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FROM THE

UNITED STATES GOVERNMENT

THROUGH

30 Jun. 1898.

ANNUAL REPORT



OF THE

OPERATIONS

OF THE

United States Life-Saving Service

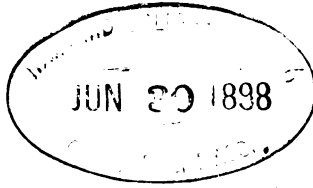
FOR THE

Fiscal Year Ending June 30, 1897.



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From the
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TREASURY DEPARTMENT,
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Office of Life-Saving Service.

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

ASSISTANT INSPECTORS.

<i>First District</i>	{ Lieutenant FRANK H. NEWCOMB, United States Revenue-Cutter Service, Post-Office Building, Room 148, or P. O. Box 1908, Boston, Massachusetts.
<i>Second District</i>	
<i>Third District</i>	Lieutenant WALSTEIN A. FAILING, United States Revenue-Cutter Service, Patchogue, New York.
<i>Fourth District</i>	Lieutenant WALTER S. HOWLAND, United States Revenue-Cutter Service, Toms River, New Jersey.
<i>Fifth District</i>	Lieutenant JOHN F. WILD, United States Revenue-Cutter Service, Onancock, Virginia.
<i>Sixth District</i>	Lieutenant JOHN C. CANTWELL, United States Revenue-Cutter Service, Elizabeth City, North Carolina.
<i>Seventh District</i>	Captain HORATIO D. SMITH, United States Revenue-Cutter Service, Custom-House, Charleston, South Carolina.
<i>Eighth District</i>	Captain ROBERT M. CLARK, United States Revenue-Cutter Service, Custom-House, Galveston, Texas.
<i>Ninth District</i>	{ Lieutenant STALEY M. LANDREY, United States Revenue-Cutter Service, Custom-House, Detroit, Michigan.
<i>Tenth District</i>	
<i>Eleventh District</i>	Lieutenant JOHN E. REINBURG, United States Revenue-Cutter Service, Room 543, Rand-McNally Building, Chicago, Illinois.
<i>Twelfth District</i>	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 SILAS H. HARDING, Portsmouth, New Hampshire.
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.

LETTER OF TRANSMITTAL.

TREASURY DEPARTMENT,
UNITED STATES LIFE-SAVING SERVICE,
Washington, D. C., November 18, 1897.

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, 1897, 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. LYMAN J. GAGE,
Secretary of the Treasury.

(7)

OPERATIONS
OF THE
UNITED STATES LIFE-SAVING SERVICE.
—
1897.

(9)

REPORT OF THE UNITED STATES LIFE-SAVING SERVICE, 1897.

OPERATIONS.

At the close of the fiscal year the Life-Saving Establishment embraced 259 stations. Of this number, 189 were situated on the Atlantic and Gulf coasts, 55 on the coasts of the Great Lakes, 14 on the Pacific coast, and 1 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)	27
Third District (coasts of Rhode Island and Long Island).....	40
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	259

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 1896-97.

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, 1896, to May 31, 1897; and 1 additional surfman from Dec. 1, 1896, to Apr. 30, 1897.
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, Gay Head, and Cuttyhunk.	6 surfmen from Aug. 1, 1896, to May 31, 1897; and 1 additional surfman from Dec. 1, 1896, to Apr. 30, 1897.
	Monomoy.....	7 surfmen from Aug. 1, 1896, to May 31, 1897; and 1 additional surfman from Dec. 1, 1896, to Apr. 30, 1897.
	Wood End.....	6 surfmen from Jan. 12, 1897, to May 31, 1897; and 1 additional surfman from Jan. 13, 1897, to Apr. 30, 1897.
	City Point.....	2 surfmen from Sept. 9, 1896, to Nov. 30, 1896; 1 surfman from Sept. 17, 1896, to Nov. 30, 1896; 2 surfmen from Oct. 16, 1896, to Nov. 30, 1896; 1 surfman from Oct. 19, 1896, to Nov. 30, 1896; 3 surfmen from Oct. 20, 1896, to Nov. 30, 1896, and 9 surfmen from May 1 to June 30, 1897.

Employment of surfmen, season 1896-97—Continued.

District.	Stations.	Periods of employment (all dates inclusive).
3	Brenton 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. Rocky Point.....	6 surfmen from Aug. 1, 1896, to May 31, 1897; and 1 additional surfman from Dec. 1, 1896, to Apr. 30, 1897. 6 surfmen from Dec. 1, 1896, to May 31, 1897; and 1 additional surfman from Dec. 1, 1896, to Apr. 30, 1897.
4	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, Harvey Cedars, Ship Bottom, Long Beach, Bonds, Little Egg, Little Beach, Brigantine, South Brigantine, Atlantic City, Absecon, Great Egg, Ocean City, Pecks Beach, Corson Inlet, Sea Isle City, Townsend Inlet, Avalon, Tathams, Hereford Inlet, Holly Beach, Turtle Gut, Cold Spring, and Cape May. Sandy Hook.....	6 surfmen from Aug. 1, 1896, to May 31, 1897; and 1 additional surfman from Dec. 1, 1896, to Apr. 30, 1897. 8 surfmen from Aug. 1, 1896, to May 31, 1897.
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, Parramore Beach, and Cobb Island.	6 surfmen from Aug. 1, 1896, to May 31, 1897; and 1 additional surfman from Dec. 1, 1896, to Apr. 30, 1897.
6	Lewes, Hog Island, and Smith Island..... Cape Henry, Seatack, Dam Neck Mills, Little Island, False Cape, Wash Woods, Currituck Inlet, Whales Head, Poyners Hill, Caffey's Inlet, Paul Gameli's Hill, Kittyhawk, Kill Devil Hills, Nags Head, Bodie Island, Oregon Inlet, Pea Island, Chicamacomico, Gull Shoal, Little Kinnakeet, Big Kinnakeet, Durants, Portsmouth, and Core Bank. New Inlet and Ocracoke..... Cape Lookout and Oak Island.....	8 surfmen from Aug. 1, 1896, to May 31, 1897. 6 surfmen from Aug. 1, 1896, to May 31, 1897; and 1 additional surfman from Dec. 1, 1896, to Apr. 30, 1897. 8 surfmen from Aug. 1, 1896, to May 31, 1897. 6 surfmen from Aug. 1, 1896, to May 31, 1897; and 1 additional surfman from Dec. 1, 1896, to Apr. 30, 1897.
7	Cape Hatteras, Creeds Hill, and Cape Fear ...	8 surfmen from Aug. 1, 1896, to May 31, 1897.
8	Sullivan's Island.....	6 surfmen from Aug. 1, 1896, to May 31, 1897.
9	Santa Rosa, Sabine Pass, Galveston, Velasco, Saluria, Aransas, and Brazos. San Luis..... Big Sandy and Fort Niagara..... Oswego and Charlotte..... Buffalo..... Erie and Fairport..... Ashtabula..... Cleveland..... Point Marblehead..... Louisville.....	6 surfmen from Aug. 1, 1896, to May 31, 1897. 7 surfmen from Aug. 1, 1896, to May 31, 1897. 7 surfmen from July 1 to Dec. 12, 1896, and from Apr. 5 to June 30, 1897. 8 surfmen from July 1 to Dec. 12, 1896, and from Apr. 5 to June 30, 1897. 8 surfmen from July 1 to Dec. 15, 1896, and from Apr. 6 to June 30, 1897. 8 surfmen from July 1 to Dec. 15, 1896, and from Apr. 5 to June 30, 1897. 7 surfmen from July 1 to Dec. 15, 1896, and from Apr. 5 to June 30, 1897. 8 surfmen from July 1 to Dec. 15, 1896, and from Apr. 3 to June 30, 1897. 7 surfmen from July 1 to Dec. 15, 1896, and from Apr. 3 to June 30, 1897. 6 surfmen from July 1, 1896, to June 30, 1897.
10	Sand Beach, Pointe aux Barques, Grindstone City, Ottawa Point, Sturgeon Point, Thunder Bay Island, Middle Island, and Hammonds Bay. Vermilion Point, Crisps, Two Heart River, and Muskallonge Lake. Bois Blanc..... Marquette..... Ship Canal.....	8 surfmen from July 1 to Dec. 12, 1896, and from Apr. 7 to June 30, 1897. 7 surfmen from July 1 to Dec. 7, 1896, and from Apr. 22 to June 30, 1897. 8 surfmen from July 1 to Dec. 12, 1896, and from Apr. 8 to June 30, 1897. 8 surfmen from July 1 to Dec. 6, 1896, and from Apr. 23 to June 30, 1897. 8 surfmen from July 1 to Dec. 5, 1896, and from Apr. 25 to June 30, 1897.

Employment of surfmen, season 1896-97—Continued.

District.	Stations.	Periods of employment (all dates inclusive).
10	Duluth	8 surfmen from July 1 to Dec. 8, 1896, and from Apr. 20 to June 30, 1897.
11	North Manitou Island, Pentwater, White River, Holland, South Haven, Evanston, and Kenosha.	7 surfmen from July 1 to Nov. 30, 1896, and from Apr. 1 to June 30, 1897.
	Point Betsie, Frankfort, Manistee, Grande Pointe au Sable, Ludington, Muskegon, Grand Haven, Saint Joseph, Racine, Two Rivers, Kewaunee, and Sturgeon Bay Canal.	7 surfmen from July 1 to Dec. 5, 1896, and from Apr. 1 to June 30, 1897.
	Michigan City, Chicago, and Sheboygan	8 surfmen from July 1 to Dec. 5, 1896, and from Apr. 1 to June 30, 1897.
	Old Chicago and Milwaukee.....	8 surfmen from July 1 to Dec. 10, 1896, and from Apr. 1 to June 30, 1897.
	South Chicago.....	7 surfmen from July 1 to Dec. 5, 1896; and 8 surfmen from Apr. 1 to June 30, 1897.
	Baileys Harbor	5 surfmen from July 1, to Dec. 5, 1896; 1 surfman from July 10 to Dec. 5, 1896; 1 surfman from Aug. 23 to Dec. 5, 1896; and 7 surfmen from Apr. 1 to June 30, 1897.
	Plum Island	4 surfmen from July 1 to Dec. 5, 1896; 2 surfmen from July 21 to Dec. 5, 1896; 1 surfman from July 23 to Dec. 5, 1896; and 7 surfmen from Apr. 1 to June 30, 1897.
12	Iiwaco Beach, Coquille River, Yaquina Bay, and Point Reyes.	7 surfmen from July 1, 1896, to June 30, 1897.
	Shoalwater Bay, Cape Disappointment, Point Adams, Umpqua River, Cape Arago, Humboldt Bay, Fort Point, Golden Gate Park, and Southside.	8 surfmen from July 1, 1896, to June 30, 1897.

The foregoing tabular statement includes but one of the twelve stations in the Seventh District, the others 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 reports of the several district officers show 394 disasters to documented vessels within the field of life-saving operations. The number of persons on board these vessels was 3,737, of whom 42 were lost. The estimated value of the vessels was \$5,132,485, and that of their cargoes \$1,975,340, making the total value of property imperiled \$7,107,825. Of this amount, \$5,108,895 was saved and \$1,998,930 lost. The number of vessels totally lost was 54.

There were also 305 casualties to undocumented craft—sailboats, row-boats, etc., carrying 706 persons, 11 of whom perished. The value of property involved in these instances is estimated at \$221,745, of which \$182,280 was saved and \$39,465 lost.

Five hundred and eighty-seven shipwrecked persons received succor at the stations, the number of days' relief furnished aggregating 1,082.

The total number of disasters, 699, exceeds that of the preceding year by 19, and is the largest number reported in the history of the Service. Notwithstanding this fact, the number of vessels totally lost is the smallest since the year 1879, when the scope of the Service was much less extended, the number of stations at that time having been only 173.

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

Total number of disasters	699
Total value of property involved	\$7,329, 570
Total value of property saved*	\$5,291, 175
Total value of property lost	\$2,038, 395
Total number of persons involved	4, 443
Total number of persons lost	53
Total number of shipwrecked persons succored at stations†	587
Total number of days' succor afforded†	1, 082
Number of vessels totally lost	54

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	385	276	38	699
Total value of vessels	2, 671, 250	1, 846, 970	824, 535	5, 342, 755
Total value of cargoes	1, 348, 430	547, 360	91, 025	1, 986, 815
Total amount of property involved	4, 019, 680	2, 394, 330	915, 560	7, 329, 570
Total amount of property saved	2, 951, 870	2, 257, 750	81, 555	5, 291, 175
Total amount of property lost	1, 067, 810	136, 580	834, 005	2, 038, 395
Total number of persons on board	2, 795	1, 332	316	4, 443
Total number of persons lost	31	5	17	53
Number of shipwrecked persons succored at stations	461	113	13	†587
Total number of days' succor afforded	897	172	13	†1, 082
Number of disasters involving total loss of vessels	43	8	3	54

The apportionment to the several districts is as follows:

First District.

Number of disasters	40
Value of vessels	\$242, 260
Value of cargoes	\$41, 720
Total value of property	\$283, 980
Number of persons on board vessels	193

*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.

Number of persons lost	None.
Number of shipwrecked persons succored at stations	3
Number of days' succor afforded	3
Value of property saved	\$199, 205
Value of property lost	\$84, 775
Number of disasters involving total loss of vessels	4

Second District.

Number of disasters	103
Value of vessels	\$293, 905
Value of cargoes	\$99, 985
Total value of property	\$393, 890
Number of persons on board vessels	483
Number of persons lost	13
Number of shipwrecked persons succored at stations	89
Number of days' succor afforded	159
Value of property saved	\$266, 215
Value of property lost	\$127, 675
Number of disasters involving total loss of vessels	14

Third District.

Number of disasters	59
Value of vessels	\$308, 910
Value of cargoes	\$155, 985
Total value of property	\$464, 895
Number of persons on board vessels	308
Number of persons lost	9
Number of shipwrecked persons succored at stations	72
Number of days' succor afforded	121
Value of property saved	\$384, 490
Value of property lost	\$80, 405
Number of disasters involving total loss of vessels	7

Fourth District.

Number of disasters	57
Value of vessels	\$588, 360
Value of cargoes	\$536, 700
Total value of property	\$1, 125, 060
Number of persons on board vessels	870
Number of persons lost	None.
Number of shipwrecked persons succored at stations	68
Number of days' succor afforded	123
Value of property saved	\$725, 790
Value of property lost	\$399, 270
Number of disasters involving total loss of vessels	5

Fifth District.

Number of disasters	29
Value of vessels	\$62, 755
Value of cargoes	\$13, 690
Total value of property	\$76, 445
Number of persons on board vessels	101
Number of persons lost	3
Number of shipwrecked persons succored at stations	41
Number of days' succor afforded	52

Value of property saved.....	\$35,865
Value of property lost.....	\$40,580
Number of disasters involving total loss of vessels.....	3

Sixth District.

Number of disasters.....	41
Value of vessels.....	\$934,050
Values of cargoes.....	\$326,590
Total value of property.....	\$1,260,640
Number of persons on board vessels.....	586
Number of persons lost.....	1
Number of shipwrecked persons succored at stations.....	136
Number of days' succor afforded.....	343
Value of property saved.....	\$983,165
Value of property lost.....	\$277,475
Number of disasters involving total loss of vessels.....	6

Seventh District.

Number of disasters.....	16
Value of vessels.....	\$136,685
Value of cargoes.....	\$54,960
Total value of property.....	\$191,645
Number of persons on board vessels.....	99
Number of persons lost.....	2
Number of shipwrecked persons succored at stations.....	20
Number of days' succor afforded.....	24
Value of property saved.....	\$166,060
Value of property lost.....	\$25,585
Number of disasters involving total loss of vessel.....	None.

Eighth District.

Number of disasters.....	40
Value of vessels.....	\$104,325
Value of cargoes.....	\$118,800
Total value of property.....	\$223,125
Number of persons on board vessels.....	155
Number of persons lost.....	3
Number of shipwrecked persons succored at stations.....	32
Number of days' succor afforded.....	72
Value of property saved.....	\$191,080
Value of property lost.....	\$32,045
Number of disasters involving total loss of vessels.....	4

Ninth District.

Number of disasters.....	104
Value of vessels.....	\$530,410
Value of cargoes.....	\$211,965
Total value of property.....	\$742,375
Number of persons on board vessels.....	426
Number of persons lost.....	1
Number of shipwrecked persons succored at stations.....	31
Number of days' succor afforded.....	37
Value of property saved.....	\$702,890
Value of property lost.....	\$39,485
Number of disasters involving total loss of vessels.....	1

Tenth District.

Number of disasters.....	55
Value of vessels.....	\$545, 285
Value of cargoes.....	\$167, 540
Total value of property.....	\$712, 825
Number of persons on board vessels.....	391
Number of persons lost.....	None.
Number of shipwrecked persons succored at stations.....	25
Number of days' succor afforded.....	49
Value of property saved.....	\$663, 850
Value of property lost.....	\$48, 975
Number of disasters involving total loss of vessels.....	1

Eleventh District.

Number of disasters.....	117
Value of vessels.....	\$771, 275
Value of cargoes.....	\$167, 855
Total value of property.....	\$939, 130
Number of persons on board vessels.....	515
Number of persons lost.....	4
Number of shipwrecked persons succored at stations.....	57
Number of days' succor afforded.....	86
Value of property saved.....	\$891, 010
Value of property lost.....	\$48, 120
Number of disasters involving total loss of vessels.....	6

Twelfth District.

Number of disasters.....	38
Value of vessels.....	\$324, 535
Value of cargoes.....	\$91, 025
Total value of property.....	\$915, 560
Number of persons on board vessels.....	316
Number of persons lost.....	17
Number of shipwrecked persons succored at stations.....	13
Number of days' succor afforded.....	13
Value of property saved.....	\$81, 555
Value of property lost.....	\$834, 005
Number of disasters involving total loss of vessels.....	3

Seventy-four persons not on board vessels were rescued by the surfmen from such dangerous situations as would have caused loss of life but for the prompt assistance rendered. Twenty-eight had fallen from wharves, piers, etc.; 16 were imperiled by the inundation of low-lying islands off the coasts of Virginia and North Carolina during a hurricane in October, 1896; 11 were bathers or swimmers; 6 were rescued from the ice; 5 were on outlying rocks, separated from the mainland by the rising tide; 3 were helplessly involved in the rapids of the Ohio River at Louisville, Kentucky; 2 were taken from the water into which they were believed to have thrown themselves with suicidal intent; 1 was in danger of death from exposure to the cold; 1 from hemorrhage caused by a knife wound in the arm, and 1 was taken from the back of an unmanageable horse that had plunged into Lake Michigan, where the man was in danger of drowning.

In 553 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 319 vessels and small craft. There were, besides, 229 instances where vessels running into danger of stranding were warned off by the signals of the patrols.

The surfboat was used 716 times, making 916 trips. The self-righting and self-bailing lifeboat was used 105 times, making 124 trips. The gasoline launch at the City Point Station (Second District) was used 26 times, making 27 trips. Smaller boats were used 440 times, making 709 trips. The river life skiffs at the Louisville Station (Ninth District) were used 38 times, making 54 trips. The breeches buoy was used 9 times, making 86 trips. The wreck gun was employed 13 times, firing 28 shots. The heaving stick was used 33 times.

There were landed by the surfboat 603 persons; by the lifeboat, 173; by the gasoline launch, 26; by the river life skiffs, 41; by other station boats, 544, and by the breeches buoy, 75.

Besides those landed by boats, 44 persons were rescued from seven vessels stranded near the shore, by the use of heaving lines; 13 were taken from the surf in which their boats had capsized; 5 were rescued from the top of a floating deck house that had been washed from a stranded schooner; 2 were taken from boats caught in the ice and rendered helpless; 2 were hauled to the pier from a boat adrift without oars; 7 were drawn upon the wharf from a naphtha launch that was in danger of pounding to pieces against it; 1 was taken from a water-logged skiff near a pier; 2 were rescued from a dory in danger of swamping in the breakers, and 1 was hauled up from a skiff half full of water under a railroad bridge.

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, 1897.**

Total number of disasters.....	9,681
Total value of vessels.....	\$107,291,380
Total value of cargoes.....	\$46,525,949
Total value of property involved.....	\$153,817,329
Total value of property saved.....	\$119,041,907
Total value of property lost.....	\$34,775,422
Total number of persons involved.....	† 77,133
Total number of lives lost.....	† 823
Total number of persons succored.....	§ 13,213
Total number of days' succor afforded.....	§ 33,871

* 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 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.

LOSS OF LIFE.

Fourteen casualties were attended with loss of life. The details in each case are derived from the testimony of witnesses and reports of the investigations made in pursuance of provisions of law "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."

Capsize of a fishing boat.

Among the many hundreds of fishermen who ply their vocation in the vicinity of the Cape Disappointment Station, at the mouth of the Columbia River, Oregon, there are some, more venturesome or more eager than the rest to make a profitable season, who persist in braving by night the perils of waters that are proverbially dangerous even by day. This practice is often attended with disastrous and sometimes fatal results, as was the case with two men on the night of July 16, 1896, both of whom perished in consequence of the capsize of their boat somewhere in the vicinity of Peacock Spit. When this boat proceeded to the fishing ground, or precisely where and under what circumstances she was capsized, nobody knows.

The first intimation of a disaster received by the life-saving crew was at about 1.20 o'clock a. m., when Surfman J. S. Clark, who was performing watch duty on the bluff, heard cries of distress, apparently just outside and abreast of the lighthouse, in the direction of Peacock Spit, which has been the scene of many fatalities and is well known as an especially dangerous place. He at once burned his Coston light and fired the signal gun, located where the lookouts are posted for the purpose of calling out the life-saving crew in case of accident, and then ran to the station to notify the keeper of the cause of the alarm. When he reached the station, the rest of the crew were already in the life-boat and prepared to start out as soon as they should receive his message. The night was intensely dark and somewhat hazy, so that it was impossible to see much farther than a boat's length, and the keeper therefore realized that unless he could locate the distressed man or men by the outcries all search would probably be futile. Apprehending, also, that the shipwrecked persons would be able to hold out for only a short time, the life-saving crew instantly pulled around the point at the East Battery (of Fort Canby), where they would be able to hear more accurately. When there, they concluded that the cry, apparently of only one person, was outside of their position, and therefore pulled in that direction until the light house was "well opened." There they burned a Coston signal, but could not detect any shout of reply; they then proceeded still farther out, and burned another signal. Still receiving no response, and a strong flood tide running, they concluded that they had passed the man in the darkness, and the keeper, who was thoroughly familiar with the action of the tides, then steered a course in the direction which he thought the boat would be likely to drift.

For the space of an hour the lifeboat cruised around the neighborhood, resorting to every possible expedient to discover the supposed wreck, and at the end of that time, neither hearing nor seeing anything of man or boat, they rowed back to the station. Surfmen Adamson and Nutter were immediately dispatched to the East Battery to listen for a repetition of the cries of distress and see if they could ascertain anything about the casualty, while the keeper proceeded to the lookout station on the bluff in order to learn what he could from the surfman on watch there. The latter stated that he had continued to hear the outcries during the absence of the lifeboat, but that to him they sounded as if they came from near Sand Island, which lies more than a mile east of Peacock Spit. Upon this information, the keeper ran back to the dock, followed by the lookout, Surfman Clark, and ordered the surfboat to be launched, in which the crew quickly rowed over to the vicinity mentioned. There they carefully searched every point, but found nothing. They remained, however, until daylight, when they discovered to the westward fishing boat No. 14, belonging to the Eureka and Epicure Company, swamped and held fast by her anchor about fifty yards from the beach under the middle battery of the fort, to which point they at once pulled the surfboat. No bodies were seen, and the fishing boat was towed to the station. The sail, fully spread, was afterwards found by other persons.

The loss of life was evidently due to the recklessness of the fishermen in venturing among the breakers at such a time, and is in no way chargeable to the life-saving crew, who, as the testimony and report of the investigation show, were vigilant, prompt, and persistent.

The two men lost were John Aronson and "Gust" Aronson, brothers, both residents of Portland. No information has ever been received that their bodies were recovered.

Capsize of a batteau.

A small boat containing three colored men was capsized in the surf near the mouth of Charleston Harbor, South Carolina, on September 9, 1896, and two of the occupants, James and Joseph Barron, were drowned, while the third, Albert Goodwin, was rescued by the crew of the Sullivans Island Life-Saving Station. The body of Joseph Barron was recovered. The rescued man was furnished with clothing and relief from the supplies of the Women's National Relief Association.

The boat was a small flat-bottomed affair, locally known as a batteau, such as is principally used by fishermen and oystermen in that part of the country.

That this casualty was not witnessed by the station lookout in no wise reflects upon him, but was due to the fact that it occurred some two and one-half miles distant at a bend in the shore, which brings a number of small houses in the line of vision between it and the station, making it impossible to see the place unless one is standing upon a high elevation. Upon notification of the disaster the life-saving crew

immediately proceeded to the scene and rescued Goodwin, who clung to the upturned boat, while his companions were drowned in attempting to swim ashore.

Wreck of the Italian bark Monte Tabor.

On the 14th of September, 1896, a disaster occurred on the Peaked Hill Bars, coast of Cape Cod, attended with the loss of 5 men, whose deaths were involved in circumstances of mysterious and almost romantic interest. Three were suicides, while the manner in which the other two perished could not be certainly determined. The body of one of these, the mate, supposed to have died by his own hand, was never recovered. The body of the fifth, one of the two boys on board, is reported to have been taken from the surf near Race Point two or three weeks after the disaster.

The entire crew of 12 persons, including the officers and two boys, were Italians, belonging to a small Italian bark of 567 tons register, called the *Monte Tabor* and hailing from Genoa.

It appears that the bark sailed from Trapani, Island of Sicily, on the 21st of June, bound for Boston, Massachusetts, laden with a cargo of salt. On September 5 she was from one hundred and twenty to one hundred and fifty miles off the coast of Cape Cod, southeast of Highland Light, where she encountered heavy squalls, followed by almost continuous stormy weather up to the night of her destruction.

The conditions existing off the North Atlantic coast during this period, as shown by the Monthly Review of the Weather Bureau for September, were exceedingly adverse to vessels in the track of the autumn storms, which are apt to sweep to the northward between Bermuda and the American coast, there having been a swift succession of ugly gales, sometimes amounting to hurricanes. At the Block Island Station of the Weather Bureau the wind ranged from seventy-five miles an hour on the 9th to fifty-one miles on the 13th. The *Monte Tabor* had hardly weathered the severe storm which began on the 5th, when she was overtaken on the morning of the 7th by a hurricane that compelled the master to heave her to on the starboard tack and hold her so for the space of two whole days. In the forenoon of the 9th he was able to resume his course, and succeeded in making some fifty miles to the northwestward, which brought him still nearer to a lee shore, when he was again obliged to heave to. Although there was yet abundance of sea room and the vessel was in no wise crippled, the condition of the captain's mind would seem to have been unaccountably despondent, as is unmistakably made evident by the tenor of the following memorandum written by him:

"The Italian bark *Monte Tabor* struck by hurricane on September 9, 1896, in latitude 40° north, longitude 70° west. The captain and crew, after having used all possible means, resigned themselves to the will of Providence. The hurricane originated with a northeast wind on the 7th instant, at 1 a. m., two days previous; great lightning, then stormy

and black. Then the vessel was hove to on the starboard tack. We tried to go on by force of sails, but it was found impossible to go out from that zone. On the morning of the 9th of September there were great waves, and after proceeding about fifty miles to the northwest we were forced to stop. The captain and crew, all resigned to the will of Providence, gave their souls to God, thanking Him for the destiny assigned to them. One prayer from the finder for their souls.

“The CAPTAIN, GENERO.”

Beneath the captain's signature appeared the names of all the persons on board.

This paper was taken from a sealed bottle that was picked up on the beach among the wreckage, and was translated by the Italian consul at Boston. From the fact that the bottle was not thrown overboard as soon as the note was written, it may reasonably be conjectured that a temporary subsidence in the fury of the storm revived in Captain Genero some hope of ultimately taking his vessel safely to port. At all events, it appears that the morning of the following day, the 10th, broke with more favorable weather and the vessel was again put upon her proper course for Boston.

On the 13th she was near Cape Cod, but in the midst of stormy conditions that demanded the best of judgment and seamanship to enable her to safely double that dangerous headland. At 8 o'clock at night the northerly wind was blowing twenty-five miles an hour, the sea was heavy, and all was enveloped in a thick fog. Two hours later the gale grew much stronger, but the atmosphere cleared sufficiently to enable the lookout on the *Monte Tabor* to see the Highland Light to the leeward, which was promptly reported to Captain Genero. The bark was then carrying her foresail, topsails, fore-topmast staysail, and jib, and was still standing to the northward. When the light bore between south and southeast, she commenced to labor a good deal, and the captain, believing that he was safely past Race Point, kept off to the westward, with the declared purpose of coming to anchor in Provincetown Harbor until morning or until the storm should pass away.

Here was committed his fatal mistake, an error that in similar cases before has sent many a good ship to disaster in this locality. Captain Genero miscalculated his position in the very crisis of his peril and steered his bark straight upon the danger point he was straining every nerve to escape. At 12 o'clock, midnight, the gale had mounted to a velocity of forty miles an hour, with frequent hurricane squalls, thick fog, and a furious sea. A few minutes before this hour the *Monte Tabor* touched bottom, but was quickly hauled up to the northward and floated clear, continuing on her westward course. The vessel progressed slowly along between the bars, but, falling to leeward, she again struck bottom, the huge combers sweeping the whole length of her deck and almost instantly beginning their work of destruction. She had first struck the outermost of the three bars lying off Peaked Hill, known as the Peaked Hill Bars, and was now stranded on the outside of the inner one.

Of all the shoals fringing the coast of Cape Cod none are more dangerous than these or so often the scene of calamitous shipwrecks. Referring to them, the Atlantic Coast Pilot cautions mariners not to go inside of water twenty fathoms deep, and in a paragraph enjoining the frequent use of the lead remarks that "nearly every disaster which has occurred upon the sandy portions of our coast may be traced to a disregard of this very important duty of a mariner when on soundings."

Some time between half past 11 and 12 o'clock Patrolman Silvey, of the Peaked Hill Bars Station, when about half a mile to the eastward and close to the surf, discovered a white light and the dim outlines of a vessel's sails outside of the inner bar, but the weather was so thick that he could not tell what kind of craft it was. However, well knowing the danger of her course, he immediately burned a Coston signal as a warning to her, and a minute or two later, having been unable to make out the light or sails again, hastened to the station and informed Keeper I. G. Fisher of the facts. Then he returned directly to the shore, where the keeper soon joined him.

The night was pitch dark and the surf extremely high. Even before nightfall the sea was so heavy that it broke more than a thousand yards from the shore inside the outer bar, and where the water was from eight to ten fathoms deep. To find a position from which the breeches buoy could be operated was a matter of much difficulty. Abreast of the wreck, where it was necessary to place the gun, the surf at high tide runs against a bluff or sand bank twenty feet high, and, as the tide was already two hours flood, a spot had to be selected on a narrow shelf of beach still bare, whence the life-savers could easily beat a retreat to the bluff when the tide should drive them out.

The horse which had drawn the boat wagon from the station was detached and sent back with several men, who were instructed to bring the beach apparatus to the shore and to telephone Keeper C. P. Kelley, of the High Head Station, the next to the eastward, Keeper S. O. Fisher, of Race Point, having already been summoned, to come up with his crew as speedily as possible, without apparatus, of which there was already an abundance at hand. Surfman Fish was also dispatched along the beach to the westward with a lantern to look sharply for wreckage or other tokens of disaster. A few minutes after his departure the light to seaward vanished from the keeper's view, and Surfman Fish states that when he had gone about half a mile on his errand he heard a loud crash and saw the light disappear. He also soon discovered a hatch and an awning stanchion on the beach.

At the place where the keeper was watching there were still, however, no signs of a wreck, and none had been seen by the keeper or crew of the Race Point Station, who had now arrived. As Keeper I. G. Fisher well expressed himself in reply to an interrogation of the investigating officer, he "could do nothing then, for there was nothing visible to shoot at, and nothing to pull to, even if a boat could have

been launched," which all agree was out of the question. Under the circumstances the two keepers then present, I. G. Fisher, of Peaked Hill Bars, and S. O. Fisher, of Race Point, decided to scatter the men along the beach in patrols to scrutinize the edge of the surf for indications of the wreck.

After the patrolmen set out, a Coston signal was observed, and Keeper I. G. Fisher ran up the beach until he met Surfman Higgins, who told him that still farther west cries of distress had been heard from seaward. Several of the men first detected a feeble outcry, apparently from the water, when they were about three-quarters of a mile up the beach. Stopping to listen, another cry reached their ears, louder than the first, and apparently close by them. Fish and Tyler ran to the water and beheld, some twenty or twenty-five yards offshore, the top of the *Monte Tabor's* cabin, with six men clinging to it.

The surfmen shouted for the shipwrecked sailors to remain where they were and they would soon be rescued, but this injunction, if heard, was wholly unintelligible to the Italians, none of whom could understand English. This fact, however, was not then known to the life-savers, who were not a little startled the next moment to see one of the men, as if in response to the surfmen's instructions, boldly jump into the surf toward the shore. Fish, of Peaked Hill Bars, and Tyler, of Race Point, thereupon dashed into the water and dragged the man safely to the beach. Three of his shipmates, evidently emboldened by his good fortune, embraced the first favorable opportunity to follow his example, and were in similar manner rescued. There were still two men upon the wreckage, one of whom threw the end of a rope and Tyler quickly caught it up. It was fast to the top of the cabin, which seemed to have grounded, and one at a time the two shipwrecked men made their way upon it hand over hand to the shore.

At break of day Patrolmen Cook and Fish, who were still keeping their vigil on the shore, caught sight of a boy among the grass mounds in the rear of the beach. As they approached near to him he flung himself into their arms, clasped their hands in his, and embraced them over and over again. As he could not speak English, no time was wasted in efforts to obtain information from him, but he was hurried to the station and soon made comfortable. Subsequently he stated, with broken phrase and gesture, that he swam ashore unaided, but his story was received with little faith. The probability is that he drifted in upon one of the many pieces of wreckage.

It was now broad daylight, and the surf was breaking as far distant as the outer bar, but the wreck was nowhere to be seen. Only a few tangled pieces of spars, sails, and rigging lay far off the beach, rising and falling on the waves, apparently anchored and marking the spot where the fatality culminated. No one could have lived upon them, and no evidence of any bodies could be discovered. The only remaining duty was to patrol the sands in search of the lost men, if any should be swept ashore.

About 9 o'clock a patrolman from Race Point discovered the bodies of Captain Genero and Seaman Biagio lying in the edge of the water with their throats cut, and about half a mile from them that of Steward Olivari with a bullet hole in the head. All three were committed to the charge of the coroner in Provincetown, and were subsequently interred in the Catholic Cemetery at that place.

The manner in which these men came to their death aroused much excitement, and resulted in a suspicion that they were murdered by their shipmates. An investigation made by the Italian consul, however, disclosed suicide.

When the bark struck bottom the last time and held fast, as already narrated, the captain was so undone and humiliated by the loss of his ship, and, as he believed, his professional reputation, that he fell into a frenzy of despair and instantly resolved to take his own life. Thereupon he fervently embraced and kissed each member of his crew, and, leaving them congregated on the top of the cabin, descended into it. It would appear also that he was followed by two others, who gave themselves up to self-destruction, for the cabin boy Raffaele a moment later reported that Seaman Biagio was cutting his throat, and before interference or further investigation could be made the top of the cabin broke adrift and floated toward the shore.

Of the twelve persons on board, therefore, six were rescued by the Life-Saving Service, one reached the shore without aid, three committed suicide, and the other two (neither of whose bodies was recovered) perished in a manner unknown.

In his report, Lieutenant Newcomb, of the Revenue-Cutter Service, who conducted the investigation, remarks that the facts developed "speak well for the vigilance and efficiency of the beach patrol," and expresses the opinion that if Captain Genero "had used the sounding lead and heeded its warning his vessel could have hauled offshore in time to avoid all danger."

The seven survivors were Fortunato Maggiolo, second mate; Francesco Azzaro, Sebastiano Sebato, Pancrazio Mendolia, Nichole Leotta, Stefano Ramella, seamen, and the boy Angelo Cassisa, also rated as a seaman. Those lost were Captain Luigi Benedetto Genero, Mate Giovanni Zappata, Seaman Ippolito Biagio, Cook Samuel Olivari, and the boy Cereseto Raffaele.

Capsize of a surf wrecking boat.

Thomas Thomas, an employee of the Merritt Wrecking Company, was drowned in the surf on the bar about two and one-half miles north-northwest of the Kitty Hawk Station, coast of North Carolina, on the 26th of September, while engaged in an attempt, with seven of his shipmates, to make a landing in a small boat belonging to the wrecking steamer *William Coley*.

Three days previous to this time a Clyde passenger steamer, the *Fredk de Barry*, stranded on the beach abreast of the place above

named during a very heavy northeast gale, which, owing to the light draft of the vessel—only 4 feet—drove her so high that her crew were able without difficulty or danger to go over her side to the beach with a ship's ladder. While the life-saving crew of the vicinity assisted in saving the portable property on the *De Barry*, the Merritt Wrecking Company undertook to get her afloat, and the wrecking steamer *William Coley* was anchored off the beach for that purpose. Preparatory work had been going on aboard the stranded steamer for a day or two, the wreckers passing safely to and from the shore in their own boats. About half past 3 o'clock in the afternoon of the 26th, on a rising tide, a boat put off from the *Coley* for the beach in charge of Captain Charles L. Nelson, with seven men at the oars, the surf being moderate. Suddenly, however, at a distance of about thirty yards from the beach, the stem of the boat struck the bar and a great roller instantly "pitch-poled" her over, throwing all the occupants into the surf.

Mr. William Coley, agent of the wrecking company, was at work on the *De Barry* when the capsizing took place, and happening to look toward the surf saw, as he testifies, one of the *Coley's* boats upside down, with her entire crew struggling in the water around her. He quickly seized a coil of rope, descended the ladder, and ran to the beach, where he assisted in dragging seven of the men out of the water.

The captain of the *De Barry* had been at the Kitty Hawk Station in the early afternoon, and Surfman D. W. Hayman was sent by the keeper to carry him in his horse cart up the beach to the stranded steamer, where they arrived only a short time prior to the disaster. Hayman states that he was standing near the steamer watching the men at work, when he noticed a surf wrecking boat with eight men in her leave the side of the *William Coley* and approach the beach. There was a sharp break on the inner bar, and when the boat got within about thirty yards of the beach her stem seemed to strike bottom, and she was caught by the swiftly following sea and instantly capsized. He saw that the men were all in the water and, apparently without attempting to regain the boat, making for the shore. Without waiting to further observe their movements, he ran to a pile of material which had been removed from the *De Barry* and secured a piece of rope, which he made fast around his body, handing the loose end to somebody on the beach, and then waded into the surf as far as he could toward the struggling men. By shoving floating oars to some and by grasping hold of others as they were borne shoreward on the incoming seas he and several others, who were also in the water, succeeded in safely landing the entire boat's crew except Thomas, who did not appear to make any attempt to get to the beach, and before any effort in his behalf could be made by the rescuing party, sank and was seen no more.

All the witnesses testify, and the circumstances clearly show, that nothing could have been done to save the man even if the life-saving crew had known of the capsizing the instant it occurred. The station is two and one-half miles from the scene, and the man was drowned within ten or fifteen minutes. The whole affair was over, says Captain Nelson, "long before any help could have arrived from the station." "I saw Surfman Hayman," he adds, "in the surf assisting the boat's crew to land, and he behaved with great coolness and courage." "He rendered valuable aid in the work of rescue," testifies Captain William Coley, "and did all that any man could do. No aid was possible from the keeper and crew of the station."

