile, Ala	Fishing banks	do	Fish		6	1	Near Pensacola Bar, Fla.	Knocked overboard by main boom.
Feb. 22	Ella B. Kimball	do	216	Pascagoula, Miss.	New York	Partial	Lumber		6	6	At sea	Vessel capsized.
Feb. 23	Golden Gate	Am. str	57	Hunters Bay, Alaska.	San Francisco, Cal.	No damage.	Unknown		12	2	Kaighnee Straits, Alaska.	Capsizing of small boat (supposed).
Feb. 25	Arthur I	Am. sc	129	Grays Harbor, Cal	do	do	do		6	1	At sea	Fell overboard.
Feb. 25	Willard Mudgett	Am. bk	875	Montevideo, South America.	Boston, Mass.	do	do		12	1	do	Fell from aloft.
Feb. 26	Mariner	Am. sc	113	Boston, Mass.	Fishing grounds	do	Fish		18	1	do	Capsizing of dory.
Feb. —	Nancy Smith	do	442	New York	Charleston, S. C	Total	Petroleum		8	8	do	Never heard from.
Feb. —	Robt. S. Patterson	Am. bkn	758	Charlotte Harbor, Fla.	Baltimore, Md	do	Phosphate rock.		9	9	do	Do.
Feb. —	Otello	Am. sc	349	Boston, Mass.	Savannah, Ga	do	Guano		7	7	do	Do.
Mar. 1	City of St. Louis	Am. str	1,614			No damage.	Unknown			1	Cairo, Ill., Mississippi River.	Fell overboard.
Mar. 2	May Fisher	do	53	Baton Rouge, La	Waterproof, La	do	do		28	1	Mississippi River	Slipped overboard.
Mar. 2	L. Luckenback	do	255	Fall River, Mass.	New York	do	do		21	1	Near Point Judith	Fatally scalded by bursting of steam-pipe.
Mar. 3	Augustus Palmer	Am. sc	1,287	Portland, Me	Norfolk, Va	do	Ballast		10	1	At sea	Lost overboard.

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(4) OTHER CAUSES—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether resulting in total or partial loss.	Nature of cargo.	Passengers.	Crews.	Lives lost.	Place of disaster.	Nature of casualty.
1896.												
Mar. 4	Denie Hastings	Am. sc	102	Baltimore, Md	Freeport, Va	No damage.	Unknown		5	1	Chesapeake Bay	Fell overboard from main boom.
Mar. 5	City of Baltimore	do	357	Philadelphia, Pa	Nassau, New Providence.	do	Coal		7	1	Near Fenwick Island.	Fell overboard.
Mar. 6	Florence Bell	Am. str	150	Pittsburg, Pa	East Brady, Pa	do	Dry goods and live stock.	20	9	1	Alleghany River	Fell overboard (supposed).
Mar. 8	Lottie Earl	Am. sc	10	Rockhall, Md	Eastern Bay, Md	do	Unknown		2	1	Chesapeake Bay	Knocked overboard by jibing of the main boom.
Mar. 8	Horace B. Parker	do	94	Boston, Mass	Georges Bank	do	do		20	1	At sea	Washed overboard by heavy sea.
Mar. 9	Triton	do	68	Gloucester, Mass	do	do	do		13	1	do	Thrown against vessel by heavy sea and died from injuries received.
Mar. 10	Isaac T. Campbell	do	587	Boston, Mass	Charleston, S. C	do	Ballast		8	1	Charleston Harbor, S. C.	Fell overboard from jibboom.
Mar. 14	Colorado	Ferryboat	833	New York	Brooklyn, N. Y	do	do		6	1	New York Harbor	Killed in crank pit.
Mar. 14	Columbia	do	810	do	do	do	do		6	1	do	Jumped overboard.
Mar. 17	Jim Brown	Am. str	153	Employed in harbor.		do	do		11	1	Monongahela River	Fell overboard from barge alongside.
Mar. 17	Thomas W. Hyde	Am. sc	515	Darien, Ga	Bath, Me	Partial	Lumber		8	1	At sea	Lost overboard in a hurricane.
Mar. 18	John S. Smith	Am. str	71	Port Richmond, N. Y.	Port Johnson, N. J.	No damage.	Unknown		3	1	New York Bay	Caught between line and bitts and died from injuries received.
Mar. 21	Wesley Stoney	do	30	Lying at wharf		do	do		4	1	New York Harbor	Fell overboard from barge alongside.
Mar. 24	Katie D	do	25	Lying in harbor		do	do		3	1	do	Fell overboard.
Mar. 26	Mattie L. Ford	Am. sc	32	Port Norris, N. J	Fairton, N. J	do	do		5	2	Cohansey Creek, N. J	Vessel capsized
Mar. 26	L. McMurray	do	35	Baltimore, Md	Delaware Bay	do	do		7	1	Chesapeake Bay	Fell overboard.
Mar. 26	Artemas Lamb	Am. str	177	St. Louis, Mo	Burlington, Iowa	do	Lumber		16	1	Mississippi River	Collapsing of a flue.
Apr. 1	La Fourche	do	398	Thibodeaux, La	New Orleans, La	do	Unknown	4	50	1	Bayou La Fourche, La.	Fell overboard.

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Apr. 2	Seminole	Am. sc	38	Titusville, Fla	Miami, Fla	Total	Lumber	3	2	Near Jupiter Inlet, Fla.	Vessel capsized.
Apr. 2	Ann Louisa Lockwood.	do	338	New York	Canary Islands	No damage.	Unknown	7	1	At sea	Fell overboard while securing anchor.
Apr. 3	Julia A. Warr	do	213	Savannah, Ga	Fall River, Mass	do	do	6	1	do	Fell overboard from spanker boom.
Apr. 4	Pearl	Am. str	48	Lying in harbor		do	do	5	1	New York Harbor	Fell overboard.
Apr. 9	Norman R	Am. sc	28			do	do		1	Delaware Bay	Knocked overboard by boom.
Apr. 11	Carib	Am. bg	175	Truxillo, Mexico	New York	do	General	7	1	At sea	Do.
Apr. 16	Baltic	Ferryboat	399	Philadelphia, Pa	Camden, N. J	do	Ballast	30 6	1	Delaware River	Jumped overboard.
Apr. 17	Dolphin, No. 2	Am. str	186	St. Louis, Mo		do	Lumber	18	1	St. Louis, Mo	Fell overboard while stepping from one barge to another.
Apr. 18	Alarm	do	82	New Orleans, La	Bayou Teche, La	do	Coal	26	1	Atchafalaya River	Fell overboard from barge in tow.
Apr. 19	John E. McKenzie.	Am. sc	131	Bay Bulls, Newfoundland.	Grand Bank	do	Ballast	18	2	At sea	Capsizing of dory.
Apr. 22	Nathalie Hamilton.	Am. str	149	New Orleans, La		do	do		1	Mississippi River	Jumped overboard.
Apr. 23	Oregon	Am. bk	1,431	San Francisco, Cal	Nanaimo, British Columbia.	do	Unknown	16	1	At sea	Fell overboard from aloft.
Apr. 29	Grace L	Am. str	20			do	do	4	1	Hudson River	Fell overboard.
May 3	Hattie B. Moore	do	194	Demopolis, Ala	Mobile, Ala	do	Miscellaneous.	45 20	1	Tombigbee River, Ala.	Caught in the machinery and killed.
May 4	Liberty	do	351	Wheeling, W. Va	Parkersburg, W. Va.	do	Unknown	24	1	Ohio River	Walked overboard.
May 4	Nettie Quill	do	227	Mobile, Ala		do	do	200 16	2	Mobile River, Ala	Fell or walked overboard.
May 4	Exporter	do	578	Cairo, Ill	New Orleans, La	do	do		1	Beelers Landing, La., Mississippi River.	Fell overboard from barge alongside.
May 5	National	Am. slp	13	San Mateo Landing, Cal.	Ravenswood, Cal	do	do	3	1	San Francisco, Cal	Knocked overboard by boom.
May 6	Quickstep	Am. sc	105	Gloucester, Mass	Browns Bank	do	do	18	1	At sea	Capsizing of dory.
May 8	Bertha F. Walker	do	677	Philadelphia, Pa	Charleston, S. C	do	Ballast	9	1	do	Fell overboard while lighting lamp.
May 10	Harry Brown	Am. str	772	New Orleans, La	Memphis, Tenn	Total	do	42	10	Mississippi River	Explosion of boiler.
May 12	Pawnee	do	1,210	Norfolk, Va	Philadelphia, Pa	No damage.	Unknown	20	1	Near Hog Island, Va.	Crushed in a crank pit.
May 15	Hustler	do	30	do		do	Ballast	5	1	Norfolk, Va	Bursting of steam pipe.
May 17	Essex	Am. sc	117	St. George, Newfoundland.	Grand Bank	do	do	18	1	Gulf of St. Lawrence.	Capsizing of dory while attending trawls.
May 18	Emma C. Hutchinson.	do	737	Duluth, Minn	Ashtabula, Ohio	do	Unknown	7	1	Lake Erie	Fell overboard from taffrail.
May 22	Uranus	do	152	San Francisco, Cal	Fishing trip	do	Ballast	19	1	At sea	Capsizing of dory.
May 22	Edith M. Prior	do	106	St. George, Newfoundland.	Grand Bank	do	Unknown	16	1	do	Do.
May 23	Rhoda Stewart	Am. str	447	Cheboygan, Mich	Cleveland, Ohio	do	Lumber	12	3	Lake Huron	Collapsing of boiler flue.
May 23	Pomona	do	1,264	Eureka, Cal	San Francisco, Cal	do	General	52	45	1 At sea	Jumped overboard.
May 23	John Kelderhouse.	Am. sc	501	Escanaba, Mich	Toledo, Ohio	do	Ballast	7	1	Lake Erie	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.
1896.												
May 25	Puritan	Am. str.	4,593	New York	Fall River, Mass.	No damage.	General	765	27	1	Long Island Sound	Fell overboard.
May 27	Henry L. Clark	Ferryboat	287	St. Louis, Mo.	East St. Louis, Ill.	Partial	Ballast	5	7	1	Mississippi River	Vessel struck bridge and sunk.
May 27	Lewis Houck	Am. str.	913	do	Cairo, Ill	do	do		24	1	do	Lost overboard in cyclone.
May 28	State of Michigan	do	736	Detroit, Mich.	Cleveland, Ohio	No damage.	Unknown	10	30	1	Cleveland, Ohio, Lake Erie.	Fell overboard while taking out gangway.
May 29	Leonora	Am. sc.	116	Hamburg, Conn.	Portland, Me.	do	Railroad ties.		4	1	Connecticut River	Fell overboard while lashing deck load.
May 30	Irene	Am. slp.	9	Hampton, Va	Tanners Creek, Va.	Partial	Ballast	6	2	6	Hampton Roads, Va	Vessel capsized.
May 31	Willie D.	Br. sc.	99	Stamford, Conn.	Parrsboro, Nova Scotia.	do	do		4	1	Block Island Sound	Do.
June 1	William Brake	Am. sc.	319	Cheboygan, Mich.	Cleveland, Ohio	No damage.	Unknown		6	1	Cleveland, Ohio, Lake Erie.	Fell overboard.
June 2	H. K. Bedford	Am. str.	140	Pittsburg, Pa.	Charleston, W. Va.	do	do	15	29	1	Great Kanawha River.	Fell overboard while intoxicated.
June 2	James A. Garfield.	Am. sc.	74	Sheet Harbor, Nova Scotia.	Fishing grounds	do	Fish		17	1	At sea	Thrown overboard by mainsheet.
June 5	City of Little Rock.	Am. str.	219	Little Rock, Ark.	Dardanelle, Ark	do	Merchandise.	3	22	1	Arkansas River, Ark.	Fell overboard while discharging freight.
June 5	Carbonate	Am. bge.	94	Buffalo, N. Y.	Fort Erie, Canada	do	Stone		2	1	Lake Erie	Fell overboard.
June 7	Vesta	Am. sc.	286	Hueneme, Cal.	Port Blakeley, Wash.	do	Unknown		8	2	At sea	Fell overboard while reefing sail.
June 7	City of Everett	Am. str.	2,504	San Francisco, Cal.	Nanaimo, British Columbia.	do	do		33	1	do	Jumped or fell overboard.
June 8	Laura May	Am. sc.	234	do	Olympia, Wash	do	do		7	1	do	Fell overboard.
June 12	Louisa	Am. slp.	32	Baltimore, Md.	Curtis Creek, Md.	do	do	8	3	1	Baltimore Harbor, Md.	Fell overboard (supposed).
June 17	Chicago	Ferryboat	1,006	Jersey City, N. J.	New York	do	Ballast	50	9	1	New York Harbor	Jumped overboard.
June 21	T. S. Faxton	Am. str.	154	Bay City, Mich.	Alpena, Mich.	do	Merchandise.	24	15	1	Lake Huron	Fell overboard.
June 23	Fishkill-on-Hudson.	Ferryboat	484	Newburg, N. Y	Fishkill, N. Y.	do	Unknown	20	6	1	Hudson River	Jumped overboard while intoxicated.
June 27	St. Louis	Am. str.	6	Mandeville, La.	New Orleans, La.	do	Ballast	28	3	1	Lake Pontchartrain, La.	Fell overboard.
June 30	Helen G. Wells	Am. sc.	95	Gloucester, Mass.	Grand Bank	do	Unknown		16	2	At sea	Lost in dory while attending trawls.

Totals: Vessels, 287; tonnage, 155,805; total losses, 25; partial losses, 19; no damage and damage unknown, 248; number of passengers, 4,480; number in crews 4,815; number of lives lost, 466.

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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, 1896, involving loss of life.*

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
Founderings:						
Vessels	5	.....	2	2	2	11
Tonnage	1,155	.....	76	320	335	1,886
Passengers	.....	.....	.....	12	.....	12
Crews	24	.....	11	27	24	86
Lives lost *	16	.....	10	17	14	57
Strandings:						
Vessels	3	1	2	.....	3	9
Tonnage	790	132	1,242	.....	1,222	3,386
Passengers	.....	1	.....	.....	1	2
Crews	19	10	23	.....	34	86
Lives lost *	12	1	2	.....	7	22
Collisions:						
Vessels	6	.....	4	2	2	14
Tonnage	2,482	.....	1,701	693	1,038	5,914
Passengers	111	.....	1	17	.....	129
Crews	84	.....	39	64	32	219
Lives lost *	15	.....	10	5	6	36
Other causes:						
Vessels	6	.....	7	9	22	44
Tonnage	11,899	.....	3,156	3,084	13,128	31,267
Passengers	6	.....	.....	46	53	105
Crews	254	.....	56	193	242	747
Lives lost *	20	.....	9	28	150	207
Totals:						
Vessels	20	1	15	13	29	78
Tonnage	16,326	132	6,175	4,097	15,723	42,453
Passengers	117	1	1	75	54	248
Crews	381	10	129	286	332	1,138
Lives lost *	63	1	31	50	177	322
Vessels totally lost:						
Vessels	11	1	8	6	23	49
Tonnage	4,229	132	3,335	2,105	13,070	22,871
Passengers	107	1	.....	54	54	216
Crews	110	10	74	172	274	640
Lives lost *	40	1	20	28	165	254
Vessels damaged:						
Vessels	9	.....	7	7	6	29
Tonnage	12,097	.....	2,840	1,992	2,656	19,582
Passengers	10	.....	1	21	.....	32
Crews	271	.....	55	114	58	498
Lives lost *	23	.....	11	22	12	68
Vessels not damaged:						
Vessels	77	8	32	71	70	258
Tonnage	24,887	3,062	18,625	25,424	54,416	126,414
Passengers	1,890	168	273	1,897	178	4,391
Crews	838	113	384	1,096	1,225	3,656
Lives lost	83	9	39	74	79	284
Aggregate:						
Vessels	97	9	47	84	99	336
Tonnage	41,213	3,194	24,800	29,521	70,139	168,867
Passengers	2,007	154	274	1,972	232	4,639
Crews	1,219	123	513	1,382	1,557	4,794
Lives lost	146	10	70	124	256	606

* Exclusive of lives lost on vessels not damaged.

NOTE.—Of the 322 lives lost on vessels sustaining material damage, 104 were lost on steamers and 218 on sailing vessels, as follows: Atlantic and Gulf coasts, steamers 21, sailing vessels 42; Pacific coast, steamers 1, sailing vessels none; lakes, steamers 19, sailing vessels 12; rivers, steamers 42, sailing vessels 8; at sea, steamers 21, sailing vessels 156.

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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—									
	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	Total.
MAINE.											
Bald Head Cliff							1				1
Blue Hill Bay:											
Black Island										1	1
Blue Hill Harbor				1					1		2
Orono Island									1		1
Tinkers Island					1						1
York Narrows	1									1	2
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
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			2
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
Folly Island	1	1				1	1				4
Goat Island										1	1
Old Prince, The		1									1
Timber Island			1								1
Trotts Island								1			1
Cape Small Point									2		2
Bald Head Rocks							1				1
Fullers or Glovers Rock			1					1			2
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
Dingleys Island									1		1
Green Island Reef								1			1
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		1		1		1	1				4
South Bunkers Ledge					1						1
Sperlins Point						1		2			3
West Bunkers Ledge				1							1
Cranberry Island, Little	4	1	1	1	1	1	1	1		1	12
Bakers Island and Bar	1				2	2		3			8
Hadlocks Point		1									1
Hardings Ledge						1					1
Cutler and approaches	1	1	3	2	1		1				9

*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.
	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	
MAINE—continued.											
Damariscotta River and approaches:											
Bristol Neck	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Fishermans Island	.....	.....	1	.....	.....	.....	1	.....	.....	.....	2
Heron Island, 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
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	2	8
Eastport Harbor	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Gleasons Cove	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Eggemoggin Reach:											
Byards Point	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Channel Rock	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Harbor Island	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Triangles, The	1	.....	.....	.....	.....	.....	.....	1	.....	.....	2
Fishermans Island Passage. (See Moosabec Reach.)											
Fletchers Neck	.....	.....	5	.....	2	.....	.....	2	8	1	18
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:											
Pinneos Point	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Schoodic Island	.....	.....	.....	1	.....	.....	.....	.....	.....	1	2
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	4	1	.....	.....	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
Chances Island	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Cross Island	.....	.....	.....	3	.....	.....	1	.....	.....	.....	4
Dogfish Ledges	1	.....	.....	.....	.....	.....	.....	.....	1	.....	2
Fosters Island	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Howards Bay	.....	.....	.....	.....	.....	.....	1	.....	1	.....	2
Libbey Islands	.....	1	.....	1	2	.....	1	.....	1	1	7
Machias	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Ram Island	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Salt Island	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Starboard Island	.....	.....	.....	.....	1	1	.....	.....	.....	.....	2

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TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years*—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	
MAINE—continued.											
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
Egg Rock, Fishermans Island Passage				1							1
Fishermans Island							1		1		2
Goose Island					1						1
Great Wass Island				1							1
Green Island Ledge	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
Bass Harbor Bar and Head			1			2					3
Long Ledge							1				1
Seal Harbor	1				1						2
Sea Wall								1			1
Southwest Harbor	2	1	2		2				1	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					2					3
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	2	1		6
Halibut Rock										1	1
Hay Island Ledge	1	1	5						1		8
Howies Rock								1			1
Hurricane Ledge	1					1	1			1	4
Long Ledge, Seal Harbor	2	3		1		1					7
Lower Gangway Ledge	1		2								3
Munroe Island	1						1	1			3
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	1	1	1	3	1	1	2			2	12
Sheep Island Bar							1	1	1	1	4
Spruce Head Island		1	2			1			4	2	10
Sunken Ledge		1									1
Upper Gangway Ledges				1							1
Weskeag River (mouth of)	1						1				2
White Head Island	1			3	1		2	1		1	9
Yellow Ledges				1							1
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

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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.
	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	
MAINE—continued.											
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				1							1
Isle au Haut	1		1								2
Long Island									1		1
Ragged Island	1					1				1	3
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
Sandy Point									1		1
Western Island					1						1
Penobscot Bay, West:											
Bantam Ledge									1		1
Camden							2				2
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
Northern Triangles, The	1					1					2
Northport	1										1
Old Man Ledge	2										2
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			1	3
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
Portsmouth Harbor (Maine side):											
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

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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.
	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	
MAINE—continued.											
Quoddy Roads							1		1		2
Black Rock		2									2
Crowells Ledge		1								1	2
Middle Ground									1		1
One mile northwest of life-saving station		1									1
Sail Rock		1			1						2
West Quoddy Head						2	1		1		4
West Quoddy Head, Carrying Point Cove		1				1					2
Woodwards Point			1								1
Wormells Ledge		5	1	1							7
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
Scarboro Beach									1		1
Stage Island							3			1	4
Strattons Island and Rocks near	1				1						2
Whales Back, The										1	1
Wood Island	2	2	1			2				1	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			1	3
Harts Island Bar and Ledges				1		2	1		2	2	8
Herring Gut								1	1		2
Hoopers Island								2	1	1	4
McGees Island							1		1	1	3
Mosquito Island	1			1	1	2		1			6
Old Cilley Ledge	1				1						2
Port Clyde			1				1		1	6	9
Sheepscot Bay and River:											
Barters Island		1									1
Cuckolds, The			1								1
Hardings Ledge						1					1
Jewetts Cove						1					1
McMahons Island			1								1
Southport Island									1		1
Tennants Harbor	1		1			1					3
Harts Neck				1						1	2
Long Cove		1									1
Southern Island			1			1					2
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				1	4
NEW HAMPSHIRE.											
Hampton:											
Hampton Beach										1	1
Hampton Shoals	1										1
Isles of Shoals:											
Eastern Rocks										1	1
Square Rock				1							1
Portsmouth Harbor (New Hampshire side):											
Fort Point			2	1	2						5
Jerrys Point		2	1								3
Odiornes Point				1			1				2
Stielmans Rocks								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.
	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	
NEW HAMPSHIRE—continued.											
Rye Beach	2	1								1	4
Foss Ledges	1										1
Wallis Sands						1					1
MASSACHUSETTS.											
Beverly Bay							1				1
Boston Bay and Harbor					1	1	1		2	3	8
Black Rock Channel									1		1
Brewsters, The			1				1		2	1	5
Broad Sound								1			1
Castle Island					1			1			2
Cohasset Harbor			1								1
Deer Island			1	1					1		3
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			1	7
Hog Island			1		1						2
Hull Beach			1								1
Long Island										1	1
Lovells Island	1	1	1	2				1			6
Middle Ground				1							1
Nahant				1			1		1		3
Nantasket Beach			2					1	1		4
Neponset									1		1
Nixs Mate								2		1	3
Peddocks Island	1										1
Pleasant Beach			1								1
Point Allerton			1	1				1			3
Point Shirley									1		1
Quincy Beach			1								1
Rams Head					1			1			2
Toddy Rocks	1		1			1	1	1		1	6
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	2	3
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
Nashawena Island										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
Braces Cove					1						1
Brier Neck			1								1
Eastern Point				1				2		1	4
Fresh Water Cove					1						1
Gloucester	1	2	2		1			1	4		11
Halibut Point									1		1
Kettle Island										1	1
Lanesville		1	2	1				1	1		6
Londoner, The (near Thatchers Island)				2	1				1		4
Milk Island	2		1	1							4
Normans Woe									1		1
Pigeon Cove			1			1					2
Rockport						1	1	1			3

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TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years*—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	
MASSACHUSETTS—continued.											
Cape Ann—Continued.											
Salvages, The (off Rockport)	.....	.....	.....	1	.....	.....	1	.....	.....	.....	1
Straitsmouth Island	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Ten-Pound Island	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	2
Cape Cod:											
Bearses Shoal	1	2	1	.....	2	.....	.....	3	.....	3	12
Cahoons Hollow	.....	.....	1	.....	.....	.....	.....	.....	.....	2	3
Chatham	.....	1	.....	1	.....	.....	2	.....	.....	.....	4
Chatham Bar	1	2	4	4	2	2	1	1	1	1	19
Highland Light	1	.....	.....	.....	.....	.....	1	.....	.....	.....	2
Monomoy Point	.....	1	.....	1	2	.....	.....	.....	1	.....	5
Nauset Beach	2	1	.....	1	2	3	1	1	.....	3	14
Orleans Beach	1	3	.....	1	1	.....	.....	.....	2	1	9
Pamet River	1	.....	.....	1	.....	.....	.....	.....	2	.....	4
Peaked Hill Bar	2	2	2	.....	1	.....	1	2	1	1	12
Pollock Rip	2	2	1	.....	5	1	3	4	5	2	25
Race Point	.....	2	5	3	3	1	6	2	2	4	28
Shovelful Shoal	3	1	1	3	5	.....	.....	4	4	2	23
Stone Horse Shoal	1	1	1	1	.....	.....	.....	1	1	1	7
Cape Cod Bay:											
Barnstable	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Billingsgate Island and Shoal	.....	.....	.....	.....	.....	.....	1	.....	1	.....	2
East Dennis	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Long Point	.....	2	.....	.....	.....	1	.....	.....	.....	.....	3
Manomet Point	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
North Dennis	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Provincetown	.....	.....	2	.....	.....	3	6	3	.....	.....	14
Sandwich	.....	1	1	.....	.....	.....	.....	.....	.....	.....	2
South Truro	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Wellfleet	.....	.....	.....	2	1	.....	.....	.....	.....	.....	3
Wood End	.....	.....	.....	.....	3	.....	.....	.....	.....	1	4
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	2	1	1	1	3	11
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	.....	.....	.....	2
Chilmark	.....	.....	.....	.....	.....	.....	1	.....	1	.....	2
Cottage City	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
East Chop	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Edgartown	1	2	2	1	3	4	3	1	.....	.....	17
Gay Head	.....	.....	.....	.....	2	.....	.....	1	1	.....	4
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	6	1	1	4	.....	3	3	3	1	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
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	.....	2	15
Nantucket Shoals	1	2	.....	1	.....	2	.....	1	.....	.....	7

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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.
	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	
MASSACHUSETTS—continued.											
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
Great Round Shoal	.....	.....	.....	1	.....	1	.....	.....	.....	.....	2
Handkerchief Shoal	1	3	5	1	6	3	6	3	5	1	34
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
Hyannis Roads, Middle Ground	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Kill Pond Bar	.....	.....	.....	1	.....	.....	.....	1	2	.....	4
Long Shoal	.....	.....	1	.....	.....	.....	3	.....	.....	2	6
Monomoy Island (shoals west side of)	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	2
Muskeget Island	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Nortons Shoal	.....	.....	.....	.....	.....	.....	1	.....	.....	1	2
Osterville	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Rodgers Shoal	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Shovelful Shoal (near Tuckernuck Shoal)	.....	1	.....	.....	.....	4	1	.....	.....	.....	6
Tuckernuck Shoal	.....	.....	1	.....	.....	.....	2	1	.....	1	5
Wreck Shoals	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Newburyport approaches:											
Newburyport Bar	3	1	.....	1	4	.....	.....	1	.....	1	11
Plum Island Point	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Salisbury Point	.....	.....	.....	.....	.....	.....	1	2	.....	1	4
Plum Island	2	.....	1	.....	1	1	3	1	4	4	17
Plymouth Bay:											
Browns Bank, or Browns Island	2	1	1	.....	.....	.....	5	.....	2	2	13
Dicks Flat	1	.....	.....	.....	.....	.....	.....	.....	.....	1	2
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
Magnolia	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Misery Island and Ledges	.....	.....	1	.....	1	.....	.....	.....	.....	.....	2
Salem Harbor	.....	.....	1	.....	.....	1	.....	.....	1	.....	3
South Gooseberry, The	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Salisbury Beach	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Scituate	3	.....	4	1	2	1	.....	.....	.....	.....	11
First Cliff	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Fourth Cliff	1	2	.....	.....	.....	.....	.....	1	.....	.....	4
North Scituate	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Vineyard Sound:											
Cuttyhunk Island	.....	2	3	3	5	2	2	.....	1	.....	18
Falmouth	.....	1	1	.....	.....	.....	.....	.....	.....	.....	2
Hedge Fence Shoal	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	2
L'Homme à Dieu Shoal	1	.....	2	1	4	1	.....	1	.....	1	11
Nashawena Island	1	2	1	.....	.....	.....	.....	1	2	.....	7
Naushon Island	4	.....	.....	1	.....	1	.....	3	2	.....	11
Nobska Point	.....	1	.....	1	.....	.....	.....	.....	.....	.....	2
Nonamesset Island	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Pasque Island	1	.....	3	.....	2	5	.....	.....	.....	1	12
Quicks Hole	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Robinsons Hole	.....	.....	1	.....	.....	1	1	1	1	.....	5
Sow and Pigs	.....	.....	1	.....	1	.....	1	1	.....	1	5
Squash Meadow Shoals	1	.....	.....	.....	.....	.....	.....	1	.....	.....	2
Succonesset Shoal	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Tarpaulin Cove	.....	.....	.....	.....	3	1	2	.....	2	.....	8
Woods Holl	.....	.....	.....	1	1	1	1	1	.....	2	7

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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.
	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	
RHODE ISLAND.											
Block Island:											
Black Rock	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Block Island Breakwater	.....	1	1	.....	1	1	.....	.....	5	.....	9
East side of	2	6	.....	2	.....	2	1	.....	1	.....	14
Northwest shore of	1	.....	.....	.....	.....	.....	.....	.....	.....	1	2
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
Church Point	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Clump Rocks	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Coasters Harbor Island	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Coddington Point	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Conanicut Island	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	2
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	2
Pawtucket River (mouth of)	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Popasquash Point	1	.....	.....	.....	1	.....	.....	.....	.....	.....	2
Portsmouth	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Plum Beach Shoal	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Prudence Island	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
Rose Island	.....	.....	1	.....	.....	1	.....	1	1	.....	4
Sachuest Neck and Beach	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	2
Sakonnet Point	2	.....	.....	.....	1	.....	.....	.....	.....	.....	3
Sisters, The	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	2
Warrens Point, Elishas Ledge	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Watsons Pier	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Whale Rock	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Point Judith	2	2	3	1	.....	.....	1	1	.....	4	14
Three miles west of	.....	1	.....	.....	.....	.....	1	.....	.....	.....	2
Squid Ledge	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Quonochontaug Beach	1	.....	1	.....	.....	.....	.....	.....	2	.....	4
Watch Hill	1	.....	3	.....	1	2	2	1	.....	1	11
Catumb Reef	.....	.....	.....	.....	2	.....	.....	.....	1	.....	3
Napatree Point	1	1	2	4	2	1	.....	1	2	2	16
Sugar Reef	.....	.....	.....	1	.....	.....	.....	.....	.....	1	2
CONNECTICUT.											
Black Rock Harbor	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Branford Harbor	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Branford Reef	.....	.....	.....	.....	.....	1	.....	1	.....	.....	2
Bridgeport	1	1	.....	.....	.....	.....	.....	1	.....	1	4
Connecticut River (mouth of):											
Blackhall Point	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Cornfield Point	.....	.....	.....	.....	1	.....	1	.....	.....	.....	2
Cornfield Point Shoal	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Saybrook Bar	.....	.....	.....	.....	2	.....	.....	.....	.....	2	4
Fishers Island Sound:											
Bartletts Reef	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Groton Long Point	.....	.....	1	.....	.....	.....	1	.....	.....	.....	2
Latimers Reef	.....	.....	.....	1	.....	1	.....	1	.....	.....	3
Middle Ground	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Noank (near)	.....	.....	.....	.....	.....	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.
	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	
CONNECTICUT—continued.											
Fishers Island Sound—Continued.											
Quiambog Cove								1			1
Grants Neck							1				1
Greenwich					1			2		1	4
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
Faulkners Island						1				1	2
Goose Island (near Faulkners Island)							1				1
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			1	4
Squaw Island		1									1
Thimbles, The				1				1		1	3
Madison				1							1
Millstone Point (near Niantic Bay)						1					1
New Haven Harbor:											
Adams Fall Ledge		1							1		2
Marion Point		1									1
New Haven			1	2			1	2			6
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
Ocean Beach										1	1
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						2
Stonington Harbor										2	2
Stratford Bar				1							1
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			3
East River:											
Berrians Island							1				1
Blackwells Island			1		1	3		1	1		7
College Point	1	1					2				4
Factory Rock				1							1
Governors Island					2	1					3
Hell Gate		1	1	5	4			1		2	14
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				1	3
Middle Ground, near Lawrence Point			1	1							2
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
South Brother, The		1	1								2
Sunken Meadows, The		1	2				1				4
Wards 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.
	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	
NEW YORK—continued.											
Gardiners Bay:											
Bens Point	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	4	18
Ditch Plain			1								1
East Hampton Beach								1			1
Fire Island Beach	2		2	1	1	2	3	2	2	1	16
Fire Island Beach (Great South Bay)							3			1	4
Fire Island Inlet	1	7	6	2	1	2			5	4	28
Hog Island Inlet		1					1				2
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			1				1	1		5
Napeague	2	3	1			1	1	1	1		10
New, or Jones Inlet	1		1	2	3	3	1	2	4		17
Oak Island		1							1		2
Petunk							1				1
Rockaway and Far Rockaway Beach			1		1	1			1	1	5
Rockaway Inlet and Shoals	2	2	6	3	2	2		1	6	1	25
Shinnecock Beach						1		1	2		4
Smith's Point								1			1
Zach's Inlet								1	1	1	3
Long Island Sound:											
Baiting Hallow Beach			1								1
Big Tom Rock										1	1
Browns Hills			1	1							2
Center Island Reef	1										1
Cold Spring Harbor										1	1
Cow or Manhasset Bay								1			1
Crab Meadow	1										1
Davenport or Davids Island								1			1
Duck Pond Point				1							1
Eatons Neck	2	1	5	2		1	1		3	1	16
Execution Rocks			1					1			2
Fishers Island	1	2	2			1	1	1	4	1	13
Glen Cove						1					1
Great Gull Island								1		1	2
Hallocks Landing				1							1
Hart Island	2			1	1		1		1		6
Hewletts Point						1					1
Hortons Point					1						1
Huntington		1		1							2
Larchmont						2					2
Little Gull Island					1	1			1		3
Lloyds Neck	2		1			1	1	1			6
Matinicock Point									1	1	2
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
Oyster Bay						2	1		1		4
Oyster Pond Point										1	1
Peconic Bay, Little						1					1
Peconic Bay, Great										1	1
Pelham Bay										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
Rye Point						1	1			1	3
Sands Point	1			1		1		1	1		5
Seal Rocks (near Fishers Island)		1									1
Throgs Point			1								1