Thomas's body was recovered by Surfman G. L. Baum, of Whales Head Station, and at the request of Captain Coley was given decent burial in a private burying ground by the keeper and crew of that station.

Sinking of the barge Sumatra.

A peculiarly lamentable disaster was the foundering of the barge *Sumatra*, September 30, 1896, off Milwaukee Harbor, Wisconsin, when within a mile of a safe refuge, with help close at hand, and with scarcely any warning to the ill-fated crew. Although sufficiently disabled to cause grave apprehension on board, she sank so unexpectedly as to preclude any concerted effort of her crew to escape, and carried three of them down with her, helplessly pinioned, no doubt, by the heavy deck load of steel rails sliding upon them as she plunged head foremost to the bottom. She was a schooner-rigged barge, built in 1874 at Black River, Ohio, and was in good condition and considered perfectly seaworthy, having a rating of A 2, in Inland Lloyd's. Her gross burden was 845.34 tons, and she was valued at \$18,000 by her owners, the Mills Transportation Company, of Port Huron, Michigan, her hailing port.

The *Sumatra* left South Chicago about 6 o'clock on the morning of September 29 with a crew of seven men including the captain, Charles Johnson, and in tow of the screw steamer *B. W. Arnold*, 944 tons, of Port Huron, bound for Fort William, Canada (on Lake Superior), with a cargo of steel rails for the Canadian Pacific Railroad Company, 250 tons of the rails being carried on deck. The cargo was valued at \$35,000 and was fully insured. The *Arnold* had a similar cargo and was bound for the same port.

The weather was fine when they left South Chicago, and it was expected that by evening they would reach Milwaukee, where the captain of the steamer had been instructed to call and pick up another vessel. About 3 o'clock p. m., however, the wind began to freshen, and by 10 o'clock, when the two vessels were off South Point, eight miles from the Milwaukee piers, it was blowing a gale from north to north-northwest, though the sea came very heavy from the northeast.

The *Arnold*, therefore, with her cumbersome tow had to steam right into the teeth of the wind, while the sea was well on the starboard bow, so that both vessels labored heavily.

About 12 o'clock Captain Neal of the *Arnold* discovered a torch signal on the *Sumatra*, which indicated that she was in trouble. Just what the difficulty was could not be determined, the night was so dark and rainy, and with 900 feet of towline out it was impossible to hear a shout from her against the powerful wind. The captain responded with four whistles, and made all possible speed for the harbor. About 2 a. m. he was within a mile of the piers, and the torch was again seen to flash from the *Sumatra*. He thereupon immediately began blowing for a tug. Fortunately the signal was heard by the watch on the tug *Simpson*, under command of Captain Eickmeyer, which was lying just inside the piers, with steam up, in readiness to answer calls for assistance (it being a part of her duty to aid incoming tugs to get their tows into the harbor), and she immediately cast off her lines and steamed out, not suspecting a vessel was in distress, four whistles being simply a well-known signal for a tug.

The lookout at the life-saving station on the pier also heard the whistle, and looking to seaward saw the lights and the torch on the tow, but well understanding what the signal meant, and not thinking the torch indicated anything to the contrary, he concluded that everything was right when the *Simpson* left the pier. He kept his eye on her, however, as long as he could see her through the glass. By this time the barge had ceased torching. When the *Simpson* reached the *Arnold*, in about ten minutes, she was requested to take a line from the tow and help her get into the harbor, but before that could be done the *Sumatra* sank.

From the testimony of those on board the *Sumatra* it appears that at 8 p. m. she was rolling deeply and making such bad weather of it that the heavy cargo below decks strained the planking, and soon she began to leak, so that the pumps had to be started. The leak gained steadily upon them, and at 10 p. m., when off South Point, the steam pump, hand pump, and siphon failed to keep the water down. It was at that time that the captain showed his first torch, which was seen by the *Arnold*. The crew continued pumping, however, for they knew the *Arnold* was making every effort to reach port, and realized that their only hope was to keep their vessel afloat. But the water continued to increase in the hold, and the barge settled deeper and deeper, until 2 a. m., when within a mile of the piers, the sea was making a clean breach over her. The captain ordered his men to set the foresail and to signal again with the torch, intending to cut the towing line and run for the beach. Scarcely had the crew started to obey his order when the water-logged hulk made a sudden dive and slid swiftly beneath the waves, head first, bursting out the stern with a loud report, and disappearing from sight in less than a minute.

Three men who were forward at the time were never seen alive again, but several days later their bodies rose to the surface. The captain succeeded in getting into the yawl boat, which was towing astern. The cook, who was at the wheel, the mate and a sailor were thrown into the water, but succeeded in keeping afloat. The *Simpson* was only about one hundred feet away, preparing to throw a line, when the barge made her fatal plunge, and Captain Eickmeyer, hearing the cries of the men who were struggling in the water, immediately steamed in among the wreckage. The forms of three of them were soon made out, and heaving lines were thrown to two, while the third was grasped by the engineer. The two who caught the lines were hauled on board, but a fender, set adrift by the rolling of the tug, struck the third on the head tearing him from the engineer's hands, and he sank immediately and was not seen afterwards. The two rescued men proved to be the mate and the cook.

Seeing the man in the yawl, which was still held fast by its painter to the wreck, Captain Eickmeyer shouted to him to cut the line, and the tug would drop down and pick him up. He made a motion as if to obey but evidently had no knife, so the captain told him to hold on while the tug could go for the life-saving crew.

No more cries were heard from the water, and as the captain did not dare to remain longer amidst the wreckage for fear of fouling his propeller which would have rendered the tug helpless and liable to destruction, he started at full speed for the piers, blowing his whistle frequently. Probably the whistle was not powerful, for Captain Neal of the *Arnold* testified that when the *Simpson* was alongside the sunken barge, about three hundred yards to leeward of him, he could barely make out her signals, and as the life-saving station was fully a mile to windward they evidently could not be heard there. Consequently, the lookout had no means of knowing that the services of the station crew were desired. The *Arnold* also commenced to blow distress signals as soon as the barge went down, but they were not audible at the station, notwithstanding that the lookout was on the alert watching the lights all the time. The night was dark, the rain falling in torrents, and he could not even see the *Simpson* returning, nor hear her until she was just off the pier. Then he ran downstairs, arousing the keeper and surfmen on his way, and went out to the tug to ascertain what was the matter. Upon being told that a barge was sunk and men were drowning, he hurried back to the boathouse with the information and shouted to his mates to make haste.

The keeper had already ordered the lifeboat launched, and the surfmen, who stopped only long enough to slip on their trousers, boots, and guernseys, ran downstairs and began to pry off the boat. It is proper here to state that the lifeboat is kept on a carriage or cradle resting on a level track, and to launch her, the carriage must be moved some five or six inches before the trucks will reach the incline when the car-

riage will go down by force of gravity. In their commendable haste to get afloat without the unnecessary loss of a single moment, the crew unfortunately threw so much force upon the pry as to break it, whereupon the keeper ordered them to leave the lifeboat and launch the surfboat instead. They therefore instantly jumped into the surfboat and she was sent afloat by the run, the *Simpson* meantime having turned around and being in readiness to take her in tow. Two surfmen then took the towline aboard the tug which immediately steamed out at full speed.

The keeper states that when aroused by the lookout he glanced out of the side door of the boathouse and seeing a steamer's lights some short distance off the piers, thought she was the vessel that was in trouble, and consequently when the pry for the lifeboat broke (the men on the tug all the time excitedly urging haste) he ordered the surfboat out thinking that would do just as well. When, however, the tug had towed the boat about five hundred feet outside the piers he became aware that the vessel supposed to be in distress was away off to leeward and apparently in the breakers. Thereupon he shouted to the tug to turn back and get the lifeboat. The tug immediately put about and returned to the station when the life-savers sprang to the incline and ran into the boathouse to launch the lifeboat. The broken pry being worthless, bars were used to start the boat, and when just outside the doors it was checked a little by the tackle to enable the men to ship the mast and rudder. This operation occupied but a few moments, when the boat was run into the water and made fast to the tug, which again started for the scene of the disaster.

When the vicinity of the sunken barge was reached her masts were still standing, and the yawl with one person in it was trailing astern. The *Simpson* took a position to windward of the wreck, and the lifeboat was slacked down by its towline toward the yawl, but when it had approached to within about fifty feet the tug took a rank sheer to the eastward and caused it to move away from its object. The keeper ordered five oars out to windward to force his boat back again, when suddenly the mizzenmast of the sunken barge fell and parted the painter of the yawl, which was then driven rapidly to leeward toward the breakers. The keeper immediately ordered the line holding him to the tug to be cut, and quickly hoisting his foresail set out in pursuit of the drifting boat, which had a start of nearly two hundred yards by the time the lifeboat was properly pointed. It was a most exciting race that followed, and a human life was the stake. The yawl must be overtaken before it reached the breakers or another poor fellow would be lost, for to enter the surf on such a night with a helpless boat was certain death to the occupant. On sped the little yawl, unguided, before the gale, and each time she rose on the seas it seemed as if she would surely be swamped. But the lifeboat pursued her with the speed of a race horse, the wind swelling her sail almost to bursting and lifting her

nearly out of the water as she leaped from crest to crest. Each second brought her a little nearer to the half distracted man whose life hung in the balance. Every eye in the lifeboat was riveted on the yawl, and every nerve was wrought to its utmost tension. The keeper sat resolute in the stern with both hands on the tiller. His eyes and hands must be never so quick, he must keep the yawl dead ahead, and at the same time hold his boat steady and true as she drove through the treacherous waves. One false move of the tiller and the ugly billows might sweep both him and his crew to destruction. Eagerly he watched for his chance, part of his crew ready to grasp the shipwrecked sailor while the rest were prepared to hoist the mainsail the instant the order should be given. Suddenly he detected an opportunity, and with a quick turn of the rudder brought his boat close alongside the yawl, the man was dragged on board, up went the mainsail, the tiller was jammed hard down, and away flew the lifeboat close hauled to beat her way back from the perilous lee shore. The race was won and the man was safe, but none too soon, for as the sturdy boat shot up to the wind in quick obedience to her helm the greedy breakers were close aboard.

Other difficult work, however, was yet to be done, for she must fight every inch of her return against a furious sea and head wind a distance of fully a mile and a half. But she was staunch and able, and after an hour's skillful maneuvering reached the station in safety.

On the way back the keeper closely scanned the vicinity of the wreck, but found no signs of the missing sailors. As soon as the crew reached the station, patrols were sent along the beach to care for any bodies that might have washed ashore, but none were discovered.

The names of those lost were Patrick Peterson, Peter Anderson, Arthur Burnsted, and Charles Hemmar, all of West Bay City, Michigan. The bodies of the first three were recovered when the cargo was removed from the wreck. That of the last named, Charles Hemmer, who was struck by the fender while the engineer of the *Simpson* was trying to haul him on board the tug, was never recovered. The names of the rescued were Charles Johnson, captain; John Burbeck, mate; and Ira Purser, cook, also all of West Bay City, Michigan.

A few days after this disaster some adverse comments were heard concerning the time that elapsed before the life-saving crew reached the scene of the wreck. The investigating officer who inquired into the circumstances and the attendant loss of life devoted particular attention to this phase of the case. The evidence clearly showed that those lost perished at the time the barge went down and while the *Simpson* was making efforts for their rescue. She spent at least a full half hour—some of the witnesses said an hour—in the immediate vicinity of the foundered barge in rescuing and hunting around for the shipwrecked sailors, while it is shown that the life-saving crew knew, and could have known, nothing of the disaster until she returned to

the harbor for their assistance to reach and rescue the man in the yawl. Possibly twenty minutes were lost in changing boats, and some doubt arose as to whether the keeper was not at fault in failing to ascertain exactly the details of the situation before starting out, whereby he could have determined with certainty whether to take the surfboat or the 34-foot lifeboat, and thus have avoided the loss of time involved in returning to make a change. It is obvious that had the keeper waited to obtain such information the time and labor involved in changing boats would have been saved, but it is equally clear that no loss of life would have been prevented, for there was none after the tug left the scene of the disaster to notify the life-saving crew. In answer to the lookout's question, "What is the matter?" reply was made from the *Simpson* that a barge was sinking, which answer would seem to have conveyed all the necessary information. Furthermore, everything was being done in the greatest haste; the people on the tug were impatiently calling out, "Hurry up! hurry up!" and when the pry broke, the keeper did not think it necessary to waste time in conversation. Moreover, he naturally supposed that the captain of the *Simpson*, who was well versed in his profession, had given all the information important in the premises. It seems conclusive, therefore, that no blame whatever can attach to the life-saving crew for the fatal results of the disaster.

Wreck of the schooner Luther A. Roby.

From the 9th to the 17th of October, 1896, a West India hurricane prevailed along the Atlantic coast of the United States, remaining almost stationary for four days off the middle section. Unlike its predecessor of September 29 and 30, it did not penetrate to any considerable distance inland, but swept the seaboard with devastating effect. A wind velocity of sixty miles an hour was registered on the 11th at Cape Henry, Virginia, and sixty-eight miles an hour as far north as Block Island, Rhode Island, where a maximum of eighty miles was recorded on the following day.

In that part of the Sixth District comprised between Cape Henry and Cape Hatteras, the storm tide is said to have been the highest noted within more than a quarter of a century. The poles of the Weather Bureau telegraph lines, which also bear the telephone lines of the Life-Saving Service, were overthrown in scores of instances, and the entire line was disabled for several days. A dozen life-saving stations were injured to a greater or less degree, and the opinion was expressed that several of them might have been destroyed by the combined effects of the wind and sea, had not the hurricane fortunately veered to the northeastward. At the Oregon Inlet Station, which perhaps suffered as severely as any, the wind and tide were so dangerous that early on Tuesday, the 11th, no person could safely venture outside the buildings. By 9 o'clock in the morning the breakers were beating against them, and at 10 the sea ran so high that the crew

abandoned the place, fleeing in their boat, which they pulled inland over the inundated beach to the southwest some four or five hundred yards, where they passed the night, returning to the station about 5 o'clock the next morning at low water.

North of the capes of Virginia, in the Fifth District, very serious damage was sustained. The Cobb Island Station was jeopardized, almost the whole island having been submerged, and the inhabitants placed in such peril that in some instances they were taken in boats from their insecure houses to the station. At Smith Island the sea ran higher than any remembered for eighteen years.

The Fourth District, the coast of New Jersey, passed through a similar experience, though of less formidable character, such as the blowing in of station windows, etc. Atlantic City, Long Branch, and other places along the coast were heavily smitten both by the wind and the surf. Vessels at sea along the coast which were not driven ashore suffered severely, eighteen disasters having been reported involving an estimated loss of more than \$160,000. Seven of these were total losses, four of them having been abandoned, two having foundered, and one being reported missing.

Fortunately disasters by stranding were few, and no lives were lost within the scope of life-saving operations except in a single instance. Seven vessels stranded at various points from North Carolina to Massachusetts, having on board 56 persons, only 3 of whom perished. This loss occurred at the wreck of the three-masted schooner *Luther A. Roby*, which was driven ashore and wholly destroyed near the point of Cape Henlopen, Delaware, on the morning of October 11. The *Roby* was a vessel of 639 tons gross burden, built at Boston, Massachusetts, in 1884, hailing from Greenport, New York, and when lost was bound from Cheverie, Nova Scotia, to Philadelphia, Pennsylvania, carrying a cargo of plaster. She was in command of Captain W. H. Malony, and her crew consisted of seven persons, besides the master; namely, George W. Hopkins, mate; Edgar Lewis, engineer; Frederick Olsen and Alexander Melan, seamen, who were saved; and Thomas Sines, of Boston, Massachusetts, seaman; George (or David) Mulberry, of Middletown, Massachusetts, steward; and an unknown Norwegian sailor, who were lost.

Owing to the fact that the captain and the surviving members of his crew left the life-saving station before the investigating officer arrived, it was impossible to learn the details of the voyage or the immediate circumstances which led to the disaster, but the fact that the schooner was bound for Philadelphia makes it clear that she was trying to enter the mouth of Delaware Bay and got too far to leeward, causing her to strike just south of the southern point of the entrance.

The stranding occurred about 6 o'clock a. m., one-half mile south of the halfway house of the Life-Saving Service located on the point of Cape Henlopen, and was discovered ten or fifteen minutes later by the

patrols of the Cape Henlopen and the Lewes stations, the former lying about a mile and a half south of the scene, on the ocean side of the cape, and the latter about two miles west, on the bay side. Both patrols conveyed the information to their respective keepers as speedily as they could, and by half past 6 o'clock both life-saving crews were on their way to the wreck.

Keeper Tunnell, of the Lewes Station, proceeded in advance of his crew, riding in his road cart as fast as the horse could run, in order that he might reach the halfway house in the shortest possible time and have the doors open and the horse harnessed to the beach apparatus cart, ready for the crews when they should arrive.

It may be here stated that the halfway house was established several years ago in view of precisely such emergencies as the present, and was equipped with all necessary life-saving appliances, so that the two adjacent stations might be able to render swift assistance to vessels stranded in this dangerous neighborhood.

Very shortly after Keeper Tunnell reached the halfway house the Cape Henlopen crew (which had the shorter distance to travel) joined him, and, the horse having been attached to the cart, all present set out for the beach abreast of the wreck, where they arrived a few minutes past 7 o'clock. The crew of the Lewes Station followed with all dispatch possible in such a tempest, and reached the beach soon after. The ferocity of the storm and the almost hopeless condition of the vessel may be realized when it is stated that the water all about her was full of wreckage when the first life-saving crew arrived. Previous to that time, and almost immediately upon the stranding of the schooner, one of the sailors, supposed to have been either Thomas Sines or the unknown Norwegian, was lost while making an attempt to swim to the shore. The act was not witnessed by the life-saving men, and the body of the drowned sailor was not recovered.

Seven persons were still upon the wreck, which was every moment growing much weaker beneath the irresistible shocks of the sea. The wind was blowing fiercely from east-northeast, and the surf was running so high that there could be no question as to the impracticability of boat service and the necessity of employing the beach apparatus. Accordingly the Lyle gun was promptly placed in position and fired, the first shot going out within ten minutes after the arrival of the crews, and landing its line fairly athwart the mizzen crosstrees. The whip was at once bent to the shotline, and the men on the schooner pulled it on board as quickly as possible and made it fast in the port mizzen rigging. Then the life-saving crew bent the hawser to the whipline and hauled it out to the wreck, but not without a good deal of difficulty and some delay occasioned by the fouling of the lines in the mass of wreck stuff that encumbered the entire space between the ship and the beach. Unfortunately the captain of the *Roby* had dropped his anchor when he realized that he was sure to strand, and

thus held his vessel fast at an unnecessary distance from the shore among the heaviest of the breakers, and, as it happened, broadside to them. It is far better in such circumstances to let the vessel drive as far up on the beach as the sea and her momentum will carry her.

The hawser had barely reached the wreck and been made fast in proper place above the whipline in the mizzen rigging, sufficient time not having elapsed to get the whip in order, when the mizzen topmast fell and broke in two or three pieces as for a moment it fetched up in the rigging, and then, in its further descent, knocked Mate Hopkins from the shrouds and through one of the open hatches into the hold. He was not dangerously injured, however, and was one of the five men ultimately rescued. Hardly had this occurrence taken place when one of the sailors, the second to perish, swung himself upon the hawser and began to make his way shoreward, hand over hand. But the rolling of the vessel tautened the hawser with great violence at every offshore lurch, and he was soon flung into the air and fell headlong into the breakers among the mass of débris dashing about in all directions, and was seen no more. Then, almost instantly, with a great crash, the mizzenmast went by the board, carrying with it the life-saving lines, which at once became hopelessly entangled in spars and timbers pounding alongside, and thus contributed to the overthrow of the tottering mainmast, which ensued a few moments later. With the fall of the mizzen all the shipwrecked men were precipitated into the breakers. Six were still alive.

The schooner was an utter wreck, the hatches wrenched off, the deck broken away, rising and falling with the motion of the sea, and the top of the cabin adrift. Five of the crew sought refuge on the latter, and shouted to George (or David) Mulberry, the steward, to join them. He was then clinging to a piece of timber near by, but paid no heed to their entreaties. A moment or two later the foremast went tumbling down, and some portion of it or of the rigging was seen to strike him, and he was swept away to leeward, grasping first a spar and then for several moments some broken bits. He was much too far from the shore to be reached by the life-savers who plunged into the surf, or by the aid of a heaving line, and while others were trying to fire a shot line over him with the Lyle gun, a heavy spar or piece of timber struck and killed him. He then disappeared, and the life-saving crew devoted their entire attention to the five remaining members of the ship's company, who were huddled on the detached top of the cabin. By lucky chance, this portion of the wreck became involved in the lines sent out by the surfmen, and by the latter steadily pulling upon them was gradually drawn so near the shore that the life-saving crews taking hold of hands and forming a chain in the surf, were able to reach the men and drag them ashore.

This part of the operations was not effected without peril to the lives of the surfmen, who were in danger of being thrown from their feet and carried out by the powerful undertow, and were also constantly liable

to be struck and killed or disabled by flying spars and timbers. When all were landed, they were taken in charge by Keeper Salmons, of the Cape Henlopen Station, and cared for, having been provided with dry clothing, and sheltered and fed from Sunday morning until Monday afternoon, when they took their departure. The only body recovered was that of George (David) Mulberry, which was taken from the surf on the morning of the 13th. A coroner's inquest was held at Lewes, whence the remains were forwarded by rail to Boston.

Foundering of the steamer Arago.

The disaster attended with the greatest loss of life of any during the entire year was the foundering of the American steamer *Arago*, which occurred on the morning of October 20, 1896, near the outer end of the north jetty at the mouth of Coos Bay, Oregon.

The *Arago* was a schooner-rigged steel vessel of 948.19 tons gross burden, belonging to the Oregon Coal and Transportation Company, of San Francisco, where she was constructed in 1885, and at the time of her loss was valued by her owners at \$100,000. She was commanded by Captain Alfred Reed, a shipmaster of long experience, with the reputation of being a thoroughly efficient sailor as well as an excellent bar pilot—an exceedingly important qualification on the Pacific coast—cool and self-possessed in time of danger. He was the last to leave the wreck, and it is stated that all the survivors of the disaster spoke in high terms of his seamanship and courage.

At ten minutes past 7 o'clock in the morning of the day of the disaster, when the tide was "about two hours flood," the steamer, which lay at anchor off Empire City, got under way and proceeded seaward bound for San Francisco, having on board seven passengers and a crew of twenty-five men, including the officers, and laden with a cargo of 750 tons of coal and 50 tons of general merchandise. A heavy sea was running on the bar—one of the heaviest of the year—and the weather was hazy. The vessel safely made her way down until she reached the vicinity of the bar, where she encountered a powerful northerly current of such force that she swerved to the north side of the channel, and, although the helm was quickly put hard a-starboard and all steam crowded on, continued to swing around until she struck the submerged rocks of the jetty with such force as to tear an ugly hole into her after compartment, whereupon she immediately began to fill and sink by the stern.

The sea was so rough that great rollers instantly swept her decks, carrying death and destruction with them. The after cabin, in which were five of the seven passengers, was torn away in two or three minutes, and, so far as known and as was generally believed, all these persons perished in the crash. The strong rush of the current continued to force the disabled vessel along until she finally fetched up nearly two hundred yards north of the jetty, where the whole hull sank out of sight, within five minutes after she first struck the rocks, leaving nothing visible except the masts.

As soon as the captain felt that his ship was sinking he ordered the boats cleared away, but she went down so quickly that there was only sufficient time to launch two of them, and when they struck the water, although the command was given "Passengers first!" a headlong rush ensued. By the coolness and good judgment of Captain Reed, however, order was restored, and nine persons were taken into each of the two boats before they were driven away from the wreck by the heavy seas.

The captain directed them to keep as near the vessel as possible, where they could, perhaps, pick up any persons who might be washed overboard. Ten men now remained, clinging to the masts of the wreck, among the number being the commanding officer, who refused to enter either of the boats until after all the rest had been taken off and directed the movements of the boats from his place in the rigging. Two of the ten were holding onto the starboard shrouds, but as there were no ratlines on that side they were very soon dashed overboard. Neither of the boats was able to pick them up, and both perished. The eight remaining consisted of Captain Reed, one passenger, and six members of the steamer's crew.

The first mate was in charge of boat No. 1, and handled her as well as he could, keeping near the sunken vessel all the time, but she was ultimately capsized, and, though speedily righted, was overturned again before there was time to bail her out, and all her occupants were drowned except the mate and two other men, who succeeded in swimming to boat No. 2, and were taken into it, increasing the number of occupants to twelve persons. This boat still continued near the submerged steamer with the hope of taking off the remaining people, but Captain Reed, soon perceiving that she could do no good there and was only exposing her own company to further needless peril, ordered her to try to effect a landing. The first mate now took charge, and fortunately proved equal to his task, finally getting behind the jetty without mishap, where the twelve persons were placed on shore at the Government works.

The position of those on the wreck was now perilous in the extreme. When Captain Reed ordered the mate away to seek a landing, the ship was left without a boat, and the waves were continually breaking over the men in the rigging, threatening each minute to wrench away their frail support and dash them into the sea. They had seen a hand car with three men come out on the jetty and then return, so that when the boat left them there was not a living being in sight from whom they might expect assistance.

Soon after his ship first touched the rocks the master, being aware of her extreme peril, blew his whistle, and repeated the blasts once or twice during the two or three minutes that elapsed before his fires were deluged and all steam power failed. Only a quarter of a mile behind the *Arago*, and also bound down the bay, for the purpose of inspecting the condition of the sea on the bar, was the tug *Columbia*, of 132 tons burden, which heard and answered the signals of the

Arago, and then quickly steamed back to the Government works, half-way between the jetty and the life-saving station, where her master, Captain Magee, informed the watchman that the *Arago* was in trouble north of the end of the jetty, and requested him to notify the Cape Arago life-saving crew.

As has already been stated, the weather was hazy, and the patrol from the life-saving station could not see the jetty from any portion of his beat. Neither he nor the watchman at the Government works nor any other person, as far as the testimony shows, had seen either the *Arago* or the *Columbia* pass down the bay, and Captain Reed testified that he was not able to make out the life-saving station, although he could indistinctly discern the shore line.

The life-saving patrol had been to the south key post, where he neither saw nor heard any steamer or the fog signals of any, and was on his way back to the station when, at about 8.15 o'clock, the *Columbia* blew four short blasts, which indicated that a boat was wanted, and he therefore made all haste to reach the station and notify the keeper. Just as he arrived the tug blew again, this time not far from the station, and Acting Keeper Haynes therefore gave orders to launch the surfboat for the purpose of proceeding to the tug and learning the reason for the signal. When the surfboat was about halfway out of the station, however, surfman No. 4 ran down from the lookout tower and said he could hear some one hallooing down in the vicinity of the Government works. Hardly had he ceased speaking when the watchman from the works came running to the boathouse, shouting that the *Arago* was north of the jetty in serious distress, and that the lifeboat was needed. The acting keeper therefore ordered the lifeboat launched, and in five minutes after the first alarm the crew were pulling with all their power toward the scene of disaster. When they reached the Government works, about one mile from the station, they were still unable to see the steamer, and therefore the acting keeper and two surfmen sprang to the jetty and jumped upon a hand car, which they ran out at top speed to a point about two hundred and fifty yards from the end of the works, where they hoped they would be able to learn precisely how the *Arago* was situated and decide whether to use the beach apparatus and effect a rescue from the end of the jetty. They could perceive only a boat near the wreck filled with people, and a considerable number of men clinging to the rigging; but realizing at a glance the full significance of the situation and that the only aid possible to be afforded must be by the use of a boat, they swiftly hurried back to the lifeboat and again started down the bay. Not more than five minutes had been consumed on the jetty, and they were well spent, for the view of the conditions there obtained gave the acting keeper a full understanding of the difficult and perilous enterprise that lay before him. The wreck was still a mile and three-quarters away, and although the surfmen drove their boat through the water with all

the strength they could command, the powerful flood tide ran so strong against them that their progress was much retarded.

During the time consumed by the movements thus described the eight men were clinging to the shrouds of the *Arago*. Captain Reed assured them that a tugboat was coming down the bay; that there was a life-saving station near by, and that surely aid would soon arrive. Suddenly the lifeboat did appear from behind the jetty, "fairly flying," as Captain Reed afterwards expressed it, the crew stripped to their waists, and every man pulling as if his own life were at stake.

The vicinity of the *Arago* was soon reached, but all around her was a mass of dangerous wreck stuff—booms, spars, and timbers. The swift current to the northward forced her steadily in that direction, while the great combers rushed upon her from the westward. She was, therefore, every moment in danger of broaching to, and in order to hold her head to the sea, and at the same time to maintain a position near the wreck, the crew were obliged to exert their utmost strength and skill. To get to the foremast, which held eight men, was, for the reasons stated, out of the question, but the keeper skillfully edged his way up, foot by foot, as close as possible, until he was near enough to throw a heaving line into the rigging. After several unsuccessful attempts this was accomplished, but, as the keeper states, "with the utmost difficulty without wrecking the boat."

As soon as the shipwrecked men got the heaving line, the keeper bent to his end of it the lifeboat's hawser, which was then hauled to the wreck, and Captain Reed was directed to let a man make himself fast to the hawser and jump overboard, when he would be hauled into the lifeboat. This was done, and the hawser was then drawn out to the wreck again by the sailors, and one after another the five were rescued without injury, but the fifth was hardly safe in the lifeboat when there were indications that the tottering mast could not long withstand the shock of the seas. The keeper therefore instructed Captain Reed and the two remaining with him to secure themselves to the heaving line a few feet apart from one another, the captain being the last. They were then hauled through the breakers and lifted into the lifeboat. In less than an hour after the life-saving crew rounded the jetty on their outward trip their work was complete.

The life-saving crew and shipwrecked people numbering sixteen, weighted the boat to such a degree as to require extraordinary caution in handling her in the heavy sea. The calmer water of the lower bay was soon reached, however, and the boat was taken in tow by the *Columbia*, which had meantime returned to the neighborhood, and dropped at the Government works, where the eight rescued people were landed.

Thirteen persons out of thirty-two were drowned during the first few minutes after the steamer struck, but every one on the wreck when the life-saving crew arrived was saved by them, and the circumstances

indicate that had the ship's entire company taken to the fore rigging at the outset the life-savers would have rescued all.

The heroic conduct of the life-saving crew is sufficiently attested by the following letter of the master of the shipwrecked vessel:

SAN FRANCISCO, CALIFORNIA, *November 4, 1896.*

DEAR SIR: I take pleasure in writing you a few lines regarding the wreck of the steamer *Arago*, near Coos Bay jetty, on October 20, 1896, and the performance of the life-saving crew on that occasion, particularly of Captain Haynes, who was in command of the lifeboat.

I would state that when the lifeboat appeared inside of the jetty she was making almost steamboat time, and that against a strong flood tide, which convinced me that they were, and had been, from the time they knew of our plight, doing all in their power for us.

After getting to the north side of the wreck—a job that required great courage and skill on the part of Captain Haynes, and great strength and endurance on the part of the crew, who, had they not been well drilled, would, I believe, have been too much exhausted by the long pull they had from the station to the end of the jetty to have performed it—several attempts were made to get us a line before it was accomplished, every attempt at the peril of the lives of the entire life-saving crew. After getting the line to us Captain Haynes instructed us to haul in and bend the hawser onto one man at a time and have him jump overboard, and they would haul him into the lifeboat. This was done until there were three of us left. Then, as all indications were that the mast would soon fall, Captain Haynes told me not to wait to haul in the hawser, but to bend the line we had around all three of us, with a little space between us, and he would haul us all at once, which we did. Thus Captain Haynes and his crew saved all who were on the wreck when they got to it.

I must thank you for the lives of all of us that were rescued by the United States life-saving crew, for I believe it was through your efforts that the life saving station was changed from Cape Arago, from where no lifeboat could have reached us that day or the next.

Yours, respectfully,

A. REED,
Master Steamer Arago.

Major T. J. BLAKENEY,
*Superintendent Twelfth District, U. S. Life-Saving Service,
San Francisco, California.*

Capsize of a crab-fishing boat.

The loss of one life resulted from the capsize of a crab-fishing boat on the 1st of December, 1896, about one-fourth of a mile east of Point Lobos, California, on the south side of the entrance to the Golden Gate. The boat capsized close under the tall and almost perpendicular cliff where the lookout tower of the life-saving station and also that of the San Francisco Merchants' Exchange Association are located. The topography of the vicinity is such that the accident could not be seen from the lookout tower. In order to enable surfmen on watch duty there to survey the whole sea in front and also to observe the shore line to advantage, the lookout is located in the most commanding position, but the bluff is so high and its side is so nearly vertical that

there is necessarily a space almost directly under it where the shore is not visible. In order to see this place, a person must either be on the beach below or on the very brink of the cliff above.

The capsizing of December 1 occurred at one of these points, and its discovery was entirely accidental, having been made by Mr. John Hyslop, reporter for the Marine Association, who happened to be walking on the beach at the time, just about midday. Even he did not witness the casualty, but became aware of it by seeing two men in the edge of the surf and a crab-fishing boat swamped near by. One of the men was carrying the other, who seemed to be nearly or wholly helpless, out of the water.

In a few minutes Keeper Varney, who was notified of the casualty as soon as possible, arrived from the station with a surfman, the rest of the crew reaching the scene a little later with blankets, a stretcher, and other things necessary for the restoration and conveyance of the injured man. The keeper at once took charge of the patient, who had shown no signs of returning consciousness after being taken from the water, and proceeded with the usual methods employed to effect resuscitation for fully an hour and a half, when the body grew rigid, and he therefore gave up.

Bruises in various places showed that the man must have been terribly hurt, and there was no doubt in the minds of those present that his death resulted from the combined effects of the blows received from the boat and from submersion in the water underneath it, which is said to have lasted for the space of some four or five minutes. More complete and precise information regarding the details of this casualty are wanting, because of the fact that many of the men engaged in crab fishing are unable to understand or make answer to any interrogatory addressed to them in the English language, as was the case in this instance.

The body of the unfortunate man, whose name was Pillipo Catalano, was committed to the charge of the coroner, while the survivor, Nicola Vent, proceeded to his home in San Francisco.

Capsizing of a fishing boat.

Before daylight on the morning of December 7, 1896, an Italian surf fisherman was drowned by the capsizing of a fishing boat in the outer breakers near Point Lobos, California, (Twelfth District), about one mile south of the Golden Gate Park Life-Saving Station. The craft was manned by two persons, and had proceeded to the fishing ground under sail, in a night of intense darkness, which still prevailed when the casualty took place. Both men were Italians, unacquainted with the English language, and very few facts regarding the circumstances of the casualty could be obtained from the survivor, Vencensa Gegua. Acting on information brought and crudely imparted by him, the life-saving crew immediately proceeded to the beach, scattering themselves

along the edge of the water to search for the missing man. They traversed the shore for a distance of three miles south of the station, but discovered no traces of the fisherman. Patrolman Heslop found the fishing boat on the beach, upside down, and a sail and other articles which he was sure must have been washed out of the boat. A careful search, however, developed no signs of any shipwrecked persons in the vicinity.

The circumstances attending the loss of life on this occasion were such as to preclude aid from the life-saving crew.

Capsize of a yawl.

The mate of the steam yacht *Reva* was lost in the breakers on the morning of the 19th of December, 1896, while attempting, in a small boat, to cross the bar at Brazos de Santiago, the mouth of the Laguna Madre, on the coast of Texas, under conditions that precluded the possibility of help from any human source in time to save his life.

The *Reva* was a steam yacht of 159 tons measurement, belonging in New York, under command of Captain J. Nevins Key, and chartered by Mr. Joseph Leiter, of Chicago. She was bound from Isabel, Texas, to Tampico, Mexico, and at about half past 9 o'clock started from the inside of the harbor to proceed out into the Gulf. The wind was moderate from the northeast, a strong ebb tide was running, and the swell making in from the Gulf meeting the swift outgoing current caused a rough sea or "break" on the bar. The yacht crossed easily, however, and, when past broken water, came to anchor.

During her passage out a close watch was kept upon her movements by the lookout at the Brazos Life-Saving Station, as is done in all cases when vessels are entering or leaving the port, and Keeper Flynn also was observing her carefully through his marine glasses. In a few moments after she anchored he noticed one of the boats she carried leave her side with several people in it, and head for the entrance of the harbor. As she approached, a heavy swell met the boat and broke, instantly broaching her to and overturning her.

Keeper Flynn immediately shouted to his crew, "Launch the surf-boat!" and in less than three minutes the boat was shoved across the beach, sent afloat, and manned. The ebb tide was in her favor, and she reached the scene of disaster in exceedingly quick time. George W. Stow, the lighthouse keeper, who witnessed the whole transaction, says in his testimony, "I never saw a boat go through the water as fast as she did." Captain P. C. Wertsch, who was also a witness, testifies to the same effect.

When alongside the capsized yawl, the life-saving crew found only two persons present, Grover Smith, coast pilot, and Charles Oak, one of the crew of the *Reva*, both of whom were clinging to the bottom of the yawl. One it was ascertained, Robert Taylor, mate, of Brooklyn, New York, was drowned, and the other two (there having been five in all)

had been picked up by a dingey sent from the yacht, which lay close to the place of the capsized. Pilot Smith and Seaman Oak were taken into the surfboat and transferred to the yacht.

It appears that after the *Reva* crossed the bar her master decided to dispense with the further services of the pilot, and therefore brought the yacht to anchor for the purpose of sending him ashore. The yawl was lowered, and three of the crew, in charge of the mate, were ordered to man it. Pilot Smith was himself aware of the danger of attempting to cross the bar with boatmen inexperienced in the surf, and advised the captain of the yacht to have his sailors put on lifebelts, but his suggestion was met with ridicule. The yawl was a very light cedar boat, clinker built. When the capsized occurred, the men easily sustained themselves by holding to the boat, oars, etc., but the mate was observed to let go of his support, an oar, and sink out of sight. He went down so suddenly that there was no time for help, even from his comrades or the yacht, much less from the shore.

The *Reva's* dingey, which was promptly lowered, took two of the sailors to the yacht, and was returning for two more when the surfboat arrived. The latter rescued and conveyed them to the yacht, and then returned to pick up the yawl.

Keeper Flynn boarded the *Reva* and received instructions from Mr. Leiter to search for the body and properly care for it in case it should be recovered. It was never found. The yacht proceeded on her way to Tampico.

Wreck of the schooner Calvin B. Orcutt.

As this disaster has been the subject of much misrepresentation and discussion in the public prints, the circumstances attending the wreck and the efforts made to rescue the crew are here given from the report of the investigating officer, Lieutenant F. H. Newcomb, of the Revenue-Cutter Service, assistant inspector, dated January 21, 1897:

The four-masted schooner *Calvin B. Orcutt*, of Manasquan, New Jersey, with a crew consisting of nine men all told, sailed from Portland, Maine, without cargo, on December 22, bound to Norfolk, Virginia. On December 23 a northeast blizzard, accompanied by dense smothering clouds of snow and sleet, raged along the coast of Cape Cod. At about 3.30 p. m., during a temporary break in the storm, Jonathan Eldredge, a North Chatham fisherman, while sheltered by the fish houses at Bevans Point, Chatham Harbor, sighted a large four-masted schooner, apparently just coming to anchor off the outside beach north of the harbor entrance. The vessel was head to the wind, and for a few moments slowly dropped astern, as though a long scope of chain was being veered. Then she was apparently brought up by her anchors, and although nearly a mile and three-quarters distant from Eldredge, as after events proved, he could see that she was pitching and straining fearfully in the tremendous rollers driven in before the gale. The mizzen and two-reefed spanker were the only sails set, the former being settled away while Eldredge was watching her. He had only time to call the attention of two other fishermen in the vicinity to the vessel when the snow again completely obscured the view in all directions. Then they were joined by Fred W. Nickerson, jr., who had been at work in his fish house all of the afternoon, and whom they informed of the position of the vessel.