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TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years*—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	
NEW YORK—continued.											
Long Island Sound—Continued.											
Valiant Rock				1							1
Wading River		1									1
Wicopesset Island and Reefs		2	1			1					4
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										1	1
Bedloes Island (rock 1 mile west of)			1							1	1
Castle Point								1			1
East bank			1								1
Ellis Island								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	1	1	2	4	3	1	1	6	3	25
Staten Island		2				1		1			4
West Bank			1	1					1	2	5
NEW JERSEY.											
Absecon Beach				1	1						2
Absecon Inlet	8	6	7	1		4	1	5	4	6	42
Atlantic City	1			1			3	2			7
Barnegat Bay		1			1						2
Barnegat Inlet	1	10		4	1	2	5	1	2	2	28
Brigantine Beach and Shoals		1		2		3	2	2	2	1	13
Cape May	4	2	2		2	1			1	2	14
Cold Spring Inlet	1	2	3						1	1	8
Corsons Inlet Bar				1	2			3			6
Deal Beach					1	1	1	1		1	5
Delaware Bay (also see Delaware):											
Ben Davis Shoal									1		1
Fishing Creek Shoal		1						1			2
Green Creek									1		1
McCries Shoal								1			1
Maurice River (near)			1								1
North Shoal							1	1			2
Overfalls or South Shoals			1						1		2
Round Shoal										1	1
Somers Shoal							1				1
Town Bank			1								1
Five Fathom Bank									1		1
Five Mile Beach									2		2
Forked River				1							1
Great Egg Harbor Inlet	1		2	5		2	2	3	1	2	18
Hereford Inlet	7	3	2	6	6	3		6	2		35
Highlands	1			1				1	1	1	5
Island Beach	4	3	2	3		1	1	1		2	17
Leaming Beach	1			1							2
Little Egg Harbor	3	1									4
Little Egg Harbor Inlet or New Inlet	2	3	3	3	4	1	3	3	3	1	26
Long Beach	2	2	1				2	1	1	2	11
Long Branch			1	1	1		1			1	5
Monmouth Beach	1				1		1		1	2	6
Pecks Beach		1					1		1	1	4
Port Monmouth				1							1
Raritan Bay:											
Keyport	1		1	3				2			7
Point Comfort				1					1		2
Red Bank			1						1		2
Sandy Hook	10	4	6	4	9	2	5	6	1	8	55
False Hook			2				1				3
Flynns Knoll		2	2	1			1				6
Horse Shoe									1		1
Swash Channel (west side)		1									1
Seabright	1						2				3
Shrewsbury River										1	1
Squan Beach	1	1				1	2	1	1		7
Tatham									1	1	2
Townsends Inlet	2	2		1						3	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.
	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	
NEW JERSEY—continued.											
Tuckers or Short Beach	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Turtle Gut Inlet	1	.....	.....	.....	1	.....	.....	.....	.....	1	3
Wreck Pond Inlet	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
DELAWARE.											
Cape Henlopen	3	1	4	4	.....	1	4	1	.....	.....	18
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	2	1	1	.....	.....	.....	.....	6
Broadkill River (mouth of)	1	1	.....	.....	1	.....	.....	.....	.....	.....	3
Fourteen Foot Bank	.....	.....	.....	3	.....	.....	.....	.....	.....	.....	3
Joe Flogger Shoals	.....	1	.....	.....	1	1	1	.....	.....	1	5
Mispillion River	.....	.....	.....	1	.....	.....	.....	.....	1	.....	2
Shears, The	.....	1	.....	.....	.....	.....	1	1	.....	.....	3
Slaughter Beach	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Delaware Breakwater	1	1	2	1	.....	2	2	1	3	.....	13
Indian River Inlet	2	2	.....	2	5	5	1	2	.....	.....	19
Six miles south of	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Lewes	3	19	4	21	2	.....	.....	3	1	1	54
Rehoboth Beach	2	2	1	1	.....	.....	.....	1	.....	.....	7
MARYLAND.											
Chesapeake Bay:											
Billys Island	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Cedar Point	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Cedar Point and Point No Point (between)	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Chester River (mouth of)	.....	.....	.....	1	.....	1	.....	1	.....	.....	3
Choptank River (mouth of)	.....	.....	.....	1	1	.....	1	.....	.....	1	4
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
Hacketts Point	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Herring Bay	.....	.....	1	.....	1	.....	.....	2	1	.....	5
Hills Point	1	1	.....	.....	.....	.....	.....	.....	.....	.....	2
Holland Island	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Holland Point (near Herring Bay)	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Honga River	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Hoopers Island	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Horseshoe Point	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
James Point	.....	.....	.....	.....	.....	1	1	.....	.....	.....	2
Kent Point (near)	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Long Point Bar, Tangier Sound	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Magothy River (mouth of)	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Man of War Shoals	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Millers Island	.....	1	.....	1	.....	.....	.....	.....	1	.....	3
Patapsco River (mouth of)	2	2	.....	.....	1	1	1	.....	1	.....	8
Patuxent River (mouth of)	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Plum Point Shoal	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Point Lookout	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Point No Point	.....	1	.....	.....	1	.....	.....	.....	.....	1	3
Rock Hall (off)	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Rock Point	1	1	.....	.....	.....	.....	.....	.....	.....	.....	2
St. Georges Island (mouth of Potomac River)	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Sandy Point	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Sharps Island Bar	1	.....	.....	.....	.....	1	2	.....	.....	.....	4
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
Tolchester Beach	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Wades Point (Eastern Bay)	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Fenwick Island	2	.....	.....	.....	2	.....	.....	1	1	.....	6
Fenwick Island Shoals	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Green Run Inlet	.....	1	.....	1	.....	.....	.....	.....	.....	.....	2
North Beach	2	.....	.....	.....	2	1	.....	2	.....	1	8
Ocean City	1	1	.....	1	.....	.....	.....	.....	.....	.....	3

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TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years*—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	
VIRGINIA.											
Assateague Island	.....	.....	.....	.....	2	1	2	.....	2	.....	7
Fishing Point	1	.....	.....	.....	.....	.....	.....	.....	2	.....	3
Cape Charles	1	.....	1	.....	1	.....	.....	.....	.....	.....	3
Cape Henry	1	1	2	4	4	4	.....	3	2	2	23
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
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	.....	.....	.....	.....	.....	1	3
Ocean View	.....	.....	1	1	.....	.....	1	.....	.....	.....	3
Piankatank River (mouth of)	.....	.....	1	.....	1	1	.....	1	.....	.....	4
Plum Tree Bar	.....	.....	.....	.....	.....	.....	1	1	.....	.....	2
Rappahannock River (mouth of)	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Smiths Point	.....	.....	.....	.....	1	1	.....	.....	.....	.....	2
Tangier Island	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Willoughby Spit	1	3	.....	.....	.....	.....	1	.....	.....	.....	5
Wolf-Trap Shoal, Mobjack Bay	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
York River (mouth of)	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
York Spit	.....	.....	.....	1	1	.....	.....	.....	.....	.....	2
Chincoteague Inlet	4	2	1	2	2	2	3	2	1	.....	19
Chincoteague Shoals (off Fishing Point)	.....	.....	.....	.....	.....	1	1	.....	1	2	5
Cobbs Island	1	.....	1	2	1	1	1	1	.....	.....	8
Carters Shoals	.....	2	2	.....	2	3	1	1	1	1	13
Dam Neck Mills	1	1	1	.....	.....	.....	.....	.....	.....	.....	3
Elizabeth River:											
Lamberts Point	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Pinners Point	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Western Branch (mouth of)	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
False Cape	2	1	1	.....	.....	.....	3	.....	.....	1	8
False Cape, Pebble Shoals	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Fishermans Island (near Cape Charles)	.....	.....	2	2	.....	1	.....	.....	1	.....	6
Great Machipongo Inlet	2	2	.....	.....	1	1	3	.....	2	1	12
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
Hampton Flats	.....	1	.....	.....	1	.....	.....	.....	.....	.....	2
Nansemond River (mouth of)	.....	.....	5	.....	.....	.....	.....	.....	1	.....	6
Newport News	.....	.....	.....	.....	.....	.....	.....	1	1	.....	2
Old Point Comfort	.....	.....	.....	.....	.....	1	.....	.....	1	.....	2
Pagan Creek (mouth of James River)	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Pig Point	.....	.....	.....	.....	.....	1	.....	1	.....	.....	2
Rip Raps	.....	1	.....	.....	.....	.....	.....	.....	.....	1	2
Sewalls Point	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
White Shoal (mouth of James River)	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Hog Island	3	.....	4	2	.....	2	1	1	.....	.....	13
Little Island	.....	3	.....	1	.....	.....	1	1	.....	.....	6
Little Machipongo Inlet	1	.....	.....	.....	.....	.....	.....	.....	1	1	3
Lynn Haven Bay	1	1	1	2	.....	.....	.....	.....	.....	1	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	2	17
Ship Shoals	.....	.....	1	.....	.....	.....	1	1	.....	.....	3
Smiths Island	1	3	1	.....	1	.....	.....	.....	.....	.....	6
Isaacs Shoals	.....	1	2	3	1	1	.....	.....	1	2	11
Nautilus Shoal	1	.....	.....	.....	.....	.....	.....	.....	.....	1	2
Smiths Island Inlet	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Virginia Beach	1	3	3	1	1	1	.....	2	.....	.....	12
Wachapreague Inlet	1	1	.....	.....	.....	2	.....	.....	2	2	8
Dawson Shoals	1	3	2	1	1	.....	2	.....	.....	1	11
Wallops Beach	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.
	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	
NORTH CAROLINA.											
Albemarle Sound:											
Croatan	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Flatty Creek Bar	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Pasquotank River (mouth of)	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Perquimans River (mouth of)	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Reeds Point	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Roanoke River (mouth of)	.....	.....	1	.....	.....	.....	1	.....	.....	.....	2
Bacons Inlet	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Barren Inlet	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Bear Inlet	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Beaufort	.....	.....	1	.....	.....	1	.....	.....	.....	.....	2
Big Kinnakeet (also see Pamlico Sound)	.....	1	2	.....	.....	.....	.....	.....	1	.....	4
Bodies Island (also see Pamlico Sound)	.....	.....	.....	1	1	1	.....	1	1	2	7
Bogue Island and Inlet	1	1	.....	.....	.....	2	.....	2	.....	.....	6
Cape Fear, Frying Pan Shoals	3	1	.....	1	1	.....	2	2	3	1	14
Cape Fear River (mouth of)	1	1	2	2	1	.....	4	.....	3	1	15
Cape Hatteras	.....	.....	3	1	.....	.....	1	.....	.....	.....	5
Diamond Shoals (inner and outer)	2	.....	3	1	.....	.....	1	1	.....	3	11
Hatteras Roads	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Cape Lookout	.....	.....	.....	.....	1	.....	3	.....	1	.....	5
Cape Lookout Shoals	1	.....	.....	1	.....	1	.....	3	.....	.....	6
Chicamicomico	.....	.....	1	1	1	.....	.....	1	1	.....	5
Core Beach	.....	1	1	1	.....	.....	.....	1	.....	.....	4
Currituck Beach	.....	1	2	2	2	.....	1	2	.....	.....	10
Currituck Sound	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	2
Currituck Sound, Long Point	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Durants (also see Pamlico Sound)	.....	.....	.....	1	.....	.....	.....	.....	1	.....	2
Gull Shoal (also see Pamlico Sound)	.....	.....	.....	.....	1	1	.....	.....	.....	.....	2
Hatteras Inlet (also see Pamlico Sound)	3	2	4	.....	1	3	2	1	2	1	19
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	.....	1	4
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	.....	4
Pamlico Sound:											
Big Kinnakeet	.....	.....	3	2	1	1	.....	.....	2	3	12
Bodies Island	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Brant Island	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Cape Hatteras	.....	.....	2	.....	1	.....	.....	.....	.....	.....	3
Chicamicomico	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Durants	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Gull Island and Shoal	.....	1	.....	.....	1	.....	.....	.....	1	1	4
Hatteras Inlet	.....	.....	.....	1	1	.....	2	.....	.....	1	5
Howard Reef	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Little Kinnakeet	.....	1	1	.....	1	2	.....	.....	.....	1	6
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
Royal Shoals	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	2
Portsmouth Island	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Rich Inlet	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Shallotte Inlet	.....	1	.....	.....	.....	.....	.....	.....	1	.....	2
Wash Woods	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
SOUTH CAROLINA.											
Beaufort	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Bulls Bay	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Calibogue Sound:											
Daufuskie Island	.....	.....	.....	.....	.....	1	.....	1	.....	.....	2
Cape Romain	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Capers Island	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Charleston	.....	.....	1	.....	1	.....	1	4	.....	.....	7

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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.
	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	
SOUTH CAROLINA—continued.											
Charleston Bar	.....	1	1	.....	1	4	1	3	1	.....	12
Drunken Dick Shoal	.....	.....	.....	.....	1	1	.....	.....	1	1	4
Pumpkin Hill Shoal	1	.....	.....	.....	.....	.....	1	.....	.....	.....	2
Edisto Island	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Gaskin Bank (off Hilton Head Island)	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Georgetown Breakers	.....	.....	3	.....	1	.....	.....	1	2	.....	7
Kiawah Island	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Little River Inlet	.....	.....	1	....	.....	.....	.....	.....	.....	1	2
Long Island	.....	.....	.....	.....	.....	.....	.....	1	.....	1	2
Morris Island	.....	....	.....	.....	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	.....	.....	2
South Island	.....	.....	.....	.....	1	.....	.....	1	.....	.....	2
Stone Inlet	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
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
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	2
Wilmington River (mouth of)	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Wolf Island Spit	.....	.....	.....	.....	1	.....	1	.....	.....	.....	2
FLORIDA.											
Apalachicola Bay:											
Carrabelle	1	.....	.....	.....	.....	.....	.....	.....	1	.....	2
East Pass Bar	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
West Pass	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Barrancas	.....	.....	.....	.....	1	.....	1	.....	.....	.....	2
Bethel Creek	.....	.....	.....	.....	1	.....	.....	1	.....	.....	2
Biscayne Bay	.....	.....	.....	1	.....	.....	1	.....	.....	.....	2
Cape Canaveral	.....	.....	.....	1	.....	1	.....	.....	.....	.....	2
Fifteen miles north of	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Cape San Blas	1	.....	.....	.....	.....	.....	.....	.....	.....	1	2
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)	.....	.....	.....	.....	.....	.....	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	1	3
Marquesas Key	3	.....	.....	.....	.....	.....	.....	1	.....	.....	4
Maryland Shoal	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Middle Ground	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Pickle Reef	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Pulaski Shoals	.....	.....	.....	.....	.....	2	.....	1	.....	.....	3
Rebecca Shoals	.....	.....	1	.....	.....	.....	1	.....	.....	.....	2
Tennessee Reef	.....	.....	.....	1	.....	.....	.....	.....	2	.....	3
Tortugas	1	3	1	1	1	1	1	1	2	1	13
Washerwoman Shoal	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Western Dry Docks	1	.....	.....	.....	.....	2	.....	.....	.....	.....	3
Fort Pickens Point	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Gull Point Bar	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Hillsboro Inlet	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1

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TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years*—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	
FLORIDA—continued.											
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	5	26
Lake Worth Beach	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Lake Worth Inlet	1	.....	.....	.....	.....	3	.....	.....	2	.....	6
Lantana	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Matanzas Inlet (south of)	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	2
Mosquito Inlet	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
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
Pablo Beach	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Pensacola Bar	1	.....	.....	.....	1	.....	2	2	.....	.....	6
Pensacola Bay	.....	.....	.....	.....	.....	1	.....	4	.....	.....	5
Perdido River (mouth of)	.....	1	.....	.....	.....	.....	1	.....	.....	.....	2
St. Andrews Bay	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	2
St. Augustine Bar	.....	1	1	2	1	.....	.....	.....	1	.....	6
St. Georges Island	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
St. Johns Bar	.....	.....	.....	1	.....	.....	1	1	.....	1	4
St. Josephs Bay	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
St. Josephs Point	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Santa Rosa Inlet:											
Twenty-five miles east of	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Santa Rosa Island	.....	2	.....	1	1	.....	1	1	2	1	9
Fifteen miles east of	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Sarasota 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	.....	.....	.....	2	1	.....	4
Mobile Point	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Montrose	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Navy Cove	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Petit Bois Island	.....	1	.....	.....	.....	1	1	.....	.....	.....	3
Point Clear	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Sand Island	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
MISSISSIPPI.											
Mississippi Sound:											
Bayou Coden	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Gaveline Bayou	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Gulfport	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Horn Island	.....	.....	1	1	.....	.....	1	1	.....	.....	4
Pascagoula	.....	.....	.....	.....	.....	.....	.....	3	.....	.....	3
Point aux Chines	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Ship Island	.....	.....	.....	1	.....	1	.....	.....	2	1	5
LOUISIANA.											
Calcasieu Bar	.....	1	.....	.....	.....	.....	1	1	1	1	5
Chandeleur Island	.....	.....	1	3	1	1	.....	1	.....	.....	7
Grand Island	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Grand Lake	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Lake Pontchartrain, Little Woods	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Schofield Bay, West Bay	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Ship Shoal Light (18 miles northeast of)	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Tiger Shoal	.....	.....	.....	.....	.....	.....	.....	.....	.....	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.
	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	
TEXAS.											
Aransas Pass	2	3	.....	.....	.....	.....	1	1	.....	2	9
Boca Chica	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Bolivar Beach	.....	.....	1	.....	.....	.....	2	.....	.....	.....	3
Brazos River (mouth of)	3	.....	1	.....	.....	.....	1	2	3	.....	10
Brazos River and San Luis Pass (between)	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Brazos Santiago	2	1	.....	4	2	2	2	.....	.....	2	15
Espiritu Santo Bay	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Galveston Bar	5	.....	1	5	2	3	3	2	6	4	31
Galveston Bay	.....	.....	.....	.....	.....	.....	1	.....	1	1	3
Pelican Island and Flats	.....	.....	.....	.....	.....	2	.....	.....	.....	1	3
Pelican Spit	.....	.....	.....	1	.....	1	.....	.....	.....	.....	2
Galveston Island	.....	1	2	1	1	2	2	1	4	2	16
High Island	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Matagorda Bay	2	.....	.....	.....	.....	1	.....	.....	.....	.....	3
Powder Horn Lake	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
Matagorda Island	1	1	1	.....	.....	.....	.....	1	.....	1	5
Matagorda Peninsula	2	.....	.....	.....	.....	.....	.....	.....	1	.....	3
Mustang Island	.....	.....	2	.....	1	1	.....	.....	.....	.....	4
Padre Island	.....	.....	.....	1	1	.....	.....	.....	1	2	5
Pass Cavallo	.....	2	3	1	.....	2	1	.....	2	.....	11
Pelican Island	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Sabine Pass	2	1	1	2	1	.....	1	1	4	1	14
East of	.....	.....	.....	.....	1	.....	.....	.....	.....	1	2
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	3	6	12

PACIFIC COAST.*

ALASKA TERRITORY.											
Admiralty Island	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
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
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
Kariuc, Kodiak Island	.....	1	.....	.....	.....	.....	.....	.....	.....	1	2
Kayak Island	.....	.....	.....	.....	.....	.....	1	1	.....	.....	2
Kodiak Island	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Lituya Bay	.....	.....	.....	.....	.....	.....	1	.....	.....	1	2
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
Port Clarence Harbor	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Pribylof Islands	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Prince William Sound	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Return Reef, Midway Island	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
St. Lawrence Island	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Saint Paul Harbor	.....	.....	.....	.....	.....	.....	.....	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.
	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	
ALASKA TERRITORY—continued.											
Sand Point							1				1
Sankin Island					1						1
Sannakh Islands:											
Hennings Rock				1		1					2
Shumagin Islands					1						1
Sitka (near)									1		1
Tongass										1	1
Tugidak Island			1								1
Wrangel Narrows									1		1
Yakutat								1		1	2
WASHINGTON.											
Cape Disappointment						1					1
Ten miles north of					1	1					2
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
Two miles north of	1										1
Long Beach										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
Ossete River (mouth of)						1					1
Point Hudson	1	1									2
Point No Point										1	1
Point Wilson			1		1		1			1	4
Port Townsend						1			1	2	4
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	2
Whidbey Island		2							1		3
Queetshu River (mouth of)									1		1
Shoalwater Bay	2	1		2					2		7
Straits of Fuca:											
Crescent Bay				2							2
Neah Bay										1	1
New Dungeness							1		1		2
Smiths Island								1			1
Washington Sound:											
Bellingham Bay			1		2						3
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
Clatsop Spit		1									1
Sand 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.

PACIFIC COAST—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	
OREGON.											
Alsea Bay	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Cape Arago	.....	.....	.....	.....	1	4	1	.....	.....	1	7
Cape Blanco	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Chetko Cove	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Coos Bay Bar	.....	.....	2	2	1	2	1	1	.....	.....	9
Coquille River (mouth of)	1	.....	.....	2	.....	2	2	1	.....	1	9
Nehalem River (mouth of)	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Nestugga Bay	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Point Adams	.....	.....	.....	.....	.....	.....	.....	1	1	.....	2
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	.....	.....	2	7
Yaquina Bar	.....	1	1	1	.....	.....	1	.....	.....	.....	4
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
Crescent City	1	.....	1	.....	1	.....	.....	.....	.....	1	4
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	.....	.....	.....	2	.....	.....	.....	4
Golden Gate	1	.....	1	.....	1	1	.....	1	2	.....	7
Eight miles south of	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Fort Point	1	1	1	1	.....	.....	2	1	.....	1	8
Mile Rocks	.....	1	1	.....	.....	.....	.....	.....	.....	.....	2
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	.....	2	2	1	1	1	.....	.....	1	2	10
Humboldt Peninsula	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Klamath River (mouth of)	.....	.....	.....	.....	1	1	.....	.....	.....	.....	2
Little River (mouth of)	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Lompoc Landing	1	.....	.....	1	.....	.....	.....	.....	.....	.....	2
Los Angeles, Ballona Harbor	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Mendocino	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Monterey Harbor	1	.....	.....	.....	.....	.....	.....	.....	1	.....	2
Navarro River (mouth of)	.....	2	.....	.....	.....	1	.....	.....	.....	.....	3
New Haven, Mendocino County	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	2
Newport	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Noyo, Mendocino County	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Point Arena	2	.....	4	1	.....	1	.....	.....	.....	2	10
Thirteen miles south of	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Point Bonita	.....	1	.....	.....	.....	.....	.....	1	1	.....	3
Point Conception	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Point Fermin	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Point Gorda	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Point Montara Reef (near)	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Point New Year	1	.....	.....	.....	.....	.....	.....	.....	.....	1	2
Point Reyes	1	.....	2	.....	.....	.....	.....	.....	1	.....	4
Point Sur	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Point Vincent	.....	.....	.....	.....	1	.....	.....	1	.....	.....	2
Redondo Beach	.....	.....	.....	.....	.....	.....	.....	2	.....	2	4
Rockport	.....	.....	.....	.....	.....	1	.....	.....	1	.....	2
Rocky Point	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Russian Landing, Sonoma County	.....	.....	1	.....	.....	.....	1	.....	1	.....	3
Salina River (mouth of)	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
San Buenaventura	.....	1	.....	1	.....	.....	.....	.....	.....	.....	2
San Diego Bay	1	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.

PACIFIC COAST—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	
CALIFORNIA—continued.											
San Francisco Bay and Harbor	.....	.....	.....	1	1	.....	.....	.....	1	.....	3
Angel Island	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Mission Rock	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Oakland	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Yerba Buena Island	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
San Pedro Bay	1	1	.....	.....	.....	.....	.....	.....	.....	.....	2
Santa Barbara	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Santa Barbara Islands:											
San Clemente Island	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
San Miguel Island	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
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
Westport, Mendocino County	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Whitesboro Landing, Mendocino County	2	1	.....	.....	.....	.....	.....	.....	.....	.....	3
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
Fair Haven	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Feather Bed Shoals, St. Lawrence River	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Ford Shoal	1	1	.....	.....	.....	.....	.....	.....	.....	.....	2
Forest Lawn, N. Y.	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Galloo Island	.....	.....	1	1	.....	.....	.....	.....	.....	1	3
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	1	.....	.....	.....	1	.....	4	2	2	.....	10
Seven miles west of	.....	.....	1	.....	1	.....	.....	.....	.....	.....	2
Pigeon Island, Canada	.....	.....	.....	.....	1	.....	.....	2	.....	.....	3
Point Peninsular	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Port Dalhousie, Ontario	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
Port Ontario, N. Y.	1	.....	.....	.....	.....	.....	.....	1	.....	.....	2
Sandy Creek, N. Y.	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Six Town Point, N. Y.	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Stony Island	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Stony Point	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Wellington, Canada	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Wolf, or Long Island, Long Point, Canada	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
LAKE ERIE.											
Ashtabula, Ohio	1	.....	.....	1	1	2	2	.....	2	.....	9
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	2	4	.....	3	.....	.....	13

*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.
	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	
LAKE ERIE—continued.											
Cedar Point, Maumee Bay, Ohio	.....	.....	.....	...	...	.....	.....	1	.....	.....	1
Cedar Point, Sandusky Bay, Ohio	1	1	.....	2	.....	.....	.....	.....	1	.....	5
Chick-e-nolee Reef, Canada	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Cleveland, Ohio	1	1	.....	2	2	.....	5	.....	3	3	17
Colchester Reef, Canada	.....	.....	.....	.....	.....	1	1	1	.....	1	4
Conneaut, Ohio	.....	.....	.....	.....	.....	.....	1	.....	.....	1	2
Dover Bay, Ohio	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Dunkirk	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Elk Creek, Pa	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Erie, Pa	2	.....	2	...	2	1	2	3	1	1	14
Fairport, Ohio	.....	.....	2	2	1	.....	.....	.....	.....	1	6
Hen and Chickens Island, Canada	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Horse Shoe Reef	.....	1	2	2	.....	3	1	3	3	.....	15
Huron, Ohio	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Kelleys Island, Ohio	2	.....	.....	1	1	.....	1	2	.....	1	8
Limekiln Shoals, Canada	.....	.....	.....	4	.....	.....	.....	.....	.....	.....	4
Little Point, Canada	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Long Point, Canada	.....	1	.....	1	.....	.....	3	1	.....	.....	6
Madison, Ohio	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Marblehead, Ohio	.....	1	.....	1	.....	.....	.....	1	.....	.....	3
Mentor, Ohio	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Middle Bass Island, Ohio	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Morgan Point, Canada	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Mouse Island Shoals, Ohio	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	3
Niagara River	.....	.....	2	.....	1	1	2	.....	2	1	9
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	2	1	.....	2	.....	.....	3	5	14
Middle Ground	.....	.....	1	.....	1	1	.....	.....	.....	1	4
Pointe au Pelée Island, Canada	1	2	1	1	.....	1	.....	1	1	2	10
Port Burwell (3 miles east of), Canada	.....	1	.....	.....	...	.....	.....	.....	.....	.....	1
Port Colborne, Canada	1	.....	1	.....	.....	1	.....	1	1	.....	5
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	.....	5
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	1	2	.....	2	.....	.....	1	3	11
Sturgeon Point, N. Y	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	2
Toledo, Ohio	.....	.....	.....	2	.....	.....	.....	.....	1	1	4
Turtle Island, Ohio	.....	.....	.....	.....	1	1	3	.....	.....	.....	5
West Harbor Reef, Ohio	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Windmill Point, Canada	1	1	.....	1	.....	.....	2	.....	.....	.....	5
DETROIT RIVER.											
Amherstburg, Canada	.....	.....	1	.....	.....	.....	2	.....	.....	.....	3
Belle Isle, Mich	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Bois Blanc Island, Canada	.....	.....	4	1	.....	.....	1	1	.....	2	9
Detroit River	.....	.....	.....	.....	.....	1	.....	2	.....	3	6
Fighting Island	.....	2	1	1	1	1	2	.....	.....	.....	8
Grassy Island and shoal	2	.....	.....	.....	1	.....	1	1	.....	.....	5
Limekiln Crossing	.....	1	.....	1	2	1	.....	2	2	1	10
McDougalls Rock	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Stony Island	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
LAKE AND RIVER ST. CLAIR.											
Grosse Point, Mich	.....	.....	5	2	.....	.....	1	.....	2	2	12
Hersons Island, Mich	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Middle Ground (near Port Huron), Mich	.....	1	.....	.....	.....	1	1	.....	.....	.....	3
Peach Island, Canada	.....	.....	.....	1	.....	.....	.....	.....	.....	2	3
Point Edward, Canada	2	1	1	2	.....	.....	1	1	.....	.....	8
Russell Island, Mich	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
St. Clair Flats	.....	2	5	1	5	.....	.....	2	2	1	18
St. Clair River	.....	.....	3	1	2	.....	1	1	.....	3	11
Stag Island, Canada	1	4	1	1	.....	2	.....	.....	.....	.....	9
Thames River (mouth of)	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Windmill Point (rock near)	.....	1	.....	1	.....	.....	.....	.....	.....	1	3

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TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years*—Continued.

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	
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						2	5
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
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	1	8
Drummond Island, Mich	1					2		3	2		8
Elm Creek, Mich						2					2
False Presque Isle, Mich.	1	1					1	1	1	3	8
Fishermans Bay, Ontario								1			1
Fish Point, Mich				2							2
Flat Rock Point Reef, Mich	1	1									2
Forest Bay, Mich						1				1	2
Forester, Mich								1			1
Forestville, Mich		1									1
Fort Gratiot, Mich				1			1	1		1	4
Georgian Bay, Canada	1									1	2
Cove Island		1									1
Fox Island		1									1
Hope Island		1				2					3
Lions Head			1								1
Missinauga Point						1					1
Portage Reef										1	1
Rabbit Island				1							1
Scarecrow Island									1		1
Three Star Shoal						1					1
Western Island				1							1
Grand Manitoulin, Canada		1				1					3
Gravelly Bay, Mich.		1									1
Grindstone City, Mich.		1	3		1			1		1	7
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	4
Five miles northwest of life-saving station		1					1	1			3
Hardwood Point, near Sand Beach, Mich.			1		1			1			3
Harrisville, Mich										1	1
Johnsons Reef						1					1
Kincardine, Ontario					1						1
McKays Bay, Mich.		1									1
Middle Island, Mich.	2	1	1	2		1	1		1	2	11
Four miles southwest of		1	1		2			2			6
New London Point, Mich.										1	1
North Point, Mich.		4	3		1	4	4	1	2	1	20
Oscoda, Mich.	1	2	1								4
Ottawa Point, Mich.	5	1			3	1	1	3		1	15
Pointe aux Barques, Mich.	2	2	3		3	1	5	1		5	22
Point Clark (25 miles north of Goderich), Canada		1									1
Port Austin, Mich		2									3
Port Crescent, Mich								1			1
Port Elgin, Ontario			1								1
Port Hope, Mich.		2	1		1	2	1		1		8
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, Oak Point, Mich.										1	1
Saginaw Bay, White Stone Point, Mich.			1	1							2
Saginaw River (mouth of), Mich.					1						1
Sand Beach	1		3	2	1	2	5	1		2	17
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

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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.
	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	
LAKE HURON—continued.											
Sturgeon Point, Mich.	.....	1	.....	2	.....	1	.....	.....	2	2	8
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 and Reef, Mich.	1	.....	1	.....	.....	1	.....	1	1	2	7
Thunder Bay River (mouth of), Mich.	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
ST. MARYS RIVER.											
Fryingpan Island	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Hay Lake	.....	.....	.....	.....	.....	.....	.....	.....	5	.....	5
Mud Lake	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	3
Nebish Rapids	.....	1	1	.....	3	1	1	1	.....	.....	8
Pipe Island	.....	.....	.....	.....	1	.....	1	.....	.....	.....	2
Point eaux Pins, Canada	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	2
Round Island	.....	.....	1	.....	.....	1	.....	.....	.....	2	4
Sailors Encampment Island	.....	.....	2	1	1	.....	.....	2	1	4	11
St. Josephs Island, Canada	.....	.....	.....	3	1	.....	.....	.....	.....	.....	4
St. Marys River	5	1	1	5	7	7	7	3	9	2	47
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
Burlington Bay, Minn.	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	3
Caribou Island, Canada	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Copper Harbor (reef at entrance), Mich.	.....	.....	.....	.....	.....	.....	1	.....	.....	1	2
Crisps, Mich	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Deer Park, Mich.	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	2
Devil Island, Wis.	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
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	.....	.....	.....	.....	.....	.....	.....	.....	2	3
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
Heron Bay, Minn.	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Hills Creek, Mich	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Iroquois, Mich.	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Isle Royal, Mich.	2	.....	1	.....	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	3	9
Michigan Island, Wis.	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	2
Pancake Shoal, Canada	2	.....	.....	.....	.....	1	.....	1	.....	.....	4
Parisian Island, Canada	1	1	.....	.....	.....	.....	.....	.....	.....	.....	2
Pictured Rocks, Mich.	.....	.....	.....	.....	.....	.....	.....	1	.....	2	3
Pointe au Sable, Mich.	.....	.....	.....	.....	.....	1	1	.....	.....	.....	2
Point Iroquois, Mich.	.....	.....	.....	.....	1	.....	.....	1	.....	3	5
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
Sauks Head, Mich.	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Ship Canal, Mich.	1	5	1	6	.....	1	2	4	1	2	23
Shot Point, Mich.	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	2
Steamboat Island, Wis.	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Sucker River (near), Mich.	1	2	2	2	.....	.....	1	1	1	.....	10

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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.
	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	
LAKE SUPERIOR—continued.											
Thunder Bay, Canada:											
Fort William	1	.....	.....	.....	.....	1	.....	.....	.....	.....	2
Hare Island	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Two Harbors, Minn	1	.....	.....	.....	.....	1	1	.....	.....	.....	3
Seven miles north of	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	2
Twelve miles northeast of	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Two Heart River, Mich	.....	.....	.....	1	3	2	.....	.....	.....	.....	6
Vermilion Point, Mich	1	.....	1	.....	.....	.....	2	.....	.....	.....	4
Waiska Bay, Mich	.....	.....	.....	1	.....	.....	1	2	1	1	6
West Superior, Wis	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
White Fish Bay, Mich	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
White Fish Point, Mich	.....	1	.....	1	1	.....	1	1	3	.....	8
Williams Island, Mich	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
STRAITS OF MACKINAC.											
Bois Blanc Island	.....	3	.....	.....	5	4	1	3	2	5	23
Carp River (mouth of)	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Cecil Bay, Mich	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Cheboygan, Mich	.....	.....	.....	.....	.....	1	3	4	2	3	13
Goose Island, Mich	.....	.....	1	.....	.....	1	.....	.....	.....	.....	2
Grahams Shoals, Mich	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Gros Cap, Mich	.....	.....	.....	.....	.....	.....	.....	1	.....	1	2
Hessel Bay, Mich	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Isle Marquette, Mich	.....	.....	1	.....	.....	.....	1	.....	.....	.....	2
MacGulpins Point, Mich	1	.....	.....	.....	.....	.....	.....	1	.....	.....	2
Mackinac Island, Mich	3	3	.....	.....	.....	.....	1	.....	1	.....	8
McLeod Bay, Mich	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Old Fort Mackinac, Mich	1	.....	.....	.....	.....	1	1	.....	1	.....	4
Poe Reef, Mich	.....	.....	.....	.....	.....	3	.....	.....	1	.....	4
Pointe La Barbe	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Point St. Ignace	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Round Island, Mich	.....	1	1	.....	1	.....	1	1	.....	.....	5
St. Helena Island, Mich	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
St. Helena Shoal, Mich	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
St. Martins Bay, Mich	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
LAKE MICHIGAN.											
Ahnapee, Wis	.....	.....	.....	.....	.....	2	1	.....	.....	1	4
Antrim, Mich	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Baileys Harbor, Wis	1	2	1	2	.....	1	.....	1	.....	.....	8
Beaver Island, Mich	2	4	2	5	5	2	1	1	.....	3	25
Benton, Ill	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Biddle Point, Mich	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Black Lake Harbor, Mich, Mich	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Calumet, Ill	.....	.....	.....	.....	.....	1	1	.....	.....	1	3
South of	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Cana Island, Wis	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	2
Cat Head Point, Mich	.....	.....	.....	.....	.....	.....	1	.....	.....	1	2
Cedar River, Mich	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Centerville, Wis	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Charlevoix, Mich	.....	1	.....	.....	1	.....	.....	2	2	.....	6
Chicago Harbor, Ill	1	2	.....	1	1	2	1	6	3	1	18
Hyde Park (off)	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Clay Banks, Wis	1	.....	.....	.....	.....	.....	.....	.....	.....	1	2
Cross Village (3 miles north of), Mich	.....	.....	.....	.....	.....	.....	1	.....	1	.....	2
Six miles south of	1	.....	.....	1	.....	.....	.....	.....	.....	.....	2
Deaths Door, Wis	.....	.....	1	1	.....	1	.....	.....	.....	.....	3
Detroit Island, Wis	1	1	.....	.....	.....	2	.....	.....	.....	.....	4
Edgemore, Ind	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Edgewater, Mich	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Elk Rapids, Mich	.....	.....	.....	.....	.....	1	1	.....	.....	.....	2
Empire, Mich	.....	.....	1	1	.....	.....	.....	.....	.....	.....	2
Evanston, Ill	1	1	1	.....	2	.....	.....	.....	.....	.....	5
Fishermans Shoals, Wis	2	2	1	.....	.....	1	.....	.....	1	.....	7
Fort Sheridan, Ill	.....	.....	.....	1	.....	1	.....	.....	.....	.....	2
Fox Point, Wis	2	.....	2	1	.....	.....	.....	2	.....	1	8
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	.....	2
Gills Pier (8 miles north of Leland), Mich	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Glen Arbor, Mich	.....	.....	.....	.....	.....	.....	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.

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	
LAKE MICHIGAN—continued.											
Glencoe, Ill	.....	2	.....	.....	.....	.....	.....	1	.....	2	5
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	.....	.....	.....	1	1	1	3	.....	4	.....	10
Grande Pointe au Sable, Mich	2	1	.....	1	1	4	.....	.....	1	.....	10
Grand Traverse Bay, Mich	2	.....	.....	1	.....	.....	.....	.....	1	.....	4
Doughertys Harbor	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Gravel Island, Wis	.....	.....	.....	.....	.....	.....	1	.....	.....	1	2
Gravelly Island (entrance to Green Bay), Mich	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	2
Grays Reef, Mich	.....	1	2	6	1	1	.....	.....	.....	1	12
Green Bay:											
Bark River (mouth of), Mich	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Burnt Bluff, 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
Hedge Hog Harbor, Mich	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	3
Horseshoe Shoal, Wis	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Little Harbor, Mich	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Long Tail Point, Wis	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Misery Bay, Wis	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Peninsula Point, Mich	.....	1	.....	.....	1	1	1	.....	.....	.....	4
Peshtigo River (mouth of), Wis	.....	.....	.....	.....	1	.....	.....	.....	.....	1	2
Sister Bay, Wis	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Sturgeon Bay (entrance to), Wis	.....	.....	1	.....	.....	.....	.....	.....	1	1	3
Sturgeon River (mouth of), Mich	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Whales Back Shoal	1	.....	.....	1	.....	.....	2	.....	.....	1	5
Grosse Pointe, Ill	.....	.....	.....	1	.....	.....	.....	.....	.....	1	2
Gull Island and Reef, Mich	.....	.....	.....	.....	.....	1	1	1	.....	1	4
Hamlin, Mich	2	1	.....	.....	.....	.....	.....	.....	.....	.....	3
Hedge Hog Harbor, Wis	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
High Island, Mich	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	2
Highland Park, Ill	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Hog Island and Reef, Mich	1	1	.....	.....	.....	.....	.....	.....	.....	1	3
Holland, Mich	2	4	4	2	1	.....	1	2	3	.....	19
Jacksonport, Wis	.....	1	.....	.....	.....	2	.....	1	1	1	6
Juddville, Wis	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Kenosha, Wis	.....	.....	3	.....	.....	.....	1	.....	1	.....	5
Kewaunee, Wis	2	.....	.....	.....	.....	.....	.....	.....	.....	1	3
Lees Pier, Mich	.....	.....	.....	.....	.....	1	1	.....	1	.....	3
Leland, Mich	1	.....	1	1	.....	.....	1	.....	1	.....	5
Little Gull Island, Mich	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
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	1	5
Manitowoc, Wis	.....	.....	.....	.....	.....	.....	1	1	.....	1	3
Michigan City, Ind	1	1	.....	.....	1	.....	.....	3	.....	.....	6
Milwaukee, Wis	.....	2	1	1	.....	.....	3	3	2	1	13
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
Muskegon, Mich	8	3	4	4	3	1	2	1	1	.....	27
Naubinway, Mich	.....	.....	.....	.....	1	1	1	.....	.....	3	6
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	2	3	4	3	1	1	2	2	5	2	25
North Point, Wis	1	1	1	1	2	2	.....	1	2	1	12
Northport, Mich	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Otter Creek (mouth of) Mich	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Pentwater, Mich	.....	1	1	1	.....	2	2	.....	.....	6	13
Pierport, Mich	.....	1	1	.....	.....	.....	1	.....	.....	.....	3
Pilot Island, Wis	.....	1	2	2	.....	1	2	.....	.....	2	10
Pine Station, Ind	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1

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TABLE 66.—*List of places where American vessels have stranded during the last ten years*—Continued.