While they were talking another break or rift in the snow occurred, and Nickerson had a momentary glimpse of the vessel's masts, with the spanker set.

The news had spread rapidly and the little group in a short time increased to eleven men, all hardy fishermen and boatmen. Nickerson was an old life-saver. For five consecutive seasons he had served as the seventh surferman in the Chatham Station. He knew that the schooner was in shoal water, and although she was not then so near to the beach as they supposed, felt confident that she would either pound her bottom out before morning or drag onto the beach. It instantly occurred to him that the entire crew was doomed to destruction with the vessel unless immediate assistance was forthcoming. The vessel was within the territory of the Orleans Station. By that time the afternoon patrolman had probably returned to the vicinity of his station, over four miles to the northward, and it was hardly presumable that he had been near enough to see the schooner when coming to anchor. Nickerson proposed to his companions to launch an old pilot boat that lay on the shore and make an attempt to row over to the beach. He volunteered, if they succeeded, to be the one to go up and inform the Orleans Station. "It may be the means," he urged, "of saving life. That vessel will be in ten thousand pieces before morning." But his entreaties met with no encouragement from the other fishermen. They responded with such half-hearted expressions as "There's time enough to go in the morning." "She's all right there," and "If we get over there, we'll have to stay all night, for we can't find our way back after dark in this snowstorm."

Nickerson was thus forced to abandon his plan. By this time the snow had shut in thicker than ever, if possible, and the gale, though canting slightly to the northward, had not abated one jot of its original fury. After a short consultation the party dispersed, mutually agreeing to meet again at half past 7 and make an attempt to cross over to the outside beach if the gale had moderated. But Nickerson determined to get the news of the dangerous position of the schooner to the Orleans life-savers without unavoidable loss of time, and started with a companion for the telegraph office at Chatham, three miles distant. They arrived there about 6 o'clock and informed the operator, who immediately wired the signal observer at Highland light, the nearest office connected with the telephone line to the Cape Cod Life-Saving Stations. The telephone cable across Chatham Harbor, connecting the Chatham and Orleans life-saving stations, had been broken and lost, under the shifting sand bars of that locality, about two weeks previously, so that no communication could be had by that means.* The Highland light observer replied that the telephone line was down between there and the Orleans Station. Then, as a final resort, Nickerson bethought him that District Superintendent Sparrow's office at East Orleans was connected by telephone with the Orleans Station. At his suggestion, the operator in the Orleans railroad depot, Miss Amelia Snow, was requested to send a message with the news to the superintendent. She replied that she would try to find some one to go. Meantime, Nickerson had telephoned the situation to Keeper Doane of the Chatham Life-Saving Station, who was very particular to ask for every known detail of the vessel's position when last seen. Nickerson then returned home to North Chatham, arriving a little before 8 o'clock. Believing that it would be impossible to pull a boat over to the outside beach that night, and meeting some of the party who said they were not going, he did not repair to the rendezvous. Others of the party were there at the appointed time, but no attempt was made to start.

Keeper Doane realized that it would be impossible for him to communicate with the Orleans station. In his opinion, which is amply justified by the testimony of other witnesses, no human power could have prevailed in rowing a boat, the only means he possessed of crossing over to the North Point in the face of that blinding gale, with the addition of a strong head tide setting down and out of the nlet. To have taken his boat and beach-apparatus to North Chatham, provided a

* The wreck occurred before a new cable could be manufactured and laid.

sufficient number of horses could have been obtained to draw them, with the snow heaped up in the roads in many places to the tops of the fences and then attempt to transport them across to the outside beach would have consumed the greater part, if not the whole of the night. When last seen the schooner was at anchor. The wind had commenced to cant alongshore, and if she started to drag it was possible that she might bring up on the south side of the inlet. In any event, it appeared necessary to Keeper Doane to protect his own beach. He cautioned his patrolmen to maintain an extra sharp lookout alongshore, and if they saw any indications of a wreck to report it to him at once.

At 10.40 p. m. the south patrol reported by telephone from the halfway house, nearly two and one-fourth miles distant, that when about a mile below the station he had discovered a vessel's yawl boat in the surf. Keeper Doane rang up the north patrol at the watchhouse on the south point of the inlet, who reported that he had seen no indications of wreckage on his beat. Keeper Doane, providing himself with a heaving line and stick and taking all hands at the station along, started down the beach to the southward. When they had covered about half a mile they discovered some light wreckage in the surf like bulwark stuff, five or six hatches, and a broken quarterboard containing the letters "Calvin B. Or—." Soon after, they met the south patrol, who reported that the bow of the boat, nearly to the centerboard box, was missing, and that he had seen no more wreck stuff along the beach. They then returned to the station, arriving about midnight, and met the north patrol, who reported that he had gone down on the bar at the extremity of the point at low water and found a vessel's hatch—nothing else. At 2 a. m. the north patrol reported that some light wreckage was coming in by the point on the flood tide. By order of Keeper Doane he took the marine glass and made a careful survey of the bars off the inlet, endeavoring to discover the spars of the vessel. He stated that he could not see far, and that there was nothing in sight. Nothing more of consequence happened during the night. At 5 o'clock the Chatham life-savers repaired to the point. Keeper Doane concluded that the schooner had stranded on Chatham bars, and deemed it advisable to be in the vicinity at daylight.

In spite of all efforts the Orleans operator was unable to prevail upon any person to carry the message to Superintendent's Sparrow's office until about 10 o'clock. A livery-stable keeper in the vicinity declared that he would not send one of his horses out in that storm for love or money. One young man offered to go for \$5, but as no one could be found to guarantee the payment of the money he would not start. The local expressman, who was awaiting the arrival of the down train (over two hours late on account of the storm), said he would gladly go, but owing to the rush of business incident to the near approach of the Christmas holidays he would be obliged to wait until after the train arrived. Finally Mr. Henry K. Cummings, a young merchant of Orleans, hearing of the emergency, volunteered to take the message. He started on foot, carrying a lantern, about 10 o'clock, arriving at the superintendent's house about 11 o'clock, after a weary tramp through snowdrifts which were four feet high in places. Upon receipt of the intelligence Superintendent Sparrow immediately called up Keeper Charles, of the Orleans Station, by telephone, and imparted the meager particulars to him. "This is rather a wild-goose chase," he remarked; "we don't know where the vessel is, and don't know that she is ashore." Keeper Charles replied that he would get ready and start with the beach apparatus as soon as the two patrolmen came in. The superintendent then declared his intention of going with him.

The gale still continued from the north-northeast and the snow was driving furiously in a constant succession of heavy stifling squalls. An immense drift in front of the boat-room doors was shoveled away and the beach cart taken around to leeward of the station in order to attach the horse. At 12.20, when the patrol had returned, Keeper Charles started with all seven of his surfmen, and the beach apparatus drawn by the horse. They were obliged to take the inside road along the marshes, as the tide was rising on the outside and a high surf was running up over

the beach to the sand dunes in the rear. The snow was nearly knee deep, and the previous inside high water—there are several hours' difference between the inside and outside tides—had overflowed the marsh and saturated the snow underneath, causing it to repeatedly clog the wheels of the beach cart and seriously impede its progress. The surfmen were strung out ahead at a right-angle with the advance, to endeavor to pick out the road, shovel a track through the larger drifts, and tramp the snow down for the passage of the cart wheels. In spite of all precautions they lost their way several times in the thickest of the squalls, now straying far out onto the marsh and then finding themselves up in the sand hills. When about three miles south of the station, the squalls came less frequently and the sky lighted up between them as though the moon was about to break through the clouds. At intervals a surfman was sent over to the outside to look for evidence of the schooner. The horse now showed signs of exhaustion, and the surfmen assisted in drawing the cart. Finally the vessel was discovered about four and a quarter miles south of the station, and at 2.25 a. m. the cart was halted on the beach abreast of her. She was then lying about six hundred yards offshore from high-water mark, as was afterwards proved by actual measurement, with her head pointed to the northeast, as though held up by the anchors. The four masts were standing and the hull was submerged, with the decks awash. Between the rollers, which swept over her entire length, the life-savers could plainly discern the gaffs and booms, with the lower sails apparently snugly furled between them, except the spanker, which was two-reefed and standing. First the torches on the cart were lighted to attract the attention of the crew of the wreck, and then the life-savers carefully scanned the masts and rigging for indications of life. The moon shown through breaks in the clouds at intervals, when it would be almost as light as day, and the outlines of the spars and rigging could be very plainly distinguished. Keeper Charles's idea was first to locate the crew, and then endeavor to throw a shot line in close proximity to them. He was a long distance from the station, his base of supplies, and did not think it prudent to subject any articles of the beach apparatus to risk of loss or breakage without a definite purpose in view. Besides, it was now ebb tide, with a reasonable prospect, judging by past experience of stranded vessels on this coast, of the schooner holding together until the next flood tide. The beach was flat and gently sloping, and as the tide receded it enabled him to constantly and rapidly approach nearer to the wreck. In spite of closest scrutiny, no signs of the presence of the crew or any shelter which they might have improvised could be discovered. They thought they saw a flag of distress in the mizzen or spanker rigging, but were not certain about it. Soon after they arrived an immense comber broke into the middle of the spanker and split it from boom to gaff. The horse had been sent over to the old stable on the abandoned site of the Chatham Station in an almost exhausted condition. Three surfmen remained by the cart to keep the torches burning and dig a hole for the sand anchor, while the other three were detailed to search along the surf to the southward for bodies of the crew and drift stuff from the wreck. The keeper also walked down to leeward in order to thoroughly examine the vessel from every point of view and to listen for cries from the crew. He immediately observed that the foremast had sagged out of line, and made up his mind that the vessel was about to break up. He also saw that she was drifting to the southward and working inshore quite rapidly. He hurriedly started back for the cart, and when about half-way the foremast slowly fell on the offshore side. At the same time he met Superintendent Sparrow, who turned back with him. By the time they reached the cart the remaining masts had gone by the board with a terrible crash. The superintendent had observed a dark object in the port fore rigging, which might have been a flag or a tarpaulin, but could discover no signs of life about it, even when the mast was falling.

Superintendent Sparrow, after notifying Keeper Charles, had immediately dressed and started down to accompany him. He called up five of his nearest neighbors, requesting them to come along, and then kept on to the Orleans Station, arriving

there at 1 o'clock. He found only the keeper's wife present, the men all having left with the beach apparatus some time previously. He waited a reasonable time for his neighbors to overtake him, his intention being to man the station surfboat and pull down on the inside. But they failed to put in an appearance, evidently not caring to venture out in the storm, so he started on foot alone after the life-savers, having arrived at the scene just before the vessel commenced to break up. It appears almost incredible that he made that journey of seven miles in the blinding snow alone and unaided, and can only be accounted for by the fact that he was thoroughly acquainted with every bit of the ground traversed, and that the wind was behind him. As it was, the journey about used him up, and when I saw him he was still suffering severely from its effects.

It was immediately decided that the wreck was by this time near enough to the shore to be reached by the Lyle gun, and that it was imperative to shoot a line over her; not that there was a reasonable hope of rescuing anyone from the wreck (for it was not probable that human life could have sustained the shock of those terrible seas constantly dashing over it), but because it had not been proved to be absolutely impossible, and in order that all shadow of doubt upon the point should be dispelled. The superintendent, keeper, and four surfmen—one had returned from putting up the horse—laid hold of the beach cart and attempted to draw it down abreast of the wreck, which was still steadily drifting to leeward. They succeeded in taking the cart down about sixty-five yards, when the snow and slush proved too much of an impediment, and they could not budge it another inch, though joined by the three surfmen who had been searching the beach to leeward, who reported finding nothing on shore from the wreck except a piece of pin rail. The gun and No. 4 shot-line box were taken from the cart and carried down nearly two hundred yards until opposite the wreck. As soon as the gun could be made ready a shot was fired with a 5-ounce charge of powder, landing the line over the forward end of the hull, which was now breaking up and tearing apart rapidly. In attempting to haul the shot on shore the line became jammed in the wreck and parted, losing the shot and forty-nine yards of line. The length of shot line, when tautened rigidly from high-water mark to the place where it parted, measured a little over four hundred yards, which would be a fair estimate of the distance to the vessel when the shot was fired. No attempt was made to fire another shot, as in the meantime the wreck had separated in pieces large and small, which were washed in and distributed along the beach to the southward. The life-savers hunted in and around the wreck stuff until daylight, but found no bodies, living or dead, nor any indications of the presence of the crew.

The wreck stuff consisted of the spars, timbers, and outside planking, deck beams and planks, a portion of the top of the cabin, the top gallant forecastle and upper half of the bow with parts of the windlass still attached, and the stern in two large pieces. The hawse-pipes were intact, but the chains had entirely disappeared. None of the inside cabin work was found with the wreck stuff on the beach. Everything seemed to indicate that the vessel had been entirely cleaned out inside before the final break-up. Several of the cabin doors and other light woodwork were picked up that morning in the cut-through below Chatham lights by the townspeople. It appears probable that they were carried in there by the flood tide during the night between 8 p. m. and 2 a. m.

No other people put in an appearance at the scene of the wreck until daybreak, when the first boat load came over from North Chatham. After that they kept arriving from all directions. Keeper Doane and crew, from the Chatham Station, arrived at the scene about 8 o'clock, after a hard pull in the old surfboat across the inlet. After surveying the wreck stuff and finding that there was nothing that they could do they returned to their station. The Orleans life-savers loaded their cart and then conveyed the No. 7 surfman, one of whose legs had become disabled, over to the barn and built a fire to make him comfortable, intending to send a horse to carry him to the station later in the day. Returning to the beach they made out the name and hailing port of the wreck on a piece of the stern, as follows: "Calvin

B. Orcutt, Manasquan, N. J." They started up the beach about 8 o'clock with the horse attached to the apparatus cart, reaching their station about 9 o'clock. It was then extreme low water and the beach was frozen hard and smooth, which made the traveling good. The No. 7 man recovered sufficiently to make his way to the station about half an hour after them. Superintendent Sparrow left the scene at 4.30 a. m., reaching home at 9.30, having walked the entire distance. The Orleans life-savers patrolled their beaches faithfully for upward of a week in search of the bodies of the crew of the *Orcutt*, but did not find any of them. Up to this date the bodies of five of the entire crew of nine men have been picked up, as follows: On the 24th ultimo, one seaman on the south point of the harbor entrance, and another seaman on the outside beach a mile below the Chatham Station; on the 9th instant, the engineer on the outside beach below the Chatham Station, and on the 17th instant, the captain and a seaman on the outside beach near Monomoy light.

The names and nationalities of the unfortunate crew are given as follows: Captain, Edgar Pierce, of Manasquan, New Jersey; mate, Reuben Crowe, Sweden, 31 years old; steward, Lewis Clark, New Jersey, 67 years; engineer, Albert Dubblark, Germany, 22 years; seamen, H. Nelson, Sweden, 26 years; Benjamin Salberg, Iceland, 26 years; Bernard O'Brien, Massachusetts, 25 years, and John Lund, Sweden, 26 years. There was said to have been another seaman, but I was unable to verify the report.

The wreckers found the boat davits with the falls rove and attached to the missing bow of the yawl boat, and a piece of the after rail, on the 3d instant, on the end of the most northerly projection of the outer Chatham bars, in about twelve feet of water, and securely held to the bottom. The distance is estimated at fully one thousand yards from the shore, and it is supposed to be the place where the schooner first came to anchor. I have not yet learned that the anchors and chains have been located.

In view of the foregoing facts, I respectfully submit the opinion that no blame whatever should attach to the Life-Saving Service for the failure of its employees to rescue the crew of the *Orcutt*.

It is clearly evident that the schooner did not come to anchor until about half past 3 o'clock that afternoon. By that time the Orleans south patrol, whose watch terminated at 4 o'clock, had undoubtedly returned to the vicinity of his station. That he could have distinguished a vessel at sea, more than two miles distant, at any time during his watch appears to be very improbable. Likewise that the same rift in the snow, during which the schooner was sighted from North Chatham, extended as far north as the Orleans station, or even to his position upon the beach at that time. That fact would undoubtedly have been developed in taking the testimony of Fred. W. Nickerson, jr., and Jonathan Eldredge. There is also no question but that the snow was too dense and driving to admit of the vessel being discovered by the 4 to 8 p. m. Orleans patrol, or by the 8 p. m. to midnight patrol. The vessel must have been too far offshore to be seen. The place where the boat davits and bow of the boat were found prove that. If the vessel had been discovered by the Orleans life-savers when she anchored it is not probable that any assistance could have been rendered. The surf was too high to admit of the launching of a boat from the beach, and the schooner was too far off to be reached by a shot from the Lyle gun, had it been possible to locate her, which is extremely doubtful, after 4 o'clock, when the snow shut in for good. How and when the crew lost their lives will probably never be known. The theory of Captain Benjamin Mallowes, underwriters' agent, appears very probable. He thinks the schooner anchored right on top of the extreme end of the North bar, and at low water, about 8 o'clock, she pounded bottom and filled with water. Then the hatches washed away, and the inside of the cabin, also the boat, and that the crew were washed overboard then and drowned. If the crew had been on board, alive or dead, at the final break-up of the hull, some of their bodies ought to have come on shore with the wreckage. Instead, the five bodies found were all picked up south of the inlet, on the Chatham and Monomoy beaches. It was also clearly impossible for the Chatham crew to have

gone to the schooner's assistance that night under any circumstances. I agree with Captain Mallowes, that if all of the life-saving crews in the United States had been present that night on Orleans beach nothing could have been done toward saving the *Orcutt's* crew.

Wreck of the schooner Nahum Chapin.

One of the most deplorable disasters of the year, under such conditions as to preclude all possibility of aid from three life-saving crews assembled on the shore, took place on the morning of January 21, 1897, about one mile southeast of Quogue, and between one-half and three-quarters of a mile east of the life-saving station of that name on the coast of Long Island.

The vessel involved was the American three-masted schooner *Nahum Chapin*, of 596 tons burden, manned by a crew of 9 men, including officers, hailing from Rockland, Maine, and bound from Baltimore, Maryland, to Boston, Massachusetts, laden with a cargo of bituminous coal consigned to the West End Railway Company, of the latter city.

No information could be obtained regarding the circumstances of the voyage, as none of the ship's company survived, and therefore the condition of the vessel, her prior experience, and the state of affairs on board immediately preceding the disaster must necessarily be matters of conjecture; and of the actual wreck only such details can be given as were observed from the shore during forty or fifty minutes of daylight, while the vessel was in the last stages of destruction. The facts, however, that the weather was very thick during the night of the stranding, and that the schooner stuck head on and under nearly full sail, as was discovered after daylight broke, afford almost conclusive evidence that the captain was unaware of her true position, and probably his first suspicion of peril was when she plunged head first onto the bar.

Two or three minutes after Patrolman Carter, of the Quogue Station, started out to make his patrol from 4 o'clock a. m. to sunrise, and just as he reached the top of a little hill some fifty yards from the station his eye caught the gleam of two or three lights to seaward, and, although he could perceive nothing else, he had no doubt that they indicated the presence of a vessel in distress on the bar. Instantly he went back to the station and aroused his comrades. Then, returning to the hilltop (the whole transaction probably consuming less than five minutes), he flashed his red Coston signal as a message to the shipwrecked people, conveying information that they were discovered and assurance that they would be rescued if possible.

While the life-saving crew were taking the beach apparatus out of the boathouse, Keeper Herman telephoned to the Tiana and Potunk stations, lying next adjacent to his on the east and west, respectively, requesting the immediate presence of their crews, and then, with his own men harnessed to the apparatus cart, set out for the beach abreast of the flickering lights discovered by Patrolman Carter. The night

was pitch dark, the wind blowing a gale from the southeast, heavily laden with sharp, sleety rain, and a tremendous sea pounding on the shore sent the surf rolling close up to the sand dunes. At Block Island, where the nearest station of the United States Weather Bureau is located, a wind velocity of fifty-one miles an hour was registered on this date. Within something less than thirty minutes from the discovery of the faint light in the vicinity of the bar the Quogue life-saving crew stood on the beach with their apparatus ready for action. Only one light could be seen, and the way in which the vessel lay as to the shore line could not be determined, but the Lyle life-saving gun was quickly placed in position, and its first shot carried a stout No. 9 shot line. It fell short, or went clear of the vessel. The gun was fired again, but without responsive sign from the wreck.

The crew of the Tiana Station arrived upon the scene at about 5 o'clock, and the gun was then fired once more, but still without any evidence of success. Up to this moment not even the faintest glimpse of the vessel had been obtained, and her size and rig and the number of people on board, if any, were entirely unknown; but whatever she was, the rapidly accumulating wreckage on the shore only too surely revealed the fact that the seas were beginning to batter her into fragments. About an hour must pass before daybreak, and in due time the gun was again fired. As before, the line came home without strain, showing that it had not landed on the wreck.

A few minutes before 6 o'clock the crew of the Potunk Station joined the two crews already assembled, and at about 6.20 there was sufficient daylight to make out the character and condition of the wreck. It was then revealed that she was a three-masted schooner and still lay nearly, if not quite, 500 yards from the beach, her three headsails and the foresail, mainsail, and reefed spanker still standing, showing that her fatal mishap was due to an error of reckoning. She was rolling with great violence, and was so completely deluged by the waves that the whole hull was practically submerged. The surfmen soon discovered nine persons, who constituted the entire ship's company, six being well up in the fore rigging and three on the end of the jib-boom. So far none had perished, and, notwithstanding the great distance, the life-saving men were confident that if the vessel would only hold together for a single hour, and the shipwrecked people be able to handle the life lines, all could be rescued. After daylight appeared no time was lost in firing the gun once more, a No. 4 line being used with a 5-ounce charge of powder, and all hearts were glad when the shot was seen to fly over the schooner and lay its line safely between the fore and main masts—probably as good a place as could possibly have been selected. But no man made any attempt to secure it, and it soon chafed in two. Preparations were now made to fire again with a 6-ounce charge and a No. 7 line. This shot landed its line fairly across the head stays, but, as in the preceding instance, nobody moved to get it; the poor fellows evidently could contribute no aid to any efforts in their behalf.

Hardly was the last shot line laid on board when a lurch of the hulk sent the masts reeling with such velocity that two of the six men in the rigging lost their hold and tumbled headlong into the waves. At almost the very next lunge the other four shared the same fate, and scarcely had these disappeared when one more heave of the sea snapped short off all three of the spars, which fell with a crash, carrying with them the jib-boom and the three remaining men. Thus within the space of hardly more than ten minutes was sealed the fate of the entire crew, for it was plain that even the most powerful of swimmers could not successfully contend with such a sea, among the spars, timbers, and mass of tangled rigging that dashed about the remnant of the wreck, every single piece a dreadful instrument of death. The tragedy culminated at 7 o'clock, only forty or fifty minutes after dawn, and in fifteen minutes after the fall of the masts hardly a vestige of the shattered hull could be seen above the hollows of the great green waves. Practically, therefore, there was less than an hour in which it was possible for the surfmen to do anything before the wreck lay in fragments at their feet. The calamity was as swift as it was overwhelming.

When the masts went down, the life-saving crews quickly scattered along the shore, that they might be ready to effect a rescue if an opportunity should present itself. Alas, none came.

About 8.30 o'clock Eugene Seaman, a surf fisherman who had been with the life-saving men on the beach, was returning to his fish-house, and when about half a mile to the westward of the station discovered in the edge of the surf the body of Ernest L. Arey, master of the schooner. Mr. Seaman drew the body out of the water and began operations to restore animation. He was assisted by Surfmen David R. Overton and Isaac Gildersleeve and Mr. Silas E. Jessup; but all their efforts proved fruitless, and in about three-quarters of an hour the body was carried to the station, where a coroner's jury held an inquest on the following morning. The remains were identified as those of the captain by his brother, who subsequently moved the body to Malden, Massachusetts. To the same place also was forwarded the body of the mate, Alfred E. Davis, which was rescued from the surf at 8 a. m. the following day. Three other bodies supposed to have come from this wreck were recovered, but were in such a mutilated condition that they could not be identified.

A few days after the disaster the following letter was received by Lieutenant Failing, the investigating officer, from Mr. George E. Arey, the captain's brother:

BOSTON, MASSACHUSETTS, *January 26, 1897.*

Lieutenant W. A. FAILING,

Patchogue, New York.

DEAR SIR: I inclose a list of the crew of the schooner *Nahum Chapin*, as it is in the records of the shipping commissioner in Boston, as you requested.

I will take this time to say to you, as you are deeply interested in the Life-Saving Service, that from my personal observations after my

arrival at Quogue, and what I was able to learn of the conditions at time of the wreck, I am fully convinced that everything possible was done to save life by those connected with the service.

That my brother's remains were in so good a condition has been a great satisfaction and comfort to my mother and to his family, and for your timely thoughtfulness I convey to you their great appreciation of your kindness in the time of trouble, and with regards,

Yours, very truly,

GEORGE E. AREY.

Lieutenant Failing, of the Revenue-Cutter Service, who conducted the inquiry, makes the following remark in his official report of the circumstances: "There never was a time from the discovery of the vessel until she went all to pieces when any type of surfboat could have put off through the breakers. This surely was an occasion when human agency was powerless to save life."

Capsize of a sailboat.

The sailboat *Little George*, of Pensacola, Florida, was capsized during a squall in Santa Rosa Sound, Florida, on the afternoon of the 21st of March, 1897, and all of the occupants were rescued except two women, who, being unable to catch hold of the boat as they were thrown into the water, seized each other in their fright, so that in their struggles to keep afloat each was hampered by the desperate clutch of the other, and in about one minute both went down and were drowned.

The boat was a small yawl, such as is used by the fishermen of Pensacola, rigged with a jib and a sprit mainsail. She was first noticed by the lookout as she passed the station wharf about half past 2 in the afternoon, sailing near the beach on the inner or bay side of Santa Rosa Island, bound in an easterly direction, and having on board eight colored persons—four women, three men, and a boy.

The weather was fine and a light breeze was blowing from the south-southeast. The surfmen were variously employed at or near the station, and there being nothing in the appearance of the boat to attract attention no one took particular notice of her except the lookout in the tower, as was his duty, and the keeper, who was standing in the door of one of the station buildings. The boat kept on to the eastward, and when about half a mile from the station made a landing, where the eight persons went ashore and wandered across the island and along the beach on the Gulf side. After a little while all returned, and the four women, the boy, and one of the men embarked, leaving on the island the two other men. The man and boy rowed the boat along near the beach for a short distance, and then, disregarding the instructions of the men left on shore, they set the mainsail and commenced to beat to windward; but a few minutes later, as the squall came upon them, squared off before the wind. During these proceedings the lookout had followed the boat with his glasses. She had been making considerable speed and doing well enough before the squall reached her, but

the first heavy gust that struck the sail capsized her. When the lookout saw that she was likely to upset, he gave the usual alarm and ran for the boathouse, while at the same moment the keeper loudly blew his whistle—the well-understood signal for the crew to man the boat.

The boathouse is situated on the end of the wharf, about seven hundred feet from the station, and by the time the keeper and lookout reached there the rest of the crew had collected and were lowering the surfboat into the water. In less than two minutes they were on their way to the scene of the accident and very soon after were alongside the capsized craft, where they found clinging to her bottom two women and the man, the latter supporting the boy in his arms. These four persons were at once taken into the surfboat, and the keeper, upon making inquiries, learned that two women had drowned, clasped in each other's arms, almost as soon as the boat capsized.

The water was about twenty feet deep where the disaster occurred, and, after an unsuccessful search for the drowned women, the rescued persons were carried to the station wharf and landed, while the surfboat was immediately sent back to make a further search and to pick up the capsized yawl and its belongings.

The boy, a lad of fourteen years, having been unconscious when taken into the boat, the life-savers made efforts to revive him while on the way back to the wharf; thence he was taken to the station, stripped of his wet clothing, and put in a warm bed, where by means of vigorous rubbing and stimulants he was restored in about an hour. The others were clad in dry clothing from the store supplied by the Women's National Relief Association, furnished with a good supper, and made comfortable at the station for the night. The overturned boat was towed to the wharf, where it was righted, bailed out, and put in trim again.

During the greater part of the two days following the disaster the bay was dragged in the vicinity of the place where the accident occurred, but without success. On the afternoon of the 25th, however, the bodies of the two women were found on the beach, about a mile apart and some distance from the station. Their names were Lula Greenhood, of Mobile, Alabama, and Julia Hasty, of Pensacola, Florida, to which latter place the bodies were removed and turned over to the coroner.

The names of the survivors were given as Ben Johnson, George Walker, Sallie Thomas, and Katie Johnson, all of Pensacola, Florida, where they were taken in the station boat.

Some gentlemen, who were visiting the station and who observed the movements of the crew on this occasion, stated that they had never before conceived that men, called to duty by a sudden and unexpected alarm, could act so quickly and with such apparent unity of purpose. "They disappeared into the boathouse, and in less time than it takes to tell it, the boat was away," are the words used by one of the witnesses examined.

Wreck of a dredge.

The last fatal casualty of the year, involving the loss of one life, occurred on the night of May 1, 1897, just outside the piers at the mouth of the harbor of Fairport, Ohio, on Lake Erie, Ninth District.

For some two weeks prior to the disaster a dredge, known as No. 8, belonging to Messrs. L. P. & J. A. Smith, of Cleveland, Ohio, which was her hailing port, had been engaged under a contract with the United States in deepening the channel on the bar a short distance from the ends of the piers, and on the afternoon of Saturday, the 1st of May, had so nearly completed the dredging called for by the contract that it was deemed advisable by the contractors to continue the day's labor until the work was finished.

A strong northwest wind had been blowing all the afternoon and the sea had been making until it became so heavy that there was some danger in operating the dredge. At about 8 o'clock, however, the tug *N. B. Gates* took the last scow in tow for the dumping grounds and steamed out, whereupon the master of the dredge proceeded to raise her anchors and let her go adrift, with the expectation that the wind would carry her between the piers and up the river, where he proposed to lie over Sunday.

One large wave had boarded her before the tug left, while she was rolling badly, and now as she was moving before the wind the captain, although the weather was very dark and rainy, noticed that she passed the usual entrance to the river and began swinging down, stern foremost, toward the light-house, whereupon he knew at once that she must have immediate assistance and therefore blew a signal for the tug to return. Dropping her tow, the *Gates* at once put back and took a line from the dredge, which, her captain says, began to be swept fore and aft the instant the tug took hold of her. Almost immediately, observing that she commenced to settle, he ran around and raised the dipper, and then, in order to be clear of the deck house should it be washed away, made for the stern with all of his crew except the second engineer and one deck hand, who climbed the crane and jumped safely to the pier as the dredge listed that way. By this time the towline of the tug got tangled in her wheel. Thereupon she blew a distress whistle and the dredge joined in as long as she could with an almost continuous wail of short and urgent blasts. While these incidents were occurring, the lookout at the life-saving station, Surfman Hovey, was carefully watching the movements of the lights to seaward, which were the only objects he could make out in the intense darkness. He states that the tug seemed to be about halfway to the dumping ground when the dredge blew for her, and he saw by her running lights that she had put about and was returning toward the harbor. The dredge, which seemed to be jumping and rolling sharply, blew again, and then he told Keeper Babcock of the apparent confusion, and suggested that there might perhaps be something wrong.

The keeper himself went to the dock in front of the station to ascertain what was going on, but was scarcely there when the first distress signal mentioned above was sounded. He instantly called all hands and launched the surfboat from the incline in front of the boat room. Hardly, however, was the boat in the water before the signal was repeated, satisfying the life-saving men not only that there was need of help, but, from the apparent urgency of the call, that events were taking place with great rapidity, and perhaps the summons had been too long delayed. The surfboat reached the scene of disaster within from five to eight minutes after the first signal of distress. The dredge was already on the bottom and entirely under water except about half the height of the upper cabin. She had a complement of 10 men all told, but the night was so dark that none of them could be seen, and the conditions surrounding her were so complicated as to render the work of the life-saving crew both difficult and dangerous. She was lying headed toward the river while the men were on the stern, and the tug *Gates* was fast to her and disabled (as was afterwards learned) by the towline in her propeller which was across the way the keeper wished to go. He was therefore about to pull around the tug to the lee side of the dredge, but that way was almost immediately blocked by the tug *Annie*, which had followed the surfboat in answer to the signals of distress, nearly running her down, and was now so close aboard as to endanger the life-saving crew. The shipwrecked men, standing waist deep in the water and scarcely able to keep their footing, were calling loudly for succor, and as there was not a moment to be lost the keeper was compelled to sheer to the westward and reach the dredge nearly bow on between the tug *Gates* and the west pier. Although the men were only a few feet away, they were not even then visible, but some one shouted, "Come ahead, the men are here," and following this information the boat was forced so close that six of them were soon pulled into it and quickly taken to the pier. Hawser, lines, gratings, and all sorts of wreck stuff were being tossed furiously about in all directions, and much skill and good boatmanship were required to safely conduct the maneuvers. Shouts from the wreck were again heard and the surfboat at once put back to her, being obliged, since there was not room to pass between her and the tug, to go on the other side. The man making the outcry proved to be the Government inspector, Mr. M. J. Lowman, who was lying in his bunk in the upper cabin when the dredge went down, and did not know of the situation until he felt his support sinking beneath him, when he forced open his door and stepped out on deck into water nearly waist deep.

The surfboat was prevented from getting close alongside by a boom, or some other large piece of timber, and much wreckage, so that when as near as it was possible to get, a line was thrown to Mr. Lowman, with instructions that he make it fast about him and jump overboard, when he would be hauled into the surfboat. He says that he could

not see the line, but felt it fall across his shoulders, and, immediately seizing it, leaped into the darkness in the direction of the voices. He was able to hold on to the line and was drawn into the boat quickly without much difficulty.

When the six men first rescued were being landed, the keeper had inquired whether they were all, and was informed that two had reached the pier by the crane, while one had been drowned, and one, Mr. Lowman, was still upon the wreck. The keeper then directed his efforts to the rescue of Mr. Lowman. When that was accomplished he returned again to the vicinity of the dredge and sought for any signs that might be discoverable of the lost man, but there were none. The next day some of the life-saving crew dragged for the body and some went down the east beach to search for it. The following day, also, dragging was continued, but the body has never been recovered.

After the search for the missing man was given up, the life-saving crew ran lines from the disabled tug *Gates*, and from the *Annie*, which had also fouled her propeller and was helpless, to the pier, and when all was made fast, returned to the station. The rescued men were there provided with food and furnished with dry clothing from the stores of the Women's National Relief Association. The master of the dredge and his crew were later in the evening taken across the river to a boarding house, while Mr. Lowman, being very much exhausted, was made comfortable for the night at the station.

The person lost was a young man named Frank Keefe, employed as a watchman on board the dredge. Some of his comrades state that he was washed off almost as soon as the seas began to board the dredge, and as he was heavily clad and did not know how to swim, they have no doubt that he perished almost instantly. Some say that he jumped into the water. He could not be seen, and all the circumstances show that he was beyond all possible aid from the very moment he went overboard.

THE WOMEN'S NATIONAL RELIEF ASSOCIATION.

The supplies of clothing furnished annually to the stations since 1880 for the use of shipwrecked persons have been liberally continued during the past year by the Women's National Relief Association, and have, as usual, done much to relieve the discomfort and distress incident to marine disasters. Those who have come drenched, half-frozen, bruised, and in many cases unconscious from wrecks, and have experienced the timely relief such stores afford, can most fully appreciate the inestimable benevolence which renders them available.