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	
LAKE MICHIGAN—continued.											
Plum Island, Wis.	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Pointe aux Barques, Mich.	.....	.....	.....	.....	.....	.....	.....	1	.....	2	3
Point Betsy, Mich.	.....	1	1	.....	.....	.....	1	.....	.....	.....	3
Point Creek, Wis.	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	2
Point Detour, Mich.	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Portage Bay, Mich	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Port Sheldon, Mich.	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
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	1	17
Rock Island, Wis	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Rose Shoal, Mich.	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Rowleys Bay, Wis.	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
St. Joseph, Mich.	2	2	.....	.....	.....	1	2	1	.....	3	11
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	2	1	.....	.....	1	.....	4	4	.....	13
Seven miles south of	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Six miles north of	.....	.....	.....	.....	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	1	19
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.	.....	.....	.....	3	1	1	.....	2	1	.....	8
Summer Island (entrance to Green Bay), Mich.	.....	.....	1	.....	.....	.....	.....	.....	.....	1	2
Torch Lake, Mich	.....	.....	.....	.....	.....	1	.....	.....	1	.....	2
Two Rivers, Wis.	.....	.....	.....	.....	.....	.....	2	.....	1	1	4
Twin River Point, Wis	2	.....	1	.....	.....	.....	.....	.....	.....	1	4
Vienna Shoal, Mich	.....	.....	.....	.....	.....	.....	.....	1	.....	1	2
Washington Island, Wis.	1	.....	.....	1	1	1	.....	.....	.....	.....	4
Waugoshance Island, Mich.	1	1	.....	.....	1	1	.....	.....	.....	.....	4
Whiskey Island Reef, Wis.	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
White Fish Bay and Point, Wis.	1	1	2	.....	1	.....	.....	1	.....	3	9
White River Harbor, Mich.	.....	2	.....	4	.....	.....	.....	1	1	1	9
White Shoals, Mich.	.....	.....	2	.....	.....	.....	.....	1	.....	.....	3
Whiting, Ind.	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Wiggins Point, Mich	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Wilmette, Ill.	.....	.....	.....	4	.....	.....	.....	.....	.....	.....	4
Winnetka, Ill	1	1	.....	1	.....	.....	.....	.....	.....	.....	3

AT SEA AND IN FOREIGN WATERS.*

Abrolhos Island, Brazil	.....	.....	.....	.....	.....	1	.....	.....	1	.....	2
Acajutla, San Salvador, Central America	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Accra, west coast of Africa	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Alacran Reef, Gulf of Mexico	.....	.....	.....	.....	.....	1	.....	.....	.....	1	2
Altata Harbor, Mexico	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Alvarado Bar, Mexico	.....	.....	.....	.....	1	.....	.....	.....	.....	1	2
Anagedas Reef, Mexico	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Anticosta, Canada	.....	.....	.....	.....	.....	.....	.....	.....	.....	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	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Australia (reef east of), Pacific Ocean	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Aves Island, Venezuela, Caribbean Sea	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Azores (Fayal Island)	.....	.....	.....	.....	1	.....	.....	1	.....	.....	2
Bagdad, Mexico	.....	.....	.....	.....	.....	.....	.....	.....	.....	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.*

AT SEA AND IN FOREIGN WATERS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	
Bahamas			2				1				3
Abaco Island	1		1			1					3
Andros Island										1	1
Barnetts Point Reef	1										1
Bimini Island				1	1	2		2		1	7
Caicos Islands and Reefs	1		2	1			1	1	2	1	9
Conception Island								1			1
Crooked Island	1										1
Diamond Bank		1							1		2
Egg Island							1				1
Elbow Cay		1									1
Eleuthera Island	2				1			1			4
Fish Cay Bank							1				1
Fortune Cay, Fish Cay Reef	1	1	1		1			1	1		6
Ginger Cay									1		1
Gingerbread Ground									1	1	2
Great Bahama Bank						1					1
Harbor Island				1					1		2
Hog Cays								1		1	2
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		2
Moselle Reef	1		2								3
Mucaras Reef								1		1	2
Nassau, New Providence		1									1
Orange Key		1									1
Sandy Cay	1	1	1			1	1				5
Silver Key Bank									1		1
Turks Island	1	1							2	1	5
Walkers Cay									1		1
Wattling Island	1							1			2
Bahia, Brazil						1				1	2
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	4
St. George Island			1								1
Billiton Island, Dutch East Indies, China Sea				1							1
Bramble Cay Straits, New Guinea				1							1
Bristol Channel, England		1									1
British Honduras (Glovers Rock)					1						1
Buenos Ayres, South America	1							1			2
Bute Island, Scotland										1	1
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
Glace Bay								1	1		2
Hawkesbury							1				1
Louisburg		1	1		1	1				2	6
Madams Island							1				1
St. Esprit Island						1					1
Scatary		1						1			2
Sydney										1	1
Cape Bruat, Corea				1							1
Cape Colony (Strays Bay), Africa				1							1
Cape Gracias-à-Dios, Nicaragua, Central America	1				1					1	3
Cape Verde Islands:											
Brava	1										1
Mayo Island							1				1
Santiago								1			1
Caratasca Bar, Honduras, Central America									1		1
Caroline Islands, Pacific Ocean:											
Providence Island				1							1
Susanna Reef			1								1
Cartagena, United States of Colombia								1			1
Carzonas, Mexico						1	1				2
Caymans:											
Grand Cayman Island		1	1	1		2					5
Little Cayman Island					1						1

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TABLE 67.—*List of places where American vessels have stranded during the last ten years*—Continued.

AT SEA AND IN FOREIGN WATERS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	
Cedar Rapids, St. Lawrence River, Canada	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Che Foo, China	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Chincorro Reef, off east coast of Yucatan, Mexico	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	2
Coatzacoalcos River Bar, Mexico	.....	.....	.....	1	.....	2	.....	.....	.....	.....	3
Colinas, Mexico	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Concession Reef, north coast of Brazil	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Cooks Island, Polynesia	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Corn Island, Central America	1	.....	.....	.....	.....	.....	1	.....	.....	.....	2
Coronel (near), Chile	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Cuba, West Indies:											
Anton Key	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Avola	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Baracoa Harbor	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Cape San Antonio	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Cardenas	2	.....	.....	.....	.....	.....	.....	.....	.....	1	3
Cay San Felipe	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Cienfuegos	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Colorado Reef	.....	1	1	.....	1	2	1	.....	2	1	9
Doce Leguas Keys	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Donkey Key	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Guanato	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Havana	.....	.....	.....	.....	.....	1	1	.....	.....	.....	2
Isle of Pines (south of)	.....	.....	.....	.....	.....	1	.....	.....	1	.....	2
Marie (entrance to)	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Matanzas Harbor	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Matanzas (17 miles east of)	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Sagua la Grande Harbor	2	.....	2	.....	.....	1	.....	1	1	.....	7
Salt Key	.....	.....	.....	1	.....	.....	.....	1	.....	.....	2
Santiago de Cuba	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Tunamo, Sagua Reef	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Diego Ramirez Island, South Pacific Ocean	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Dog Island, Caribbee Isles	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Downs, England	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Drobak (near), Norway	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Dundas Island, British Columbia	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Dungeness Spit, Strait of Magellan	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
East London, Cape Colony, Africa	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Elido Island, Mexico	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Falkland Islands, South Atlantic Ocean	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Formosa Channel (Tan Rocks), China	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Formosa Island (east coast of)	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Frazer River (mouth of), British Columbia	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Frontera, Mexico	.....	.....	.....	1	.....	2	.....	.....	.....	.....	3
Gabriola Reef	1	.....	.....	.....	.....	.....	1	.....	.....	.....	2
Gander Islands, Hecate Strait, British Columbia	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Gasper Strait, Malay Archipelago	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Gerrit Dennis Island, near New Guinea, Pacific Ocean	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Gibraltar, Spain	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Gossip Island	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Guadaloupe, Caribbee Isles	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Gulf of Georgia:											
Bell Chain Reefs	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Hawaii:											
French Frigate Shoal	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Hawaii	1	.....	.....	.....	1	.....	.....	1	.....	.....	3
Mahukona	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Molokai	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Puna Island	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Haiti:											
Aux Cayes	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Azlino	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Isle la Vache (south of)	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Jacmel	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Jeremie Harbor	.....	1	.....	1	.....	.....	.....	.....	.....	.....	2
Navassa Island	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Port au Prince	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Port Gravois (near)	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Herald Island (reef near), Arctic Ocean	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Hongkong, China	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Hull, England	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Isle of France, or Mauritius	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Jamaica, West Indies:											
Morant Cays	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Negril Point	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
St. Anns Bay	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1

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TABLE 67.—*List of places where American vessels have stranded during the last ten years*—Continued.

AT SEA AND IN FOREIGN WATERS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	
Japan:											
Awa										1	1
Hakodadi					1						1
Ishinomaki									1		1
Kanagawa					1						1
Kii Channel							1				1
Kooril Islands	2							1			3
Kurasaki Cape, Yeddo Bay				1							1
Loo Choo Island						1					1
Nagasaki (near)				1							1
Nomosaki									1		1
Siucho Ri Hama				1							1
Java:											
Banyuwanay, Bali Strait	1										1
Johnsons Island, 700 miles southwest of Honolulu				1							1
Kootena Lake, British Columbia								1			1
Laguna Bay, Mexico				1							1
Lance-au-Loup, Straits of Belle Isle, Labrador				1							1
Lands End, England										1	1
Loe Todos Santos, Mexico							1				1
Liverpool Harbor, England		1	1								2
Lobos, Gulf of California, Mexico							1				1
Macayo, Brazil:											
Twelve miles north of							1				1
Twenty-seven miles northeast of									1		1
Madagascar Island, Indian Ocean							1				1
Magdalen Islands, Gulf of St. Lawrence				1	2	1	1		3		8
Magdalena Point, Buenos Ayres, South America					2						2
Malin Head, Ireland								1			1
Manuel Lagoon, Lower California								1		1	2
Maranham Bay (Cora Grande Reef), Brazil	1										1
Marshall Islands (Ebon Island), Pacific Ocean			1		1						2
Martinique Islands, West Indies						3				1	4
Moresby Island, Washington Sound, British Columbia					1						1
Nassau Bay, Cape Horn					1						1
Natal, Brazil				1			1				2
Natunas Island, China Sea							1				1
Navidad Bay, Mexico									1		1
New Brunswick:											
Campobello Island		2	2	1					1	1	7
Cape Lepreaux, Bay of Fundy						1					1
Deer Island	1										1
Grand Manan Island		1		1		1		1	1		5
Hopewell Cape	1										1
Mispec, Bay of Fundy		1									1
Moncton (near)	1										1
Musquash, Bay of Fundy	1					1				1	3
Sackville				1							1
St. John	1	1			1						3
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	2
Flower Rock						1					1
Fortune Bay				1			1	1	1		4
Friar Island					1						1
Green Island							1				1
Miquelon			1	1					1		3
North Point, Conception Bay						1					1
Pass Island, Hermitage Bay		1									1
Placentia Bay				1			1				2
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				4	7
New Zealand (Cooks Strait)	1										1

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TABLE 67.—*List of places where American vessels have stranded during the last ten years*—Continued.

AT SEA AND IN FOREIGN WATERS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	
Nicaragua (coast of)		1								1	2
Greytown					1						1
Mosquito Coast (Bluefields)				1							1
Mosquito Coast (Sandy River)				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	1	6
Cape Chignecto										1	1
Cape Island	1										1
Cape Jack Ledges									1		1
Cape Negro				1		1					2
Cape Sable				1		2					3
Cape St. Mary					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	1	5
Locke Port						1		1			2
Lunenburg								1			1
Minas Basin	1										1
Murder Island				1							1
Petit Passage, Digby County		1									1
Port Jolly Head										1	1
Port La Bear								1			1
Port Monton								1			1
River Herbert										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		4
Spencers Island										1	1
Trinity Ledge									1		1
Two Rivers							1				1
Whitehead								1			1
Yarmouth	1	1	2			1				1	6
Old Providence Island, Caribbean Sea		1	1								2
Panuco River (mouth of), Mexico		1									1
Para River (near mouth of), Brazil			1								1
Parana River, South America									1		1
Paysander, Uruguay							1				1
Philippine Islands:											
Alegua				1							1
Iloilo			2								2
Luzon Island										1	1
Mindoro									1		1
Samara					1						1
Platte River (mouth of), South America						1					1
Point Arcana, Peru									1		1
Point St. Eugenia (near), Lower California, Mexico				1							1
Port Ellen, Island of Islay, Scotland			1								1
Port Hope, Arctic Ocean								1			1
Porto Rico, West Indies:											
Arecibo				1							1
Arroyo										1	1

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TABLE 67.—*List of places where American vessels have stranded during the last ten years*—Continued.

AT SEA AND IN FOREIGN WATERS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	
Prince Edward Island:											
Hardys Channel				1							1
North Cape								1			1
Richmond Bay					1						1
Souris Harbor	1										1
Tignish								1			1
Progreso, Mexico									1		1
Queen Charlottes Island, British Columbia					1						1
Queenstown Harbor, Ireland			1								1
Raratonga, Cook Islands, Pacific Ocean			1	1							2
Raza Island, Gulf of Mexico, Mexico				1							1
Roncado Reef, Central America								1			1
Ruatan Island, Honduras							1				1
St. Martin Island, West Indies							1				1
San Domingo (near), Lower California			1								1
San Felipe, Lower California					1						1
San Fernando, Trinidad					1						1
Santa Ana, Mexico							1		1	1	3
Santa Cruz, West Indies				1			1		1	1	4
Santa Rosalia, Mexico										2	2
Santo Domingo, West Indies								1		1	2
Ozarno River (mouth of)			1								1
Palenque							1				1
Porto Plata			1								1
Saona Island			1						1	1	3
Sapadillo Keys, Guatemala						1					1
Senegal, Africa									1		1
Senegambia, west coast of Africa										1	1
Serrana Keys, Caribbean Sea, Central America			4								4
Shaw, The, Denmark				1							1
Smythes Channel, Southwest coast of South America						1					1
Somme, France								1			1
Sonderhoe, Germany							1				1
Tahiti, Society Islands					1						1
Tamatave (reefs near), Madagascar, Indian Ocean		2						1			3
Tamaulipas, Mexico	1										1
Tampico, Mexico				1							1
Tela Bay, Honduras					1						1
Timor Laut, Malay Archipelago		1									1
Tonala Bar, Mexico		1				1					2
Topolobampo, Mexico							1				1
Torres Strait, Australia					1						1
Twin Island, Strait of Belle Isle						1					1
Urbana Point, Brazil				1							1
Valparaiso Bay, Chile			1								1
Vancouver Island, British Columbia							1		1		2
Barclay Sound							1				1
Bonilla Point	1						1				2
Cape Beale					1						1
Chemainus		2									2
Nitinat	1										1
Rosedale Reef				1							1
Secretary Island										1	1
Venezuela (coast of), South America							1				1
Victoria Harbor, British Columbia								1			1
Vieque, or Crab Island, West Indies			1	2							3
Waterford Harbor, Ireland			1								1
Yucatan, Mexico								1		1	2
Zanzibar (near), east coast of Africa			1								1

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Report of the Board on Life-Saving Appliances.

BOSTON MEETING, MAY-JUNE, 1896.

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LETTER OF TRANSMITTAL.

BOARD ON LIFE-SAVING APPLIANCES,
Room 148, Post-Office Building,
Boston, Massachusetts, June 8, 1896.

SIR: I have the honor to transmit herewith the report of the Board on Life-Saving Appliances, etc., constituted by the Honorable the Secretary of the Treasury in his letter of January 3, 1882, covering the transactions of the Board at its meeting just adjourned. The papers referred by you accompany the report.

Respectfully, yours,

C. H. PEABODY,
President of the Board.

SUMNER I. KIMBALL, Esq.,
General Superintendent United States Life-Saving Service,
Washington, D. C.

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REPORT.

BOARD ON LIFE-SAVING APPLIANCES,
Room 148, Post-Office Building,
Boston, Massachusetts, June 8, 1896.

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, in the post-office building, room 148, at 10 A. M., on May 28, 1896, upon the call of the president of the Board, dated April 29, 1896, for the transaction of such business as should be properly brought before it.

Captain Charles A. Abbey, R. C. S., Inspector of Life-Saving Stations, having been relieved from duty in connection with the Life-Saving Service, and ordered to another station, Captain Thomas D. Walker, R. C. S., Inspector of Life-Saving Stations, was detailed by Department letter dated October 2, 1895, as a member of the Board *vice* Abbey, relieved. A copy of this letter is appended and marked "I."

First Lieutenant Byron L. Reed, R. C. S., Assistant Inspector of Life-Saving Stations, having been relieved from duty with the Life-Saving Service and ordered to a distant station, Second Lieutenant William V. E. Jacobs, R. C. S., Assistant Inspector of Life-Saving Stations, was detailed by Department letter dated February 8, 1896, as recorder of the Board *vice* Reed, relieved. A copy of this letter is appended and marked "II."