Within the period covered by this report eighty instances occurred in which articles supplied by the association were furnished to those in need, as follows:

To a distressed mariner succored at the Cold Spring Station, coast of New Jersey, July 1, 1896; a boy rescued from drowning at the Racine

Station, Lake Michigan, July 2, 1896; three men from the stranded barge *C. R. R. of N. J. No. 6*, at the Shinnecock Station, coast of New York, July 4, 1896; the crew of the sloop *Annie*, at the Santa Rosa Station, coast of Florida, July 7, 1896; two men rescued from a capsized skiff, at the Old Chicago Station, Lake Michigan, July 8, 1896; a man rescued from a capsized yacht, at the Cleveland Station, Lake Erie, July 9, 1896; three men from a capsized sailboat near the Racine Station, Lake Michigan, July 18, 1896; two fishermen in distress near the Orleans Station, coast of Massachusetts, July 22, 1896; a man injured by fall from a boat chute near the Charlotte Station, Lake Ontario, July 27, 1896; the mate of the schooner *Welcome R. Beebe*, at the Cahoons Hollow Station, coast of Massachusetts, August 5, 1896; four men from the capsized schooner *Emeline* near the Baileys Harbor Station, Lake Michigan, August 8, 1896; two men and a woman from a skiff swamped near the Fort Point Station, coast of California, August 8, 1896; a man rescued from drowning near the Charlotte Station, Lake Ontario, August 13, 1896; the crew of a sloop near the Gurnet Station, coast of Massachusetts, August 18, 1896; a man, a woman, and a child from a capsized catboat, at the Eatons Neck Station, coast of New York, August 19, 1896; two men from a capsized catboat, at the Duluth Station, Lake Superior, August 22, 1896; a body washed ashore near the Pointe aux Barques Station, Lake Huron, August 23, 1896; the crew of the schooner *Phineas S. Marsh*, at the Two Heart River Station, Lake Superior, August 26, 1896; two men from the gas launch *Cracker Jack*, near the Duluth Station, Lake Superior, August 29, 1896; two men from a capsized fish boat near the Grand Haven Station, Lake Michigan, August 29, 1896; a surfman sailing a surfboat from the Grand Haven to the Baileys Harbor Station, at the Plum Island Station, Lake Michigan, September 2, 1896; two men from a capsized rowboat near the Grande Pointe au Sable Station, Lake Michigan, September 6, 1896; the crew of the schooner *Helen F. Whittin*, at the Brentons Point Station, coast of Rhode Island, September 9, 1896; a man rescued from a capsized boat near the Sullivans Island Station, coast of South Carolina, September 9, 1896; the seven survivors from the wrecked Italian bark *Monte Tabor*, at the Peaked Hill Bars Station, coast of Massachusetts, September 14, 1896; the crew of the schooner *Fantee*, at the Cattyhunk Station, coast of Massachusetts, September 19, 1896; the crew of the steamer *Fredk de Barry*, at the Kitty Hawk Station, coast of North Carolina, September 23, 1896; eight men from a capsized boat near the Kitty Hawk Station, coast of North Carolina, September 24, 1896; a body found on the beach near the Whales Head Station, coast of North Carolina, September 29, 1896; a seaman from the schooner *H. D. Root*, at the Ottawa Point Station, Lake Huron, September 30, 1896; three men from a capsized fish boat near the Green Run Inlet Station, coast of Maryland, October 5, 1896; two boys from

the sloop *Alice*, at the Sullivans Island Station, coast of South Carolina, October 9, 1896; the crew of the schooner *Luther A. Roby*, at the Cape Henlopen Station, coast of Delaware, October 11, 1896; the crew of the schooner *E. S. Newman*, at the Pea Island Station, coast of North Carolina, October 11, 1896; a man from the sloop *Hercules*, at the Velasco Station, coast of Texas, October 17, 1896; the crew of the schooner *C. L. Young*, at the Buffalo Station, Lake Erie, November 5, 1896; a man rescued from drowning near the Chicago Station, Lake Michigan, November 5, 1896; one of the crew of the schooner *Waukesha*, at the Muskegon Station, Lake Michigan, November 7, 1896; three men from a capsized sailboat near the Atlantic City Station, coast of New Jersey, November 8, 1896; the crew of the schooner *Brenton*, at the Cleveland Station, Lake Erie, November 13, 1896; the crew of the tug *L. B. Johnson*, at the Old Chicago Station, Lake Michigan, November 13, 1896; two men who fell from a pier near the Old Chicago Station, Lake Michigan, November 18, 1896; part of the crew of the steamer *B. W. Arnold*, at the Ship Canal Station, Lake Superior, November 21, 1896; a man rescued from a capsized skiff near the Coney Island Station, coast of New York, December 5, 1896; a man from a fish boat, at the Golden Gate Park Station, coast of California, December 7, 1896; the crew of the British schooner *Ulrica*, at the Point Allerton Station, coast of Massachusetts, December 16, 1896; the crew of the schooner *Puritan*, at the Fourth Cliff Station, coast of Massachusetts, December 16, 1896; three men from the sailboat *Anna Laura*, at the Chicamacomico Station, coast of North Carolina, December 16, 1896; the crew of the British steamer *Kildonan*, at the False Cape Station, coast of Virginia, December 17, 1896; a man from the naphtha launch *Stella*, at the Jupiter Inlet Station, coast of Florida, January 8, 1897; a man whose clothing was drenched while extricating his team from a washout near the Velasco Station, coast of Texas, January 27, 1897; two men from the schooner *Biscayne*, at the Bethel Creek Station, coast of Florida, January 31, 1897; four persons rescued from the capsized yawl *Little George*, at the Santa Rosa Station, coast of Florida, March 21, 1897; the crew of the schooner *Emily E. Johnson*, at the Monmouth Beach Station, coast of New Jersey, March 24, 1897; two men from the sloop *Mary Jane*, at the Wachapreague Station, coast of Virginia, March 25, 1897; two men from the steamer *Josie Davidson*, at the Old Chicago Station, Lake Michigan, April 1, 1897; the crew of the schooner *Bonita*, at the Gurnet Station, coast of Massachusetts, April 9, 1897; the crew of the schooner *Contest*, at the Kenosha Station, Lake Michigan, April 16, 1897; the crew of the schooner *Charles N. Ryan*, at the Ludington Station, Lake Michigan, April 18, 1897; part of the crew of the schooner *James Ponder*, at the Cobb Island Station, coast of Virginia, April 20, 1897; a man rescued from drowning near the Cleveland Station, Lake Erie, April 24, 1897; the crew of the schooner *Wollin*, at the Sheboygan Station, Lake Michigan, April 29, 1897; the crew of the schooner *Look-*

out, at the Two Rivers Station, Lake Michigan, April 29, 1897; a man from a fish boat, at the Point Adams Station, coast of Oregon, April 30, 1897; the crew of the schooner *E. F. C. Young*, at the Spermaceti Cove Station, coast of New Jersey, May 1, 1897; the crew of dredge No. 8, at the Fairport Station, Lake Erie, May 1, 1897; a man from the schooner *Robert Dority*, at the Davis Neck Station, coast of Massachusetts, May 2, 1897; a fisherman who fell overboard near the Grand Haven Station, Lake Michigan, May 4, 1897; the crew of the ship *Francis*, at the Little Egg Station, coast of New Jersey, May 8, 1897; the crew of the sloop *Uno*, at the Point Allerton Station, coast of Massachusetts, May 13, 1897; a fisherman who had fallen from his skiff near the Grand Haven Station, Lake Michigan, May 26, 1897; a man who fell from the pier near the Erie Station, Lake Erie, May 29, 1897; two men rescued from a capsized fish boat near the Point Adams Station, coast of Oregon, June 2, 1897; a man rescued from drowning near the Old Chicago Station, Lake Michigan, June 8, 1897; part of the crew of the British schooner *A. G. Heisler*, at the Cahoons Hollow Station, coast of Massachusetts, June 10, 1897; five men and a woman from the British schooner *Walter Miller*, at the Orleans Station, coast of Massachusetts, June 10, 1897; a man who fell from a pier near the Charlotte Station, Lake Ontario, June 20, 1897; a woman who had fallen into the lake near the Charlotte Station, Lake Ontario, June 22, 1897; the body of a boy drowned near the Old Chicago Station, Lake Michigan, June 23, 1897; a man who fell out of a skiff near the City Point Station, coast of Massachusetts, June 27, 1897.

ESTABLISHMENT OF NEW STATIONS.

Three new stations, located respectively at City Point, Boston Harbor (floating station), Wood End, Massachusetts, and Rocky Point, Long Island, New York, were put into commission during the year, and contracts were made for building five new stations, located respectively at Damariscove Island, Maine; Salisbury Beach, and Old Harbor near Chatham Beach, Massachusetts; Isle of Wight, north of Ocean City, Maryland; and Petersons Point, Grays Harbor, Washington. These will probably be completed during the present fiscal year.

REPAIR, IMPROVEMENT, AND REBUILDING OF OLD STATIONS.

Four old, inadequate stations, located respectively at Little Beach, Cape May, and Absecon, New Jersey, and Cape Disappointment, Washington, were rebuilt, as was also the station located at Muskeget, Massachusetts, which was destroyed by fire some years ago, the crew, meantime, having been quartered in a rented building; extensive repairs and improvements were made to several stations in the Sixth and Eleventh districts, and four stations, located respectively at Dam Neck Mills and False Cape, Virginia, and Oregon Inlet and Caffees Inlet, North Carolina, are now in process of reconstruction.

SERVICES OF LIFE-SAVING CREWS.

1896-1897.

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.
1896. July 1	Sloop; no name.....	Frankfort, Michigan, Lake Michigan.	At 6.15 p. m., the lookout having reported that two men were experiencing difficulty in an attempt to launch a stranded sloop about 1 mile north of the station, the crew went to their assistance in the surfboat, finding on reaching the spot that the men had left, abandoning the project on account of the high surf. The life-savers launched the boat, towed her to the station, and delivered her to the owners the following morning.
July 1	Am. str. Joe	Grand Haven, Michigan, Lake Michigan.	Just after leaving the port the hand-hole plate of the boiler blew out, whereupon the vessel attempted to return inside the harbor, but stranded on the bar at the mouth of the channel entrance. The life-saving crew went to her assistance, hove her off the sands, towed her up abreast the station, and secured her alongside the pier. Later on loaned her crew the station force pump and 50 feet of hose to use in filling the boiler, repairs having been effected.
July 2	Am. sc. Joseph Oakes	Cuttyhunk, Massachu- setts.	Stranded at 7 p. m., during a dense fog, off the Sow and Pigs Reef, about 1 mile from the western end of the island, the keeper being informed of the disaster by telephone from the light-station, where rockets sent up from the distressed schooner had been seen. As it was the inactive season, he proceeded to the village to enlist the services of a volunteer crew, and in order to save time by not returning to the station procured there the use of the surfboat and dory belonging to the Massachusetts Humane Society, and boarded the schooner at 9.30 p. m. There was no probability of floating the craft without proper wrecking gear, and therefore her master decided to go ashore and make arrangements to that end. So his own boat was lowered and he and crew of four men, together with their effects, were towed ashore by the surfmen, where they remained at the lighthouse, as being nearer their vessel. On the following day the schooner bilged, and wreckers began the work of stripping her, while the crew were taken to the life-saving station, assisted to get free passes home, given a meal by the keeper, and at 2 p. m. set on board the steamer bound for New Bedford.
July 2	Rowboat Bert	Erie, Pennsylvania, Lake Erie.	While two youths were pulling along the face of the docks their boat was run down by a steam scow which suddenly emerged from a slip unnoticed. At this time two of the surfmen were returning to the station from an errand to the city in their small boat, when, observing the accident, they pulled in front of the scow at considerable risk and dragged the boys out of their craft, which was partially full of water, into the station boat. The rowboat was picked up when the scow stopped, towed to the station, and eventually returned to her owners. The young men were taken across the channel, from whence they walked to Erie.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. July 2	Skiff; no name.....	Louisville, Kentucky.....	At 6.30 a. m. the surfman on lookout gave the alarm that a skiff containing three men was in danger above the cross dam of the falls. The keeper and three of his crew immediately hastened to their aid in one of the station boats, but despite their warning cries the men headed directly for the falls and attempted to jump them. The boat went over and was dashed to pieces below the dam, but her occupants sustained themselves afloat until the life-savers went through the Indiana chute and, coming up below the dam, rescued them when much exhausted and took them to the station, where they were provided with a change of clothing and harbored until their own apparel was dried, when they proceeded afloat on their way down the river. The prompt action and good judgment of the life-saving crew undoubtedly saved these lives.
July 2	Am. tug L. L. Lyons	Duluth, Minnesota, Lake Superior.	Stranded during a thick fog on the old submerged breakwater north of the entrance to the canal. When the weather cleared at 7 a. m. and her position was discovered the life-saving crew went at once to her aid, but found that nothing could be done to relieve her without the services of tugs. About 11 a. m., several towboats being ready to make an attempt to pull her off, the surfmen assisted to run and handle lines and stood by in case their services should be further required until she was successfully floated.
July 2	Am. str. Argonaut..	Racine, Wisconsin, Lake Michigan.	The keeper sent one of the surfmen to pilot this vessel into the harbor when she was about to enter so heavily laden that any deviation from the fairway would have resulted in her stranding.
July 3	Am. sc. Edward L. Warren.	White Head, Maine.....	When beating out of Seal Harbor, on the ebb tide, stranded on Long Lodge. The keeper having gathered a crew went to her assistance, finding her hard and fast on the rocks and in danger of keeling over as the water receded; made a hawser fast around a large boulder and set it taut by masthead tackle, thus obviating this danger, and as the flood made a kedge was run out, but being too light came home when a strain was brought on it. The keeper therefore returned to the station and brought the surfboat to the scene, with which one of the schooner's largest anchors was planted in deep water, and the vessel successfully floated at high tide. She was then piloted to a safe anchorage in the harbor.
July 3	Catboat Hector	Brant Rock, Massachusetts.	A catboat belonging to a resident of Green Harbor was, at the request of the owner, transferred from its anchorage in a dangerous place to a safe berth in the harbor.
July 3	Am. sc. Diamond State.	Cape May, New Jersey....	Parted her cable at her anchorage off Cape May City and came ashore, her one occupant being unable to prevent the disaster. The keeper (inactive season) assembled a crew of four surfmen, and went to her assistance in his small boat. Found the vessel bilged and fast going to pieces, but aided to save her sails and running rigging, all that could be accomplished.
July 3	Skiff; no name.....	White River, Michigan, Lake Michigan.	This boat was being carried by the current out into the lake, about 9 p. m., her occupant, who was attempting to cross the channel, being a poor oarsman. His cries attracted the attention of the lookout, who launched a small boat, went to his assistance, and towed the skiff ashore.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. July 3	Fish boat; no name.	Point Adams, Oregon.....	Got dangerously near the breakers on Clatsop Spit, just outside the end of the jetty. The life-saving crew, who were near by in the surfboat, backed down and, heaving a line aboard, towed the imperiled craft into safe water.
July 3	.....do .....	.....do	While the life-saving crew were out in the surfboat, watching the movements of the fishing fleet near Clatsop Spit, one of these craft got into the breakers. A line was quickly thrown to her occupants by the life-savers, but, finding the current too strong for them to tow the boat out, they pulled across the spit to the south side, picked up the craft, which had been carried over by the seas, helpless through the loss of her oars, and towed her clear of the shoal.
July 4	Am. sc. C. R. R. of N. J., No. 6.	Shinnecock, New Jersey..	A tow, consisting of the steamer Notting-ham and three coal-laden barges, Nos. 8, 8, and 9, of the C. R. R. of N. J., stranded at 11.45 p. m., July 3, 1½ miles WSW. of this station, during thick weather, the steamer succeeding, however, in shortly releasing herself and barge No. 9. The following morning, when the fog lifted, the keeper discovered the situation of Nos. 6 and 8, and having telephoned to the keeper of Tiana Station for assistance and assembled a crew, went to the aid of the distressed vessels. No. 8 having broken in two, her crew had abandoned her and gone aboard the tug, so the efforts of the life-savers were directed to running lines between No. 6 and the steamer, but she was not able to float the barge. At sun-down work ceased and the keepers, having warned all hands against remaining on the craft during the night, returned to their stations. Early on the morning of July 5 it was observed that No. 6 had driven over the outer bar and lay in a dangerous position; that her crew had not left her, as cautioned to do, and were now displaying a distress signal, the weather having become bad, with a high surf running. Tiana, Quogue, and Southampton stations at once responded to summons made by telephone for assistance, and the keepers at the two points first named having horses, brought the Tiana beach apparatus, which was set up, and the captain and crew of two men were landed from the barge. They were taken to the station and provided with stimulants and dry clothing, the crew being maintained for two days, and the master until the 11th, while wreckers were at work on the barge, the keeper assisting as far as possible and watching the movements of boats plying from the stranded vessel to the shore. She was finally floated by the Chapman Wrecking Company and towed to Providence on the 12th inst. (See letter of acknowledgment.)
July 4	Cat yt. Ellen.....	Cleveland, Ohio, Lake Erie.	Capized at 1.30 p. m., near the east end of the breakwater, her occupants, three youths, being assisted from the water by parties engaged in fishing. On the occurrence of the disaster the life-saving crew proceeded to the scene in the surfboat, their movements being expedited by a kindly tow from the mouth of the river by the tug Pinola. The surfmen righted the yacht, bailed her out, and towed her to the station, taking the boys with them, who returned thence to their homes. The owner was notified of the whereabouts of the Ellen, and subsequently he took her away.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896.			
July 4	Slp. yt. Pilot.....	South Chicago, Illinois, Lake Michigan.	Weather rigging parted and sloop was dismasted in a fresh breeze, 1 mile N.E. of this point. The life-saving crew went to her assistance, and having towed her to the station, effected such repairs as enabled her to proceed on her way.
July 4	St. launch Irene.....	Milwaukee, Wisconsin, Lake Michigan.	At 5 p. m. the lookout reported a small steam launch, close to the breakers, $\frac{1}{2}$ mile north of the station, apparently in distress. The surfboat speedily went to the aid of the launch, whose engine was disabled, getting a line aboard of her just in time to clear her of the surf, and after a hard pull managed to get her safely into harbor.
July 4	Am. slp. Saucer.....	do	Capsized during the progress of a regatta 8 miles N.E. of the station, while a dense fog prevailed, her occupants being rescued by one of her consorts. Two hours later, when news of the disaster was received, the life-saving crew proceeded to the wreck in tow of the tug Welcome, and having got a line to the sloop towed her into the harbor in a badly damaged condition and delivered her to her owners.
July 4	Am. str. Brazil.....	Sheboygan, Wisconsin, Lake Michigan.	While deeply laden and attempting to enter this port in a fog, stranded at 10 a. m. on the bar near the end of the south pier. The life-saving crew ran three lines from the vessel to the north pier, and put eight laborers on board to assist in discharging her cargo into a steam barge. When the steamer was floated at 5 p. m., through the services of two tugs and her own efforts, the surfmen, who had stood by meanwhile to render assistance, landed the party of stevedores.
July 4	Fish boat; no name.	Point Adams, Oregon.....	While the life-saving crew were lying off Clatsop Spit, keeping watch on the fishing fleet, one of the fish boats, containing two men, drifted into the breakers. The surfmen at once pulled to her assistance, hove a line aboard before she got into the worst of the rollers, and by strenuous efforts extricated the craft from her dangerous situation.
July 5	Am. slp. Francis....	Sandy Hook, New Jersey.	Stranded near the Government wharf. Surfman in charge of the station (inactive season) went to her assistance, repaired her sail, which was badly torn, and aided her crew of three men to carry out an anchor, by which means their combined efforts floated the vessel at high tide.
July 5	Slp. yt. Orestes.....	Spermaceti Cove, New Jersey.	In attempting to enter the Shrewsbury River, $\frac{1}{4}$ miles S.W. of the station, missed the channel and stranded on the bar, about 3 p. m. As the weather was light and the water smooth she required no assistance at this time, remaining in an easy position on the shoal until 11 a. m. the next day. At this hour her master and his five passengers, three ladies and two boys, constituting a pleasure party, came to the station to procure provisions, and while there a violent thunderstorm came up, accompanied by a fierce wind. The keeper, with two men and the captain of the yacht, went to her assistance in a fish boat, and, the tide being unusually high, they readily floated the craft and took her to a safe anchorage. As she was wet and uncomfortable from the storm, the entire party remained at the station, where they were hospitably cared for until 6 a. m. July 7, when they proceeded on their voyage.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. July 5	Mexican str. Orion..	Saluria, Texas	This small steamer was bound to Alvarado, Mexico, and anchored off the station short of fuel, water, and provisions. The keeper secured two cords of wood for the vessel, supplied her other wants and assisted to put the stores on board. Also loaned the master a chart of the inside passages as far as Corpus Christi (to be returned from that place), which enabled him to continue his voyage under much safer conditions than by the outside route.
July 5	Skiff; no name	Charlotte, New York, Lake Ontario.	Adrift $\frac{1}{2}$ mile from the shore. Picked the craft up and returned her to her owner.
July 5	Flatboat; no name ..	Beaver Island, Michigan, Lake Michigan.	Picked up a flatboat, valued at \$15, which was adrift off the harbor, and returned it to its owner.
July 5	Skiff; no name	Manistee, Michigan, Lake Michigan.	A fisherman, in the excitement of landing a catch, capsized his boat. The accident was witnessed by the life-saving crew, and two of their number at once manned the station skiff and hastened to the assistance of the imperiled man. He was rescued from underneath his overturned craft, where he would undoubtedly have been drowned (having become entangled in his fishing tackle) and taken with his skiff to the station. The boat and gear were put in order for him and he proceeded up the river.
July 5	Am. sc. J. L. Green.	White River, Michigan, Lake Michigan.	The surfmen assisted this vessel, which came into port with her mainmast carried away, by clearing up the wreckage and shifting boom and gaff.
July 5	Fish boat; no name.	Point Adams, Oregon	Two fishermen, who had been taking salmon near the end of the jetty, found the ebb tide too strong to contend against and were being carried toward the breakers, although exerting all their efforts to stem the current. The surfboat, which was patrolling the vicinity, gave them a line and succeeded in towing them out of danger.
July 6	Catboat Elmer.....	Rockaway, New York....	Stranded near the station about 7 p. m., while sailing with a party of four pleasure seekers on board, three men and a woman. The keeper had been watching the boat, and, fearing she would get into trouble, had followed her along the beach. When she struck he went into the surf with several bystanders and brought her occupants ashore, and when the tide ebbed assisted to unload her ballast, so that she would come higher on the beach out of danger of the breakers. Three of the party were sheltered at the station during the night, and before leaving for their homes at Brooklyn made a contract with a local resident to float their boat, which he succeeded in doing on July 11.
July 6	Punt; no name.....	Charlotte, New York, Lake Ontario.	Picked up adrift by the life-saving crew about a mile from the station. No claimant appearing, the keeper advertised the craft.
July 6	Rowboat; no name..	South Haven, Michigan, Lake Michigan.	Capsized at 7.30 p. m. in a rough sea, at the harbor entrance. The life-saving crew reached the boat a few minutes later and rescued its sole occupant, who was clinging to the bottom, with every sea washing over him and in imminent danger of drowning, as he could not swim. Towed the boat ashore and delivered it to the owner.
July 7	Am. bkn. Henry Norwell.	Gull Shoal, North Carolina.	Stranded at 2 a. m. $2\frac{1}{2}$ miles NNE. of the station, having failed to wear ship in a heavy squall. Information of the disaster was brought to the keeper two hours later by a local resident. A crew of eight men was employed (inactive

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. July 7	Am. bkn. Henry Norwell.	Gull Shoal, North Carolina.	season), and with the assistance of the keeper of the Chicamacomico Station the life-savers proceeded to her aid in the surfboat. Finding that the vessel had worked over the outer bar, close inshore, it was decided not to use the boat. A line was sent from the wreck and a hawser set up by the life-savers; a boat-swain's chair was then rigged on a traveler, and all hands (ten in number, including the master's wife) were safely landed, together with their effects and a portion of the ship's stores, which were hauled to the station by the service team from Chicamacomico. By order of the owners the vessel was turned over to the wreck commissioner on July 10, and the material saved was sold on the 14th, the barkentine proving a total loss. The shipwrecked people were sheltered at the station, the crew leaving for Elizabeth City on the fourth day, but the master remaining until the final disposition was made of the wreck.
July 7	Slp. yt. Annie.....	Santa Rosa, Florida.....	Dragged her anchors about 10 a. m. in a high SE. gale, when the cable was slipped by her crew and the yacht beached about $\frac{3}{4}$ of a mile from the station, but a shift of wind then drove her offshore, where she capsized and sunk. Her crew of three, together with six passengers, were fortunate enough to get ashore when she struck, and were met on the beach by the keeper, who took them to the station, where they were given stimulants and furnished with dry clothing from the supplies of the Women's National Relief Association. The yacht was raised on the 14th, and left for Mobile on July 16, the keeper assisting in the work and aiding to refit her.
July 7	Am. sc. Jessie P.....	do	At 4 p. m. the keeper observed a distressed vessel, near the sea buoy, 3 miles SW. of the station. Having made a signal, to which the tug Echo responded, he went on her to the wreck and assisted to get a hawser to the latter, when she was towed into port. It appeared from the narrative of the only man on board, a passenger, that she had started to drag her anchors in the hurricane which had prevailed that day, when her crew of two men deserted her in the dory, being picked up by a barkentine near by, but he himself had been imprisoned by the fallen rigging in the cabin and had only succeeded in cutting his way out with an axe after the vessel drifted seaward.
July 7	Am. sc. Brenton....	Cleveland, Ohio, Lake Erie.	At 5.15 a. m. the lookout reported a signal of distress flying from a schooner, about 7 miles west of the station. The lifeboat was launched and went to her assistance in tow of the tug Joe Harris, where it was found that the schooner's jib-boom was sprung, fore rigging disabled, and mainsail partly blown away. As she was unprovided with any towline, the Harris went back to the station and got the service 5-inch hawser, the surfmen remaining on the craft working at the pumps, her master being apprehensive that she would sink. On the return of the tug, the vessel's anchors were hove up and she was towed into Cleveland Harbor.
July 8	Rowboat; no name..	Frankfort, Michigan, Lake Michigan.	The surfman on day lookout picked up with the station Whitehall boat a rowboat, which was drifting out of the harbor, and returned the craft to its owner.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. July 9	Yacht No. 18.....	Cleveland, Ohio, Lake Erie	Capsized inside the breakwater, $\frac{1}{2}$ mile N.W. of the station, through carrying too much sail in a strong breeze. The station dingey, manned by three of the surfmen, hastened to the capsized craft, where they found the only occupant clinging to it. He was at once taken to the station and supplied with dry clothing. The life-savers then returned to the yacht, righted and towed her ashore, and notified her owner of her whereabouts.
July 10	Am. sc. J. P. Wyman	Gay Head, Massachusetts.	Stranded at 2 p. m. on SE. end of Pasque Island, 6 miles NNE. of the station, during a dense fog. At 5.45, the weather having cleared somewhat, the keeper made out the wreck and at once went to her assistance with a volunteer crew of surfmen, arriving alongside at 7.30 p. m. Finding her full of water, he landed the master and crew of four hands on Pasque Island, where they were hospitably sheltered by Mr. Wilcox, a resident of the locality, while the life-savers remained in the vicinity all night, standing by a steamer which was stranded close at hand (see next case), but at 10 a. m. on the 11th they returned to the schooner and assisted her crew to strip her. As nothing further could be done on the wreck, the keeper towed the master in his yawl, laden with what was saved, into Robinson's Hole, secured a passage for the sailors to Wood's Hole, and gave them a written request that they be forwarded to New Bedford free of charge. The surfmen then returned to their station, reaching there at 3.45 p. m.
July 10	Am. str. Pentagoet.....	.....do	Stranded about 100 yards to the westward of the Wyman (preceding case) at 3.15 p. m., and was spoken by the keeper while on his way to the assistance of the schooner. Her master desired no immediate aid, having sent to Vineyard Haven for a tug and lighters, but requested that the life-savers remain in the vicinity until arrival of the tug. At 8 a. m., July 11, took a dispatch ashore for the captain and boated off to the steamer a supply of fresh water, her store being nearly exhausted. At this juncture the tug arrived in the vicinity, but owing to the dense fog was unable to exactly locate the stranded vessel. In this emergency the keeper took the bearing of the tug and succeeded in intercepting her and guiding her alongside the Pentagoet. No further assistance being required from the surfmen, they returned to the aid of the schooner.
July 10	Skiff; no name.....	Charlotte, New York, Lake Ontario.	Drifting out of the harbor into the lake. The life-savers picked the boat up and secured it at the station.
July 10	U. S. Quartermaster's barge.	Cape Disappointment, Washington.	While the son of Major Kinzie, 5th U. S. Artillery, and two privates of Battery H of this regiment, stationed at Fort Canby, were out pleasure sailing they were caught by a strong ebb tide and fresh breeze and carried to leeward toward the upper end of Peacock Spit, where they made fast to a fish trap. Their predicament having been observed from the life-saving station, the surfboat went to their assistance and brought them ashore. Later in the day, when the wind and tide had slackened, a second trip was made and the barge towed in.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. July 12	Naphtha launch; no name.	Lone Hill, New York....	This small launch, bound for Point of Woods, with a pleasure party on board, became disabled in the bay, about 9 p. m., through the breaking down of her machinery. Assistance was sought at the station, and two of the surfmen towed her to her destination with the sailboat.
July 12	River flat; no name.	Louisville, Kentucky.....	Four persons, two gentlemen and two ladies, visitors to the city, and unacquainted with the nature of the river, while out rowing for pleasure got dangerously near the falls. The station lookout rang the alarm bell, and the life-savers having promptly launched their boat succeeded in overtaking the imperilled craft and towing it, with its frightened occupants, safely to the station.
July 12	Yawl; no name.....	Kenosha, Wisconsin, Lake Michigan.	Adrift in the lake, 1½ miles NE. of the harbor, and rapidly going offshore before a fresh SW. breeze, the only occupant being in an intoxicated condition, and having lost his oars. The surfboat was launched, and after a smart pull overtook the yawl, which belonged to the schooner A. Bradley, and towed her into the harbor.
July 13	Sloop Josephine	Coney Island, New York.	Stranded at 8.15 p. m., on the east end of Manhattan Beach, while running too close along the shore. One of her crew of two men applied at the station for assistance. The keeper, with a surfman, who happened to be visiting him at the time (inactive season), promptly proceeded to the scene in the station skiff, ran out an anchor and soon hove the sloop afloat by this means, aided by a proper disposition of her canvas. She was then piloted to a safe anchorage where, on account of threatening weather, she came to and remained throughout the night.
July 13	Skiff; no name.....	Racine, Wisconsin, Lake Michigan.	An aged man imprudently went fishing on the lake in an old skiff, unprovided with oars, and anchored close to the shore by a stone attached to a small line. The freshening breeze parted his anchor line, and despite his efforts at paddling, he was carried out into the lake, when his signals of distress, made by waving his hat and handkerchief, attracted the attention of the station lookout. The surfboat at once went to his assistance, took him on board, and towed the skiff ashore.
July 14	Am. sc. Myrtle L. McCluer.	South Haven, Michigan, Lake Michigan.	The surfmen assisted this vessel to her wharf by towing her up the river, her wheel having become disabled so that she could not be steered.
July 14	Am. str. Colombia ..	Fort Point, California	The Pacific Mail steamer Colombia, en route from New York to San Francisco, stranded in a dense fog about 8 a. m. on the rocks ¾ of a mile to the southward of Pigeon Point, California, when nearing the end of her long voyage. News of the disaster having reached the city, the district superintendent, at 5 p. m., ordered the life-saving crew to proceed to the scene, 40 miles south of their station, where they arrived in tow of a tug at 4 a. m. July 15. Here they put on board the agents, underwriters, and a party of wreckers, and anchoring their own boat, manned two lifeboats belonging to the steamer, ran lines of soundings, and worked all day transferring freight to a steam schooner. At 11 p. m. the wreck laboring heavily, they took all hands, 90 in number, from her to the schooner. Early on the morning of the

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. July 14	Am. str. Colombia ..	Fort Point, California	16th returned the crew and wreckers to the Colombia, and were employed as on the previous day. On the 17th put most of the steamer's crew on board a tow-boat, and the vessel having now settled solidly on the rocks and lying easy, the surfmen left in tow for their station, where they arrived at 2 p. m. While at this wreck about 100 trips were made by the boats manned by the life-saving men, and 300 people transferred from point to point. On the afternoon of the 14th instant news of this disaster reached Golden Gate Park and South-side stations, and the two keepers, with portions of their crews, set out overland with the beach apparatus in a wagon and proceeded over rough roads on a dark, foggy night toward the scene of the disaster. However, at 7 a. m. on the 15th, they were apprised by a telegram from the district superintendent, received at Halfmoon Bay, after traveling about 34 miles, that it was unnecessary to continue farther, so they retraced their steps, arriving at their respective stations late that evening.
July 15	Dories (2); no names	Brant Rock, Massachu- setts.	These two dories, containing three boys, were observed by the keeper about 2 miles offshore, attempting to reach the beach, but unable to make way against a strong head wind. He launched his small boat, and with the assistance of his son (no crew, inactive season) went to their aid and towed them into the harbor.
July 15	Am. sc. Richard Law.	Nauset, Massachusetts ...	Anchored near the beach, 1 mile from the station, at 5 p. m., and immediately thereafter displayed a flag in the rigging, union down. As soon as a crew could be mustered, the keeper went alongside the vessel and was informed by her master that she was unseaworthy, leaking fast, and that he desired to abandon her. The tug Storm King passing at this juncture, the keeper advised the disheartened captain to engage her services to tow him to Vineyard Haven, which he finally did, and the life-savers, having assisted him to raise his anchors, returned to the station, carrying dispatches for the vessel's owners.
July 15	Sloop May.....	Oswego, New York, Lake Ontario.	Two young men came alongside the pier, near the station, to take two of their comrades on board, when one of the youths jumped from the dock to the boat's mast, thus capsizing the craft. The life-saving crew were witnesses of the accident and at once ran to the end of the pier and pulled the young men from the water, then righted and bailed out their sloop, after which the pleasure party continued their sail.
July 15	Skiff; no name.....	Charlotte, New York, Lake Ontario.	Two men, who were partially under the influence of liquor, capsized while in a skiff opposite the station and were struggling in the water. They were rescued by the life-saving crew and their boat hauled out on the pier.
July 15	Yt. Dream.....	Muskallonge Lake, Michi- gan, Lake Superior.	Parted her cable in a high sea and fresh breeze, while anchored opposite the station with no one on board and came ashore. The life-saving crew promptly got out lines to steady her, discharged three tons of ballast, and with skids and tackles got her up on the beach out of reach of the breakers. Launched her on the 18th instant. Sustained no damage.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. July 15	Am. sc. Jessie Winter.	Pentwater, Michigan, Lake Michigan.	Entered the port at 10.30 p. m. July 14, and with the aid of two of the life-savers made fast to the north pier, at the harbor entrance. The following morning she was aground, and the wind freshening, with a growing sea, began to pound. Lines were run across the channel to the south pier by the surfmen, but the schooner was so bedded in the sand that their efforts to move her were ineffectual. A tug then set to work dredging, and a strain having been kept on the lines by the life-saving crew, the vessel was shortly floated and proceeded in tow for Grand Haven.
July 16	Am. sc. William Deming.	Quoddy Head, Maine	Stranded at 9 p. m. July 15 near Campobello, New Brunswick, 5 miles east of the station, word of the disaster having been brought to the keeper on the 16th instant by a passing steamer. He at once went to her assistance with a crew, finding her fast on the rocks, bilged, and dismasted. Assisted her crew for two days to strip the schooner of everything movable, and then left her in charge of the underwriters.
July 16	Fish boat; no name.	Cape Disappointment, Washington.	A fish boat was capsized at about 1.20 a. m. somewhere near the fishing grounds and the two men in charge were drowned. (For detailed account see caption "Loss of Life.")
July 17	Slp. Penrose	Avalon, New Jersey	Stranded on the bar at Townsends Inlet about 8.30 p. m., the keeper's attention having been attracted to the disaster by the firing of a gun by her crew. With two volunteers (inactive season) he went off to her assistance in a fishing boat, landed her four passengers, and then laid out an anchor by which the vessel was finally hove afloat. The surfmen returned to their station at 12.30 a. m. July 18.
July 17	Am. sc. Una.....	Grande Pointe au Sable, Michigan, Lake Michigan.	Stranded on the bar off Hamlin at 6 p. m., while attempting to leave that port lumber laden, and sprung a bad leak. Her master telephoned to Ludington for a tug, and set a signal of distress, to which the life-saving crew responded at once. Upon reaching the scene they kept her free with the pumps until the arrival of the towboat, when a hawser was run from the schooner and an ineffectual attempt made to float her. The surfmen then assisted to throw overboard her deckload, a strain being meanwhile kept on the line, by which measures, after discharging a portion of her cargo, the vessel was released and left for Ludington in a partially water-logged condition.
July 17	Sloop; no name.....	Muskegon, Michigan, Lake Michigan.	This craft had been beached about a mile north of the harbor entrance, on account of a broken rudder, and being left in an exposed position became filled with sand and water. On this date the life-saving crew went to the scene, got the sloop off the beach, and towed her to the station, where she and her outfit were properly cared for.
July 18	Am. sc. Geo. L. Fesenden.	Cape Lookout, North Carolina.	Anchored on west side of the cape at 6.30 p. m., and displayed a signal of distress. It being the inactive season, the keeper procured the aid of two fishermen and boarded the vessel, when it was ascertained that she had been leaking badly, and that the master was desirous of obtaining hands to work his pumps until he reached his destination, Charleston, S. C. The keeper procured several men from the village, $3\frac{1}{2}$ miles distant, who went on board, but were unable to agree

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. July 18	Am. sc. Geo. L. Fessenden.	Cape Lookout, North Carolina.	as to terms with the captain. The required aid was finally obtained from Beaufort, and the schooner sailed on the morning of July 21.
July 18	Am. sc. Surprise....	Bois Blanc, Michigan, Lake Huron.	Stranded, together with the vessel which was towing her, the steamer Swallow, at 10.45 p. m., 2 miles NE., of the station. A second schooner composing the tow, the Cascade, let go her anchor in deep water and remained afloat. The patrolman, who had burned his Coston signal to warn them, but without avail, hastened to the station and gave the alarm, to which prompt response was made. A line was run from the Surprise to the Cascade, and the former was shortly floated and towed into deep water by the surf boat.
July 18	Am. str. Swallow .....	.....do	Stranded on the rocks, off Point Lafayette, while towing the schooners Surprise and Cascade (see preceding case). The life-saving crew at first attempted to float her by the same method employed with her consort, and did move her a little, when she again fetched up. The Surprise was then taken alongside the steamer and 300,000 shingles lightered from the latter to the schooner, after which the Swallow succeeded in working herself off, assisted by the surfmen, who hove on a hawser carried to the Cascade. The life-saving crew then aided to reload the shingles, and the tow proceeded on its way at 10 a. m., July 19, the station crew reaching their post at noon that day.
July 18	Sailboat Coon. Alabama	Racine, Wisconsin, Lake Michigan.	Capsized two miles SSE. of the station, her sail jibing suddenly in a shift of wind. The surfboat immediately went to her aid, rescuing her crew of three men, who were clinging to the bottom of their craft with the seas sweeping over them. They were quickly conveyed to the station, provided with dry clothing, and given hot coffee. The surfboat then returned and towed the sloop into the harbor, where she was righted and bailed out, the men leaving for their homes at Kenosha after their garments were dried and their strength recuperated.
July 19	Slp. yt. Rhinegold ..	Short Beach, New York...	Missed stays while beating out of New Inlet and stranded on the bar, about 12.30 p. m. The keeper went to the assistance of her two occupants in his small boat, when he was shortly joined by Keeper Rhodes, of the Point Lookout station, and with the aid of members of the Prospect Gun Club the sloop was raised from her bed and an anchor laid out for use when the tide should serve, which work took until midnight. The following day, in the effort to heave the yacht off, the cable parted and operations were consequently suspended until the tide of the 21st, when the boat was successfully floated about 5 p. m., having sustained but slight damage. The two keepers were present from day to day and rendered all the services in their power.
July 20	Am. sc. Alsatian....	Fire Island, New York...	While attempting to enter the inlet, bound for Patchogue, her master mistook the buoy in the morning haze, and his vessel stranded at 5 a. m. The keeper boarded her shortly after in his small boat and assisted to carry out an anchor, but the attempt to float her was unsuccessful. On the 21st he aided her crew to throw overboard part of her load

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. July 20	Am. sc. Alsatian....	Fire Island, New York...	of lumber, which was formed into a raft and towed to Patchogue. On the 22d, a lighter having been obtained, the balance of the deck cargo was discharged, and at high water the vessel floated over the shoal and was towed to her destination.
July 20	Aust. bk. Anna Peppina.	Santa Rosa, Florida.....	Missed stays, while standing off and on without a pilot, and stranded at 11 p. m., July 19, 3 miles west of the station, near the channel entrance. The keeper observed her signal of distress early the following morning, but, it being the inactive season, was unable to respond, although efforts were made to assemble a crew, until 2 p. m., when, having signaled the tug Helen, of Pensacola, he proceeded to the vessel, finding her water-logged and beyond hope of being saved. Her crew, eleven all told, together with their personal effects, were taken to quarantine on the towboat and thence to the life-saving station, where they were made comfortable, the keeper accompanying the master to Pensacola to report to the Austrian consul. On July 23, boarded the bark in the surfboat, manned by the shipwrecked crew, bringing ashore her compasses and a load of provisions. On that afternoon the crew went to the city in the Helen with all their belongings, the keeper going with them to the custom-house. The vessel proved a loss and was burned by wreckers on the 25th instant.
July 20	Am. sc. Flora S	San Luis, Texas.....	Sprung a bad leak and was beached by her master about midnight of the 19th, on San Luis Island, SW. side of the Pass, going ashore high and dry and bedding herself well in the sand. The following day the keeper, with three men, went to the scene and assisted to unload her cargo. Remaining by the craft all night, they attempted on the morning of the 21st to pump and bail her out as the tide made, with a view of floating her, but could not keep her free. The keeper then went to Galveston to inform the owners of the condition of their boat and cargo, returning on the 23d, when he again visited the wreck, finding that her master had stripped her of all rigging, and assisted to load her cargo on board the sloop Bessie, with which vessel a contract was made to proceed with it to its destination, the Brazos River. The schooner was now full of water and nothing further could be done; therefore, leaving the hull and gear in charge of her one hand until the owners should see fit to assume direction, the keeper returned to the station with the master, who proceeded henceto Galveston.
July 20	Tug Frank W	Thunder Bay Island, Michigan, Lake Huron.	In response to a four-whistle signal, sounded by this vessel, the surfboat went alongside, when her master requested the keeper to telephone to Alpena, whither he was bound, for a tug to meet him, as he had not enough fuel on board to reach his destination. Returned to the station and sent the message, as requested.
July 20	Am. sc. Grace M. Filer.	North Manitou Island, Michigan, Lake Michigan.	Stranded $2\frac{1}{2}$ miles N. of the station, in thick weather, at 6 a. m., the disaster being discovered by the surfman on patrol a few moments after its occurrence, when the fog lifted. The life-saving crew, having repaired to her aid, assisted to unload about 30,000 feet of the deck load of lumber, which was formed into a raft alongside, and carried

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. July 20	Am. sc. Grace M. Filer.	North Manitou Island, Michigan, Lake Michigan.	out her anchors astern with hawsers to the windlass. By these means, together with a skillful disposition of her canvas, the vessel was floated at 9 a. m., her anchors picked up, and cargo reloaded, after which she proceeded on her voyage apparently undamaged. (See letter of acknowledgment.)
July 20	Am. str. Horace A. Tuttle.	Baileys Harbor, Wisconsin, Lake Michigan.	Stranded at 8 a. m. in a thick fog, on a rocky ledge, about 5 miles to the southward of the station, word of the disaster being received by the keeper three hours later, when the life-saving crew at once went to her assistance. Her master desiring the services of a tug, one of his crew was landed in the surfboat to telegraph to this effect, while the life-savers returned to the steamer and worked from 2 p. m. until the following morning, discharging her cargo of coal into the schooner Dundee, which was alongside. On the 21st, landed six passengers and a second member of the vessel's crew, who went to procure the aid of additional towboats, and upon their arrival, at noon, the surfmen rendered valuable assistance, making numerous trips between the vessels, conveying people and messages, until the Tuttle was floated.
July 20	Fishboat; no name.	Cape Disappointment, Washington.	About dark, while two fishermen were engaged in picking up their nets in the upper cut-off channel, the flood tide swept their craft against a fish trap, staving a hole in her, which caused her to immediately fill. The lifeboat, which was on patrol rescued the two men, who would otherwise have had to cling to the trap all night, as it was too dark for them to be seen from the lookout. As the nets were foul of the trap, they were left, with the boat, until the following morning, when they were brought ashore, the gear cleared and the boat repaired, the fishermen having meantime been sheltered and fed at the station.
July 21	Sailboat; no name.	Lone Hill, New York.	While the keeper was crossing Great South Bay, on his way to the station, in his skiff, he observed a small dismasted sailboat, with two occupants, evidently in need of assistance. He went to their aid and towed them into harbor at Sayville.
July 22	Catboat Pope.	Gurnet, Massachusetts.	Anchored in the forenoon among the rocks off the Gurnet, during a heavy fog, to await clearing weather, but as it remained thick her master decided to return to Duxbury, when he found it impossible to raise his anchor, it having become foul of a bowlder. He applied to the keeper for aid, who, finding the cable too weak to bear sufficient strain to clear the anchor, buoyed it, promising to recover it at low tide, when the water would be quiet and clear. He also towed the catboat's tender ashore, to be kept until called for, as her owner found he could not reach his port with the craft in tow in the light wind prevailing and against a strong head current.
July 22	Dory; no name.	Orleans, Massachusetts.	At 6 p. m. two fishermen arrived at the station, who had got lost in a dory from their vessel, the schooner William A. Morse, during a thick fog, about 6 miles S.E. of this place, at 2 a. m., July 21. They had been towed into Chatham Harbor by a fishboat, and directed to this point for shelter and care, but had lost their way and were now much exhausted from

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. July 22	Dory; no name	Orleans, Massachusetts...	fatigue and lack of nourishment, having been without food for thirty-six hours. The keeper gave them a meal and dry clothing, made them comfortable for the night, and telephoned the agent of the schooner and the men's families in Provincetown, apprising them of their safety. The following day he went with the men to where they had left their dory, assisted them to pull up the river a distance of 4 miles, where District Superintendent Sparrow kindly loaned his team to transport the dory to the railroad station, whence it was shipped to Provincetown, the keeper procuring a pass for the fishermen, who proceeded home.
July 22	Canoe; no name	Charlotte, New York, Lake Ontario.	The surfmen went to the assistance of this craft in the dingy, her occupant having lowered his sail to a fresh breeze, fearing to carry canvas; towed him in under the lee of the land, whence he proceeded on his way.
July 22	Sailboat; no name ..	White River, Michigan, Lake Michigan.	Capized about 400 yards from the station, her four occupants being at once picked up by a neighboring skiff. The surfmen towed the boat ashore, where she was righted, bailed out, and given in charge of her owners.
July 22	Canoe; no name	Chicago, Illinois, Lake Michigan.	Was capsized by a sudden puff of wind, about $\frac{1}{2}$ mile from the station, while sailing in the lake in charge of two boys. As the accident was observed by the lookout the station small boat went promptly to the scene and rescued the youths, who would otherwise, in all probability, have been drowned. The canoe was towed ashore, where, having been righted and bailed out, it was restored to its owners.
July 23	Sloop Telte.....	Point Allerton, Massachusetts.	Stranded on Toddy Rocks while beating up the harbor against a brisk breeze. The keeper boarded her and assisted her crew to carry out an anchor, by which means, together with a judicious use of the sails, the vessel was soon floated, worked out from among the rocks, and proceeded on her way to Boston apparently uninjured.
July 23	Am. sc. White Cloud.	Cape May, New Jersey....	Parted her cable in a strong wind and stranded at 1 p. m., $1\frac{1}{2}$ miles NW. of the station. The keeper, having been informed of the casualty by telephone, repaired to the scene, assisted to unload her cargo of fruit, and securing a crew of five surfmen, ran lines and hove her up on the beach clear of the force of the breakers. Late in the afternoon, when the wind and sea had moderated, hawsers were run to a large schooner anchored near by and the vessel successfully floated into deep water.
July 25	Sloop; no name.....	Brant Rock, Massachusetts.	Dragged her anchor, which had become foul, and went ashore in Green Harbor, where she had been lying. The keeper sent his son to inform her caretaker of the accident and, with two surfmen, assisted him to float the boat.
July 25	Catboats (2); no names.	Gurnet, Massachusetts ...	Moored off the station in exposed berths, where the keeper knew, with the stiff and freshening breeze prevailing, that the water would soon be breaking and the boats in trouble. He therefore notified their owners, summer residents of the vicinity, who shifted their craft into the inner harbor.
July 25	Sailboat; no name ..	Sturgeon Point, Michigan, Lake Huron.	During the afternoon, the surfman on lookout reported to the keeper that a sailboat, about 3 miles NE. of the station, was maneuvering in a singular

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. July 25	Sailboat; no name ..	Sturgeon Point, Michigan, Lake Huron.	manner as if something was wrong. The lifeboat immediately proceeded to the scene, when it was ascertained that a small skiff had been lost overboard from the deck of the sailboat and that her occupants, unable to recover it on account of the wind and sea, had abandoned the attempt and gone to Alcona. The life-savers picked up the skiff, bailed it out, and returned it to the owners, much to their gratification.
July 26	Naphtha launch Hobo.	Cleveland, Ohio, Lake Erie.	At 10.15 p. m., during a severe squall, this yacht, which was anchored near the station, with no one on board, parted her moorings and drifted ashore. The dingey was launched by the station crew and pulled to the vessel, which soon floated, and anchored in the harbor. Having stove one of her bottom planks, the surfmen kept her free from water during the night, and, after partially repairing the leak, the following morning turned her over to her owners.
July 27	Am. str. Fayette	Sturgeon Point, Michigan, Lake Huron.	Stranded at 2.30 a. m. in a dense fog, on the reef making off Black River Island, about 9 miles N. of this point. In response to continued whistling the life-saving crew went to the steamer and, finding that the services of a tug were necessary, they pulled to Black River and notified the harbor boat, which repaired to the stranded vessel's assistance. After an hour's work, during which time the surfmen hove on a kedge which had been carried out, the steamer was floated, apparently undamaged.
July 27	Am. str. Monteagle .	Vermilion Point, Michi- gan, Lake Superior.	Stranded at 8 a. m., 1 mile E. of the station, in a dense fog, her whistle of distress being heard by the life-saving crew when the disaster occurred. They at once went to her assistance, gave the master exact information as to his whereabouts, and carried out a kedge, by which means, together with the use of her engines, the vessel was successfully floated.
July 27	Am. sc. Saveland ....	.....do	While at work on the steamer Monteagle (preceding case), another whistle of distress was heard to the eastward, to which the life-saving crew responded as soon as possible, finding the steamer Byron Whitaker and her tow, the schooner Saveland, both stranded about 2 miles from the station. Took telegraphic dispatches ashore for the master of the Whitaker, telephoned for tugs, and procured the services of the local steamer City of Green Bay, which pulled on the vessels several hours, but without moving them. A tug arrived at 9.30 p. m. and worked all night on the schooner, floating her at 7 a. m., July 28, the life-saving crew assisting throughout the operations, running and shifting lines and making sail on the Saveland.
July 27	Am. str. Byron Whitaker.	.....do	Stranded with her tow in a thick fog, as recited in foregoing case. On the 28th, after assisting the Saveland, the master of the tug went to the aid of the Whitaker, but, being taken suddenly ill, the keeper took charge of his vessel, and after dredging until 11.30 a. m. succeeded in getting the steamer afloat. Her master and passengers, being ashore at the station, having been landed by the surfboat to send messages, were now towed out by the tug, under charge of the keeper, and returned to their own vessel.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. July 27	Am. str. Matao.....	Grande Pointe au Sable, Michigan, Lake Michigan.	Stranded at 12.30 a. m., 400 feet W. of the station, together with her tow, the barge Martha, in so dense a fog that no opportunity was given the lookout to warn her of her danger. The life-saving crew immediately went alongside, informed the master as to his whereabouts, and at his request made soundings around the steamer. Meanwhile she pumped out her water ballast, worked off at 3.30 a. m., and thus released her consort.
July 27	Fish boat Two Brothers.	Racine, Wisconsin, Lake Michigan.	At 12.30 a. m., during a thunder squall, while the steamer City of Fremont was winding around in the river abreast the station, she was caught by the current and cut down this fish boat, which was moored alongside the dock with no one on board, causing her to sink. At 7 a. m., with the assistance of a party of fishermen, the life-saving crew raised the craft with lines and tackles from the station, temporarily stopped the leak, and hauled the boat out on the beach for repairs.
July 27	Am. str. Waverly...	Plum Island, Wisconsin, Lake Michigan.	Stranded at 9 p. m., $2\frac{1}{2}$ miles south of this point, on an uncharted lump, $\frac{1}{4}$ mile NW. of the buoyed 9-foot shoal. As this station was not in running order at this date, having been only lately established, the casualty was not discovered until twelve hours later, when word of its occurrence was brought by a fisherman. The keeper at once set out for the scene in the supply boat with four surfmen, and upon his arrival carried dispatches for the master to Hedgehog, the nearest telegraph station, returning thence to the steamer. At 5 p. m. a steam barge arrived to lighten the iron ore cargo of the Waverly, at which work the life-saving crew assisted until 7 a. m. July 31, lightering 500 tons and jettisoning 50 more, at which time the vessel was floated by the efforts of the barge and the tug Monarch. During this whole period the life-savers were without sleep and made three round trips to the station for provisions, as the steamer's supplies were running short.
July 28	Sloop Alwilda	Sandy Hook, New Jersey.	Capsized in a squall, about 7.30 p. m., July 27, 8 miles from this point. Her owner rowed ashore in his small boat, and, procuring the services of a sloop, went in search of his own craft; found her at daybreak and towed her to the station, where assistance was given him to right the boat and bail her out.
July 28	Am. sc. John B. Coyle.	Hereford Inlet, New Jersey	Stranded at 10.30 p. m., about high water, on the south bar at the entrance to the inlet, the master misjudging his distance off shore. The keeper mustered a crew and boarded the vessel at midnight, when, finding her lying easy and that nothing could be done to assist her until the next tide, he returned to the station at 5 a. m. and telegraphed for tugs, which responded to the call and successfully floated the schooner when the flood served on the night of July 29.
July 28	Am. str. A. Folsom..	Two Rivers, Wisconsin, Lake Michigan.	At 1.30 a. m., during the prevalence of a thick fog, a steamer was heard off the station, sounding four blasts of her whistle several times in succession. The surfboat was launched, and after a pull of about 2 miles in the direction of the signal came upon the Folsom, whose master was out of his reckoning and desired to be informed how far he was from Manitowoc. The keeper was able to acquaint him with his position, which was all the service required.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. July 29	Scow; no name.....	Charlotte, New York, Lake Ontario.	A scow, which two men were attempting to bring up the harbor, was struck by a heavy squall and became unmanageable. The life-saving crew, in the surfboat, ran a line for her to the east pier, where she was secured until the weather moderated.
July 29	Shanty boats (2); no names.	Louisville, Kentucky.....	At 5.20 a. m. the lookout gave the alarm that two shanty boats which were lashed together were in dangerous proximity to the cross dams of the falls. One of the station skiffs was speedily manned, overtook the two boats, towed them into the Kentucky chute of the river, and gave their occupants directions how to proceed thence in safety.
July 30	Am. sc. Blue Jay ...	Point Judith, Rhode Is- land.	Early in the morning, when the fog lifted after a period of twenty-four hours of thick weather, the keeper discovered a two-masted schooner ashore $3\frac{1}{2}$ miles west of the station. With the assistance of two residents of the locality, he boarded her in his fish boat, when it was ascertained that she had stranded the previous afternoon, was leaking badly, and nearly full of water. At her master's request, assisted to strip the vessel of sails and running rigging, landing the same on the beach opposite the schooner, which being all that could be accomplished the keeper returned to his post at 1.30 p. m., accompanied by six of the shipwrecked men, who were maintained till the following day, when they proceeded to their homes. The captain and remaining number of his crew kept watch by the vessel, but were furnished with provisions by the keeper and spent the night of the 31st at the station. On Aug. 1 the underwriters arrived and assumed charge of the wreck, the master and his companions leaving for their respective residences.
July 30	Am. sc. Edith and May.	Fire Island, New York. ...	Stranded at 3.30 p. m., 4 miles from the station, on the west end of the outer bar, when bound into Fire Island Inlet in charge of a pilot, a mistake having been made in the buoys. The keeper went to her aid shortly afterwards, assisted in planting an anchor in deep water, by which means the vessel was hove afloat at high tide, about midnight, and remaining on board piloted her safely inside the following morning.
July 30	Skiff; no name.....	Erie, Pennsylvania, Lake Erie.	Capsized 1 mile to the westward of the station, while carrying rather too much sail in a fresh breeze. The surfboat was promptly at the scene, righted and bailed out the overturned craft, recovered her oars and gratings, and landed her only occupant on the peninsula, where he dried his garments in the warm sunshine and proceeded home to the city.
July 30	Fish boat; no name. ....do .....	.....do	Stranded on a shoal near the station, her four occupants, who were out pleasure sailing, being unacquainted with the locality. The life-saving crew got a line to them from the surfboat and shortly succeeded in releasing the vessel, when she returned to Erie.
July 30	Shanty boat; no name.	Louisville, Kentucky.....	One of the station boats was manned at 6.20 p. m., and proceeded to the assistance of a shanty boat, which, with two men on board, was endangered in the strong current above the falls. Towed the craft into the Kentucky chute and gave her crew directions how to continue down the river in safety.
July 30	Schooner; no name.	Grindstone City, Michi- gan, Lake Huron.	In response to a signal of distress, sounded by the fog whistle at Port Austin Reef Light Station, the life-saving crew proceeded to that point, where they were

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. July 30	Schooner; no name.	Grindstone City, Michigan, Lake Huron.	met by the light keeper, who informed them that while standing across the reef under sail, with his centerboard down, his boat had struck, filled, and capsized about 300 yards from the light, he himself wading ashore, as the water was shallow. Taking him on board, the life-saving crew went to the spot where the casualty had occurred, picked up the masts, sails, and boat gear, towed the craft to a section of the reef which was out of water, where she was righted and bailed. She was taken thence to her owner's residence on the mainland, having sustained but slight damage.
July 31	Slp. yt. Arcadian ...	Racine, Wisconsin, Lake Michigan.	During the progress of a yacht race off Racine, this vessel's masthead was carried away in a sudden, squally shift of wind, when about 3 miles off shore and 3½ miles from the station, sail and mast coming down. The life-saving crew went at once to her assistance, finding her crew all right and engaged in rigging a jury mast and bending a smaller sail with which to beat into harbor. A line was passed to them and they were towed toward the shore while repairs were in progress, upon the completion of which, the boat being able to take care of herself, the surfmen cast off and she proceeded under canvas.
Aug. 1	Catboat Mary.....	Cuttyhunk, Massachusetts.	Parted her moorings and drifted down toward a dangerous ledge of rocks. Two surfmen immediately started out to her assistance and reached her in time to prevent damage from going on the rocks.
Aug. 1	Slp. Reliance.....	Erie, Pennsylvania, Lake Erie.	Capsized by passing squall ¼ mile S. of station, carrying occupant over with her. Lookout sounded alarm, surfboat was manned, and crew pulled to the rescue. The man had crawled upon the sloop's side and remained there while a line was made fast to her, and she was towed into shoal water. She was righted, bailed out, and towed to dock in Erie, where the man was safely landed.
Aug. 1	Br. tug Sea Gull	Middle Island, Michigan, Lake Huron.	Lost her position during fog and sounded distress signals. Station crew hearing them, pulled out in surfboat to ascertain cause of trouble. Master was informed of his location and given the course and distance to his destination, relieving him of great uncertainty.
Aug. 2	Am. st. yt. Sybilla ..	Ocean City, New Jersey ..	Stranded on outer bar while trying to enter the inlet early in the evening. Life-savers immediately launched surfboat and pulled out to her. She was in great danger from the stormy sea. Surfmen ran out anchor and hawser and succeeded in heading her for the channel. After some hard pounding on the bar, she was worked off, and keeper took her to sea apparently uninjured. She proceeded to Atlantic City in safety.
Aug. 2	Am. sc. Hugh.....	Core Bank, North Carolina.	Missed the main channel and stranded 1 mile northeast of station early in the morning. Keeper and surfmen went to her assistance, ran out anchor, and hove her aboard with but slight damage.
Aug. 2	Sailboat; no name ..	Santa Rosa, Texas	On fire while at anchor 1 mile west of station. Keeper and crew pulled out to extinguish the flames, but found they had been put out. Took her in tow and anchored her abreast of station.
Aug. 3	Am. sc. Wollin.....	Frankfort, Michigan, Lake Michigan.	Anchored 16 miles north of station aleak and almost water-logged. Keeper was notified by message from Empire City. Lifeboat was launched and tug procured to tow the life-saving crew to the disabled schooner. Arrived alongside simultaneously with keeper and crew

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Aug. 3	Am. sc. Wollin.....	Frankfort, Michigan, Lake Michigan.	from Point Betaie Station. Vessel's men were worn out with work at pumps, from which duty life-savers relieved them and kept schooner afloat while being towed to port. Crew from Point Betaie left when opposite their station, as remaining surfmen could keep water under control. Schooner was towed safely to Frankfort and grounded. Stopped leaks and pumped her out so she could proceed on her voyage.
Aug. 3	Flatboat; no name..	Old Chicago, Illinois, Lake Michigan.	Capized near station. Surfmen went to the rescue in station boat. Two of the boatmen were picked up in an exhausted state from beneath the pier. The other two were taken from the capized flatboat by a boat near by at the time of casualty.
Aug. 4	Rowboat; no name.	Ashtabula, Ohio, Lake Erie.	In danger of being driven against the pier and swamped, imperiling the lives of the occupants, an old man and five children. Surfboat was launched and life-savers pulled quickly to the rescue. A line was made fast to the rowboat and it was towed out of danger. A surfman was then put in it and all hands were landed in safety. Life would undoubtedly have been lost but for the prompt action of life-saving crew.
Aug. 5	Am. sc. Centennial..	Peaked Hill Bars, Massachusetts.	Stranded about midnight $\frac{1}{2}$ mile east of station. Patrolman reported her to keeper, and the life-saving crew went out to her at once in surfboat. Ran out hawser and anchor and hove taut, then waited for high water. When flood tide made, hove her off undamaged.
Aug. 5	Am. sc. Welcome R. Beebe.	Cahoons Hollow, Massachusetts.	Stranded at night during foggy and rainy weather, 2 miles N. of station. Keeper and crew went to her assistance with surfboat. Found her broadside to the sea, leaking, and in danger of going to pieces. Keeper and crew of Pamet River station soon arrived to assist. Manned the pumps and worked them vigorously, but could not keep the water down. Landed the crew, their clothing, and the ship's stores. Telegraphed to underwriters of the casualty, and she was given up to them by the master. Procured free transportation to their homes for the crew, the mate being also furnished clothing from supplies given by the Women's National Relief Association. Vessel was stripped of rigging and became a total loss.
Aug. 5	Barge Mona	Aransas, Texas.....	A-leak. Anchored in the gulf and exposed to danger of foundering with all hands on board. Owner requested keeper and crew to carry men and pumps out to her, as tugs could not cross the bar because of low water and heavy sea. The men and apparatus were put aboard and the barge thus protected. [See letter of acknowledgment.]
Aug. 5	Barge Bertha .....	.....do	Anchored near preceding barge, in similar danger. Life-savers transported men and pumps out to her and kept her from swamping. [See letter of acknowledgment.]
Aug. 5	Br. rowboat; no name.	Fort Niagara, New York, Lake Ontario.	Drifting off shore with two women and three children, who were unable to manage it. Keeper and crew pulled out in surfboat, took them in tow and landed all safely on Canadian shore.
Aug. 5	Skiff; no name.....	Louisville, Kentucky.....	Broke adrift from steamer and floated out into the river. Keeper sent boatmen to secure it. Recovered and turned it over to master of steamer to which it belonged.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896.			
Aug. 5	Small boat; no name.	Duluth, Minnesota, Lake Superior.	Adrift in the bay. A surfman jumped into station boat and pulled out to it. Took it in tow and landed it at station, in keeping for owner.
Aug. 5	Am. sc. Una.....	White River, Michigan, Lake Michigan.	Main boom broken and vessel unmanageable, 6 miles W. of station. Lookout saw signal of distress burning at 7.50 p. m. and notified keeper. Surfboat was launched and pulled out to her. Life-savers spliced the boom and rove off gear so she could continue on her way to Ludington, where permanent repairs could be made.
Aug. 5	Small boat; no name.	Milwaukee, Wisconsin, Lake Michigan.	Cast adrift from yacht during squall. Life-saving crew picked it up and returned it to the yacht.
Aug. 6	Am. sc. Ann.....	Orleans, Massachusetts...	Stranded 1 mile SSE. of station during stormy weather, in a heavy sea. Patrolman discovered her and reported to keeper. Surfboat was launched and pulled alongside. Preparations had been made for abandoning her when life-savers arrived, but she pounded over the outer bar in a short time into deeper and smoother water, where an anchor was let go until high water, but by that time the wind had died out and it was impossible to work her under sail. At half ebb a breeze sprang up and keeper and crew began the hazardous undertaking of working schooner down between the inner and the outer bars to a seaward channel. This was finally reached and she was carried through without mishap, proceeding on her way to Boston.
Aug. 6	Steam launch; no name.	Quonochonotaug, Rhode Island.	Approached the beach with two men and a woman on board, just at twilight, hoping to find an inlet through which to pass into a safe harbor. Upon learning that they could not get in, the launch was anchored off the beach and the occupants were taken to station and sheltered for the night. Next morning they went on their way.
Aug. 6	Steam launch Nellie.	Fort Niagara, New York, Lake Ontario.	Broke adrift from rowboat that had her in tow and stranded on the beach. Keeper and crew went to her in surfboat, floated and towed her out to anchorage uninjured.
Aug. 6	Shanty boat; no name.	Louisville, Kentucky.....	Adrift in the river and in danger of being carried over the falls. Lookout discovered her at 2 a. m. Station boat was manned and pulled out for her. She was towed ashore and delivered to owner.
Aug. 6	Scow; no name.....	Kenosha, Wisconsin, Lake Michigan.	Capsized, throwing intoxicated man who was on board into the water and endangering his life. Station lookout saw the casualty and went quickly to the rescue in skiff. The man was taken from the water and landed in safety.
Aug. 7	Small boat; no name	Hunniwells Beach, Maine.	Filled and swamped in the surf $\frac{1}{2}$ mile from station at 8.30 p. m. Patrolman found her, together with three intoxicated men, on the beach near by. He reported to keeper, who went out with crew and hauled boat clear of the sea, which was endangering her safety. Took the men to the station and sheltered them for the night.
Aug. 7	Fish boat; no name.	Michigan City, Indiana, Lake Michigan.	Descending the river in charge of two boys unable to row. Keeper launched station boat and pulled out to them. Learning that they had stolen the boat, he took them in hand and gave them up to the police. Delivered boat to owner.
Aug. 8	Am. sc. George A. Upton.	Brenton Point, Rhode Island.	Drifted on the rocks in a calm, $\frac{3}{4}$ miles NNW. of station. Keeper and crew proceeded to the place in surfboat. Tide was falling rapidly and schooner was in danger of heeling over on the rocks and filling. Helped to run a guy

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Aug. 8	Am. sc. George A. Upton.	Brenton Point, Rhode Island.	to the rocks to steady her, and when tide rose made efforts to release her by heaving on anchor chains. Floated her at 4 p. m. and took her to Newport, where slight damage was repaired.
Aug. 8	Skiff; no name	Louisville, Kentucky.....	Above the cross dam and in danger of being carried over the falls, imperiling the lives of the two men in it. The lookout immediately reported to keeper, and station boat was manned and sent to the rescue. The skiff was overtaken before it reached the dam and was towed to a safe part of the river.
Aug. 8	Am. sc. Magdalena..	Grande Pointe au Sable, Michigan, Lake Michigan.	Broke adrift and drove against the piers, where she was pounding heavily. Surfmen hastened down the pier, jumped to a float, and ran a line across harbor. Boarded schooner and hove her inside, making her fast in safe berth.
Aug. 8	Am. str. Joseph C. Suit.	Milwaukee, Wisconsin, Lake Michigan.	Stranded 8 miles N. of station. Keeper was notified of casualty by telephone and proceeded to the place with crew in surfboat in tow of tug. Sounded for deepest water for hauling afloat and ran hawser from tug to her. She was soon released undamaged.
Aug. 8	Am. sc. Wollin.....	Kewaukee, Wisconsin, Lake Michigan.	Anchored abreast of station during threatening weather. Two of her crew reported to surfman that she was leaking and needed assistance. Surfboat was launched and keeper and crew boarded her. Manned pumps and pumped her dry, clearing her of a foot and a half of water. Tug then towed her inside harbor piers to safe berth.
Aug. 8	Am. sc. Emeline....	Baileys Harbor, Wisconsin, Lake Michigan.	Capized at 6 a. m. during squall 25 miles from station. Crew escaped in yawl. Late in afternoon keeper discovered the boat about to land with the four wet and hungry men. They were taken to station and given food and dry clothing. Keeper procured tug, and with surfboat in tow, proceeded with station crew to find the capized vessel. After six hours' search she was discovered drifting about on her beam ends. Life-savers made fast the booms and sails and ran towline from tug, which towed her into harbor and left her for the night. On the 10th, 11th, 12th, and 22d, surfmen assisted in saving gear and trying to right and raise the schooner, but all efforts failed, and she proved a total loss. [See letter of acknowledgment.]
Aug. 8	Fish boat; no name.	Cape Disappointment, Washington.	Drifted around the point of the cape during squally weather, with a party of three women and two men, in danger of being carried out over Peacock Spit. Surfman saw that the men were unfamiliar with handling a boat and went out to their assistance. Boarded her, took charge, and worked her into safe water.
Aug. 8	Skiff; no name.....	Fort Point, California	Drifting about under sail, unmanageable and nearly swamped, with two men and a woman in her. Was discovered at 6.30 p. m. 1½ miles north of station. Life-savers went out to the rescue in surfboat, and found that the occupants had been deserted by the man engaged to sail the skiff, and that they did not know how to handle a boat. Surfmen towed them ashore and gave them food and dry clothing. The skiff would undoubtedly have been swamped and the three people drowned but for the vigilance of the surfmen.
Aug. 9	Slp. Oriole.....	Cuttyhunk, Massachusetts.	Stranded at 8 a. m. during falling tide while trying to pass through a rocky channel. Life-saving crew went to her assistance, and at high water in the afternoon succeeded in floating her undamaged.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Aug. 9	So. yt. Alva.....	Gilberts Bar, Florida.....	Arrived abreast of station and signaled for keeper. He promptly boarded her and learned that her skiff had been lost at sea, leaving her without means of communicating with shore. Keeper loaned master the station skiff and directed him to a place where another boat could be procured.
Aug. 9	Skiff Maggie	Louisville, Kentucky.....	In danger of being carried into the rapids by strong current, imperiling the lives of four men. A boat was immediately sent out to avert disaster. Caught the skiff and towed it to station, landing the men unharmed.
Aug. 9	Am. slp. yt. Chetopa	Plum Island, Wisconsin, Lake Michigan.	Stranded 2½ miles N. of station. Crew pulled over to her in surfboat. She had been released when they reached her, but at master's request they piloted her into harbor and anchored her in safety.
Aug. 10	Skiff; no name.....	Charlotte, New York, Lake Ontario.	Adrift and being carried out into the lake. Surfmen pulled out in station boat, towed skiff ashore, and later in the day delivered it to owners.
Aug. 10	So. yt. Lau.....	Fort Niagara, New York, Lake Ontario.	Anchored on exposed shore, in danger of dragging. Patrolman discovered her at 1 a. m. and informed keeper, who launched surfboat and pulled down to her. Master requested that a tug be sent to his assistance, but when told that one could not be obtained, asked that life-savers aid him in getting his yacht into the river. Took a line from her and succeeded in towing her into harbor, where she was moored to the pier.
Aug. 10	Br. sc. M. L. Breck..	Buffalo, New York, Lake Erie.	Stranded ¼ mile SE. of station at 9 p. m. during squall. Patrolman reported to keeper, and surfboat was launched. Tug was procured and life-saving crew went out in tow. Ran hawser from schooner to tug and made vigorous efforts to release her, but without success. Further attempts were abandoned until morning, and crew returned to station. In the morning surfmen were again requested to assist in running lines for tug. They were employed throughout the day in carrying out and heaving up anchors, and running lines, etc. After dredging a channel the tug finally succeeded in releasing the schooner without damage and towed her to safe anchorage.
Aug. 10	Naphtha launch Florence.	Erie, Pennsylvania, Lake Erie.	Caught in a heavy squall which disabled her and carried her on an old sunken pier, where she hung endangered by the sea. Surfboat was manned and pulled to her assistance. Her owner and his guests had left her in a small boat that had been towing astern, fearing for their safety. Surfmen ran a line to the launch, hauled her afloat, and towed her unharmed to owner's boathouse.
Aug. 10	So. yt. Llewellyn ...	Fairport, Ohio, Lake Erie.	Capsized during heavy squall ¼ mile NW. of station, placing the lives of her crew of three men in imminent danger. Strong seas were washing over them and threatening to sweep them from the upturned craft. Surfmen hastened to their rescue in surfboat and succeeded in taking them all safely into the boat. After landing them at the station the yacht drifted ashore and surfmen hauled it up clear of the sea.
Aug. 10	Br. slp. yt. Surprise.	Cleveland, Ohio, Lake Erie	Dragging her anchor and in danger of stranding. At 6.15 a. m. keeper answered signal for assistance and went to her with surfmen in station boat, taking line and anchor. Ran out anchor and hove taut on line, mooring her more securely. Late in the afternoon a severe wind and rain squall struck the harbor and caused the yacht to drag anchors

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Aug. 10.	Br. slp. yt. Surprise.	Cleveland, Ohio, Lake Erie	and strand. Station boat and crew again went to aid her, carrying hawser. This was run to a tug and she was hauled afloat and anchored in safe berth.
Aug. 10	Yt. Sylvia	do	In danger of dragging ashore during heavy squall. Life-savers pulled out in surfboat and took her crew of four safely ashore.
Aug. 10	Yt. Mott B.	do	Fearing she would capsize during the squall, the three men on board requested keeper to land them, which was promptly done.
Aug. 10	Br. slp. yt. Vivian	do	Dragged anchor and went ashore during heavy squall. Taking station hawser in surfboat, life-saving crew proceeded out to her. Ran hawser from her to tug, released her uninjured, and towed her to safe anchorage under west arm of the breakwater.
Aug. 10	Br. slp. yt. Myurah	do	Driven ashore in severe squall $\frac{1}{2}$ mile SW. of station. Surfmen ran line to tug and hauled her off. She was towed to secure berth.
Aug. 10	Br. slp. yt. Dinah	do	Struck by the squall, dragged her anchors, and stranded late in the afternoon. Station crew went to her aid with hawser, ran it to tug, floated her undamaged, and took her to safe anchorage under breakwater.
Aug. 11	Sailboat Three Links	Point Marblehead, Ohio, Lake Erie.	Foremast carried away by the squall of the day before, when she stranded $2\frac{1}{2}$ miles W. of station. On this date life-savers went to the place and ran hawser from her to tug, which hauled her afloat and towed her to port.
Aug. 11	Am. str. Norseman ..	Ship Canal, Michigan, Lake Superior.	Disabled by breaking crosshead of engine 6 miles N. of station. Patrolman heard distress signals blowing at 1 a. m. and reported to keeper. Surfboat was launched and pulled to the helpless steamer. Master requested keeper to procure tug to tow his vessel and two consorts to port. Surfmen returned to station and keeper tried to get tug by telephoning, but failed. Surfboat was then manned again and pulled 10 miles to port where tug could be engaged, then returned in tow to the crippled steamer. Ran hawser from her to tug, and she was towed to harbor. Life-savers stayed by the two consorts until tug could return and pick them up, wind and sea having sprung up so that only one vessel could be handled at a time.
Aug. 11	Am. sc. Sam Flint	do	In tow of disabled steamer Norseman, in exposed position, and unable to care for her own safety. Life-saving crew stayed by her until tug returned from towing steamer into port, then ran hawser to her and saw her in tow for safe berth.
Aug. 11	Am. sc. Shawnee	do	Cast adrift from disabled steamer Norseman. Surfmen remained by her until arrival of tug, then ran line and accompanied her to harbor, which she reached in safety.
Aug. 11	Skiff; no name	Racine, Wisconsin, Lake Michigan.	Struck by a squall and driven against north pier at entrance to harbor, where it filled with water. The small boy in it was in danger of drowning, but the surfman on pier managed to reach down and haul him out. The boat finally drifted to the beach and was hauled up undamaged.
Aug. 12	Br. slp. yt. Euroclydon.	Fairport, Ohio, Lake Erie.	Stranded 7 miles E. of station during the squally weather on the 10th. Information was received at station at 1 a. m. on the 12th that she had been located. Keeper procured tug, and with crew started in tow for the point of casualty. Found yacht high on beach. Ran line to tug and hauled her afloat with but slight damage.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Aug. 12	Am. sc. Lone Star...	Sand Beach, Michigan, Lake Huron.	Entered harbor leaking rapidly, with 8 feet of water in her hold. Station crew boarded her and manned the pumps, but soon found that she could not be cleared and advised master to ground her. This was done and tug was sent for. On the 14th a tug arrived and tried to pump her out with siphon, aided by surfmen working vessel's pumps, but the water could not be lowered, and therefore the tug took her in tow for Detroit, which she reached safely, her cargo of lumber keeping her afloat.
Aug. 12	Am. str. Cleveland...	Middle Island, Michigan, Lake Huron.	Anchored under lee of the island, 6 miles E. of station, with main shaft broken. Patrolman discovered her and reported to keeper. Lifeboat was launched and pulled out to her. Master requested keeper to procure tug to tow his vessel to Alpena. Surfmen returned to station, telephoned for tug, and early in the afternoon she arrived and took the disabled steamer in tow for port.
Aug. 13	Slp. yt.; no name...	North Scituate, Massachu- setts.	Anchored near the beach and began to drag into the surf. Life-savers manned station boat and went to her assistance. Gave her a line and towed her off clear of shore.
Aug. 13	Small boat; no name.	Pamet River, Massachu- setts.	Capized while occupant was trying to land through the surf, seriously endangering his life. Patrolman saw the casualty and, together with keeper and another surfman, launched station boat and went to the rescue. Hauled the man out of the breakers, landing him in safety, and pulled boat up on beach clear of the sea.
Aug. 13	Slp. yt. Lark	South Chicago, Illinois, Lake Michigan.	Weather rigging parted and the mast went by the board, disabling her 1 mile SW. of station. Surfmen immediately went to her assistance in station boat. The five men on board were taken into surfboat, and a tow line was made fast to yacht. Landed the men and towed yacht to secure berth for repairs.
Aug. 14	Dory; no name	North Scituate, Massachu- setts.	In charge of a boy, who anchored it off the beach and started to land in small skiff that had been towing astern. Keeper saw that it would be dangerous for him to attempt to land through the surf in the skiff, and sent surfman out in station boat to prevent it. The boy then returned to his dory, hauled up anchor, and returned to cove whence he had come. Surfmen assisted him in getting boat ashore and hauling it clear of surf.
Aug. 14	Am. sc. Oceanus	Fourth Cliff, Massachu- setts.	Stranded abreast of station during thick fog at 11.30 p. m. Patrolman instantly notified keeper, and the crew pulled out to her in surfboat. Ran out her large anchor and cable and heaved a taut strain. Then took out smaller anchor and line beyond large one, planted it, and set taut. When tide rose she was gradually worked off shore by heaving on anchors until sail could be made with safety.
Aug. 15	Naphtha launch Happy Go Lucky.	Holland, Michigan, Lake Michigan.	Machinery disabled 2 miles NW. of station; drifting helplessly about. Keeper and crew went to her assistance in surfboat, took her towline, and towed her safely into Black Lake, landing ten people.
Aug. 16	Slp. yt. Gertrude....	Coney Island, New York..	Capized by heavy sea striking her under the quarter. Three persons on board. Keeper saw the casualty and with one surfman immediately launched station skiff and pulled out to the overturned craft. The men had been picked up by a skiff close at hand when the accident

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Aug. 16	Slp. yt. Gertrude....	Coney Island, New York..	occurred. Keeper recovered the floating gear and returned to station for line to tow yacht ashore, but before it could be procured she drifted onto the beach. Surfmen secured the sails and bailed her out, then, assisted by the rescued men, succeeded in getting her afloat. Worked her into the smooth waters of Sheephead Bay uninjured.
Aug. 16	Slp. yt. Elfe.....	Charlotte, New York, Lake Ontario.	Stranded on the beach $3\frac{1}{4}$ miles SE. of station, seriously endangered by the sea. Lookout discovered her as she struck, at 7.10 p. m., and reported to keeper. Crew launched surfboat and hastened to the spot. Occupants had gone ashore, leaving their yacht exposed to the heavy sea. Surfmen landed on the beach and then waded into the water, and after vigorous efforts hauled her up clear of the breakers, unbent the sails, and stowed them away on shore. Next morning they went to her again, but as sea was still running high owner decided not to launch her, and after patching up a hole in the bottom surfmen returned to station. On the 20th three of the life-saving crew went with owner, hauled yacht off the beach, and towed her to harbor.
Aug. 17	Catboat, Gov. Cook.	Lone Hill, New York.....	Dragged anchor and stranded during heavy blow. Surfmen got her afloat undamaged and delivered her to owner.
Aug. 17	Cat. yt. Roxana.....	Turtle Gut, New Jersey..	Caught in Cold Spring Inlet with light airs and on the ebb tide, having on board a pleasure party of eleven people anxious to return to their homes. Surfboat was launched and station crew took the people off and conveyed them to their landing. Wind freshened after sunset and yacht was sailed back to her berth.
Aug. 17	Sailboat Priscilla...	Charlotte, New York, Lake Ontario.	Unable to make port because of owner's ignorance of handling boats under sail. Lookout reported her at 6.15 p. m. apparently unmanageable 3 miles east of station. Life-savers went out to her in surfboat, took her in tow, and carried her into harbor.
Aug. 17	Slp. Alice.....	South Haven, Michigan, Lake Michigan.	Capized at end of south pier, imperiling the life of occupant. Surfboat was quickly launched and pulled to the rescue. Hauled the endangered man into surfboat, righted the sloop, bailed her out, and towed her up the river to boat-house, where she was delivered to the owner in good condition.
Aug. 18	Slp. yt. Adolph.....	Plum Island, Massachu- setts.	Dismasted and in danger of being driven ashore with five men on board. Launched surfboat at once and went to assist sloop. Made a line fast and towed her offshore, where another sloop took charge of her and carried her to Newburyport. Except for the vigilance and hard work of the life-saving men she would have stranded.
Aug. 18	Sloop; no name.....	Gurnet, Massachusetts...	Trying to work in under the land with oars during fresh wind and rain squall. Keeper, seeing that she was being carried offshore, manned surfboat and went to her assistance. Gave her a line and towed her to secure mooring near station. Fitted crew out with dry clothing and sheltered them for the night. One of the men was in feeble health and stated that he could not have stood the exposure and strain much longer.
Aug. 18	Nor. bk. Tenax Prop- ositi.	Whales Head, North Car- olina.	Hove to off station and displayed a signal. Keeper and crew pulled out to her and learned that the master had died and that there was more sickness on board. The mate, being uncertain of his position, asked the course and distance to