Present: Professor Cecil H. Peabody, president; Captain Thomas D. Walker, R. C. S.; Captain D. A. Lyle, Ordnance Department, U. S. A.; Lieutenant William V. E. Jacobs, R. C. S., recorder; Superintendent B. C. Sparrow, Second District, Life-Saving Service; Superintendent J. G. Kiah, Tenth District, Life-Saving Service, and Assistant Superintendent H. M. Knowles, Third District, Life-Saving Service.

II.—DOCKET.

CLASS I.—*Wreck ordnance.*

1. Line-throwing appliance. (H. C. Dimond.)
2. Line-carrying projectile. (John Shearman.)
3. Method of faking shot lines. (C. W. Gilbert.)

CLASS II.—*Boats and miscellaneous appliances.*

1. Hydraulic steam lifeboat. (R. and H. Green.)
2. Finch's steam lifeboat.
3. Walker's hydraulic propulsion of vessels.

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4. Pneumatic sporting boat. (H. D. Layman.)
5. Life raft. (Geo. B. Hussey.)
6. Boat wagon. (J. Boutin.)
7. Launching carriage for surf or life boat. (H. J. Woods.)
8. Copper float. (J. Boutin.)
9. Line-carrying kite. (J. W. Davis.)
10. Life-saving kite and line. (F. W. F. Riehl.)
11. Hand-heaving life line. (Brunel.)
12. Life-saving apparatus. (Robert Bustin.)
13. Device to prevent fouling whip line and hawser. (B. G. Cahoon.)
14. Duplex roller bushing for sheaves. (W. F. Wellman.)
15. Signaling apparatus. (L. S. Crandall.)
16. Telephotos for signaling. (Boughton Telephotos Co.)
17. Self-feeding torch. (Graham-Meyer.)
18. Method of numbering life-saving stations and houses of refuge so as to be visible from sea. (J. S. Crosby.)
19. Megaphone. (Thomas Hall.)
20. Apparatus wagon. (T. Boutin.)
21. Steel wheels for wagons. (Paddock and Kleine.)
22. Insufflator for restoring suspended animation. (Edwin De Baun.)
23. Ship's telemeter and distance-finder. (Lowry-Bowyer.)
24. Self-lighting flash-light torch. (Graham-Meyer.)

III.—COMMITTEES.

1. *Committees appointed.*

CLASS I.—*Wreck ordnance.*

1. *On Dimond's line-throwing appliance.*—Captain Thomas D. Walker, *vice* Captain Charles A. Abbey, relieved; Captain D. A. Lyle.
2. *On Shearman's line-carrying projectile.*—Captain D. A. Lyle; Superintendent B. C. Sparrow.
3. *On Gilbert's method of faking shot lines.*—Captain Thomas D. Walker *vice* Captain Charles A. Abbey, relieved; Assistant Superintendent H. M. Knowles; Superintendent B. C. Sparrow.

CLASS II.—*Boats and miscellaneous appliances.*

1. *On boats and rafts.*—(The full Board.)
   (*a*) Hydraulic steam lifeboat. (R. and H. Green.)
   (*b*) Finch's steam lifeboat.
   (*c*) Walker's hydraulic propulsion of vessels.
   (*d*) Pneumatic sporting boat. (H. D. Layman.)
   (*e*) Life raft. (Geo. B. Hussey.)
6. *On Boutin's boat and apparatus wagons.*—Superintendent B. C. Sparrow; Superintendent J. G. Kiah.
7. *On Wood's launching carriage for surf or life boats.*—(The full Board.)
8. *On Boutin's copper float.*—Superintendent J. G. Kiah; Lieutenant William V. E. Jacobs.
9. *On Davis's line-carrying kite.*—Captain Thomas D. Walker *vice* Captain Charles A. Abbey, relieved; Assistant Superintendent H. M. Knowles.
10. *On Riehl's life-saving kite and line.*—Superintendent B. C. Sparrow; Lieutenant William V. E. Jacobs.

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11. *On Brunel's hand heaving life line.*—Captain Thomas D. Walker; Superintendent B. C. Sparrow.
12. *On Bustin's life-saving apparatus.*—(The full Board.)
13. *On Cahoon's device to prevent fouling whip line and hawser.*—Superintendent B. C. Sparrow; Lieutenant William V. E. Jacobs.
14. *On Wellman's duplex roller bushing for sheaves.*—(The full Board.)
15. *On Crandall's signaling apparatus and on the telephotos for signaling.*—Captain Thomas D. Walker; Superintendent J. G. Kiah.
16. *On the Graham-Meyer self-feeding torch.*—Superintendent B. C. Sparrow; Captain D. A. Lyle.
17. *On Crosby's method of numbering life-saving stations and houses of refuge so as to be visible from sea.*—Captain Thomas D. Walker; Superintendent J. G. Kiah.
18. *On Hall's megaphone.*—(The full Board.)
19. *On the Paddock and Kleine steel wheels for wagons.*—Superintendent J. G. Kiah; Superintendent B. C. Sparrow.
20. *On De Baun's insufflator for restoring suspended animation.*—(The full Board.)
21. *On the Graham-Meyer self-lighting flash-light torch.*—Superintendent B. C. Sparrow; Captain D. A. Lyle.

2. Committees continued.

1. On line-carrying projectile. Shearman.
2. On method of faking shot lines. Gilbert.
3. On device to prevent fouling whip line and hawser. Cahoon.
4. On self-feeding torch. Graham-Meyer.
5. On self-lighting flash-light torch. Graham-Meyer.

3. Committees reported.

CLASS I.—*Wreck ordnance.*

1. On line-throwing appliance (verbal report). Dimond.
2. On line-carrying projectile. Shearman.
3. On method of faking shot lines. Gilbert.

CLASS II.—*Boats and miscellaneous appliances.*

1. On hydraulic steam lifeboat. R. and H. Green.
2. On Finch's steam lifeboat.
3. On Walker's hydraulic propulsion of vessels.
4. On pneumatic sporting boat. Layman.
5. On life raft. Hussey.
6. On boat wagon. Boutin.
7. On launching carriage for surf or life boat. Woods.
8. On copper float. Boutin.
9. On line-carrying kite. Davis.
10. On life-saving kite and line. Riehl.
11. On hand-heaving life line. Brunel.
12. On life-saving apparatus. Bustin.
13. On device to prevent fouling whip line and hawser. Cahoon.
14. On duplex roller bushing for sheaves. Wellman.
15. On signaling apparatus. Crandell.
16. On telephotos for signaling. Boughton Telephotos Company.
17. On self-feeding torch. Graham-Meyer.

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18. On method of numbering life-saving stations and houses of refuge so as to be visible from sea. Crosby.
19. On megaphone. Hall.
20. On apparatus wagon. Boutin.
21. On steel wheels for wagons. Paddock and Kleine.
22. On insufflator for restoring suspended animation. De Baun.
23. On ship's telemeter and distance-finder. Lowry-Bowyer.
24. On self-lighting flash-light torch. Graham-Meyer.

IV.—Presence of Exhibitors.

Inventors and exhibitors were permitted to appear before the Board to explain the methods of construction of their devices and to set forth the merits claimed for them.

V.—Results, Opinions, Recommendations.

Class I.—*Wreck ordnance.*

1. Line-throwing appliance. (*Dimond.*)

Results.—This device was before the Board at its last meeting. It was a Remington pistol with a folding shoulder-piece so as to be fired from the shoulder. This piece was withdrawn by Mr. Dimond, by the permission of the Board, and another substituted. The present device is an obsolete caliber of the Sharp's center-fire carbine with "swivel bar and ring" on the left side. The barrel has been cut off to proper length, and the rifling reamed out to make a smooth-bore of about .52 caliber.

A brass cylinder has been attached to the underside of the barrel to hold a coil of line.

The projectile is a reduced model of the Lyle Service projectile, with shank, and has four longitudinal grooves from the head toward the base. It is made of brass, with steel shank.

Opinion.—The Board is of the opinion that the Dimond line-throwing small arm, with the Sharp's breech mechanism, together with its projectile and other adjuncts which form the system as exhibited to the Board, is simple and direct in its action, is free from unnecessary complications, and is adapted to the needs of the Service.

Recommendation.—The Board respectfully recommends that the General Superintendent of the United States Life-Saving Service purchase such number of these line-throwing small arms, fitted with the Sharp breech mechanism, for issue to such station or stations as may seem to him advisable.

2. Line-carrying projectile. (*Shearman.*)

Results.—This projectile is a modification of the Cordes shot that has been used abroad, except that it has no axial cavity extending the whole length of the shot. It has the same longitudinal groove along the exterior of the body, and differs from the Cordes by the omission of the axial cavity for the passage and attachment of the line, and the substitution of a pivoted breech swivel in the rear end of the projectile for the attachment of a steel wire which lies in the exterior groove and extends beyond the point of the shot far enough to prevent the ignition of the line (see committee report appended). It is loaded in the same manner as the Cordes shot, omitting a sabot or wad, except that the

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rotating swivel and wire shank replace the line to a point beyond the muzzle of the gun.

The projectile used in the display test at the Point Allerton Life-Saving Station before the Board weighed about thirteen pounds (about five pounds less than the Service projectile), and had about one-sixteenth of an inch windage, which permitted a large escape of gas in addition to the escape along the longitudinal groove—a loss which is unavoidable with this model of shot.

In the display test five ounces of powder were used, and the resulting range was estimated to be between 250 and 300 yards, with a line that was apparently a No. 7 line. The size of the line was not measured.

The projectiles were fired over water. The faking box was wood, and apparently worked well with the velocity attained in the trial shots. A more extended series of trials would be necessary to determine the merits of the system.

RECOMMENDATION.—The Board respectfully recommends that if Mr. Shearman will forward to such station as the General Superintendent shall direct, six projectiles fitted for use in the 2½-inch Service gun, and six faking boxes of his model, they be tested with the three sizes of Service lines in a comparative series of simultaneous tests by the committee, with the two kinds of projectiles (Service and Shearman), under the same conditions as to line, gun, faking box, elevation, charge of powder, etc.

3. Method of faking shot lines. (*Gilbert.*)

RESULTS.—This subject has been before the Board at previous meetings, and came over as unfinished business. Mr. Gilbert appeared before the Board and explained that, owing to the pressure of other business and the precarious state of his health, he had been unable to perfect—as he wished to—the machine now in his possession for winding or faking shot lines. Mr. Gilbert also stated that as it is not practicable at present for him to devote further time to the improvement of the apparatus, he is willing to loan the machine in its present form to the Service for trial.

RECOMMENDATION.—The Board recommends that the General Superintendent accept the offer of the loan of Mr. Gilbert's apparatus for winding shot lines, and that the apparatus be placed for trial at such Life-Saving Station as may be deemed best, and further, that the keeper of such station be instructed to make report on its merits for transmission to the Board at its next meeting.

CLASS II.—*Boats and miscellaneous appliances.*

1. Hydraulic steam lifeboat. (*R. and H. Green.*)

2. Finch's steam lifeboat.

3. Walker's hydraulic propulsion of vessels.

RESULTS.—After careful inquiry and investigation in this country and in Europe the Board finds that steam lifeboats have been built and employed to a limited extent. One notable instance is the steam lifeboat employed at or near Liverpool, England, which makes use of hydraulic propulsion as a means of locomotion. It is claimed that this boat can and does go through broken water over shallow sand flats or shoals which could not be traversed by the lifeboats in general use. Such a boat is stated to cost from $20,000 to $25,000, and to require about $5,000 for its annual maintenance. The employment of steam for the propulsion of lifeboats is of recent date, and its development will necessarily be somewhat slow and progressive.

The application of power by means of the ordinary steam engine or by gas engine is mooted, but the developments due to practical appli-

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cation and trial have not advanced sufficiently to warrant the Board in advising the definite adoption of any system employing electricity, steam engine, or gas engine for motive power, or employing hydraulic propulsion, direct action of screw, or by turbine wheels.

None of the methods before the Board have had any extended application, so far as the Board is informed, and the Board deems it conservative and advisable to await the further evolution of lifeboats propelled by steam, in some form or other, before taking definite action. The Board deprecates any failure to take advantage of any marked advance in this direction, and would wish to encourage any construction that bears upon its face a reasonable chance of success, and would desire to cooperate, as far as lies in its power, toward accomplishing that end.

OPINION.—The Board is of the opinion that if at any time in the near future there should be sufficient appropriation or money available, which is not needed for the imperative wants of the Service, or if a specific appropriation can be obtained for the purpose, the General Superintendent would be justified in expending a sum not exceeding $25,000 for a steam lifeboat for experimental purposes. Said steam lifeboat to be stationed at a special place or station, as for instance at San Francisco, California, where such a boat, if it should prove practicable, would be desirable.

4. Pneumatic sporting boat. (*Layman.*)

RESULTS.—No model of this device was shown, the inventor submitting with his application nothing but a catalogue showing wood cuts and giving a description of it. This boat is made something after the style or shape of the breeches buoy now in use in the Service, with the difference that the buoy part seems to be larger, that it is made of rubber, and is adjusted by being inflated with air, and that the breeches on the under side are extended so as to form water-tight breeches and boots.

OPINION.—This device seems to be intended for fishing and hunting more than for any other purpose, and as it can not be seen wherein it could be of use to the Life-Saving Service, the Board is of the opinion that is not adapted to the needs of the Service. The Board is further of the opinion that the adoption of the pneumatic sporting boat would contribute nothing toward the accomplishment of the actual work of the Service, and it therefore reaches the conclusion that a recommendation for its adoption is not advisable.

5. Life raft. (*Hussey.*)

RESULTS.—This raft is 18 feet long by 12 feet wide, made in two longitudinal sections connected by hinges. The four longitudinal pieces or carlines which form the skeleton or frame are made of white pine and contain spaces for galvanized tanks for water and food. The floor is composed of sections of cork about 8 inches thick. A connecting rod at each end, passing through eyebolts in ends of frame pieces gives the necessary stiffness to the raft and prevents it from folding together in service. The sections may be used separately if desired. Oar and sail propulsion are provided. The weight is estimated by the inventor at about 450 pounds, and the cost at $200. It is claimed that the device will float seventy-two persons.

OPINION.—The Board in previous reports to the General Superintendent upon this and similar subjects (see Annual Reports of the Life-Saving Service for 1886, 1892, and 1893) expressed the opinion, which in the light of present information it sees no reason to recede from, that "experience has been that life rafts are virtually useless for this Service, and later experience shows no reason for changing its opinion."

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6. Boat wagon. (*Boutin.*)

RESULTS.—This wagon was shown to the Board at a freight station in Boston. It is unfortunate that the exhibitor did not send his wagon to a station where it could be tried with a boat. The vehicle is described in the appended committee report. It was carefully examined by the Board.

OPINION.—The Board is of the opinion that it would be advisable to purchase a wagon of this model and place it at some station to be thoroughly tested in service.

RECOMMENDATION.—The Board respectfully recommends that the General Superintendent purchase the wagon submitted to the Board, if it can be procured at a reasonable price, and place it at some station for trial.

7. Launching carriage for surf or life boat. (*Woods.*)

RESULTS.—This subject was before the Board at its meetings in 1892, 1893, and 1894. In 1892 a subcommittee was authorized to examine the invention and report through the full committee direct to the General Superintendent. In 1893 the subject was continued pending further inquiry into its adaptability to the needs of the Service. At the meeting in 1894, as no further information had been received, the matter was dropped from the docket. It was again brought to the notice of the Board at the present session, and it appears that, having been reported upon favorably to the General Superintendent by the committe referred to, it has been introduced into two stations in the Tenth District and into several stations in the Eleventh District. The Board finds that the apparatus gives satisfaction where used, and that it is adapted, at least in certain situations, to the needs of the Service.

OPINION.—The Board is of the opinion that this apparatus has proved useful in several instances, and that it may be employed at such points as in the judgment of the General Superintendent it is deemed advisable.

8. Copper float. (*Boutin.*)

RESULTS.—This float is described in the committee's appended report. It is intended as an anchor buoy for surf and life boats. There is no great necessity for such a buoy. The demand for it is only occasional, and the subject may safely be left to the judgment of the individual keepers, who can easily improvise such devices as may be required.

OPINION.—The Board is of the opinion that it would be unwise to prescribe articles for use in the Service which are rarely, or only under certain circumstances, employed, and which can be readily improvised whenever necessary. The Board is therefore of the opinion that this copper float should not be officially adopted.

9. Line-carrying kite. (*Davis.*)

RESULTS.—This device has been before the Board at previous meetings, and has come over as unfinished business upon the request of the designer, who desired additional time to perfect certain improvements which he claimed would increase the efficiency of his kite. Up to this time nothing further has been received from Mr. Davis respecting the proposed improvements.

RECOMMENDATION.—The Board recommends that the subject be dropped from the docket until such time as Mr. Davis may be again heard from.

10. Life-saving kite and line. (*Riehl.*)

RESULTS.—This device is described in the appended report of the committee. The device is simple and inexpensive, but depends for success upon the variable and uncertain force of the wind. Since a swim-

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mer has to be employed to carry a line to the wrecked vessel, the kite might be dispensed with, and the hauling to and fro, after connection is made, be performed by the shore attendants. The employment of swimmers has long been used wherever available or necessary. The presence of blocks of ice or dangerous wreckage in the water, and the benumbing effect of cold water limit the application of swimming very materially.

OPINION.—On account of the restricted application of this system, and the disadvantages it possesses in cold weather, the Board does not recommend its employment in the Life-Saving Service.

11. Hand-heaving life lines. (*Brunel.*)

RESULTS.—This system, consisting of shore-to-ship hand line, pocket line, coast-guard line, sausage buoy, etc., is sufficiently described in the committee report appended hereto.

OPINION.—Of the several appliances, the Board is of the opinion that the pocket line or a similar contrivance would be useful for equipping the members of a crew along crowded water fronts, to be carried about their persons, and that the coast-guard line, or its equivalent, might be carried by the night patrol at stations contiguous to watering places during the active season. In the few stations where many accidents are liable to occur, the boxes containing the sausage-shaped buoy might at times be of service.

The Board is of the opinion that the appliances now employed by the Service serve the purpose of the shore-to-ship line sufficiently well. The few stations at which any of these appliances would be valuable may safely be left to the discretion of the General Superintendent.

12. Life-saving apparatus. (*Bustin.*)

RESULTS.—This apparatus, consisting of a breeches buoy block and brake, and of an "improved boatswain's chair," was before the Board at its last meeting.

The Board gave the inventor, on May 29, 1896, at the Point Allerton Life-Saving Station, an opportunity to display its efficiency in comparison with the ordinary Service breeches buoy. Each device was employed in succession by a person familiar and one unfamiliar with its action. The ease and rapidity of operation were clearly in favor of the simple Service buoy.