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Aug. 18	Nor. bk. Tenax Propositi.	Whales Head, North Carolina.	Hampton Roads. Keeper furnished the information and returned to station. Reported the case to quarantine officials and to Cape Henry pilots.
Aug. 18	Sailboat; no name..	Charlotte, New York, Lake Ontario.	Capsized 300 yards N.E. of station, throwing two boys into the water and imperiling their lives. Station boat was launched at once and sent to the rescue. The boys were saved and their boat towed ashore uninjured.
Aug. 18	Sailboat Ivy M	Bois Blanc, Michigan, Lake Huron.	Foremast carried away, completely disabling her. At 8.10 p.m. keeper discovered signals being made with a white light. Launched and manned surfboat and pulled to point from which signals proceeded. Found the boat with a load of freight and eight persons on board, wind blowing fresh and driving her off-shore. Made a line fast to her from surfboat, and after a hard pull towed her to dock and landed the passengers unharmed.
Aug. 18	Am. sc. Nellie Johnson.	Grand Haven, Michigan, Lake Michigan.	Stranded on south side of entrance to harbor at midnight. Watchman had burned a Coston signal to warn her off, but she was too close in to sheer clear. Surfboat was launched and crew went out to assist her. A line having been run to the pier, surfmen manned the windlass and succeeded in hauling her afloat. Handled her lines in working into the river and helped to make her fast in secure berth.
Aug. 19	Catboat; no name ..	Eatons Neck, New York..	Capsized 2 miles N.E. of station, throwing the occupants, a man, his wife and baby, into the water. The casualty was seen by the lookout and instantly reported at station. Surfboat was launched at once and sent to the overturned craft. The man and his wife were clinging to the boat, the woman also holding her child and almost exhausted. They were taken to station and furnished with dry clothing. The infant had swallowed some of the salt water and was also thoroughly chilled, but by the judicious use of stimulants, with brisk rubbing and chafing, was soon revived, and made comfortable. Later in the day all three were taken to their home. The boat drifted ashore but slightly damaged.
Aug. 19	Catboat Elf	Bends, New Jersey	Capsized 1 mile N. of station. Surfmen quickly reached her in station boat. Rescued the man from his dangerous plight, righted the boat, bailed her out, and put her in shape for continuing trip.
Aug. 21	Am. sc. Napoleon Boughton.	.....do	Stood in toward shore showing signal of distress. Surfmen made ready to board her, but a small boat was sent ashore from her and life-savers met it to give whatever assistance was needed. Found that a young man had fallen down the hold and was seriously injured. He was taken to physician for treatment, and the next day keeper transferred him to the Marine Hospital at Philadelphia. The schooner proceeded on her way.
Aug. 21	Scow; no name	Ashtabula, Ohio, Lake Erie.	Stranded on east side of harbor. Launched surfboat and ran wire cable to tug and scow was floated uninjured.
Aug. 22	Catboat; no name...	Duluth, Minnesota, Lake Superior.	Swamped during heavy weather 1/4 mile N.W. of station, endangering the lives of two men. Lookout immediately reported accident and life-saving crew went to the rescue in lifeboat. Reached the men in ten minutes after the alarm and took them into lifeboat. Towed their boat ashore, put her in good condition for continuing the trip, and furnished the two men with dry clothing.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Aug. 22	Am. sc. Delos De Wolf.	North Manitou Island, Michigan, Lake Michigan.	Dragging her anchor and being driven out into the lake in strong breeze and heavy sea. Keeper and crew went to her assistance. Found that 45 fathoms of chain had been veered out and that preparations had been made for bending an old hawser to the end of the chain. This would almost certainly have parted and resulted in the loss of anchor and chain. Keeper took charge, made sail, hove up anchor, and worked her into a secure berth.
Aug. 23	Am. sc. D. W. Hammond.	Crumple Island, Maine...	Stranded 8 miles NNE. of station during thick fog. Information of casualty having been received at station, surfboat was launched, and crew went to the schooner's assistance. Ran out and planted anchors, and when tide rose hove her afloat. Surfmen took charge, worked her to a good anchorage, and next day recovered and returned anchor and chain that had been slipped.
Aug. 23	Small boat; no name	Charlotte, New York, Lake Ontario.	Drifting offshore 1 mile E. of station with a woman on board. Station boat went out and towed the drifting boat ashore, where the woman was safely landed.
Aug. 23	A m. sc. John Schette.	Erie, Pennsylvania, Lake Erie.	Sprung a leak when 30 miles west of Erie. Stormy weather threatening her, she was put about and headed back for Presque Isle Peninsula for shelter. Master anchored her 1½ miles NE. of station and sent word to keeper that assistance was needed as his men were exhausted with working at the pumps. Surfboat and crew went out to her and manned her pumps. In an hour they cleared her of water and returned to station to telephone for tug. On arrival of tug the schooner was towed to the pier and the leak stopped so that she could proceed to her destination.
Aug. 23	Naphthalaunch; no name.	Grand Haven, Michigan, Lake Michigan.	Machinery disabled; drifting toward pier, where she would have gone to pieces if she had struck. Surfmen ran out with a line, threw it to her, and hauled her clear of danger. Towed her to safe berth up the river, where repairs were made. Five men and two women were on board the imperiled launch.
Aug. 23	Rowboat Adeline...	Old Chicago, Illinois, Lake Michigan.	Strong wind carrying it offshore against the combined efforts of two young men in charge. Station boat was sent out and towed them in. The men were unaccustomed to handling a boat and might have been lost but for the vigilance of the surfmen.
Aug. 23	Skiff; no name.....	Racine, Wisconsin, Lake Michigan.	Drifting out of the harbor into the lake. Midnight patrolman pulled out and picked it up. Towed it to station and in the morning delivered it to owner.
Aug. 24	Am. bkn. Golden Sheaf.	Monomoy, Massachusetts.	Stranded on Pollock Rip, 4 miles from station; carried aground by current in light breeze. Station crew went to her assistance in surfboat. Ran out anchor and hawser, helped to handle sails and hove on the windlass until she was hauled afloat. Piloted her into deep water and left her on her course for Portland, Maine.
Aug. 24	Canoe; no name....	Parramore Beach, Virginia.	Anchored 2 miles S. of station, just outside the breakers; threatened with destruction by the sea. Life-saving crew hastened out to it in surfboat. Found one man in it, anxious to land. Owing to high sea, could not get alongside, but anchored to windward and veered down as near as was safe; threw a line to the man and directed him to make it fast around himself. He then jumped overboard and was hauled safely into surfboat. Took him to station for the night

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Aug. 24	Canoe; no name....	Parramore Beach, Virginia.	and supplied him with dry clothing. Next morning, weather having moderated, put him and one surferman in the canoe and, crew following near with surfboat, piloted it safely into the inlet.
Aug. 25	Am. sc. Francis M. Loring.	White Head, Maine	While getting the vessel under way to go to sea, the master suddenly fell dead on deck. On being notified, life-savers launched surfboat and pulled 2 miles for a coroner. Transported him to schooner and took the body ashore, where it was subsequently delivered to members of the family.
Aug. 25	Am. slp. yt. Inez....	New Shoreham, Rhode Island.	Bowsprit carried away; compelled to anchor in exposed position. Station crew pulled out to her in surfboat, made a line fast and towed her into inner basin, where she was secured pending repairs.
Aug. 25	Am. slp. yt. Vala....	Ocean City, New Jersey..	Stranded while trying to enter the inlet without pilot. Life-saving crew went to her assistance in surfboat and found her pounding dangerously on the bar. Gave directions to the men on board to buoy and slip chain and make sail to drive her over the bar into deep water. After this was done, put a surferman on board, who piloted her to Ocean City. The remaining surfmen recovered anchor and chain and returned them to yacht.
Aug. 25	Am. str. Abercorn..	Hammonds Bay, Michigan, Lake Huron.	Blowing steam whistle 2 miles W. of station. Launched surfboat and went out to her. Master told keeper he was signaling for a tug to recover a raft that had broken adrift from him and was being carried off shore. Surfboat pulled to raft and assisted in holding it until arrival of tug.
Aug. 25	Am. tug Helen.....	North Manitou Island, Michigan, Lake Michigan.	Dragging anchor in heavy sea and in danger of being driven ashore. Life-saving crew answered signal of distress and proceeded out to her in surfboat. Only two men were on board and they were unable to heave up the anchor in order to steam out into deep water. Surfmen hove up anchor, headed her out of breakers, worked her to a berth under the lee of the land, and anchored her in safety.
Aug. 25	Am. sc. J. L. Green..	Frankfort, Michigan, Lake Michigan.	Jib-boom carried away; anchored on shoal spot near pier where she was pounding hard and in imminent danger of breaking up. Life-saving crew launched lifeboat and proceeded to the schooner in tow of tug which had been procured. Ran line to tug from distressed vessel, and after three hours' work released her and towed her to secure berth at Frankfort. Surfmen assisted to repair damages. The vessel would have been a total loss but for their services.
Aug. 25	Scow; no name.....	Old Chicago, Illinois, Lake Michigan.	Parted moorings and started to drift away from wharf near station. Surfmen got lines to her and secured her.
Aug. 25	Small boat; no name.	Kewaunee, Wisconsin, Lake Michigan.	Capsized by strong puff of wind when near station, throwing the occupant, a boy, into the water. Keeper and two surfmen went quickly to the rescue in station boat. The boy was picked up and his boat towed to station, where it was righted and bailed out ready for use. The boy then got into it and returned to the schooner he had left a little while before.
Aug. 26	Slp. yt. Alert.....	Cleveland, Ohio, Lake Erie.	Dragging anchor and in danger of going ashore. Surfmen took station line and anchor out to her in dingey. Ran out and planted anchor, which held the sloop in place inside west arm of breakwater until the wind subsided.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Aug. 26	Am. sc. Phineas S. Marsh.	Crisps, Michigan, Lake Superior.	Vessel of 543 tons, loaded with stone, sprung a leak and foundered 5 miles west of station at 3.30 a. m. Crew of 9 persons on board, including woman cook. The station lookout saw a torch flame up a good distance to the westward, and at once aroused the keeper, who had no sooner reached the lookout tower than he observed a second flash, which he instantly answered with a Coston signal and then turned out the crew, promptly launched the lifeboat, and within fifteen minutes after the first torch was seen started for the wreck. The night was very dark, and a high NW. wind was blowing, accompanied by a heavy sea. After a hard pull of more than two hours, most of the distance in the trough of the sea, the life-saving men reached the schooner, finding seven of the crew in the mizzen rigging, while the woman and one sailor were clinging to the cabin. Just as the keeper was backing his boat down under the stern of the schooner she lurched heavily and sank in about 22 feet of water, the woman and sailor on the cabin being knocked off into the sea among the wreckage. The schooner keeled over so far that in order to reach the woman it was necessary for the life-saving crew to push into the mass of wreckage thrashing about and also to run under the threatening overhauling spars, involving great peril; but nevertheless there was no other way, and throwing all their power upon the oars they bravely drove the boat into the midst of the danger and succeeded in taking the woman on board. Meantime the man secured a position of comparative safety on the wreck, and two of the sailors jumped from a height of 10 or 15 feet into the boat, somewhat injuring one of the surfmen. At this critical juncture the keeper observed that the rest of the sailors were preparing to precipitate themselves into the boat, and well knowing that any such headlong rashness would imperil all concerned and probably swamp the boat, he quickly backed out and made up his mind to take ashore those he had already saved before attempting the rescue of the rest. This course was accordingly pursued, and a landing was effected on the beach about $\frac{1}{2}$ mile distant without mishap. Thence the lifeboat quickly returned to the wreck and finally, under circumstances of extraordinary difficulty and danger, succeeded in taking off all hands, who were landed without loss of life or serious physical injury, although several were nearly helpless. Three trips were made to and from the wreck. The crew of the Two Heart River Station, 7 miles distant, promptly repaired to the scene, taking their boat and apparatus overland with them, and rendered valuable service in various ways. Stimulants were provided by Keeper McCormick for the shipwrecked crew; he took them with his team to his station, where they were furnished with clothing from supply given by the Women's National Relief Association. The crew of Crisps Station walked back, leaving lifeboat for future use at scene of casualty if needed. After being sheltered at Two Heart River Station for the night, the shipwrecked crew were taken out to a passing steamer for transporta-

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Aug. 26	Am. sc. Phineas S. Marsh.	Crisps, Michigan, Lake Superior.	tion to Sault Ste. Marie. On the 28th surfmen from the two stations assisted in stripping wreck of all rigging and gear and landed it with station boats. Too much credit can not be given to keeper and crew of Crisps Station for their heroic and ceaseless efforts in saving the lives of the people in this wreck. [See letters of acknowledgment.]
Aug. 26	Am. tug Sport	Grande Pointe au Sable, Michigan, Lake Michigan.	Stranded 1 mile S. of station. She had been dredging at Hamlin, but a sand bar had formed across her bow, rendering her helpless. Station crew went to her assistance in surfboat with blocks and tackles and worked all day trying to wind her around so she could dredge the bar away with her propeller, but failed. Next day at 8.30 p. m. crew again went to her aid. The tug Ida M. Stevens had also arrived to assist. Surfmen worked all night, but did not succeed in freeing her. Continued their efforts until the 30th, when she was floated and hauled into open water.
Aug. 27	Dory; no name	Brant Rock, Massachusetts.	Two small boys unaccustomed to handling a boat had gone out in this dory, and the mother of one of them becoming uneasy for their safety requested keeper to send for them. Two surfmen went out and brought the boys safely to the beach.
Aug. 27	Skiff Edith.....	Indian River Inlet, Florida.	Broke adrift during a squall on the 26th and was carried out over the bar. Early in the morning of this date acting keeper recovered it 3 miles south of station and delivered it to owners.
Aug. 27	Am. str. William Vent.	Pontwater, Michigan, Lake Michigan.	Stopped abreast of station and signaled for boat. Keeper and crew pulled out to learn what was needed. Master requested keeper to land his wife and child, as he feared there was not sufficient water to take the steamer into harbor. The passengers were landed in surfboat and taken to depot.
Aug. 28	Small boat; no name	Davis Neck, Massachusetts.	Adrift and being carried to sea by wind and tide. Surfmen went out and towed the boat ashore, where it was held for owner.
Aug. 28	Small boat; no name	Brant Rock, Massachusetts.	Capized in the surf, putting in imminent peril the lives of two men and a woman who were in it. Surfmen landed all three uninjured though much frightened, whence they went to their cottage near by. Boat was hauled up on the beach and protected until owner called for it.
Aug. 28	Am. tug Ida M. Stevens.	Grande Pointe au Sable, Michigan, Lake Michigan.	Went to assistance of tug Sport (see record of the 26th) and got stranded on sand bar. Crew worked at running anchors and lines until she was released on the evening of the 30th.
Aug. 29	Am. sc. Jennie.....	Cuttyhunk, Massachusetts.	Stranded during the night of the 28th, having been run ashore by intoxicated helmsman. She was discovered at 4.15 a. m. and station crew went out to aid her. After running out large anchor and chain they waited for high water. As the tide rose an additional anchor was planted and efforts were made to heave the vessel off, but without success; another unsuccessful attempt was made at the next high tide. On the afternoon of the 30th, a higher tide serving, she was released undamaged and went her way to Edgartown.
Aug. 29	Gas launch Cracker Jack.	Duluth, Minnesota, Lake Superior.	Machinery disabled near the middle of the bay; drifting toward a string of boom sticks, which she was in danger of fouling. Surfmen pulled out in lifeboat and took her in tow. Carried her to landing where repairs could be made. Furnished the two men with dry clothing.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Aug. 29	Skiff; no name	Pentwater, Michigan, Lake Michigan.	Adrift and being carried out into the lake. Surfmen discovered it shortly after midnight, and towed it to moorings where they held it for owner.
Aug. 29	Fish boat; no name.	Grand Haven, Michigan, Lake Michigan.	Capsized 2½ miles S. of station in rough sea. Lookout immediately gave the alarm and the crew launched the surfboat and went to the scene of casualty. The two men had managed to reach shore and were being cared for by some people there. Keeper took them to station and sheltered them two days while trying to recover their lost nets and clothes. As they could not be found, keeper furnished the destitute men with clothing donated by the Women's National Relief Association. Repaired their boat ready for use.
Aug. 30	Sloop; no name.....	Jerry's Point, New Hampshire.	Capsized about 1 mile W. of station, throwing four men overboard. Surfmen launched station boat and pulled quickly to the rescue. Boats near by at time of accident picked up the men before arrival of the life-saving crew, but the latter helped to tow sloop safely ashore, where they bailed her out and delivered her to owners.
Aug. 30	Yacht; no name	Davis Neck, Massachusetts.	Dismasted and being driven to sea with six young men in her, 2½ miles N. of station. She was discovered by station lookout just before sunset, and surfboat was immediately launched and headed for her. Found her in a helpless state, without oars, anchor, or bailer. Water continually breaking over her from the choppy sea threatened to swamp her. Took the men into the surfboat and started to tow the yacht ashore. Landed all safely at 10.15 p. m. Next day fitted the mast for use again and kept boat until called for by owner.
Aug. 30	Slp. yt. Zenobia.....	Charlotte, New York, Lake Ontario.	Capsized 2½ miles NW. of station. Life-saving crew launched surfboat and hastened to the rescue. The two men had fortunately been picked up by another yacht near at hand at time of accident. Life-saving men bailed out the overturned craft and towed her to harbor.
Aug. 30	Skiff; no name	Buffalo, New York, Lake Erie.	Capsized in the lake through mismanagement. Lookout immediately sounded the alarm, jumped into the dingey, and pulled to the rescue. He took into the dingey the three men clinging to the upturned boat and carried them to the station. Meanwhile surfboat had been launched and sent out. Surfmen recovered the floating articles and towed skiff to station, where it was delivered to owner.
Aug. 30	Am. str. State of Michigan.	Pointe aux Barques, Michigan, Lake Huron.	Sprung a leak and was run ashore 4½ miles NW. of station to prevent sinking. At 9 p. m., shortly after stranding, signals of distress were heard by patrolmen. Because of fresh head wind and high sea, keeper procured two teams of horses and started for scene of casualty overland, with surfboat on wagon. Arriving opposite steamer, launched boat and rowed out at 11.45 p. m. Found her with sixty-seven people on board, but as she was resting easily and in no immediate danger they were left there for the night. Landed purser and took him to station to telephone for tug. Sent word to keeper of Grindstone City station to come with his crew and boat and be in readiness to assist in case of necessity. He and his crew arrived before day-break on the 31st. Anchors were run out by station crews and lines hove on while the engines were worked, but she was not released. Life-savers stayed by

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Aug. 30	Am. str. State of Michigan.	Pointe aux Barques, Michigan, Lake Huron.	all night, and on the morning of September 1 ran hawsers to tug, which had arrived. After an hour's work the steamer was hauled afloat and proceeded to Sand Beach in tow of tug, the leak having been temporarily stopped.
Aug. 30	Se. yt. King on the Bowery.	Duluth, Minnesota, Lake Superior.	Capsized and sank 1 mile WSW. of station, imperiling the lives of four boys and a man. Lifeboat instantly went out to the rescue. The yacht had gone to the bottom, but a part of her gunwale was above water and the man and boys on board were clinging to it. They were taken into the lifeboat and carried ashore, the man returning with surfmen to assist in recovering yacht. By diving to the bottom two surfmen succeeded in taking out ballast so she could be towed to the dock, where she was righted and then hauled to shoal water. She was bailed out and the rigging refitted for owner.
Aug. 30	Am. str. Nellie.....	White River, Michigan, Lake Michigan.	Master became jammed between steamer and pier and was disabled. Keeper went aboard and took charge, piloted her into harbor. Then ran to town to procure medical aid for the captain, and assisted physician in dressing wound.
Aug. 30	Rowboat; no name..	Chicago, Illinois, Lake Michigan.	Driven offshore by the wind, with a young man and a young woman in it unable to manage it. Lookout reported the case to keeper, who sent the station boat out to tow the young people back. They were landed in safety at Jackson Park.
Sept. 1	Am. slp. Four Brothers.	Cuttyhunk, Massachusetts.	Stranded about low water, at 4.15 a. m., on the E. side of Canapitsett channel, $\frac{1}{2}$ mile from the station, when bound from Cuttyhunk Harbor to the fishing grounds in Vineyard Sound, her master, who was unacquainted with the locality, not perceiving the buoy in the dim morning light. She was at once boarded by the surfmen, but nothing could be done until the next tide made, at which time an anchor was laid out and the sloop successfully floated and piloted through the channel.
Sept. 1	Am. sc. L. A. Rose ..	Assateague Beach, Virginia.	At daylight the patrolman observed a signal of distress flying from this vessel, which was just inside of Chincoteague Shoals. The life-saving crew at once boarded her, finding her in an almost sinking condition and making water so rapidly that it could not be kept under control. By the keeper's advice the master stood inside of Fishing Point and beached his schooner, the surfmen assisting to handle sail and work the pumps, eventually freeing her of water, when the leak was discovered and stopped. On the 2d and 3d the life-savers aided to heave the vessel afloat, accomplishing this object on the 4th, the craft meantime having sustained no material damage.
Sept. 1	Slp. yt. Siren.....	Racine, Wisconsin, Lake Michigan.	When entering the harbor stranded on a sand bar near the north pier, her fin keel taking bottom. The life-saving crew assisted to release her, and then, running lines to the bulkhead, aided to track her up the river.
Sept. 2	Slp. yt. Naomi.....	Hereford Inlet, New Jersey.	Through lack of knowledge in regard to the channel, stranded on the middle ground, at 5.30 p. m., while standing in for a harbor. The surfmen ran an anchor for the yacht and labored until 3 a. m., Sept. 3, in an unsuccessful attempt to release her. Heavier ground tackle having been carried out in the afternoon, the sloop was finally floated undamaged.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Sept. 2	Am. str. White Star.	Grand Haven, Michigan, Lake Michigan.	At 4.45 a. m., in response to a whistle signal from this vessel, which had two schooners in tow, the surfboat went alongside, where it was ascertained that the master was anxious to enter the harbor for shelter and desired the services of a tug to assist him. The keeper informed him that no towboat was available, but volunteered to pilot him inside, which offer was accepted, and following his instructions the three vessels passed through the channel in safety.
Sept. 2	Sailboat; no name...	Milwaukee, Wisconsin, Lake Michigan.	Capized near the station, through poor management, while carrying too much sail. Her three occupants were picked up by the surfboat, their gear saved, and the craft towed ashore. Two shotguns, which had been lost overboard in the accident, were dragged for by the life-savers and one of them was recovered.
Sept. 3	Sloop; no name.....	North Scituate, Massachusetts.	Was left by her owners at anchor near the station, on Sept. 1, at which time they landed in a dory and proceeded to Boston. On this date, being apprehensive that the sloop would go adrift in the fresh breeze which prevailed, surfmen brought her ashore and hauled her out for safety, together with her small boat, which had been left on the edge of the surf by a party of boys, who had been using it. On Sept. 5 three young men came for the craft and received assistance to launch her.
Sept. 3	Sailboat Puritan....	Cahoons Hollow, Massachusetts.	Anchored abreast the station at 10 a. m., the wind being fresh, with a choppy sea. At 3 p. m. the lookout observed a signal on board, as if assistance was required, and the life-saving crew went alongside in the surfboat, where it was learned that her occupants—a man, his wife, and another woman—were desirous of leaving the boat, anticipating a bad night. After carrying out a second anchor the party was landed and cared for at the station, one of the women leaving by train for her home after supper, but the gentleman and his wife remaining over night. The next morning, the weather having somewhat moderated, they were put aboard their craft and aided to raise their anchors, after which they left for Nauset, the keeper being informed by the evening's mail of their safe arrival.
Sept. 3	Am. sc. Lottie S. Haskins.	Orleans, Massachusetts...	Stranded on the outer bar at 12.30 a. m., her master having underestimated his distance offshore. The life-saving crew promptly boarded her, finding the sailors entirely demoralized and matters in great confusion, but the men were reassured on being informed that at high tide the schooner would work over the bar into deep water inshore, and they would then be able to extricate her. Such proved to be the case, and the craft was anchored until daylight, when she was piloted to sea by the keeper through a narrow break in the bar.
Sept. 3	Dory; no name.....	Gay Head, Massachusetts.	Picked up adrift in Vineyard Sound an 18-foot dory, containing two pairs of oars, all in good condition. The boat was hauled up on the beach to a place of safety and held for owner.
Sept. 3	Skiff; no name.....	Chester Shoal, Florida....	Her two occupants came to the station for a supply of fresh water, and also requested directions how to enter the Banana River. The keeper gave them the necessary stores and information, enabling them to proceed on their way.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Sept. 3	Sailboat; no name..	Sturgeon Point, Michigan, Lake Huron.	The surfman making the N. patrol from 8 p. m. to midnight discovered this craft on the beach, in danger of going adrift, having been abandoned by some boys who had proceeded to Alcona afoot. He returned to the station, summoned assistance, and hauled her up to a safe place. The following morning the youths returned and took the boat to Black River, where she was owned.
Sept. 4	Rowboat; no name..	Brenton Point, Rhode Island.	The patrolman returning along his beat at 5 a. m., came upon a small rowboat on the edge of the beach, which he hauled up out of danger of the surf; later the craft was brought to the station by a team and advertised in two newspapers. The keeper, judging by her appearance that she belonged to some yacht, instituted a careful and extended patrol to discover if any such vessel had met with disaster, but found no trace of any.
Sept. 4	Catboat; no name ..	Eatons Neck, New York..	Anchored close to the beach, near the station, at 7 p. m., on the evening of the 3d. During the night the wind freshened and blew on shore, raising a rough sea, and at 1.30 a. m., Sept. 4, the keeper, who was watching the craft, heard cries for help. Went alongside in the surfboat, finding the waves breaking aboard the vessel and her crew of four men badly frightened. They were landed and cared for during the remainder of the night, when three of them returned to their boat and proceeded on their way, the fourth man positively refusing to do so, and going home by rail.
Sept. 5	Sailboat; no name ..	Brant Rock, Massachu- setts.	Two young men were attempting to work this boat into Green Harbor, but were not skillful enough to handle her properly in the fresh breeze which prevailed. The keeper sent one of the surfmen on board, who assisted them to reach the desired anchorage.
Sept. 5	Am. sc. Saxon	Sandy Hook, New Jersey .	Stranded at 9.30 p. m. on the point of the Hook. The patrolman had attempted to warn this vessel, but she was carrying so much headway that no chance was afforded to avert the casualty, and she came ashore high up with a shock which opened her fore and aft. The keeper, seeing that if anything could be done it must be through the services of a tug, went to the Government wharf and secured the aid of the steam pilot boat Alaska, but when she reached the scene the schooner had filled and was breaking up. The surfmen now saved everything possible from the wreck and took her crew of six men to the station, where they were maintained until noon the following day, when they left for New York.
Sept. 5	Yt. Hereford.....	Hereford Inlet, New Jer- sey.	Dragged her anchor during the night in a strong SE. blow, and came ashore high and dry $\frac{1}{2}$ a mile north of the station. At 7 a. m. the life-saving crew laid out a kedge, succeeded in floating the yacht on the afternoon high tide, and took her to a safe berth. The loss of the rudder was the only damage sustained.
Sept. 5	Cat yt. Roxana	Turtle Gut, New Jersey..	While out sailing in charge of her master, with a pleasure party on board consisting of three gentlemen and two ladies, this vessel was thrown on her beam ends while attempting to enter Cold Spring Inlet and stranded on the bar. The surfmen soon reached the scene, finding the waves breaking over the craft and her passengers helpless through cold and fright. They were taken into the

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Sept. 5	Cat yt. Roxana.....	Turtle Gut, New Jersey..	surfboat, the life-savers being ably assisted by two young men who had rowed across the inlet, and all hands were given a kindly tow ashore by the yacht Metropolitan, the distressed people having been carefully covered in the passage with spare clothing and oilskins and circulation partially restored by chafing their hands and arms. The ladies were assisted to a hotel, a physician was summoned, and the surfmen returned to the yacht, which had also been reached by this time by the crew from the Cold Spring Life-Saving Station, but she was so badly broken up that nothing further could be accomplished. At 3 p. m. the wreck drifted inside the inlet, when the Turtle Gut crew assisted to save the boom, gaff, and rigging, the hull being worthless.
Sept. 5	Scow; no name.....	Saint Joseph, Michigan, Lake Michigan.	Broke loose from her moorings at 11 p. m. and was fast drifting out into the lake. The life-saving crew picked the craft up and towed it to the station, where it was secured.
Sept. 5	Sailboat; no name..	Racine, Wisconsin, Lake Michigan.	Capized just outside the harbor when in charge of two inexperienced small boys, who were rescued by a neighboring rowboat before the surfmen reached the scene, though the utmost dispatch characterized their movements. The life-savers righted the overturned craft, bailed her out, gathered up and replaced the loose gear, which was floating in the vicinity, and towed her into the harbor, where she was turned over to the owner.
Sept. 5	Rowboat; no name.	Racine, Wisconsin, Lake Michigan.	The surfman on watch from 8 to 12 p. m. picked up and towed to the station a rowboat, which was drifting out into the lake. It was later returned to its owner.
Sept. 5	U. S. quartermaster's barge.	Cape Disappointment, Washington.	While bound for Ilwaco, Washington, in charge of a civilian and two privates of Battery H, 5th U. S. Artillery, from Fort Canby, with four passengers, three of whom were women, this boat was set to leeward by a strong head wind and ebb tide and carried broadside against a fish trap in the upper cut-off channel, where there was danger of being capized. The surfboat having already started to their assistance, was soon on the scene, took the imperiled people on board, and landed them, after having safely moored their craft. Later in the evening two of the life-saving men went out in the small boat and sailed the barge back to the station.
Sept. 6	Dory; no name.....	Knobbs Beach, Massachusetts.	Was found on the beach, in the edge of the breakers, by the surfman making the south patrol, between the hours of midnight and 4 a. m. The boat was hauled above high-water mark to a place of safety and advertised the following day in the Newburyport papers.
Sept. 6	Dory; no name.....	Gurnet, Massachusetts...	The surfman on lookout at 5 a. m. picked up in the edge of the surf a dory belonging to a neighboring summer resident, which had parted her moorings and come ashore near the station. The boat was hauled up to a place of safety.
Sept. 6	Skiff Felix	Louisville, Kentucky.....	At 7.30 a. m. the alarm was given by the surfman on lookout that this skiff, containing two men, was in danger in the Kentucky chute of the river. Quick work enabled one of the life-saving boats to overtake the imperiled craft and tow her to the station.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Sept. 7	Am. str. <i>Pleasure Bay</i> .	Spermaceti Cove, New Jersey.	When bound from Branchport, New Jersey, to New York, with a party of 500 excursionists on board, her steering gear became disabled and she ran up on a dike along the bank of the Navesink River at 7.15 p. m., bringing up in a bad position, high on the embankment forward and in 18 feet of water aft. The keeper having advised her master to send for a steamer on which to transfer his passengers, dispatched one of his crew to telegraph to this effect, and meantime, after engaging four fishermen, with their boats, to assist the surfmen, as the tide was falling and apprehensions were felt that the <i>Pleasure Bay</i> might break in two, began landing the people, transferring 100 of them to the beach before the arrival of the steamer <i>Albertina</i> in response to the message which had been sent. This boat took the remaining passengers on board and then went out into the bay, where those who had been landed were carried by the life-savers. On the morning of the 8th, at 2 a. m., the stranded vessel broke down through the dike and floated, having sustained but slight damages, and made her way back to Branchport. An anchor and cable which were left at the scene of the disaster were recovered by the surfmen on the 14th inst. and landed on the wharf at Seabright.
Sept. 7	Fishboat; no name..	Two Heart River, Michigan, Lake Superior.	During the prevalence of a strong SW. breeze this craft anchored near the mouth of the river at 7.30 p. m., and displayed a signal of distress. Upon boarding her it was ascertained that her master distrusted her ability to ride out the blow in her present position, and desired aid to land part of his cargo so as to enable him to cross the bar. The life-saving crew, after transferring ashore 100 bushels of potatoes, succeeded in getting the boat into harbor, where she remained until the following morning, when, the weather having moderated, they reloaded her freight and assisted to get her under way.
Sept. 8	Fishboat; no name..	Manomet Point, Massachusetts.	Broke adrift from her moorings at 6 a. m., and came ashore near the station. The life-saving crew assisted in getting her to a place of safety.
Sept. 8	Catboat. <i>Wheaton</i>.....	.....do	Parted her cables during a strong breeze, at 10 a. m., when anchored 2 miles SE. of the station. Several of the station crew boarded her in response to a signal of distress and found her two inexperienced occupants seasick, exhausted, and unable to help themselves. Sail was made, and one of the surfmen remaining on board took her into Plymouth.
Sept. 8	Am. sc. <i>Lady Dora</i> ..	San Luis, Texas	The only member of the crew having been drowned, and the vessel thus left short-handed, the keeper accompanied her from San Luis Pass to Galveston to assist the master in working her. (See "Miscellaneous services" Sept. 6.)
Sept. 8	Am. str. <i>Frank Rockefeller</i> .	Middle Island, Michigan, Lake Huron.	Having been observed at 10.30 a. m., about 7 miles NE. of the station, apparently in trouble, the lifeboat went alongside, where it was ascertained that she had broken all the blades of her propeller, and was in need of a towboat. Returned to the island with a message from the master to this effect, and telephoned the same to Alpena for transmission to Cleveland, then went back to the disabled vessel, and piloted her to a safe anchorage, where she came to at 3.20 p. m. Her yawl, with some of her crew, accompanied the life-savers ashore where provisions, of which they stood in need, were furnished them.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Sept. 9	Slp. yt. Favorite	Point Allerton, Massachusetts.	Dragged her anchors and stranded on Hog Island. The surfmen went to her aid, carried out anchors and cables, put tackles on them, which were provided from the station, and, returning at midnight, succeeded, with the assistance of her crew, in heaving the yacht afloat at the top of the flood.
Sept. 9	Dory; no name.....	North Scituate, Massachusetts.	Came ashore $\frac{1}{2}$ mile N. of the station. The life-saving crew hauled her up on the beach clear of the surf.
Sept. 9	Am. sc. Helen F. Whittin.	Brenton Point, Rhode Island.	During a heavy NE. gale this vessel's sails were split and she was driven ashore on the rocks, 150 yards off Pine Tree Point, $2\frac{1}{2}$ miles NNW. of the station, at 12.30 p. m., her anchors having failed to bring her up. Two teams were secured and the surfboat and beach apparatus hurried up abreast the wreck, where at the first attempt the shot line was laid on board, the whip and hawser sent off and the gear set up. The schooner's yawl was now sent ashore by these means, nine of her crew landing with their effects, the remaining seven being taken off by the breeches buoy with considerable difficulty, as the vessel rolled heavily and the tackles had to be constantly tended and slacked off. The yawl was then hauled up, the life-saving apparatus returned to the station, and the entire crew of sixteen were provided with dry clothing and sheltered until the morning of the 11th. On the 10th the surfmen assisted to land cargo, and aided wreckers from the 14th to 17th, inclusive, in attempts to float the schooner, which was accomplished on the latter date, when the vessel was towed to Newport.
Sept. 9	Catboat; no name..	Point Judith, Rhode Island.	Sunk in the harbor while no one was on board, about 10 p. m., during the prevalence of a high NE. gale. On the following day the life-savers assisted her master to raise the craft, which was found to have sustained no damage.
Sept. 9	Catboat Wavelet	do	Capized and broke adrift during the night through collision with a schooner while a heavy NE. gale was blowing, her only occupant having been taken off prior to the disaster by a neighboring vessel. The craft came ashore 2 miles west of the station on the morning of the 12th, when she was discovered by the sunrise patrol and the life-saving crew notified, who repaired to the scene provided with tackles and lines and hauled the boat up to high-water mark, when it was ascertained that the bottom was stove in and she was nearly worthless. Her anchors, rigging, and a considerable amount of fishing gear were removed to the station, where, on Oct. 6, they were delivered to their owner, who had been informed of their recovery and of the condition of his boat by letter from the keeper.
Sept. 9	Slp. Maria D.....	Napeague, New York.....	Parted her cables at 10 p. m. during a heavy NE. gale, and stranded on Hicks Island, at the entrance to Napeague Harbor, her crew effecting a landing in safety. On account of continuous rough weather no attempt was made to release the craft until the 11th, when the Napeague and Hither Plain life-saving crews dug the sand from about her, blocked her up, and launched her down the beach to a point where she could be floated on the next high tide. This was accomplished at noon on the 12th, without further assistance from the surfmen.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Sept. 9	Skiff; no name.....	Moriches, New York	Capsized in a strong NE. breeze 2 miles from the station, the casualty being witnessed by the lookout. Several of the life-saving crew hastened to the scene in the Whitehall boat, rescued the only occupant of the overturned skiff, and towed her ashore to the station.
Sept. 9	Am. sc. Edward M. Hartshorn.	Cape May, New Jersey...	Dragged, while all on board were asleep, and stranded near the station about midnight. The life-saving crew laid out anchors, and an effort was made to heave her off, but wind and sea increased to such an extent that the kedges came home and the vessel drove up to high-water mark. On the 14th a second attempt by the surfmen to release the schooner was likewise unsuccessful. She was finally floated by wreckers on Oct. 9.
Sept. 9	Small boat; no name.	Sullivan's Island, South Carolina.	This boat, manned by three colored men, bound on a fishing trip, capsized and two of the party were drowned in an attempt to swim ashore. (For detailed account see caption "Loss of Life.")
Sept. 10	Am. sc. Unison	Jerry's Point, New Hampshire.	At 8 a. m., during the prevalence of a NE. gale, the keeper and the lookout observed this vessel at anchor 1 mile ESE. of the station, apparently in distress, although no signal was shown. Went alongside in the surfboat, finding spars, sails, and windlass in a disabled condition and one of her crew suffering from an injured leg. The keeper telephoned to Portsmouth for a tug, and upon her arrival assisted to get the schooner's anchors and to take her to a safe berth inside the harbor.
Sept. 10	Slp. yt.; no name....	North Scituate, Massachusetts.	The north patrol, between 4 a. m. and sunrise, assisted a neighboring resident to launch his small sloop yacht, which had come ashore during the night.
Sept. 10	Sailboat; no name..	Chatham, Massachusetts.	At 2.30 p. m., when a strong westerly gale was blowing, the day watch having observed this boat adrift in Chatham Roads, the surfboat was launched, the craft picked up and towed into the harbor. She was found to belong to the Handkerchief Shoal light-ship, and the inspector of this lighthouse district was accordingly notified.
Sept. 10	Catboat Lillian.....	Coskata, Massachusetts..	Parted her moorings in a fresh breeze and stranded about $\frac{1}{2}$ mile eastward of the station. A portion of the life-saving crew, with rollers and tackles, assisted the owner to discharge the ballast and haul his boat up the beach to a place of safety.
Sept. 10	Am. sc. Lady of the Lake.	New Shoreham, Rhode Island.	Stranded at 3.40 a. m., near the station, in a NE. gale, having parted her cables. The life savers ran a line from the steamboat wharf to the schooner, and, combining forces with her crew, hove the vessel afloat, before she had sustained any damage, and took her into the inner harbor.
Sept. 10	Catboat Volunteer..	Moriches, New York	Capsized through mismanagement, and sunk 2 miles W. of this point, her only occupant having been rescued by a passing craft. The life-savers succeeded in raising the boat, and brought her to the station.
Sept. 10	Am. sc. Bonita	Little Egg, New Jersey...	Getting under way to leave the harbor, and before being fully under command, was set by the tidal current on the middle ground and stranded at halfebb. She was immediately boarded by the life-saving crew, who remained by her until the flood made sufficiently, when by a proper disposition of her canvas she was forced off the shoal and proceeded apparently uninjured.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Sept. 10	Slp. C. F. Wahl.....	Atlantic City, New Jersey	While beating out of the inlet, with a pleasure party of 18 people on board besides a crew of 2 men, stood too far on one tack and stranded on the north side of the channel. She was promptly reached by the life-saving crew, anchors were carried out, and the sloop shortly hove off without damage, when she proceeded on her excursion.
Sept. 10	Slp. yt. Naomi.....	Hereford Inlet, New Jersey.	Was dismasted while crossing the bar. The surfmen went to her assistance, secured her sails and rigging, and put her in tow of a passing steamer to proceed for repairs.
Sept. 11	Am. sc. Edward Lameyer.	Brant Rock, Massachusetts.	At 5.20 p. m. launched the surfboat, pulled 4 miles to where this vessel was lying, and assisted her master to raise his anchors and make sail, the crew being shorthanded.
Sept. 11	Am. sc. Louisa Polleys.	Gay Head, Massachusetts.	Stranded at 10.30 a. m. on what is locally known as Dogfish Bar, her master being unacquainted with the locality. The life-saving crew soon had an anchor and cable laid out, and shifted a portion of the ballast forward to trim her by the head, but were compelled by a falling tide to delay the attempt to release her until the evening flood. About high water she was successfully floated after some heavy heaving, the ballast restowed, decks cleared up, and the vessel left in seagoing trim, the surfmen returning to their station at midnight.
Sept. 11	Skiff; no name.....	Grand Haven, Michigan, Lake Michigan.	Two boys who attempted to pull off shore through the surf in a small skiff got their boat half full of water and returned to the beach. The lookout went to their aid and assisted to haul their craft well up, where it was left until a more favorable occasion.
Sept. 11	Slp. Hope.....	.....do	During the prevalence of a baffling head wind the surfmen went out on the pier and tracked this vessel up the channel for a distance of about 2,000 feet, to a point where a favorable shift allowed her to proceed under sail.
Sept. 11	Skiff; no name.....	Chicago, Illinois, Lake Michigan.	Was picked up and towed ashore by the surfmen when adrift in the lake, $\frac{1}{2}$ miles from the station.
Sept. 12	Am. sc. Herbert M. Rogers.	Knobbs Beach, Massachusetts.	Dragged her anchor and stranded during a gale while being kedged off shore in Ipswich Harbor, where she had been loading sand. The casualty was discovered by the patrolman on the morning of the 13th, but as the weather was very stormy the keeper deemed it unwise to leave the coast unguarded at such a time of peril in order to succor a vessel aground in the harbor. He therefore delayed visiting the scene until the 14th, when the surfmen went to her assistance, finding her badly strained and in a leaky condition and the crew engaged in throwing overboard her cargo to lighten her. At this work the life-saving crew assisted the greater part of Sept. 14, 15, and 16, as the tide permitted, discharging all the sand (150 tons) and stopping the accessible leaks. On the latter date a towboat arrived to aid the stranded schooner, was piloted over the bar by the keeper, and taken alongside the Rogers, which she succeeded in getting afloat at 6 p. m., and towed to Gloucester for repairs.
Sept. 12	Slp. C. F. Wahl	Atlantic City, New Jersey.	Late in the afternoon, while this boat was sailing with a pleasure party of 28 persons on board, besides a crew of two men, the wind died out when she was close to the land and she drifted inshore, stranding near the main beach, $\frac{1}{2}$ mile from the station. All the passen-