The metallic traveler block, with snatch attachment, so arranged as to enable the block to be suspended from the hawser without reeving hawser through the block is very objectionable. Such a block was adopted for a time in the Service, but its use had to be abandoned.

The brake is a serious objection, since a person unfamiliar with its action (as would be most shipwrecked passengers and crews) would involuntarily clutch at this projecting handle, thus clamping the block upon the hawser. This would bring the buoy or chair to a standstill in its transit and render inoperative and vain the efforts of a life-saving crew to haul the occupant of the buoy ashore. No brake of any kind is necessary, as the speed of descent and transit is controlled by the whip line operated by the life-saving crew.

The action of the simple Service buoy is self-evident even in time of great excitement and confusion, takes much less time for the person to be saved to adjust himself in position, and subjects him to no loss of time in putting on a life-preserver and buckling the straps.

OPINION.—The Board is of the opinion that this apparatus is not so simple nor so well adapted to the needs of the Service as the breeches buoy now employed.

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13. Device to prevent fouling whip line and hawser. (*Cahoon.*)

RESULTS.—This device consists of a small boat-shaped cedar float (15″ x 4½″ x 3½″), to the bottom of which is fastened, at one end of a short staff (23 inches long and 1 inch in diameter) made of ash, an ellipsoidal ball of lead (5″ x 2″); total weight, 5½ pounds; cost, $3.50 each.

The float is attached to the whip line near the point of attachment of the hawser and whip line. The hawser is fastened to the staff near the weighted end.

It is claimed that the wooden float will prevent the sinking of the whip below the surface of the water, and that the hawser, being held down by the weighted staff, will not tend to rise and foul the whip line after leaving the water in hauling off to a wreck. The additional resistance to hauling is claimed to be very slight.

OPINION.—The Board is of the opinion that this device should be tested in service at some station where there is a strong alongshore current.

RECOMMENDATION.—The Board respectfully recommends that if Mr. Cahoon will furnish one of his devices, without expense to the Department, it be sent to some station to be designated by the General Superintendent for trial, and that a report of its action be transmitted to the Board.

14. Duplex roller bushing for sheaves. (*Wellman.*)

RESULTS.—This is a patented roller bushing for block sheaves. Sample sheaves of lignum vitae, brass, and galvanized iron, showing the arrangement of the duplex rollers, were submitted to the Board by Mr. F. C. Pitcher, of the company manufacturing this bushing. The shell or box of the bushing for a lignum vitae sheave is made of a hard composition, the larger rollers encircling the sheave pin, being of cold rolled steel, while the smaller or intermediate rollers are of Tobin bronze. The cap plate is of the same diameter as the back of the box or shell. The cap plate is fastened or held in place by screws passing through the sheave and tapped or threaded in the back plate of the shell or box, and this makes it an easy matter to take the shell apart for cleaning or any necessary repairs. The iron sheave is also fitted with a composition box or shell similar to that in the lignum vitae sheave, and the duplex rollers—alternate steel and Tobin bronze—are also similar. The advantage in this composition box or shell, particularly in the galvanized iron sheave, is that the box, when the worse for wear, can be removed and replaced with a new one at slight expense. The same may also be said respecting the rollers, both steel and bronze.

OPINION.—The Board is of the opinion that this roller bushing appears to reduce the friction upon the sheave pin to much less than that found in the commoner styles of bushing, and that it is adapted to the uses of the Service.

RECOMMENDATION.—The Board recommends the use of this bushing in the tackle blocks of the Service at such stations as in the judgment of the General Superintendent this style of bushing can be advantageously used.

15. Signaling apparatus. (*Crandall.*)

16. Telephotos for signaling. (*Boughton Telephotos Company.*)

RESULTS.—These are electric methods of signaling. The former sends messages by means of letters shown by a combination of incandescent lights displayed upon a framework. The latter has a system of six electric lanterns strung vertically upon a cable or staff, so arranged with white and colored lights as to utilize the Morse or other code in transmitting signals. Both require a system of keyboards, and the

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installation of power to furnish the electricity to be used. It is very undesirable to load down life-saving stations with complications and unnecessary orders, regulations or apparatus, especially when the time of action is characterized by urgency and more or less excitement.

The subject of signals has been gravely considered by all or nearly all life-saving institutions in the civilized world, and many attempts have been made to elaborate a system sufficiently elastic and simple to merit its adoption by civilized nations.

No more important or painstaking convention has ever been held than that of the International Marine Conference which assembled in Washington, D. C., in 1889. This conference maturely considered this subject, and after long discussion passed the following resolution, viz:

"(4) *Resolved*, That the conference recommend that all institutions for saving life from wrecked vessels prepare uniform instructions to mariners with reference to their cooperation with those attempting their rescue from shore, and that said instructions include the following signals:

"*Upon the discovery of a wreck by night the life-saving force will burn a red pyrotechnic light or a red rocket to signify 'You are seen; assistance will be given as soon as possible.'*

"*A red flag waved on shore by day, or a red light, or red rocket, or red Roman candle displayed by night, will signify 'Haul away.'*

"*A white flag waved on shore by day, or a white light slowly swung back and forth, or a white rocket, or white Roman candle fired by night will signify 'Slack away.'*

"*Two flags, a white and a red, waved at the same time on shore by day, or two lights, a white and a red, slowly swung at the same time, or a blue pyrotechnic light burned by night, will signify 'Do not attempt to land in your own boats. It is impossible.'*

"*A man on shore beckoning by day, or two torches burning near together by night, will signify 'This is the best place to land.'*

"*Any of these signals may be answered from the vessels as follows: In the day time—by waving a flag, a handkerchief, a hat, or even the hand; at night—by firing a rocket, a blue light or a gun, or by showing a light over the ship's gunwale for a short time and then concealing it.*

"And it is recommended that the several Governments take measures to keep all their sea-going vessels supplied with copies of such instructions."

The foregoing were considered by the conference to include all signals that were deemed essentially necessary on occasions of shipwreck, and as they can be readily made in the manner indicated, and have been extensively published and generally adopted, there seems to be no necessity for the adoption of the devices under consideration.

OPINION.—The Board is of the opinion that no more simple and effective system of signals can be employed by the Life-Saving Service than the one outlined in the above cited resolution, and therefore it adopts the conclusions of the International Marine Conference of 1889 as embodying its views.

17. Self-feeding torch. (*Graham-Meyer.*)

RESULTS.—The torch submitted is sufficiently described in the addendum to this report. It is claimed that this is an improvement upon the torch submitted, tested at Point Allerton, and reported upon by the Board in 1895.

The only way to determine this fact is to send the light to some station for trial and comparison with the lights now in service. If the

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company will send its light to a station in the Second District at its own expense, it can be tested and reported upon at the next meeting.

RECOMMENDATION.—The Board respectfully recommends that this light be sent to some life-saving station in the Second District, of which a member of the committee is superintendent. Said station should be furnished with the Wells light and the ordinary Service torch for comparative trials, under the observation and direction of the member of the committee.

18. Method of numbering life-saving stations and houses of refuge so as to be visible from sea. (*Crosby.*)

RESULTS.—The plan proposed by Mr. Crosby is to paint upon the life-saving stations in the most conspicuous places possible, large Roman numerals, in white, so as to be readily seen by navigators after stormy or foggy weather when they are uncertain of their position and unable to ascertain it by astronomical means. This plan would involve the redistricting of the coast independent of the existing districts, and thereby establish two series of districts within the Life-Saving Service. The "Instructions to Mariners in Case of Shipwreck," published by the Life-Saving Service and distributed through the custom houses along the coast, gives a list of all the life-saving stations by their local geographical names, with their approximate latitude and longitude. Not all of the stations of the Service are sufficiently conspicuous from seaward to render the plan practicable. For more specific objections to this plan, reference is made to the committee's report in the addenda.

OPINION.—The Board is of the opinion that the adoption of this plan by the Life-Saving Service would be an encroachment upon the prerogatives, plans, and purposes of the Light-House Establishment, and with the coast already so well lighted, marked, and buoyed, would create confusion in the minds of navigators without being helpful to them. The Board is, moreover, of the opinion that any further aids to navigation in the way of marking the coast which may be necessary, should be properly left to the lighthouse authorities to perfect. The Life-Saving Service is always ready to cooperate with the Lighthouse Establishment in the introduction and promotion of measures for the safety of mariners, and if that Establishment should see fit to adopt a system of distinguishing the life-saving stations, the Life-Saving Service would cordially lend its aid.

RECOMMENDATION.—The Board respectfully recommends against the adoption by the Life-Saving Service of the proposed plan as unnecessary.

19. Megaphone. (*Hall.*)

RESULTS.—These instruments of different sizes were submitted to the Board and were displayed before it at the Point Allerton Life-Saving Station, near Hull, Massachusetts.

The instruments are similar in form to the speaking trumpet, but are larger. The tests were made under favorable circumstances of wind and weather.

It did not appear that the megaphones possess qualities sufficiently superior to the speaking trumpet now in use to warrant their adoption in place of the Service trumpet.

OPINION.—The Board is of the opinion that the megaphone is not enough superior to the speaking trumpet now in service to warrant its adoption for the use of the Life-Saving Service.

20. Apparatus wagon. (*Boutin.*)

This wagon is designed for the transportation of both apparatus and crew, where horses are available and long distances have to be traversed

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before reaching the scene of wreck. It is well adapted for the object in view, as it enables the crew to enter upon their more serious duties without the fatigue and exhaustion incident to hauling the apparatus a long distance by hand.

OPINION.—The Board is of the opinion that this apparatus wagon is adapted to the needs of certain stations in the Service.

RECOMMENDATION.—The Board respectfully recommends that the General Superintendent purchase these wagons for such stations as in his judgment may require them.

21. Steel wheels for wagons. (*Paddock and Kleine.*)

RESULTS.—The Board would respectfully refer to the report of the committee and to the correspondence for description of these wheels. These wheels would be objectionable on account of salt water causing excessive rusting. This disadvantage would not be so serious at lake or fresh-water stations. If their weight and cost be not greater than that of other wheels now in use, there can be no objection to replacing broken or worn-out wheels by steel wheels. In case of lake stations, one or more sets of steel wheels might be supplied to test their adaptability for the Service.

OPINION.—The Board is of the opinion that these steel wheels may be found useful for lake or other fresh-water stations.

RECOMMENDATION.—The Board recommends, that in the discretion of the General Superintendent, he procure such wheel or wheels as he deems advisable for use at such station or stations as he may select; provided the weight and cost of said wheels may be satisfactory to him.

22. Insufflator for restoring suspended animation. (*De Baun.*)

RESULTS.—This apparatus was before the Board in 1894, when it was recommended to be referred to the Surgeon-General of the United States Marine-Hospital Service for opinion in writing as to its adaptability for use by unskilled or nonprofessional persons. It was continued on the docket for 1895. No record of such opinion has yet been received by the Board.

OPINION.—There being no sufficient evidence before the Board that this device can be safely used by unskilled persons, and as it involves the use of hypodermic injections, the Board is of the opinion that it would be unsafe to trust the application of such a device to the nonprofessional operator, and that the subject should be dropped from the docket.

In connection with this matter, the Board would respectfully invite attention to its opinion given at the New York meeting in 1894, cited on page 427, in the Report of the General Superintendent of the Life-Saving Service for 1894.

23. Ship's telemeter and distance finder. (*Lowry-Bowyer.*)

RESULTS.—This instrument was before the Board at its meetings in 1893 and 1894. It is sufficiently described in the report of the committee appended hereto. The telemeter is doubtless useful for vessels coasting along the shore, but in the Life-Saving Service, where it would frequently have to be operated, if at all, by night and in stormy weather, and under circumstances requiring great haste, it would result in loss of time and be of little practical utility for station service.

OPINION.—The Board is of the opinion that the Lowry-Bowyer telemeter and distance finder is not adapted for use by keepers of the life-saving stations.

24. Self-lighting flash-light torch. (*Graham-Meyer.*)

RESULTS.—This consists of a copper oil can with torch inserted in the

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top to close the can and prevent loss of oil, and at the same time keep the asbestos saturated with the burning fluid.

Between the torch proper and the handle is an arrangement for holding large friction matches or fuses, which are ignited by rotation against a corrugated surface. It is claimed that it can be lighted in any weather. It is used for signaling.

RECOMMENDATION.—The Board respectfully recommends that this torch be sent to the same station in the Second District where the Graham-Meyer self-feeding torch is to be tested, in order that it be tried at the same time in comparison with Service torch.

VI.—UNFINISHED BUSINESS.

CLASS I.—*Wreck ordnance.*

Line-carrying projectile. Shearman.
Method of faking shot lines. Gilbert.

CLASS II.—*Boats and miscellaneous appliances.*

Device to prevent fouling whip line and hawser. Cahoon.
Self-feeding torch. Graham-Meyer.
Self-lighting flash-light torch. Graham-Meyer.

VII.—ADDENDA.

I.—Daily record of the proceedings of the Board.

II.—Letter of the Secretary of the Treasury appointing Captain Thomas D. Walker, R. C. S., Inspector of Life-Saving Stations, a member of the Board *vice* Captain Charles A. Abbey, R. C. S., relieved.

III.—Letter of the Secretary of the Treasury appointing Lieutenant William V. E. Jacobs, R. C. S., Assistant Inspector of Life-Saving Stations, recorder of the Board *vice* Lieutenant Byron L. Reed, relieved.

IV.—All papers of inventors or agents received from the General Superintendent on the following subjects:

1. On Shearman's line-carrying projectile.
2. On Gilbert's method of faking shot lines.
3. On Walker's hydraulic propulsion of vessels.
4. On Layman's pneumatic sporting boat.
5. On Hussey's life raft.
6. On Boutin's boat wagon.
7. On Woods's launching carriage for surf or life boat.
8. On Boutin's copper float.
9. On Riehl's life-saving kite and line.
10. On Brunel's hand-heaving life line.
11. On Bustin's life-saving apparatus.
12. On Cahoon's device to prevent fouling whip line and hawser.
13. On Wellman's duplex roller bushing for sheaves.
14. On Crandall's signaling apparatus.
15. On Boughton Telephotos Company's telephotos for signaling.
16. On the Graham-Meyer self-feeding torch.
17. On Crosby's method of numbering life-saving stations and houses of refuge so as to be visible from sea.
18. On Hall's megaphone.
19. On Boutin's apparatus wagon.

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20. On Paddock and Kleine's steel wheels for wagons.
21. On Lowry-Bowyer ship's telemeter and distance finder.
22. On the Graham-Meyer self-lighting flash-light torch.

VIII.—Reports of Committees.

Class I.—*Wreck ordnance.*

1. On line-throwing appliance (verbal report). Dimond.
2. On line-carrying projectile. Shearman.
3. On method of faking shot lines. Gilbert.

Class II.—*Boats and miscellaneous appliances.*

1. (*a*) On hydraulic steam lifeboat. R. and H. Green.
   (*b*) On Finch's steam lifeboat.
   (*c*) On Walker's hydraulic propulsion of vessels.
2. On pnuematic sporting boat. Layman.
3. On life raft. Hussey.
4. On boat wagon. Boutin.
5. On launching carriage for surf or life boat. Woods.
6. On copper float. Boutin.
7. On line-carrying kite. Davis.
8. On life-saving kite and line. Riehl.
9. On hand-heaving life line. Brunel.
10. On life-saving apparatus. Bustin.
11. On device to prevent fouling whip line and hawser. Cahoon.
12. On duplex roller bushing for sheaves. Wellman.
13. (*a*) On signaling apparatus. Crandall.
    (*b*) On telephotos for signaling. Boughton Telephotos Company.
14. On self-feeding torch. Graham-Meyer.
15. On method of numbering life-saving stations and houses of refuge so as to be visible from sea. Crosby.
16. On megaphone. Hall.
17. On apparatus wagon. Boutin.
18. On steel wheels for wagons. Paddock and Kleine.
19. On insufflator for restoring suspended animation. De Baun.
20. On ship's telemeter and distance finder. Lowry-Bowyer.
21. On self-lighting flash-light torch. Graham-Meyer.

C. H. Peabody,
President of the Board.
Thomas D. Walker,
Captain, R. C. S., Inspector, L. S. S.
D. A. Lyle,
Captain, Ordnance Department, U. S. Army.
William V. E. Jacobs,
Lieutenant, R. C. S., Recorder.
Benjamin C. Sparrow,
Superintendent Second District, U. S. L. S. S.
Jerome G. Kiah,
Superintendent Tenth District, U. S. L. S. S.

There being no further business before it, the Board adjourned *sine die.*

C. H. Peabody,
President of the Board.
William V. E. Jacobs,
Lieutenant, R. C. S., Recorder.

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ADDENDA.

I.

TREASURY DEPARTMENT,
OFFICE OF THE SECRETARY,
Washington, D. C., October 2, 1895.

SIR: You are hereby designated a member of the Board on Life-Saving Appliances, *vice* Captain C. A. Abbey, R. C. S., relieved.

Respectfully, yours,

W. E. CURTIS,
Acting Secretary.

Captain THOMAS D. WALKER, R. C. S.,
Inspector of Life-Saving Stations,
No. 24 State street, New York, N. Y.

II.

TREASURY DEPARTMENT,
OFFICE OF THE SECRETARY,
Washington, D. C., February 8, 1896.

SIR: You are hereby designated Recorder of the Board on Life-Saving Appliances, *vice* Lieutenant Byron L. Reed, 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,

S. WIKE,
Acting Secretary.

Lieutenant WM. V. E. JACOBS,
Assistant Inspector of Life-Saving Stations, Treasury Department.

III.

DAILY RECORD OF THE PROCEEDINGS OF THE BOARD.

[BOSTON MEETING, 1896.]

THURSDAY, *May 28, 1896.*

In compliance with the call of the president, at the request of the General Superintendent of the Life-Saving Service, the Board on Life-Saving Appliances met in the post-office building, Boston, Massachusetts, on Thursday, May 28, 1896, at 10 o'clock, in the forenoon.

Present: Professor C. H. Peabody, president; Captain Thomas D. Walker, R. C. S.; Captain D. A. Lyle, Ordnance Department, U. S. A.; Lieutenant William V. E. Jacobs, R. C. S., recorder; Superintendent B. C. Sparrow, Second District, U. S. Life-Saving Service; Superintendent J. G. Kiah, Tenth District, U. S. Life-Saving Service; Assistant Superintendent H. M. Knowles, Third District, U. S. Life-Saving Service.

The proceedings were opened by the reading of the letter of the Secretary of the Treasury, dated February 8, 1896, designating Lieutenant William V. E. Jacobs, R. C. S., recorder of the Board *vice* Lieutenant

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Byron L. Reed, R. C. S., relieved; Captain Thomas D. Walker, R. C. S., appointed a member of the Board *vice* Captain Charles A. Abbey, R. C. S., relieved, was requested to furnish a copy of his designation.

A motion was then adopted inviting Mr. Sumner I. Kimball, General Superintendent of the Life-Saving Service, to attend the meetings of the Board and take part in its discussions.

The reading of the proceedings of the last meeting, in Boston, May 27 to June 1, 1895, was omitted, in order to give inventors of devices and apparatus, or their agents, an opportunity to explain them, there being several persons from a distance awaiting, at a considerable expense, a hearing before the Board.

The president laid before the Board a letter from the General Superintendent of the Life-Saving Service, dated May 21, 1896, referring the following subjects to the Board for consideration, viz:

Letters, circular, and price list from Frank C. Pitcher, auditor of the Duplex Roller Bushing Company, relative to their bushings and sheaves.

A letter from E. H. Hall, secretary Layman Pneumatic Boat and Sporting Goods Company, relative to their boat, transmitting circular and price list.

Letters from Hon. John Schuyler Crosby suggesting that a number in large white numerals be painted on the life-saving stations and houses of refuge, so as to be visible from sea; letters from the Eastern Yacht Club, New York Yacht Club, assistant inspector Sixth United States Life Saving District, and the National Board of Marine Underwriters on the same subject.

Communications from Dr. Friedrich Wilhelm F. Riehl in relation to his life-saving kite and line to be used by an expert swimmer.

Letters from J. F. Frazer and James L. Norris relative to the Bustin life-saving apparatus.

A letter from the Crandall Electric Signal Company, with letters patent inclosed, relative to their signal, and letter from the keeper of the Muskegon Life Saving Station asking for an opportunity to exhibit his surf or life boat launching carriage.

A letter from C. W. Gilbert of the Gilbert Loom Company relative to life lines and an improved way of winding them.

A letter from George M. Stowe, Secretary of the Boughton Telephotos Company, requesting an opportunity to exhibit the telephotos.

A letter from J. Lawrence Hamilton relative to the Brunel life lines.

A letter from James C. Walker in relation to his lifeboat.

A communication from George B. Hussey, inclosing letters patent of his life raft.

A letter from the keeper of the Milwaukee Life-Saving Station in relation to his copper float.

A letter from D. C. Dunn, with circular and rules for the telemeter, asking to have the Nautical Telemeter and Distance Finder tested and adopted by the Service.

Letters from Paddock & Kleine, with circulars, in relation to their steel wheels for wagons, etc.

Letters from B. G. Cahoon, and drawings and description of his device to prevent fouling of whip line and hawser in going to a wreck.

Letters from the Graham-Meyer Torch and Liquid Light Company relative to their self-feeding torch, and submitting circulars, description, and photograph of same.

The following came over as unfinished business from the last meeting:

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CLASS I.

Method of faking shot lines. Gilbert.
Line-throwing appliance. Dimond.

CLASS II.

Hydraulic steam lifeboat. R. and H. Green.
Finch's steam lifeboat.
Walker's hydraulic propulsion of vessels.
Line-carrying kite. Davis.
Insufflator for restoring suspended animation. De Baun.

A communication was read from John Shearman requesting permission to submit a model of his line-carrying shot.

A letter was read from Thomas Hall & Son describing the megaphone.

These subjects were all ordered to be placed on the docket.

REPORTS OF COMMITTEES.

The reports of committees were postponed until a later session of the Board.

The consideration of the new apparatus and devices placed on the docket were then proceeded with and exhibitors were given the opportunity of explaining their instruments and devices.

Capt. H. Peyton Arbecam explained the use of the ship's telemeter and distance finder.

Mr. Frank C. Pitcher produced samples of the Wellman duplex roller bushing and sheaves for blocks, and showed their interior construction.

Mr. C. W. Gilbert explained his method of faking shot lines.

Mr. T. Boutin presented his copper float and recommended its use as an anchor buoy.

Mr. L. C. Baker, Jr., on behalf of the Graham-Meyer Torch and Liquid Light Company, explained the working of the Graham-Meyer self-feeding torch.

No other inventors or exhibitors being prepared to appear at this time, at 1 P. M. the Board took a recess until 2.15 P. M.

The Board reassembled at 2.15 P. M. and gave further time to exhibitors to produce their devices.

Mr. James L. Norris appeared for Mr. Robert Bustin, and spoke in reference to the merits of the life-saving apparatus invented by the latter.

Mr. John Shearman exhibited a model of his line-carrying shot and explained its action.

Mr. Joseph W. Wharton, a representative of Thomas Hall & Son, exhibited Hall's megaphone in three sizes.

In order to give practical tests of the merits of their inventions, Messrs. Shearman, Bustin, and Hall asked that the Board select some spot on the seashore where these tests might be made. It was decided to accede to the request, and the Point Allerton Life-Saving Station was chosen as the point at which to meet the exhibitors.

At 4 P. M. the Board adjourned until 10.30 A. M. to-morrow.

W. V. E. JACOBS,
Recorder.

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FRIDAY, *May 29, 1896.*

The members of the Board met at 10.30 A. M. as per adjournment of yesterday and proceeded to Point Allerton Life-Saving Station.

Having reached the station, its appliances for setting up a life line were brought into use, and Mr. Robert Bustin gave an exhibition of the working of his traveling block and combination life buoy and boatswain's chair for landing the shipwrecked.

An exhaustive test was made both with individuals unfamiliar with the apparatus and those familiar with it, separately, and in comparison with the Service breeches buoy. At 1.30 P. M. the Board took a recess until 2.30 P. M.

At 2.30 P. M. the Board reassembled and witnessed experiments with Hall's megaphones, the three sizes submitted being used from time to time. These were continued until the agent appeared satisfied with the oportunities afforded.

Mr. John Shearman then made ready to fire his line-carrying shot, being permitted the use of the Lyle gun at the station, and the 5-ounce cartridges with which he wished to fire his projectile. Two shots were fired with his projectile, and he showed the Board the action claimed for it; also his method of faking the line in the box.

At 5 P. M. the Board returned to town and proceeded to the freight station of the Boston and Albany Railroad to examine Mr. T. Boutin's boat and apparatus wagons, the exhibitor having been unable to procure transportation for his vehicles to Point Allerton. Having thoroughly inspected the wagons, at 6.30 P. M. the Board adjourned until 10.30 A. M. on Monday, no session being held on Saturday, May 30, it being Memorial Day.

W. V. E. JACOBS,
Recorder.

MONDAY, *June 1, 1896.*

The Board assembled at 10.30 A. M. as per adjournment of Friday, all the members being present except Assistant Superintendent H. M. Knowles, who has forwarded a certificate from his medical adviser stating that he is sick with fever and will be unable to attend the remaining meetings of the Board.

A letter was read from the Charles Abresch Company relative to the Boutin boat and apparatus wagons, and the subject was ordered to be placed on the docket for consideration by the Board.

There were no committee reports.

Mr. George B. Hussey came before the Board and presented a model of his life raft. He described in full its construction, and the advantages claimed for it. After answering all questions relating to it, asked by members of the Board, Mr. Hussey withdrew, and at 2 P. M. a recess was taken until 3 P. M.

The Board reassembled at 3 P. M. and continued the examination of the new business before it.

Mr. Thomas B. A. Price appeared for the Boughton Telephotos Company and explained the method of signaling with the telephotos, exhibiting the key box and the lanterns used in their system. He showed in detail the manner of communicating with the shore from a ship and *vice versa*.

At 4.30 P. M. the Board adjourned until 10 A. M. to-morrow.

W. V. E. JACOBS,
Recorder.

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TUESDAY, *June 2, 1896.*

The Board reassembled at 10 A. M. as per adjournment of yesterday, all the members being present except Assistant Superintendent H. M. Knowles, sick.

The minutes of the proceedings of the previous sessions were read, and after minor corrections were adopted.

There was no new correspondence to be read.

No committee reports were made.

The Board proceeded with the consideration of new business, continuing the examination of new devices and discussing their merits.

At 12 o'clock a recess was taken until 2 P. M. to afford the members of the Board an opportunity to examine letters and papers before it relating to new apparatus.

Captain Charles A. Abbey, R. C. S., a former member of the Board, being in the building, was invited into the meeting room and asked to give his ideas in reference to Gilbert's method of faking shot lines. He was also requested to state his views in relation to the method of numbering life-saving stations as suggested by Mr. John Schuyler Crosby. A general discussion followed on these topics.

The Board reassembled at 2 P. M., and the president appointed the several committees given in the report of the Board under the head of "Committees Appointed." Captain Thomas D. Walker was appointed on all committees on unfinished business of which Captain Charles A. Abbey, relieved, was a member.

Mr. B. G. Cahoon then asked permission to come before the Board. This was allowed, and he explained the diagram of his device to prevent the fouling of whip line and hawser.

A letter was then read from Mr. James R. Davies requesting that a committee from the Board visit the office of the Crandall Electric Signal Company in Brooklyn, N. Y., at his expense, and examine his signaling apparatus. A reply was sent to Mr. Davies stating that it would be impossible for such a committee to do this, and informing him that the letters and designs submitted by him were sufficiently explicit to afford the members of the Board a clear idea of the working of the apparatus.

The Board then entered into a general discussion of Hall's megaphone, Bustin's life-saving apparatus, Wellman's duplex roller bushing for sheaves, and the Lowry-Bowyer telemeter and distance finder.

The Board, as in committee of the whole, discussed the subjects of Layman's pneumatic sporting boat, Hussey's life raft, and Wood's launching carriage.

The committee then resumed its session as in Board meeting and reported its action on these three inventions.

A motion was adopted that the action of the committee of the full Board be approved and adopted for incorporation in the Board's report.

At 4.30 P. M. the Board adjourned until 2.30 P. M. to-morrow, in order to give time for the completion of the records and to give the committees an opportunity to prepare their reports.

W. V. E. JACOBS,
Recorder.

WEDNESDAY, *June 3, 1896.*

The Board reassembled at 2.30 P. M., as per adjournment of yesterday, all the members being present except Assistant Superintendent H. M. Knowles, sick.

The minutes of the last session were read and approved.

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A letter was read from Mr. Wm. P. Kenney asking date and place of proposed exhibition of life-saving devices. A reply was sent stating that if he referred to the Board on Life-Saving Appliances, it is now in session, but that it is too late to bring new business before it for consideration at this time.

The regular order of business (reports of committees) was suspended, in order to give a hearing to Mr. H. C. Dimond on his line-throwing appliance. He offered a device which he claims is an improvement on the one previously referred to the Board, and asked that this be substituted for the original appliance. This was granted, and the improved device was entered for examination and report. Mr. Dimond produced his invention, and gave a detailed description of it and of its action in use.

COMMITTEE REPORTS.

The first report under this call was from the committee on Boutin's copper float. Upon motion, the report was accepted and adopted as the opinion of the Board, and the committee discharged.

The report on the Lowry-Bowyer telemeter and distance finder was then read. A general discussion of this followed, after which it was accepted and adopted as the expression of the views of the Board.

The committee's report on Cahoon's device to prevent fouling of whip line and hawser was read, and upon motion, was accepted and adopted as the opinion of the Board. The committee was continued.

The report of the committee on Davis's line-carrying kite was then read. It was moved that the report be accepted and adopted as the expression of the views of the Board. The motion was carried, and the committee was discharged.

The report on Wellman's duplex-roller bushing for sheaves was read. This subject was discussed at some length, after which the report was accepted and adopted as the views of the Board, and the committee discharged.

The subject of Mr. Robert Bustin's life-saving apparatus was then brought up by the committee to which it had been referred, and the report was read. Action was postponed, pending its further consideration.

The committees of Hall's megaphone and De Baun's insufflator for restoring suspended animation, brought these devices before the Board for consideration, but no action was taken because of limited time for discussion.

At 5.15 P. M. the Board adjourned until 10 A. M. to-morrow.

W. V. E. JACOBS,
Recorder.

THURSDAY, *June 4, 1896.*

The Board reassembled at 10 A. M., as per adjournment of yesterday, all of the members being present except Assistant Superintendent H. M. Knowles, sick.

The regular order of business was suspended, so that the recorder could work on the records of the Board and the committees examine new apparatus and prepare their reports.

At 11 A. M. the regular order of business was resumed.

The minutes of yesterday's session were read and approved.

An official copy of the appointment of Captain Thomas D. Walker as

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a member of the Board on Life-Saving Appliances, *vice* Captain Charles A. Abbey, was read and filed as part of the records of the Board.

COMMITTEE REPORTS.

Under this call, the first report was on Gilbert's method of faking shot lines. Upon motion, the report was accepted and adopted as expressing the views of the Board. The committee was continued.

The report on Paddock & Kleine's steel wheels for wagons was then read. After a discussion of the subject, the report was accepted and the committee discharged.

The report on Hall's megaphone was read and accepted. It was adopted as the opinion of the Board and ordered to be incorporated in the report.

The report on De Baun's insufflator for restoring suspended animation was then read. Upon motion, it was accepted and adopted as expressing the views of the Board.

At 12.30 P. M. the Board took a recess until 1.30 P. M.

At 1.30 P. M. the Board reassembled and continued the work before it.

Having accepted the report on the ship's telemeter and distance finder, the opinion of the Board was formulated and adopted for incorporation in the report.

The committee made reports on the signaling apparatus of the Crandall Electric Signal Company and on the telephotos of the Boughton Telephotos Company. These subjects were discussed at length, after which the report was accepted and adopted as the opinion of the Board. The committee was discharged.

The regular order of business was then temporarily suspended to hear Mr. L. C. Baker, Jr., agent for the Graham-Meyer Torch and Liquid Light Company, explain the action of the Graham-Meyer self-feeding torch. He produced the device and showed its construction. He requested an opportunity to test the torch before the Board, but this meeting being so well drawn toward conclusion, it could not be given. Mr. Baker then expressed willingness to send the appliance for test and comparison to some station to be designated by the General Superintendent.

After Mr. Baker withdrew, the report on the Graham-Meyer self-feeding torch was made. After further discussion it was accepted and adopted as the opinion of the Board, to be embodied in the report.

At 4:30 P. M. the Board adjourned until 10 A. M. to-morrow.

FRIDAY, *June 5, 1896.*

At 10 A. M. the Board reassembled as per adjournment of yesterday, all the members being present except Assistant Superintendent H. M. Knowles, sick.

The regular order of business was suspended for continuance of committee work.

At 11:30 A. M. the regular order of business was taken up.

The minutes of yesterday's session were read, and after minor corrections, adopted.

A letter was read from the Graham-Meyer Torch and Liquid Light Company asking permission from the General Superintendent to submit in regular form to the Board, their self-lighting flash-light torch. This was referred to the Board by the General Superintendent for

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action. The subject was ordered to be placed on the docket, and was referred to the committee on the Graham-Meyer self-feeding torch, inasmuch as the applicant was before the Board with his device, and it had been on last year's docket.

COMMITTEE REPORTS.

The first report under this head was on the Graham-Meyer self-lighting flash-light torch. A general discussion followed, and it was then moved that the report be accepted. This was carried, and it was adopted as the view of the Board. The committee was continued.

The report on Riehl's life-saving kite and line was read. Action on this subject was suspended for the time pending further consideration.

The report in Shearman's line-carrying projectile was read. Upon motion, it was accepted as expressing the sense of the Board, and the committee was continued. The recommendation contained in the report was adopted as the view of the Board.

The report of the committee on Paddoch & Kleine's steel wheels for wagons having been accepted yesterday, an opinion and recommendation was formulated and read. Upon motion it was adopted by the Board to be embodied in its report.

Boutin's boat and apparatus wagons were the topics next brought before the Board. A full discussion followed as to the merits of these appliances.

At 1:15 P. M. the Board took a recess until 2.30 P. M.

At 2:30 P. M. the Board reassembled and the committees continued their examination of the new devices and the preparation of reports.

At 6 P. M. the Board adjourned until 10 A. M. to-morrow.

W. V. E. JACOBS,
Recorder.

SATURDAY, *June 6, 1896.*

At 10 A. M. the Board reassembled as per adjournment of yesterday, all the members being present except Assistant Superintendent H. M. Knowles, sick.

The regular order of business was suspended for the continuance of committee work.

At 11:30 A. M. the order of business was taken up.

The minutes of yesterday's session were read and approved.

There was no new correspondence.

COMMITTEE REPORTS.

The first report under this call was on Boutin's boat wagon. Upon motion it was accepted and the committee was discharged.

The report on Boutin's apparatus wagon was next read. This report was also accepted by the Board and the committee discharged.

The subject of Dimond's line-throwing appliance was then brought before the Board. The committee made a verbal report on this subject. It was accepted and the committee discharged. An opinion was formulated in accordance with the committee's report and was adopted as the view of the Board.

An opinion and recommendation on Boutin's apparatus wagon was then read. Upon motion it was accepted and adopted as the opinion of the Board.

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The report on Bustin's life-saving apparatus was read. It was adopted as expressing the views of the Board.

The report was then read on R. and H. Green's hydraulic steam lifeboat, Finch's steam lifeboat, and Walker's hydraulic propulsion of vessels. A lengthy discussion followed on steam lifeboats in general, after which the report was accepted and adopted as the opinion of the Board.

At 12.30 P. M. the Board adjourned until 11 A. M. on Monday to enable the recorder to prepare the Board's report.

W. V. E. JACOBS,
Recorder.

MONDAY, *June 8, 1896.*

At 11 A. M. the Board reassembled as per adjournment of Saturday, all the members being present except Assistant Superintendent H. M. Knowles, sick.

The regular order of business was suspended for continuance of committee work and preparation of the report.

At 1.15 P. M. the Board took a recess until 2.30 P. M.

At 2.30 P. M. the Board reassembled and continued the work before it.

At 3 P. M. the regular order of business was taken up.

The minutes of yesterday's session were read and approved.

A letter was read from Mr. Wm. P. Kenney requesting to be informed of the date of the next meeting of the Board. He was informed that the next meeting would be in about one year from this date.

COMMITTEE REPORTS.

The report on Riehl's life-saving kite and line was read. This was accepted and adopted by the Board and the committee discharged. An opinion was formulated and adopted as the view of the Board.

The report of the committee on Brunel's hand-heaving life lines was then read. Upon motion, it was adopted and the committee discharged. An opinion was drawn up and presented. It was accepted and adopted as the opinion of the Board.

The report on Crosby's method of numbering life-saving stations and houses of refuge so as to be visible from sea was next read. A lengthy discussion followed on this topic, after which the report was accepted and the committee discharged.

An opinion was formulated in accordance with the report. This was also discussed at some length, and was then adopted as expressing the views of the Board.

The preparation of the Board's report, which had been in progress during the several sessions of the Board, was resumed. When it was completed and signed by all the members, the Board, at 4:30 P. M., adjourned *sine die*.

W. V. E. JACOBS,
Recorder.

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