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Sept. 12	Slp. C. F. Wahl	Atlantic City, New Jersey.	gers were landed in the surfboat, an anchor was laid out and the sloop hove afloat, when she proceeded into the inlet on the flood tide.
Sept. 12	Am. str. Wildwood ..	Turtle Gut, New Jersey..	This small vessel, engaged in local traffic in the inside waters, stranded in the Lower Thoroughfare (her wheel ropes fouling), and came ashore bows on, in an easy position, on the point of a meadow. The surfmen assisted her crew and passengers to get her afloat, which was shortly accomplished without any damage having been sustained.
Sept. 12	Sloop; no name.....	Cape May, New Jersey....	Fouled and tripped her anchor, while no one was on board, and was drifting out to sea with the ebb tide, when she was boarded by two fishermen who attempted to sail her into harbor, but on account of the light breeze abandoned the attempt, anchored her, and came ashore. When the flood began to make the keeper went to her aid with two surfmen and brought her to a safe berth near the steamboat landing.
Sept. 12	Rowboat; no name ..	Fort Niagara, New York, Lake Ontario.	At 10 p. m. the patrolman reported a small boat drifting out into the lake, whose occupants were calling for help. Launched the surfboat and went to their assistance, finding the craft to be a third full of water and manned by two soldiers, who were under the influence of liquor and unable to manage her, one of them being on the point of attempting to swim ashore, which he would in all probability never have accomplished. Took the men in the surfboat and towed the rowboat to the station, whence they proceeded to their quarters.
Sept. 13	Am. sc. S. A. Paine ..	White Head, Maine.....	Missed stays while beating through Muscle Ridge Channel, and was compelled to anchor in a dangerous berth, near a sunken ledge. The life-saving crew boarded her at once, finding her barely clear of the rocks and with her ground tackle foul of the boulders. After several hours' work they succeeded in clearing the anchor, hove it up, and assisted to work the schooner into Seal Harbor.
Sept. 13	Am. sc. Julia Ann ..	Burnt Island, Maine.....	Stranded at 1 a. m. on a dark, foggy night when attempting to enter Port Clyde Harbor. She was observed by the morning patrolman when the weather cleared, about 6 a. m., and after a stiff pull the life-savers reached the scene, finding the craft strained and leaking badly. Landed 150 empty barrels from the vessel, and after discharging 15 cords of wood from her hold secured a number of the casks in the space thus cleared to increase her buoyancy, carried out anchors on both bows, and by these means, together with the use of her canvas, succeeded in floating her at high water, after which she was taken to the marine ways for repairs. The following day returned on board the schooner the remaining barrels which had been landed.
Sept. 13	Skiff; no name.....	Point Allerton, Massachusetts.	Adrift 1 mile S. of the station, with three men on board, who had broken their oars and were helpless. The surfboat picked up the craft and towed her to Point Allerton, where her occupants resided.
Sept. 13	Fish boat; no name.	Manomet Point, Massachusetts.	Broke adrift from her moorings and came ashore $1\frac{1}{2}$ miles N. of the station. Assisted her owners to haul her well up out of danger of the surf.
Sept. 13	Am. sc. Silver Dart.	Highland, Massachusetts.	Came ashore near the station, abandoned by her crew, and with mainmast carried away. The keeper notified the underwriters, who took charge of the derelict, which, however, went to pieces two days later, proving a total loss.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Sept. 13	Skiff; no name.....	Cuttyhunk, Massachusetts.	Drifted ashore near the station. Was hauled up on the beach by the life-savers to a place of safety to await a claimant.
Sept. 14	It. bk. Monte Tabor.	Peaked Hill Bars, Massachusetts.	Stranded a little past midnight, 1 mile NNW. of station and about 700 yards offshore, during the prevalence of a furious N.E. gale and a very heavy surf. Seven of her crew were saved and provided for at the station. Five were lost, three of whom committed suicide before the bark broke up. (For detailed account see caption "Loss of Life.")
Sept. 16	Am. str. Hilton	Frankfort, Michigan, Lake Michigan.	Touched bottom while leaving port, swung athwart the channel, and came into collision with a dredge which was at work near the pier end, receiving some damage about her stern. The surfmen ran a line for the steamer, assisted to release her, and aided to effect such temporary repairs as enabled her to shortly proceed on her voyage.
Sept. 17	Sailboat; no name..	Plum Island, Wisconsin, Lake Michigan.	While sailing near the station lost her rudder, which, being of sheet iron, sunk in 10 feet of water. It was recovered by the surfmen with some difficulty, after two hours' work, a pair of grapppling tongs being rigged for the occasion. A new key was fitted to prevent a recurrence of the accident.
Sept. 18	Am. sc. Emerald	New Shoreham, Rhode Island.	At 9 a. m. the keeper was informed by telephone from Block Island Lighthouse that a vessel was stranded near by on Sandy Point, the northern extremity of the island, distant about 5 miles from the station. Proceeded to the scene in the surfboat, and at the master's request remained by the schooner until flood tide made in the afternoon, when assisted her crew to carry out anchors and heave the craft afloat.
Sept. 18	Gasoline launch; no name.	Humboldt Bay, California.	While towing a scow in a fresh breeze, against an ebb tide, this vessel's machinery became disabled off Red Bluff, $1\frac{1}{2}$ miles S.E. of the station, when her consort came to anchor close to the lee shore, hauled the launch alongside, and an attempt was made to repair the accident, the surfboat, which had reached the scene, standing by to render assistance. The engineer at length confessing his inability to run his craft in her present condition in rough water, though he thought it would be possible when there was less sea, the life-savers gave them a line, and as the wind had somewhat moderated, succeeded in towing the two vessels around the point, whence, with a fair tide and breeze, they continued their trip and reached their destination without further mishap.
Sept. 19	Catboat Little Comrade.	Davis Neck, Massachusetts.	During the progress of a regatta this boat, while rounding the turning buoy under a heavy press of canvas, came into collision with another craft and was capsized, her occupants being picked up by one of the contestants. Upon the arrival of the surfboat it was found that the craft had sunk, owing to her heavy lead ballast, until only the bow showed above water. The life-saving crew raised the vessel, bailed her out, and turned her over to the owner, who had meanwhile returned to the spot in a sailboat.
Sept. 19	Am. sc. Fantee	Cuttyhunk, Massachusetts.	Parted from a towboat in a dense fog, and when attempting to work into the sound under her own canvas made Nashawena Island so close aboard as to be unable to get offshore. Came to with both anchors about 5.30 p. m. 1 mile east of station, so near the beach

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Sept. 19	Am. sc. Fantee	Cuttyhunk, Massachu- setts.	as to strike bottom heavily with each heave of the sea. Her approach had been observed by two residents of the locality, who carried the news to the station, and the life-saving crew crossed at once to the island in the dory to see what assistance could be rendered. Upon noting her plight, the keeper repaired to the boathouse of the Massachusetts Humane Society, which is near by, and brought up their beach apparatus to a bluff abreast of the wreck, soon having a line aboard and the gear set up. However, before anyone came ashore both chains parted, and the vessel, moving about 125 yards to the eastward before fetching up on the rocks, dragged the shore ends of the whip and hawser along the cliff, putting so many turns in them that they could not be operated. After great difficulty, the labor being conducted in a heavy thunderstorm, matters were straightened out and the crew of five people safely landed, taken to the station and cared for until the morning of the 21st instant, when they left for New Bedford, having been provided with clothing from the supplies donated by the Women's National Relief Association, as none of their effects were saved. The schooner broke up early on the morning of the 20th.
Sept. 19	Catboat Lester	Coney Island, New York.	Capsized in a heavy squall, about 5 p. m., 2 miles W. of the station, close to the beach, her three occupants landing in their small boat. At this time a furious storm of rain and hail prevented the disaster being seen, but the patrolman discovered the craft at 11.30 p. m., when an attempt was at once made to tow her ashore, but the adverse wind and rough sea rendered it ineffectual, and she was left at anchor. On the 20th the life-savers kedged her into shoal water and stripped her of sails, booms, and running rigging, which they landed on the beach, where they met the owner, who informed them that he would send a tug to tow the craft into Gravesend Bay. When the steamer arrived on the 21st the surfmen aided her crew to right the catboat and pump her out, after which they boated off all the gear which had been transferred to the shore.
Sept. 19	Am. str. Little Silver.	Monmouth Beach, New Jersey.	Got aground on a sand bar in the Shrewsbury River, about 7 p. m., during a sudden and violent squall. The station crew at once proceeded to the scene, carried out an anchor, and assisted to heave the steamer afloat, which was shortly accomplished, and her trip continued to New York.
Sept. 19	Am. sc. Annie E. Fowler.	Atlantic City, New Jersey.	While lying in the inlet, dragged her anchor when no one was on board, during a fresh squall, and drifting with the wind and ebb tide stranded on the N. side of the channel, about 8 p. m. The life-saving crew, with the surfboat, raised her anchor, her windlass having been disabled, and then laid out a kedge at slack water offshore, but as no tackle could be found on board with which to rig a purchase on the cable they went back to the station at midnight, got a heavy fall, and returning to the schooner succeeded in floating her as the tide made, got her under way, sailed her to a safe berth, and telegraphed the owner, completing operations at 5 a. m.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Sept. 19	Am. sc. Henrietta Hill.	Ocracoke, North Carolina.	This vessel, which had sprung a leak when bound up the coast, was brought into Hatteras Inlet by her master in a water-logged condition and run ashore to prevent her sinking. She soon filled, and a signal of distress was displayed, which was responded to by the life-saving crews from Ocracoke and Durants, who assisted to unbend her sails and transfer them, with the crew and their effects, to the schooner S. Warren Hall, which was anchored near by. Her master now employed wreckers to discharge his cargo of lumber, with a view of finding the leak, and on the morning of the 21st signaled the two crews of surfmen to assist in pumping out the craft. This service was promptly performed, the leaks stopped, sails bent, and effects returned on board. The vessel floated on the flood tide and was piloted through the inlet, whence she proceeded to Newbern for repairs. (See letter of acknowledgment.)
Sept. 19	Steam launch Richmond.	Galveston, Texas	Sunk at her wharf at the foot of Twenty-third street, some miscreant having opened the sea cock. The keeper having been informed of the disaster, went to the scene with his crew, passed slings under the launch, towed the schooner Estella to the spot, and with her fore and main throat halliards hooked to the straps, raised the craft high enough out of water to be pumped out by a fire engine, the surfmen assisting by bailing. After the steamer was afloat the Estella was returned to her berth.
Sept. 19	Slp. yt. Elk	Cleveland, Ohio, Lake Erie	Parted her cable while lying at anchor near the station, and drifted toward the land. The surfmen manned their dingey, got a line to the sloop, and hauled her up on the beach out of danger, thus saving her from going to pieces in the surf.
Sept. 19	Am. sc. Yukon	do	While being towed into the harbor her lines parted and the vessel stranded just inside the east arm of the breakwater, where she was promptly boarded by the surfmen, who ran another hawser for the tug, but all efforts were unavailing to release the schooner. Her master now desiring to go ashore, was landed in the lifeboat, and later in the afternoon was returned to the Yukon by the same means. On the 20th the life-savers again went to the craft, but her captain having made arrangements with outside parties to discharge his cargo, their aid was not required. She was floated after lightering about 300 tons of iron ore, and towed up the river.
Sept. 19	Am. sc. Alvina	Sand Beach, Michigan, Lake Huron.	When anchored about a mile SE. of the station, began dragging during the prevalence of a strong breeze, accompanied by a high sea. The surfmen took her master on board in the lifeboat, he being ashore at the time and unable otherwise to reach his vessel. Upon his arrival, as she was now getting into a dangerous position despite the efforts of a tug to return her to an anchorage, the captain slipped his cables and ran for the St. Clair River, returning at a later date and recovering his ground tackle.
Sept. 19	Slp. yt. Keewaden . .	Marquette, Michigan, Lake Superior.	Parted her cable at 3 a. m., when no one was on board, during a northerly gale and high surf, and drifted toward a rocky lee shore. Her rigging, however, caught on a neighboring wharf and held her a few moments, which enabled the life-savers to overtake her in the surf.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896.			
Sept. 19	Slp. yt. Keewaden ..	Marquette, Michigan, Lake Superior.	boat, when lines were gotten on board and she was hauled to a place of safety and secured.
Sept. 19	Am. sc. Criss Grover	do	Unable to beat into the harbor on account of the northerly gale, this vessel let go her only anchor $\frac{1}{2}$ mile from the end of the breakwater, at 5 a. m., and hoisted a signal of distress, which was seen by the patrolman. The life-saving crew pulled to the city, notified a tug, and went in advance of the towboat to the schooner, which was dragging her anchor. Upon the arrival of the tug the surfmen assisted her to pick up the imperiled craft, now near the breakers, which was taken into the harbor. But for the timely information conveyed to the tug this vessel would probably have been lost.
Sept. 19	Scow; no name	Frankfort, Michigan, Lake Michigan.	Picked up adrift. Towed the craft ashore, and restored her to her owner.
Sept. 19	Am. sc. Coudor	Pentwater, Michigan, Lake Michigan.	During a westerly gale the life-saving crew assisted this vessel to change her position to a more secure berth up the channel.
Sept. 19	Skiff; no name	Milwaukee, Wisconsin, Lake Michigan.	The keeper having been informed by the master of an incoming steamer that he had sighted a small boat adrift several miles to the northward, had the surfboat manned and proceeded under sail to make a search in the direction indicated. The life-saving crew were successful in picking up the craft, and upon their return found three fishermen on the breakwater, to whom the skiff belonged, and who had been left without means of getting ashore when their boat went adrift. They were taken aboard and landed at the station.
Sept. 20	Am. sc. Edith H. L. Conley.	Monomoy, Massachusetts.	Stranded at 4 p. m., on Handkerchief Shoal, $3\frac{1}{2}$ miles WSW. of this point. The life-saving men went alongside as soon as possible and assisted schooner's crew in laying out anchors, handling sail, and heaving the vessel afloat, releasing her at 7 p. m., when she proceeded apparently uninjured.
Sept. 20	Am. sc. Bessie M. Devine.	New Shoreham, Rhode Island.	Stranded late in the afternoon, in Cow Cove, at the north end of the island, about 4 miles distant from this point, information of the disaster having been brought to the station at 7.40 p. m. The life-savers proceeded to the scene, whence the keeper made a trip to New Harbor to notify a tug, stood by the schooner all night, and, together with the crew from Block Island Station, who had meantime reached the spot, assisted to float the vessel on the morning high water of the 21st, no apparent damage having been sustained.
Sept. 20	Catboat Grace	Hither Plain, New York..	Parted her moorings and stranded at 5 a. m. near the head of Fort Pond Bay. Her crew of two men having sought assistance at the station, four of the surfmen repaired to the scene and aided to bail the boat out and launch her.
Sept. 20	Am. sc. F. M. Isabelle.	Duranta, North Carolina..	Dragged her anchor while no one was on board and came ashore during the night, about 4 miles NE. of the station, the disaster being observed by the lookout at 7 a. m. The life-saving crew went to her relief, and, with the assistance of residents of the neighborhood, soon succeeded in floating the schooner, which they then took to a safe anchorage.
Sept. 20	Sloop Lettie May..	Milwaukee, Wisconsin, Lake Michigan.	Capized in a sudden squall $1\frac{1}{2}$ miles SE. of the station. The surfboat quickly reached the scene in tow of the tug Simpson, transferred the crew of five men to the steamer, righted and bailed out the sloop, which was taken into harbor by the towboat.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Sept. 21	Am. sc. Emma Southard.	Coney Island, New York.	Stranded at 6 p. m. in Sheepshead Bay, $\frac{1}{2}$ mile E. of the station, while in tow of the tug Conqueror, under charge of a local pilot. The tug failing to release the schooner on the evening high water, the life-saving crew boarded her the following morning and assisted to jettison a portion of her cargo, when a second effort was made to float her, but was unsuccessful. The Conqueror now left the scene temporarily, but during the day the surfmen ran out a heavy anchor, which kept the schooner from going on Pelican Bar and receiving serious damage, and again at night aided her crew in an ineffectual attempt to move their craft by making sail and heaving on the windlass. Boarded her again on the morning of the 23d, when the tide was higher than usual, and she was floated by the tug, which had returned to the scene. Station crew recovered the anchor and cable and delivered them on board the vessel.
Sept. 21	Am. sc. Horace H. Badger.	Middle Island, Michigan, Lake Huron.	While loading lumber at a pier on the mainland 3 miles SW. of the island a fresh breeze sprang up and her master, who was desirous of hauling out to a safe berth, hoisted a signal at 5.30 p. m., to which the life-saving crew responded. Ran a kedge, hove the vessel away from the dock, and made sail to work to an anchorage, but, being unable to lower the centerboard on account of shoal water, the schooner drifted on the beach, from which position an attempt to release her was unsuccessful, the sea and wind having rapidly increased. At her captain's request returned to the station, wired owners and telephoned for a tug, reaching the vessel again at midnight, when, finding her pounding heavily and in danger of breaking up, landed her crew of seven men with their effects at 2.30 a. m., but put them on board again at 5 p. m., the weather having moderated. On the 23d aided in an attempt to free the vessel of water, but being unable to gain on the inflow sent a message for steam pumps. The following day the surfmen assisted to get the pumps, which had arrived on a tug, on board the schooner, and the craft was finally hauled afloat at 6 p. m.; recovered her ground tackle, and she left in tow for Alpena.
Sept. 21	Sloop Augitor	South Haven, Michigan, Lake Michigan.	While attempting to leave the harbor with a light breeze, but when a heavy swell prevailed, this vessel drifted ashore and stranded high on the beach, near the station. The life-saving crew succeeded in launching her after an hour's hard work and then towed her inside to a place of safety.
Sept. 21	Sloop Irene	Milwaukee, Wisconsin, Lake Michigan.	At 9.30 p. m., while getting under way to proceed up the river, went aground on the mud bar at Jones Island, before being fully under command, and lay uneasily, owing to a swell in the harbor. The life-saving crew went to the scene with a hawser, which they ran from the stranded vessel to a tug that soon floated her.
Sept. 22	Am. sc. Groton	Cleveland, Ohio, Lake Erie.	Dragged her ground tackle while all hands were ashore except a woman cook, and drifted down on a neighboring schooner. The life-saving crew promptly went to the scene, took the woman aboard the other vessel, and, with the assistance of the latter's crew, ran a hawser to the tug John Gregory, hove up the Groton's anchor, and aided to secure her in a safe berth.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Sept. 22	Raft; no name.....	Frankfort, Michigan, Lake Michigan.	Between 4 and 5 a. m. the surfman on watch went out with the Whitehall boat and picked up a small raft of timber, which was adrift and would otherwise have been a total loss. Later in the day it was turned over to its owner.
Sept. 22	Am. sc. Charles E. Wyman.	Old Chicago, Illinois, Lake Michigan.	Owing to a misunderstanding of signals between a tug towing this vessel into the harbor and the steamer Myrtle M. Ross, standing out from the lighthouse slip, the latter boat got across the bow of the schooner, which had good headway on, and a collision followed, the Wyman's head gear being carried away and her jib-boom staving a large hole in the steamer's cabin, the vessels remaining fast to each other. The life-saving crew assisted in clearing away the rigging and wreckage and disengaging the two craft after several hours' labor.
Sept. 23	Am. str. Riverside ..	Gay Head, Massachusetts.	Stranded at 9 a. m. about 4 miles to the eastward of the station, while attempting to enter Menemsha Creek. The keeper being aware that no danger threatened the vessel or her crew from the position she occupied, dispatched a surfman on horseback to ascertain what assistance could be rendered on the next high tide, and upon his return with the information that her master thought she could be released with the aid of the life-saving crew proceeded with his men to the scene at 5 p. m. Found that her cargo had been removed and an anchor laid out, and soon succeeded in heaving her afloat, when she was taken to a safe anchorage.
Sept. 23	Am. str. Fredk. de Barry.	Kitty Hawk, North Carolina.	Her engines having become disabled when bound down the coast, this vessel stranded during a N.E. gale, at 7 a. m. 2½ miles N. of this point, although anchor had been let go. Her probable fate having been surmised before she struck, the keeper summoned aid from the adjacent stations and at once started up the coast with his own crew and beach apparatus. Reached the scene of the disaster shortly after the steamer came ashore, but the tremendous sea and strong wind, combined with a light draft of 4 feet, hove her so far up that the crew of seventeen men landed without accident over the side. They were taken to the station and provided with dry clothing, while during the day the surfmen landed their personal effects and all articles which could be saved. On the 24th hauled across the beach to the steamboat wharf on the sound all the property of 14 of the shipwrecked sailors, who proceeded to Norfolk. The captain, mate, and chief engineer were maintained at the station until Oct. 3, while the Merritt Wrecking Company were at work on the wreck, on which date they succeeded in floating the steamer and left with her in tow for Norfolk.
Sept. 23	Am. sc. Carrie Farson.	Portsmouth, North Carolina.	Came to an anchor, after beating off and on the mouth of Ocracoke Inlet for some time, and set her colors in the rigging, to which signal the life-saving crew responded at once. Found that the master had that morning lost his best bower off Hatteras, and, being apprehensive that his lighter ground tackle would not hold, was desirous of entering Pamlico Sound as soon as possible, but was too short-handed to work his vessel inside. The surfmen went on board, began heaving in the chain, which parted under the severe strain consequent upon a heavy swell, got the schooner underway, and worked her

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Sept. 23	Am. sc. Carrie Farson.	Portsmouth, North Carolina.	through the channel into clear water, whence she proceeded on her voyage to Newbern. (See letter of acknowledgment.)
Sept. 23	Am. sc. William Murray.	Velasco, Texas.....	While lying off the mouth of the San Bernard River was caught in a heavy NE. gale, dragged both anchors, broke rudder head, lost small boat from the davits, and finally brought up 5 miles SW. of her former position, 15 miles from the station, in an unmanageable condition and with no means of her crew reaching the beach. The disaster was reported to the keeper at 7 p. m., Sept. 25, when the life-saving crew at once set out for the wreck overland, on account of a strong head wind and high sea. Crossed the Brazos River to Quintana, transporting the boat carriage in the surfboat, where residents kindly furnished horses free of charge for both crew and wagon, and the keeper engaged the services of a guide, none of the surfmen being familiar with the road across the marshes. After a difficult trip through shifting sands, and in many places with the water axle deep, arrived at the mouth of the San Bernard River at 1.30 a. m., the 26th inst., where the local pilot and several fishermen were met with, who gave such conflicting accounts as to the bearings of the vessel that the keeper decided to wait until morning before making any attempt to find her. However, two Coston signals were displayed, to which no answer was made. At day-break the vessel was sighted about 5 miles to the SW., and was soon boarded, put under way by the keeper, and sailed into the San Bernard River, her destination, being steered by her sails and relieving tackles, reaching the river just before the wind backed from SSE. to E. and blew with increased violence. The station crew were compelled to return overland by the same route they had formerly pursued, and did not reach their post until 4.30 p. m. Sept. 26.
Sept. 23	Yt. Hallie.	Thunder Bay Island, Michigan, Lake Huron.	Disasted. Was taken in tow by the surfboat, which was returning to the station from a trip to Alpena for provisions, but the tug Frank W., which was passing up the bay about this time, was signaled by the keeper and took the sloop into port.
Sept. 23	Sloop yacht; no name.	South Haven, Michigan, Lake Michigan.	Ran into the north pier while beating out of the harbor, and carried away her jib-boom. The surfmen towed her clear of the bulkhead, and she returned up the river.
Sept. 24	Am. sc. Nettie	San Luis, Texas	Missed stays and stranded on the middle ground, inside of the Pass. The life-saving crew on reaching the scene found her hard aground, but carried out an anchor, and as the tide began to make and a strong breeze raised a heavy swell, all hands manned the windlass, disposed the vessel's sails to the best advantage, and gradually hove her into deep water. The keeper then piloted her into San Luis Pass, where she anchored to wait for favorable weather.
Sept. 25	Slp. yt. Eureka	Point Allerton, Massachusetts.	Having carried away her mast while running before a brisk breeze, an anchor was let go, but the cable parted and the vessel drifted toward the lee shore of Nantasket Beach, from which point telephonic information of her distress was sent to the station. The Massachusetts Humane Society's boat, located at the beach, meanwhile started for the scene, but was diverted on her way to the more pressing need of assistance to a

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896.			
Sept. 25	Slp. yt. Eureka	Point Allerton, Massachusetts.	small boat. The life-saving crew upon their arrival gave the sloop a line and towed her before a fair wind into Hull.
Sept. 25	Slp. yt. Carma	Oswego, New York, Lake Ontario.	Struck by a squall and capsized $\frac{1}{2}$ mile W. of the station, her three occupants being picked up by a boat which was close at hand. When the station crew reached the place a few moments later, a line was passed to the sloop and she was towed alongside the pier, righted, bailed out, and taken to her anchorage.
Sept. 25	Am. sc. A. C. Keating.	Ottawa Point, Michigan, Lake Huron.	The lookout having observed a signal of distress flying from this vessel which was anchored about 3 miles S. of the station, she was boarded by the life-saving crew and found to be in a leaky condition. Assisted to pump her out, and, as the weather was threatening and the master wished to get a tug, the keeper took him to East Tawas in the surfboat, where he was able to secure the desired aid.
Sept. 25	Sc. yt. no name....	Holland, Michigan, Lake Michigan.	Capsized in Black Lake, 1 mile east of the station, while carrying too much sail. The surfboat pulled swiftly to the scene and rescued the crew of two men, who were clinging to the overturned craft, towed the boat ashore, and turned her over to the owners.
Sept. 26	Surfboat; no name..	Kitty Hawk, North Carolina.	Surf wrecking-boat capsized on the bar $2\frac{1}{2}$ miles N. of station. One man lost; seven saved. (For detailed account, see under caption "Loss of Life.")
Sept. 26	Steam launch No. 119.	Charlotte, New York, Lake Ontario.	Got a rope in her propeller and was adrift in the lake, $\frac{1}{2}$ miles NE. of the station, with three small boats in tow and nine people on board. Her whistle of distress was responded to by the surfmen, who towed her, together with the small boats, into the harbor.
Sept. 27	Am. sc. Una.....	South Haven, Michigan, Lake Michigan.	Stranded on the bar at the harbor entrance. Was floated through the assistance of the life-saving crew, and towed up the river.
Sept. 27	Am. sc. Magdalena..	do	Stranded inside the harbor on a sand bar near the station. Station crew ran lines for her to the north pier, released and towed her up the river to her wharf.
Sept. 27	Yt. Scorpion.....	Old Chicago, Illinois, Lake Michigan.	When sailing close along the face of the breakwater a yawl which was towing astern fouled some off-lying piles, the painter parted, and the boat remained jammed between two piles. Launched the surfboat, released the craft, and returned her to the yacht.
Sept. 28	Am. sc. Richmond ..	Jerry's Point, New Hampshire.	Stranded at 8 p. m., in thick weather, on York Ledge, $5\frac{1}{2}$ miles E. by N. from the station, the disaster being observed by the morning watch at 5.30 a. m. the 29th inst., when the weather cleared. The surfboat reached the wreck two hours later, finding her on her beam ends, full of water, and deserted by her crew, who, it was afterwards ascertained, had gone ashore during the night in their own boat in search of assistance. The tug Piscataqua shortly arrived on the scene with the schooner's hands on board, in company with the life-saving crews from Wallis Sands and Rye Beach stations. Hawseers were run to the stranded vessel, and she was towed into Portsmouth harbor and grounded on the flats, the vessel and cargo of grain being considerably damaged.
Sept. 28	Rowboat, No. 24.....	Cleveland, Ohio, Lake Erie.	Broke loose from the east arm of the breakwater, from which her owner was fishing, and drifted out into the lake. Three of the surfmen manned the dingey, recovered the boat, and restored her to her former position.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Sept. 28	Sloop Alice.....	South Haven, Michigan, Lake Michigan.	Having been struck by a strong puff of wind when about 1 mile W. of this port, was thrown on her beam ends and partially filled. Her occupant took in his canvas and signaled for assistance, as he was without oars or an anchor and fast drifting out into the lake before a fresh offshore breeze. The surfboat soon had the craft in tow, and after a hard pull of one and one-half hours' duration got her inside the harbor.
Sept. 29	Dory; no name.....	Saluria, Texas	Found on the beach by the keeper, sunk in a bed of sand and full of water, though in good condition and apparently new. The boat was holed out and launched by the surfmen and placed at a safe mooring off the station, where she remained until claimed by her owner on Oct. 5.
Sept. 30	Slp. yt. Samoa.....	Sand Beach, Michigan, Lake Huron.	While lying at anchor in the harbor, began dragging at 8.40 p. m., in a high northerly wind, and fired a gun for assistance. Manned the lifeboat, taking a line and anchor from the station, which was laid out for the sloop and, together with the two she already had down, proved sufficient to hold her. After completing this service, landed her crew of two men at their request.
Sept. 30	Am. sc. H. D. Root ..	Ottawa Point, Michigan, Lake Huron.	Abandoned by her crew in the bay when in a water-logged condition. The life-savers boarded the vessel, furled the sails, and got her anchors ready for letting go, but a tug passing at this time took a line and towed her into East Tawas, where the keeper found the owner and turned the craft over to him. While absent on this service a sailor from the derelict, who had lost his clothing overboard, applied to the surfman on duty at the station for aid and was furnished an outfit from the garments donated by the Women's National Relief Association.
Sept. 30	Am. sc. Indian Bill.	Grand Haven, Michigan, Lake Michigan.	The life-saving crew tracked this vessel up the river to a safe berth, a storm having come on while her crew were ashore and she was lying in a dangerous position.
Sept. 30	Am. scs. Rob Roy, Jones, Graham Brothers, City of Grand Rapids.	Racine, Wisconsin, Lake Michigan.	A gale having sprung up during the night, these vessels, which were lying at the wharves with crews discharged and only their masters on board, began parting their lines, and assistance was sought at the station at 3 a. m. to secure them. The surfmen got out extra fasts, hove them taut with tackles, and moored all the vessels in proper shape.
Sept. 30	Fishboat; no name ..	....do	Adrift in the harbor. Was picked up by the life-saving crew and secured in her berth at the wharf.
Sept. 30	Am. sc. Sumatra	Milwaukee, Wisconsin, Lake Michigan.	Sprung a leak in heavy weather about 8 p. m. Sept. 29, when off Wind Point, 16 miles to the southward of Milwaukee, to which port she was bound in tow of the steamer B. W. Arnold. The water gained on her beyond the control of the pumps, and, though every effort was made to reach harbor, she foundered $\frac{1}{2}$ mile off the pier ends at 2.40 a. m. Three lives were lost. (For detailed account of this case see caption "Loss of Life.")
Oct. 1	Am. str. Atalanta...	Grand Haven, Michigan, Lake Michigan.	Sounded signals for assistance near station at 9.30 p. m. Patrolman aroused the crew and pulled out in skiff to learn what was needed. Master informed him that two men wanted to land. He took them in skiff and landed them at station, whence they were carried up the river to steamboat dock by another surfman.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896.			
Oct. 2	Am. sc. Lady of the Lake.	Block Island, Rhode Island.	Misstayd and stranded 2½ miles N. of station. Patrolman saw the casualty and pulled out to her in small boat. Helped to run out anchor and haul her afloat, when he piloted her into harbor uninjured.
Oct. 2	Am. sc. Maggie E. Davis.	Assateague Beach, Virginia.	Stranded early in the morning 2½ miles SSE. of station. Life-saving crew launched surfboat and went to her assistance. Laid out anchor and hawser, and on rising tide hove her afloat undamaged.
Oct. 2	Fishboat; no name.	.....do	Capsized with two occupants 1 mile W. of stranded schooner Maggie E. Davis, where surfmen were at work. Keeper and crew immediately went to the rescue of the two men thrown into the water; picked them up, righted and bailed out their boat, and set them on their way into Chincoteague.
Oct. 2	Am. slp. Windward.	Metomkin Inlet, Virginia.	Jib stay carried away. Arrived off station and master asked for help in making repairs. Surfmen furnished rope for making temporary stay, and aided in fitting her up to proceed to her destination.
Oct. 2	Am. sc. Dayspring.	South Haven, Michigan, Lake Michigan.	While trying to enter harbor between the piers, late in the evening, missed the entrance and went in behind south pier, in dangerous proximity to the beach. Station crew went to her assistance in surfboat, ran a line to end of pier, and hove her out after an hour's work. Sail was made and she was put offshore for the night, entering in safety next morning.
Oct. 3	Slp. yt. Louise	Sandy Hook, New Jersey.	Stranded on the point of Sandy Hook at 11.45 p. m. Station crew launched surfboat, pulled out to her, and got her afloat and at anchor outside of breakers. Then towed her to a safe offing, where sail was made. But for the efforts of the surfmen the yacht would have been lost, as a heavy sea was fast making up.
Oct. 3	Am. str. Windsor...	Charlotte, New York, Lake Ontario.	Boiler flue burst and disabled her while in midstream. Life-savers pulled out to her in surfboat, ran a line to the dock, and helped to heave her alongside and make fast.
Oct. 3	Am. sc. E. C. Roberts.	Cleveland, Ohio, Lake Erie.	Leaking and in danger of sinking at the dock. Master asked surfmen to aid him in clearing vessel of water, as his men were exhausted. After working about eight hours she was pumped dry, and some of the leaks having been stopped, she proceeded in tow for Tonawanda, her destination. [See letters of acknowledgment.]
Oct. 3	Scow; no name	South Haven, Michigan, Lake Michigan.	Drifting down the river and in danger of being carried out in the lake and lost. Surfman recovered it with station boat and made it fast to pier. Owner called for it later and surfmen helped him take it up the river to his dock.
Oct. 4	Rowboat; no name.	Jerrys Point, New Hampshire.	Drifting out to sea. Day watchman discovered and towed it to station. In the afternoon it was delivered to owner.
Oct. 4	Am. tug Maggie Sanborn.	Two Rivers, Wisconsin, Lake Michigan.	Sprung a leak and sank at her dock. Master requested keeper to assist him in pumping her out. Station crew aided in putting fire engine on a scow and transporting it to tug; also took station force pump and buckets to help clear her of water. After working for three hours she was pumped dry and no further assistance was needed.
Oct. 5	Slp. Domino	City Point, Massachusetts.	Parted her moorings and drifted against stone bridge; in danger of being badly damaged by pounding. Life-saving crew went to her in small boat, ran out anchors, and hauled her out to a safe berth.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896.			
Oct. 5	Sailboat Marcia A...	Brant Lock, Massachusetts.	Dragged her moorings and fetched up against some piles, where she was in danger of injury from pounding. Keeper got her underway and took her to safe anchorage in harbor.
Oct. 5	Fish boat; no name.	Green Run Inlet, Maryland.	Capsized $\frac{1}{2}$ mile S. of station with three men, while attempting to land through the surf, but the men gained the shore. The anchor dropped from the boat and was holding it on the outer bar, where it was in danger of being smashed to pieces. Fearing damage to both boats in the heavy sea if surfboat should be used, a surfman swam out, buoyed the anchor, cut the cable, and brought boat ashore uninjured. Furnished the men with dry clothing and they went to their homes.
Oct. 5	Am. sc. Presto.....	Middle Island, Michigan, Lake Huron.	A leak 2 miles W. of station. Answered signal of distress, at 3.50 a. m., by burning Coston light and immediately pulling out to her. Found crew exhausted and unable to keep water from gaining on them. Life-saving crew manned the pumps and lowered the water about a foot before returning to station to telephone for tug. Went back to schooner and pumped her dry. Stayed by her until tug arrived and took her in tow for Alpena. She would doubtless have filled and sunk but for the efforts of the surfmen.
Oct. 7	Naphtha launch; no name.	Quonochontaug, Rhode Island.	Machinery disabled during gale; anchored 2 miles W. of station and nearly swamped. Station crew launched surfboat and went to her assistance. Found one man on board, wet and helpless and thoroughly chilled, whom they took off and carried to the station for the night. Next morning, the wind having fallen, put him on board again; but as the engine would not work, landed him to procure tug. Later in the day tug took launch in tow for harbor.
Oct. 7	Fish boat; no name.	Atlantic City, New Jersey.	Broke adrift from mooring and capsized, no one being on board. Station crew went out in surfboat and towed her ashore. Righted and bailed her out and returned her to owner.
Oct. 7	Fish boat Hungry Negro.	Parramore Beach, Virginia.	Sails blown away and disabled. Life-saving crew launched surfboat and pulled out to her. Found five inexperienced colored men on board and the boat in danger of swamping. Transferred the men to surfboat, landed them safely, and then towed the boat ashore and hauled it up clear of the sea. Gave food and shelter to the wet and hungry men and transported them to the mainland.
Oct. 7	Am. sc. Ishpeming..	Cleveland, Ohio, Lake Erie.	Dragged anchors during NW gale and drifted against pier at 1.20 a. m. Patrolman immediately reported the casualty to keeper. Station crew went out to her in lifeboat and found her leaking and her rudder disabled. Master requested keeper to procure tugs for him, which was done, and on their arrival surfmen ran hawsers to them and they towed the schooner to safe anchorage. Surfmen then manned the pumps and cleared her of water.
Oct. 7	Slp. yt. Eva.....	do	Fouled by a drifting raft of logs, and in danger of being carried ashore by it. Surfmen manned station boat and pulled to yacht, aided in clearing her of the logs and anchoring her in a safe berth.
Oct. 8	Am. str. Chicago....	Two Rivers, Wisconsin, Lake Michigan.	Unable to handle herself alone under steam in small harbor. Surfmen ran lines with station boat and assisted her in hauling to position.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Oct. 9	Slp. Alice.....	Sullivan's Island, South Carolina.	Out of channel in the marsh with two negro boys on board. Surfmen went to their assistance and found that they could not manage the sloop. Anchored her in safe place and took the boys to station, where they were given food and were provided with clothing. Procured passage home for them.
Oct. 9	Am. tug Ciscoe	White River, Michigan, Lake Michigan.	Entering harbor towing large raft of logs that was in danger of going on the beach. Surfmen prevented its stranding by running lines from it to pier, and it was then towed safely inside.
Oct. 9	Am. sc. Waleska	Old Chicago, Illinois, Lake Michigan.	Ran into pier head at 1.40 a. m., while trying to make harbor, and carried away head gear. Surfmen went alongside in surfboat, ran lines and assisted in handling them until schooner was safely moored inside and secure from further damage. Keeper procured tug and she was towed up the river.
Oct. 9	Sco. w. Joseph S. Williams.	Keweenaw, Wisconsin, Lake Michigan.	Towed into port leaking rapidly. Tug made fast alongside and started siphon on her, but after pumping all night, water was lowered only 2 feet. Master then asked assistance from the station. Station pump was put aboard and after two hours' work with siphon and pump she was cleared of water and the leaks partially stopped.
Oct. 10	Yawlb. no name.	Whales Head, North Carolina.	Thrown up by the sea on the beach north of station. Patrolman discovered it and hauled it clear of the surf, awaiting call of owner for it.
Oct. 11	Am. sc. Angie	Block Island, Rhode Island.	Dragged anchors and stranded at 8 p. m. 4 miles N. E. of station during heavy gale. Keeper received information of casualty early next morning and went to the place with surfmen. The crew had landed with their effects and schooner was fast going to pieces. Took the men to station and cared for them during the day and night.
Oct. 11	Small boat; no name.	Short Beach, New York..	Discovered by surfmen in dangerous position near the inlet, with an intoxicated man in it. Station crew towed it to a place of safety and took care of the man.
Oct. 11	Am. slp. Restless ...	Cape May, New Jersey ...	Anchored in exposed place and endangered by strong wind. Surfmen answered signal for assistance by pulling out to her. The man on board, who wanted to be taken ashore, was safely landed, and when the storm abated was put aboard again.
Oct. 11	Am. sc. Luther A. Roby.	Cape Henlopen, Delaware.	Stranded at 6 a. m. during gale, 1½ miles N. of station. Five of crew saved, three lost. [See detailed account under caption "Loss of Life."] Sails blown away and master obliged to beach her during hurricane 2 miles below station at 7 p. m. Signal of distress was immediately answered by patrolman's Coston light. Keeper and crew quickly started for the wreck with beach apparatus. The sea was sweeping over the beach and threatened to prevent reaching scene of disaster, but they finally gained a point near the wreck. It was found to be impossible to bury the sand anchor, as the tide was rushing over the entire beach, and they decided to tie a large-sized shot line around two surfmen and send them down through the surf as near the vessel as practicable. These men waded in and succeeded in throwing a line on board with the heaving stick. It was made fast to the master's three-year old child, who was then hauled off by the surfmen and carried ashore. In like manner his wife and the
Oct. 11	Am. sc. E. S. Newman.	Pea Island, North Carolina.	

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896.			
Oct. 11	Am. sc. E. S. Newman.	Pea Island, North Carolina.	seven men composing the crew were rescued under great difficulties and with imminent peril to the life-savers. They were all taken to station and furnished with food and clothing, and during next three days the surfmen aided in saving baggage and stores from wreck. On the 14th three of the crew left for Norfolk, and on the 21st the remainder departed for their homes, the vessel having proved a total loss.
Oct. 11	Skiff; no name.....	Cape Hatteras, North Carolina.	Parted moorings and stranded in the surf. Station crew went to owner's assistance and saved the boat from destruction by hauling to a protected spot.
Oct. 11	Am. sc. John W. Bell	Portsmouth, North Carolina.	Parted cable and stranded during gale, 2½ miles NW. of station. Life-saving crew answered signal of distress by launching surfboat and pulling out to her. She was thumping heavily on the shoal and the master, fearing she would spring a leak, requested keeper to land his wife and child and four passengers, together with himself, all of whom were taken safely ashore and given shelter at the station. Next day the men returned to the vessel and she was hauled off the shoal by a tug, only slightly damaged.
Oct. 11	Am. sc. E. J. McVea.	Fairport, Ohio, Lake Erie.	Cast adrift by tug at entrance to harbor; anchored to leeward and dragged dangerously near the beach. Life-saving crew launched surfboat and ran line to a tug, by which the imperiled vessel was towed safely into harbor.
Oct. 11	Am. sc. Charles Spademan.	.....do.....	Blown to leeward of entrance to harbor while in tow of tug and anchored outside in heavy sea. Anchors beginning to drag, two surfmen were put aboard tug to help in handling lines quickly. She was taken in tow again and carried safely inside.
Oct. 11	Am. sc. Melvina .....	.....do.....	Attempting to make harbor in tow of tug during gale; drifted to leeward and was in danger of fouling entrance piers. Two surfmen were put on board the tug, and by quick handling of lines the schooner was towed safely inside.
Oct. 11	Am. sc. Indian Bill..	Grand Haven, Michigan, Lake Michigan.	Collided with end of north pier and carried away jib-boom and head gear. Surfmen hastened out on the pier, took a line from her, and towed her inside. Next day made a new jib-boom; helped to ship it and rig up head gear.
Oct. 11	Am. str. Mary Groh.	Baileys Harbor, Wisconsin, Lake Michigan.	Stranded on reef 8 miles from station. Patrolman heard distress signals at 2 a. m., and reported to keeper. Surfboat was launched and crew pulled out to her. Ran out three anchors and lines and tried to heave her afloat, but she was too fast aground. Then landed master and telephoned for tug. When tug arrived surfmen ran hawser and the steamer was released. But for the life-saving crew she would probably have been lost.
Oct. 12	Slp. Domino	City Point, Massachusetts.	Anchored in heavy sea that imperiled the lives of the two men on board. Surfmen went to the sloop in station launch and landed the endangered men. The sloop was in a sinking condition, but was afterwards taken to a safe berth and the damages repaired.
Oct. 12	Catboat; no name...	Monomoy, Massachusetts.	Dragged her mooring during gale and stranded on lee shore, exposed to heavy sea; no one on board at time of casualty. Launched station boat and went to her with anchor and line. After a hard pull succeeded in planting the anchor to windward. Hauled her afloat and worked her into a safe harbor undamaged.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Oct. 12	Sailboat; no name..	Muskeget, Massachusetts.	Parted her moorings and drifted ashore before heavy N.E. wind. Surfmen removed ballast and hauled her up clear of the sea.
Oct. 12	Catboat; no name...	Cuttyhunk, Massachusetts.	Endangered by unusually high tide and sea. Station crew hastened to haul her higher up on the beach. Finding her partly filled with water, bailed her out, and, with assistance from the citizens, pulled her above the water line. Also aided in putting extra moorings to several boats tied to stakes in Cuttyhunk Pond, securing them against injury.
Oct. 12	Slp. Rambler.....	New Shoreham, Block Island, Rhode Island.	Parted cables and drifted ashore shortly after midnight, going high on the beach. The three men on board were sheltered at station over night, and at daylight station crew began to help in saving cargo of fish and in stripping sloop of rigging, as she could not be floated again. Sheltered and fed the men at station three days while this work was being done.
Oct. 12	Sailboat; no name..	Blue Point, New York..	A man and a woman who lived on this boat came ashore to procure provisions. As the wind was too heavy for them to return, they were succored at station during the night.
Oct. 12	Fishboat; no name..	Point of Woods, New York.	In danger of damage from the high tide caused by strong N.E. gale. Surfmen took it to a place of safety.
Oct. 12	.....do .....	.....do	Threatened with injury by the extremely high tide and sea during absence of owners on the mainland. Life-savers hauled it clear, together with eight or ten valuable fishing nets in danger of being washed away.
Oct. 12	Am. slp. George B. McClellan.	Fire Island, New York...	Dragged anchors and stranded on the bay side of the island, $\frac{1}{2}$ mile E. of station. Life-savers launched surfboat and went to her assistance. Ran out anchor and cable and helped to heave her afloat. Piloted her to secure berth for riding out the gale.
Oct. 12	Am. slp. Rhoda Ann.	Coney Island, New York..	Anchored in Johnsons Inlet with three men and a woman on board almost starving. Surfmen carried out a supply of provisions in station boat and relieved their distress until weather should moderate and enable them to procure food.
Oct. 12	Am. str. Spartan....	Hereford Inlet, New Jersey.	Mistook lights and stranded on Hereford Inlet bar at 9.30 p. m. She was soon discovered by patrolman from this station and by another from Tathams. A Coast signal was burned to apprise the stranded crew that assistance was at hand. Station crews were aroused and all was made ready for a launch, but high wind and heavy sea prevented until daylight. A strict watch was kept throughout the night, and as soon as it became light preparations were made to start out in surfboat, but it was then seen that the crew from Tathams Station were on their way out to the steamer, having been assisted in launching through the surf by two men from the Holly Beach Station. Keper telegraphed to the New York and the Philadelphia maritime exchanges information of the casualty. Keper and crew of Tathams Station landed three passengers and reported the ship resting easy. Tugs reached her during afternoon, but did not release her. Life-saving crew boarded steamer next day and landed dispatches for master, and again on the 15th and landed agent. Made two trips to her on the 18th and took off messages and agent. Communicated with her on the 20th, 21st, and 22d by

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Oct. 12	Am. str. Spartan....	Hereford Inlet, New Jersey.	means of International Code of Signals, and informed maritime exchanges of the existing conditions. She was released on the morning of the 23d without injury.
Oct. 12	Small boat; no name.	Green Run Inlet, Virginia.	Overtaken by hurricane, the two men in her were compelled to land to save their lives. They made their way to station and were afforded shelter and succor for the night. Weather having moderated by the morning, they departed for their destination.
Oct. 14	Yt. Mermaid.....	Ocean City, New Jersey...	Broke from moorings and drifted into breakers near station, where she was in danger of going to pieces. Life-saving crew launched surfboat and towed her through the breakers and up clear of the sea, where she was cared for until her owner called.
Oct. 15	Sc. Edith A.....	Mosquito Lagoon, Florida.	Master unfamiliar with channel in the lagoon, and vessel short of water. Keeper furnished supply of fresh water and piloted her safely through the lagoon.
Oct. 15	U. S. dredge Michigan City.	Saint Joseph, Michigan, Lake Michigan.	Condemned; towed out of harbor and beached 2 miles S. of station. A party of men boarded her and tried to save the old iron in her. With the exception of one man, they all went ashore in the afternoon to procure a pump, but the sea grew so high they could not return, and the man left on board was seriously imperiled. Life-savers learned of his danger and went to the rescue in surfboat. The sea was heavy and the man was with difficulty rescued and a start made for the station. After pulling against wind and sea for an hour, without making any headway, surfboat was headed for the beach and all hands landed in safety.
Oct. 16	Am. sc. Mary E. H. G. Dow.	White Head, Maine.....	Stranded on submerged ledge, 5 miles E. of station, at 8 p. m. Upon learning of casualty, keeper telephoned for a tug, then launched surfboat, and pulled out to the helpless vessel. Finding her badly strained and leaking rapidly, manned the pumps and worked all night trying to free her, but the water gained steadily. Next morning transported master to Crescent Beach, where he communicated with owners. Two days later again boarded her and aided in stripping off sails and rigging. Wrecking company then took charge, floated her on November 4, and towed her to Portland, where extensive repairs were made.
Oct. 16	Am. sc. Wingaersheek.	Knobbs Beach, Massachusetts.	Dragged anchors and stranded 3 miles SW. of station during gale of the 13th. Three days later master requested keeper to aid him in releasing her. Surfmen went at once to the stranded vessel and shoveled out her cargo of sand, ran out anchor and chain, made sail, and by heaving on anchor released her undamaged.
Oct. 16	Am. sc. Lady Antrim.	Creeds Hill, North Carolina.	Parted cable and was driven on the beach by the gale of the 11th, 5 miles NE. of station. Keeper receiving information from keeper of Cape Hatteras Station that help was needed in launching her, went with surfmen on this date to place of casualty. Together with crew from Cape Hatteras Station, succeeded in putting her on skids, from which she was launched at high water a few days later by citizens.
Oct. 16	Gas launch Cracker Jack.	Duluth, Minnesota, Lake Superior.	Machinery disabled. Plying as an ice-carrier between Duluth and West Superior. Having stopped and delayed some time, station crew pulled to her assistance. It was found necessary to tow her to the dock, where the needful repairs were made.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896.			
Oct. 16	Sc. <i>Lena M. Neilson</i>	Holland, Michigan, Lake Michigan.	Head wind preventing her passage through harbor channel, surfmen took line from her and tracked her through in safety.
Oct. 17	Am. sc. <i>Zephyr</i>	Block Island, Rhode Island	Stranded $2\frac{1}{2}$ miles N. of station. Patrolman discovered her and pulled out in small boat to learn if assistance could be rendered. Master requested aid at high water, and at 2 o'clock next morning life-savers went alongside and helped to heave the schooner afloat uninjured.
Oct. 17	Am. sloop, <i>Hercules</i>	Velasco, Texas	Leaking. Master fearing she would go down with all on board, beached her 1 mile SW. of station shortly after midnight. Patrolman heard cries of distress and immediately reported to keeper. Crew manned surfboat and went out to the sloop, which had struck on jetty rocks. Bailed her out and prepared to float and take her into harbor, but master insisted upon first removing stores and baggage. This was done, and sloop was soon hauled offshore and taken inside jetty, where she was beached for repairs. Surfman assisted next day with horse and cart in returning articles landed the night before. Sloop was repaired and continued her destination.
Oct. 17	Fish boat; no name.	Hammonds Bay, Michigan, Lake Huron.	Beached the night previous, during severe storm, to prevent pounding to pieces against dock. Master requested station crew to help float her, and the weather having moderated, the surfboat was launched and pulled down to her. Surfmen bailed her out and removed ballast; hauled her off into deep water, and returned ballast. Made sail and took her into harbor.
Oct. 17	Sc. yt. <i>Ida</i>	Muskegon, Michigan, Lake Michigan.	Foremast carried away, drifting dangerously near the beach without an anchor. Crew manned surfboat and pulled out to assist in keeping yacht from stranding. Ran a line, and, after a hard pull, towed her to port, where they aided in repairing mast, and she soon started for Muskegon.
Oct. 17	Scow; no name	Cape Disappointment, Washington.	Broke from moorings and was drifting out to sea when discovered by life-saving crew, who launched surfboat and took out a running line. Made fast to the scow and towed it to secure berth near station.
Oct. 18	Am. sc. <i>M. C. Moseley</i> .	White Head, Maine	Dragging anchor during fresh breeze and in danger of being driven on rocky ledge. Launched surfboat and hastened to her assistance. Her anchor had fouled the buoy on Hay Island Ledge, and she was dragging it along with her. Surfmen unshackled the chain, buoyed and slipped it, made sail, and worked her into Seal Harbor to safe anchorage. Anchor and chain were afterwards recovered.
Oct. 18	Skiff; no name	Spermaceti Cove, New Jersey.	Nearly full of water under the railroad bridge, with a drunken man in it. Patrolman from this station and one from Seabright Station, made a line fast around him, and hauled him up on the bridge. Took him to his home for dry clothes. In all probability he would have perished but for the life-savers.
Oct. 18	Am. sc. <i>B. I. Hazard</i> .	North Beach, Maryland	Anchored in exposed place off the beach, 4 miles SE. of station, having towed the dismasted and water-logged schooner <i>Lelia Smith</i> in from sea. Owing to head wind she could proceed no farther with the derelict. Life-savers pulled out in surfboat to offer assistance, and master requested keeper to send for tug. This was done, and surfmen made two more trips to schooner to inform

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896.			
Oct. 18	Am. sc. B. I. Hazard.	North Beach, Maryland...	master that assistance would soon arrive. Tug came late in afternoon and towed both vessels to Delaware Breakwater.
Oct. 18	Am. sc. Lelia Smith.	.....do.....	Dismastcd and water-logged, 200 miles off shore, on the 16th. She was found by the schooner B. I. Hazard and taken in tow to a point 4 miles SE. of station, where she was discovered by the lookout at 6.30 a. m. Keeper procured tug and late in the afternoon she proceeded in tow for Delaware Breakwater, together with the schooner Hazard.
Oct. 18	Sailboat; no name...	Middle Island, Michigan, Lake Huron.	Capized at midnight, throwing two men and two women into the water. Their cries were heard by patrolman, who gave the alarm. Station boat hurried to the rescue, picked up all four persons, and carried them to the station. Recovered boat and bailed it out.
Oct. 19	Br. barge Merritt...	Fort Niagara, New York, Lake Ontario.	Stranded in the river in spite of the efforts of a small tug to hold her up against the current. Life-saving crew manned surfboat and ran lines to two small steamers, and then to a large tug, which released the barge undamaged.
Oct. 19	Am. sc. Red Cloud...	Ottawa Point, Michigan, Lake Huron.	Sails blown away and vessel stranded. Patrolman reported casualty and the station crew promptly pulled out and found her broadside to the sea and in danger of going to pieces. Rescued the two men on board and took them to station, where they were sheltered for the night. Next day surfmen again went to the schooner and took off some of her cargo of fruit, but could not do anything to release her because of rough sea. On the 21st tug signaled for help to run a line to schooner, and the station crew responded to the call, but found that connection could not be made because of shoal water. They then pumped her free of water, ran out anchor, and hove her off, when the tug towed her to port for repairs.
Oct. 19	Sailboat; no name...	Beaver Island, Michigan, Lake Michigan.	When 12 miles NW. of station, one of the two men in charge fell overboard and was drowned. Boat was towed to harbor by the tug and the remaining man was cared for at station while awaiting steamer to take him home.
Oct. 19	Am. str. Relief.....	Old Chicago, Illinois, Lake Michigan.	Machinery disabled; stranded. Surfmen went out to her in tow of tug, but as water was shoal tug could not reach her. Keeper then sent message for smaller tug, and leaving one man to aid in handling lines, started for Lincoln Park, where another vessel was ashore. Steamer was released undamaged.
Oct. 19	Scow; no name.....	.....do.....	Stranded while in tow of the steamer Relief, machinery being disabled. Surfmen went to her assistance, and after the steamer, which had also grounded, was hauled afloat, the scow was released uninjured.
Oct. 19	Steam dredge; no name.	.....do.....	Dragged dangerously near the beach in rough sea, 4 miles N. of station. Surfmen went off to it from steamer Relief and learned that a tug of light draft would be needed. They returned to station, procured tug, provided hawser and running line for use, and upon arriving at the dredge ran the lines and soon had it in deep water, when it was towed safely into harbor.
Oct. 19	Scow No. 2.....	Two Rivers, Wisconsin, Lake Michigan.	Dragged anchors and stranded during heavy wind and sea while holding a raft of logs outside of harbor entrance. Tug went out and put 3 men on board to let out more chain; but the scow continued to drag, and a line was then run

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Oct. 19	Scow No. 2.....	Two Rivers, Wisconsin, Lake Michigan.	to the pier and made fast. Another tug was telephoned for, and when she arrived she signaled for the life-saving crew, who pulled out again. Tugs could not reach scow, because of shoal water, but surfmen managed to run a line to tug L. P. Hill after hard work. A little later this tug was disabled by getting a line in her wheel and had to be towed to Manitowoc. The scow had now dragged onto the beach with her raft, and was in danger of going to pieces in the surf. The surfmen succeeded in rescuing the 3 men after hazardous efforts, and landed them in safety. Scow was scuttled on the 25th to prevent further injury, but went to pieces on Nov. 23.
Oct. 19	Small boat; no name.....	do	Thrown on the beach full of water and in danger of breaking up. Surfmen hauled it up clear of the sea and bailed it out.
Oct. 19	Am. sc. Geo. W. Wescott.	Kewaunee, Wisconsin Lake Michigan.	Head wind prevented her sailing into harbor. Surfmen ran lines and aided in hauling her in and making her fast.
Oct. 19	Skiff; no name.....	Cape Disappointment, Washington.	Broke adrift and was being carried away by strong flood tide when discovered. Surfmen pulled out and towed it to Ilwaco, where it was delivered to owner.
Oct. 20	Am. str. Jessie.....	Burnt Island, Maine.....	Disabled through breaking her rudder. Surfman launched boat and ran line to two sloops, which towed her into harbor, where repairs could be made.
Oct. 20	Fish boat; no name.	Gay Head, Massachusetts.	Surfmen assisted three fishermen to haul their boat up clear of the sea and helped to land their nets and gear in safety.
Oct. 20	Am. sc. John T. Mott.	Middle Island, Michigan, Lake Huron.	Stranded during night of the 19th, 9 miles NNW. of station. Receiving information of casualty next day by telephone, life-saving crew immediately started for scene in lifeboat. Learned that master had sent for tug and that nothing could be done until tug should arrive. Surfmen pumped the schooner free of water, and when the tug arrived ran lines and hove up anchor. When the vessel finally floated they helped to make sail and start her off in tow of tug, uninjured.
Oct. 20	Sailboat; no name..	Beaver Island, Michigan, Lake Michigan.	Shift of wind swung her aground on shoal in the harbor during the night. Keeper went out in station boat, planted anchor in deep water, and aided in hauling her afloat. Took off the crew of three men and carried them to the station to get warm and dry. They started on their journey a few hours later.
Oct. 20	Sloop; no name.....	Sheboygan, Wisconsin, Lake Michigan.	Unmanageable, drifting out in the lake with three boys in it. Station crew went to their rescue in surfboat, took them into the boat, and towed their sloop ashore. They would have been carried out into the lake and probably lost but for this aid.
Oct. 20	Am. str. Arago.....	Cape Arago, Oregon	Struck on submerged rocks of jetty at 8 a. m. during thick weather, with heavy sea, $3\frac{1}{2}$ miles SW. of station, and sunk. Thirteen lives lost. (See details under caption "Loss of Life.")
Oct. 21	Am. sc. Modesty....	Point Allerton, Massa- chusetts.	Sprung a leak and sank the evening before while in tow of tug, $2\frac{1}{2}$ miles E. of station, tugboat rescuing the crew. Early next morning her topmasts were discovered by the lookout, and surfmen launched surfboat and pulled out to her. A quantity of lumber was drifting about her and the life-saving men succeeded in saving 700 feet of it. Wrecking companies made efforts to raise the schooner, but without avail, and she proved a total loss.
Oct. 21	Am. str. Soo City...	Grand Haven, Michigan, Lake Michigan.	Stranded on sand bar in the river $\frac{1}{2}$ mile NE. of station. Surfmen pulled up to her in station boat and finding a tug

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896.			
Oct. 21	Am. str. Soo City ...	Grand Haven, Michigan, Lake Michigan.	trying to release her, they jumped aboard the steamer and helped to handle lines until she was floated.
Oct. 22	Catboat; no name...	Gay Head, Massachusetts.	Could not make harbor under adverse wind. Surfman aided in getting her in by running lines.
Oct. 22	.....do .....	.....do	Wind prevented her sailing into harbor. Surfman ran lines and assisted in other ways until she was in secure berth.
Oct. 22	Am. sc. Henrietta Hill.	Ocean City, New Jersey...	Stranded 1 mile ENE. of station at 4.20 p. m. She was discovered at once and station crew hastened out in surfboat. Found her driving up on the middle ground and in constant danger from the sea. Ran out anchor and hove taut. Crew of Great Egg Station now arrived and all hands hove away on anchor and worked sails until she was released. Took her to safe anchorage for the night and next day she proceeded to her destination.
Oct. 22	Am. sc. Iver Law-son.	White River, Michigan, Lake Michigan.	Lost anchor and 20 fathoms of chain on the 19th while trying to enter harbor. On this date station crew aided master in recovering his lost property.
Oct. 23	Am. sc. Maggie Abbott.	Watch Hill, Rhode Island.	Stranded on reef, 1 mile S. of station at 5 a. m. Surfmen went out to her relief and found her leaking. Carried out and planted anchor and tried to heave her afloat, but without success. Wind and sea increasing and threatening her destruction, the crew of six men, with their luggage, were taken into surfboat and safely landed. Master made arrangements with wrecking company to save all cargo and rigging possible. Vessel went to pieces on Nov. 5.
Oct. 23	Catboat; no name...	Townsend's Inlet, New Jersey.	Capsized $\frac{1}{2}$ mile NW. of station, throwing three men into the water. Two surfmen went to their rescue and landed them safely. Righted and bailed out the boat and took it to wharf, where it was secured.
Oct. 23	Skiff; no name.....	Santa Rosa, Florida.....	The west patrol found this skiff abandoned on the bay side of the beach. Launched it and took it to station, where it was held for the owner.
Oct. 23	Schooner; no name.	Ottawa Point, Michigan, Lake Huron.	Anchored near station with four men on board who had been without food for more than twenty-four hours. Station crew pulled out in surfboat and landed one man to go to town for provisions, and in the meantime supplied food in plenty to those remaining aboard.
Oct. 23	Am. str. Aragon	Chicago, Illinois, Lake Michigan.	Stranded on reef at 3.30 a. m. 2 miles NW. of station. Life-savers answered signal of distress by pulling out in surfboat. Master asked keeper to return ashore and telephone for tug. This was done, and crew went out to offer assistance again, but none was needed. Steamer was lightered of part of her cargo and released next day uninjured.
Oct. 24	Catboat Isolda.....	Barnegat, New Jersey	Stranded at 7 p. m. on north side of inlet, but could not be seen from the station. When keeper was informed of casualty surfboat was manned and pulled to the stranded craft. As tide was falling and boat was hard on the bottom, with rudder gone, she could not be floated until high water. Surfmen therefore returned to station, and at 7 a. m. next morning went again to the stranded craft. Ran out and planted anchor offshore and made sail, and with assistance of crew from Forked River Station worked her afloat. Towed her inside to secure anchorage, where repairs to rudder could be made.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896.			
Oct. 24	Small boat; no name.	Assateague Beach, Virginia.	Broke away from an oyster boat and drifted ashore 1 mile S. of station. Surfman found it in the breakers and in danger of going to pieces. He hauled it clear of surf and looked out for it until it was called for by owner.
Oct. 24	Skiff; no name.....	Big Sandy, New York, Lake Ontario.	Adrift in the lake and approaching dangerously near the breakers. Surfboat picked up and towed the skiff to safe berth inside, where it was delivered to owner soon afterwards.
Oct. 24	Skiff; no name.....	Michigan City, Indiana, Lake Michigan.	Capsized, throwing two men into the water, seriously imperiling their lives. Life-savers went immediately to the rescue, and succeeded in picking up the almost exhausted men. They were two duck hunters, so encumbered with overcoats and heavy boots that they would have drowned but for the prompt assistance of the surfmen.
Oct. 25	Electric launch Lotus.	Point of Woods, New York.	Anchored abreast of station with machinery broken. Keeper went alongside and learned that owner wanted a machinist telegraphed for and five passengers landed. The dispatch was sent to station to be forwarded and the passengers were sent to their homes on the mainland. Launch was soon repaired and went on her way.
Oct. 25	Naphtha launch; no name.	Shark River, New Jersey.	Stopped off the station as if needing assistance. Surfboat went out to her and the owner requested surfmen to land him and his friend. This was safely accomplished.
Oct. 25	Am. sc. Janie T. Lewis.	Hog Island, Virginia.....	Stranded on shoal $\frac{3}{4}$ mile W. of station and endangered by the rough sea. Life-saving crew hastened out in surfboat, and after two hours' work got her into deep water undamaged.
Oct. 25	Am. sc. Abbie	Grand Haven, Michigan, Lake Michigan.	Stood toward a shoal spot in entering harbor and was in danger of stranding. Surfmen ran down to the pier and got a line to her, stopping her headway before she touched the bar and averting injury.
Oct. 25	Am. sc. Mishicott.....	.....do	Stranded 10 miles N. of station on the 21st; crew landed on the beach unassisted. Because of heavy sea nothing could be done for her release until the 25th, when station crew worked on her until the sea again interfered. Returned to her the next day and worked all night trying to float her. On morning of the 27th succeeded with assistance of a small tug, which towed her to harbor for repairs.
Oct. 25.	Am. sc. William Aldrich.	Kewaunee, Wisconsin, Lake Michigan.	Fresh head wind prevented her entering port. Surfmen ran lines and hauled her inside to a secure berth.
Oct. 25.	Am. sc. Mary A. Gregory.	Plum Island, Wisconsin, Lake Michigan.	Dragging anchors toward shoal during stormy weather. Life-savers answered signal of distress, and found that all but one of the crew had gone ashore the day before and could not return because of the wind and sea. Hove up one anchor, buoyed and slipped the other, made sail, and took her to safe anchorage in harbor. Next day keeper and two surfmen aided master in recovering anchor and 30 fathoms of chain.
Oct. 26.	Am. sc. Bloomer	White Head, Maine	Stranded on ledge 1 mile NE. of station at 8 a. m. Life-saving crew boarded her with surfboat, and when flood tide made kedged her afloat undamaged. Took her to wharf where she was to discharge cargo of lumber.
Oct. 26.	Br. sc. Elma D	Burnt Island, Maine	Stranded on Hart Island Bar while trying to make harbor. Station crew went out in surfboat, threw overboard her deck load of piling, made sail and tried to force her over the bar. Failing to ac-

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Oct. 26	Br. sc. Elma D	Burnt Island, Maine	comply this, dispatches were taken ashore to be sent to the New York Maritime Exchange. Surfmén then returned to schooner, ran out anchor, and at high water tried to heave her afloat, but failed. Next day stripped her of sails and running rigging. On the 28th boarded her again and ran hawser to U. S. revenue cutter Woodbury, but the cutter could not release her. On the 29th ran hawser to the Woodbury again and assisted in various ways in efforts to float the schooner, but without avail. On Nov. 5 all articles and gear were taken off. Vessel proved a total loss.
Oct. 27	Catboat Nellie	Monomoy, Massachusetts.	Disastrous when 2 miles N.W. of station. Surfmén reported casualty to keeper and station crew hastened to her aid; took her in tow and carried her to harbor.
Oct. 27	Yawl boat; no name.	Charlotte, New York, Lake Ontario.	Entered harbor leaking rapidly, with four men in it. Life-savers went out in dingey and took the men aboard. Bailed the yawl out and towed it up the river to steamer Heckla, to which it belonged.
Oct. 27	Am. str. Trio	Middle Island, Michigan, Lake Huron.	Stranded during thick fog 54 miles N.W. of station at 3 a. m. Patrol. an heard signals of distress and reported to keeper. Lifeboat pulled out and found steamer in only 5 feet of water, with no anchor to use for kedging off. At master's request surfmén returned to station and telephoned for tug. This being done, they returned to steamer, and when tug arrived ran lines to her. The steamer was released uninjured and towed to dock.
Oct. 27	Skiff; no name	Racine, Wisconsin, Lake Michigan.	Adrift in the lake. Surfmén on watch discovered it and pulled out for it in station boat. Towed it to station, where it was held for owner.
Oct. 27	Am. sc. Resumption.	Kewaunee, Wisconsin, Lake Michigan.	Head winds prevented her entering port. Station crew ran lines for her and aided in hauling her inside to secure berth.
Oct. 29	Br. sc. Saxon	White Head, Maine	Stranded 5 miles N.E. of station on ledge. Station crew went to her assistance, put tackles on her booms and backed sails, working her off into deep water. Piloted her into safe harbor.
Oct. 29	Am. slp. Hercules ..	San Luis, Texas	Stranded 8 miles W. of station two days previous to this date. Master reported casualty to keeper on this day and station crew went to the place in surfboat. Found sloop well up on the beach and half full of water. Cleared her of water, stopped leaks, and then all hands jumped overboard and shoved her afloat. Made sail and took her to anchorage abreast of station. Next day sent surfmén with master to take her to shipyard for repairs.
Oct. 29	Three scows; no names.	Marquette, Michigan, Lake Superior.	Parted moorings at 7 p. m. during north-east gale. In danger of being carried on the rocks and lost. Surfmén procured new lines and pulled out to the scows. Made them fast again after four hours' work in heavy wind and rain.
Oct. 30	Sc. Thistle	Mosquito Lagoon, Florida.	Stranded three days previous 7 miles N. of station, master being unacquainted with channel. On this date keeper started to town in supply boat for provisions. About sundown he discovered the schooner hard aground with three people on board. He anchored near by and for three successive high tides directed and assisted in operations until she was released. He then piloted her to place of safety and gave her up to master.
Oct. 30	Am. slp. Wilhelmina	Galveston, Texas	Dragged anchor and stranded during heavy wind and rain storm the day previous. Station crew on this date floated her undamaged.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Oct. 30	Am. sc. Julia.....	Ottawa Point, Michigan, Lake Huron.	Dragged anchor and stranded. Surfm ^{en} launched lifeboat and went to her assist ^{ance} . Ran out and planted anchor and endeavored to heave her off, but failed. Tug was signaled for and got her afloat. Surfm ^{en} accompanied her to harbor and aided in repairs.
Oct. 31	Am. sc. Emily Belle.	Indian River Inlet, Dela- ware.	Stranded on shoal 1 mile S. of station and endangered by the sea. Surfm ^{en} went to her assistance and found the waves breaking over her and cargo of flour in danger of being greatly dam- aged. Procured lighter and dropped it as near her as possible on inside of shoal. Worked all night in getting off deck load, and by 4 o'clock in the morning had her afloat and inside of inlet at a safe anchorage.
Oct. 31	Am. str. Geo. C. Markham.	Two Rivers, Wisconsin, Lake Michigan.	Unable to turn in river without assistance owing to deep draft and narrow channel. Surfm ^{en} ran lines with station boat and aided in getting her around so she could leave port.
Nov. 1	Sailboat; no name..	Erie, Pennsylvania, Lake Erie.	Capsized in the bay through the heavy jibing of her sail, her two occupants being picked up by a neighboring craft before the surfm ^{en} reached the scene. The life-saving crew towed the over- turned craft to the city, righted and freed her of water, and left her in charge of the owner.
Nov. 2	Rowboat; no name.	City Point, Massachusetts	During a strong wind and rough sea, the only occupant of this boat, a youth 18 years of age, became exhausted from rowing and anchored his craft so near an iron pier as to incur danger of having it smashed to pieces against the piling. The life-saving crew went to his assist- ance, took him from his perilous position, and towed his boat up the bay, landing him near his home.
Nov. 2	Bateau John W. Cropper.	Metomkin Inlet, Virginia.	Swamped on the bar, 2 miles SE. of the station, when bound inside with two men on board. The surfboat landed the occupants and towed their craft ashore, where it was bailed out and launched, and the owners proceeded on their voy- age.
Nov. 2	Am. sc. Julia	Sand Beach, Michigan, Lake Huron.	While getting away from her wharf to proceed to an anchorage, this vessel drifted ashore in a light breeze near the station boathouse. The life-saving crew ran a kedge and hove the schooner out to a safe berth.
Nov. 2	Am. sc. R. Kanter..	Sturgeon Bay Canal, Wis- consin, Lake Michigan.	Failed to answer her helm promptly while attempting to enter the canal in a partially water-logged condition, and running into a dock on the northern side of the entrance, had her bobstays carried away and an anchor knocked from its lashings, which was then slipped with 15 fathoms of chain, and the vessel swung across the channel, forming an obstruction to navigation. The life- saving crew assisted to take in sail, summoned a tug, which towed the craft to Sturgeon Bay and ran her on the mud flats, and then aided her crew to pump her dry. At 6 a. m. the following morning, again freed the schooner from water, after which she was taken along- side a dock for repairs, the surfm ^{en} being engaged during the afternoon in grappling for her lost anchor, which was recovered and placed on the wharf, whence her crew were assisted by the life-savers to get it aboard their vessel on the 4th inst.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Nov. 3	Am. sc. Walhalla ...	Two Rivers, Wisconsin, Lake Michigan.	At 10 a. m. the assistant keeper of Twin River Point lighthouse came to the station with the information that this vessel was a mile north of his post, 6 miles to the northward of the life-saving station, with rudder gone and partially water-logged, her master having enlisted his good offices to summon the surfmen and a tug. No towboat was in port at the time, but having instructed the men left in charge to send forward the first one arriving, the keeper and remainder of the crew proceeded to the scene in the surfboat under sail and oars; reached the vessel at 11.30 a. m., and relieving her almost exhausted crew at the pumps soon began to gain on the water. At 2 p. m. a tug returning from the fishing grounds observed the vessel's signal of distress, and coming to her assistance took her in tow for Manitowoc, 13 miles to the southward, where they arrived six hours later, progress being slow, as the schooner had to proceed stern first, with a drag at the bows, in order to be steered. By this time the life-savers had almost freed the craft of water, and as she was now in a safe harbor they returned to their station in tow of the tug.
Nov. 3	Gasoline launch Claude B. Hanthorn.	Cape Disappointment, Washington.	Grounded at low water at 4.45 p. m. 2 miles SE. of the station, on one of the numerous sand bars in the Columbia River, when bound from Astoria to Fort Canby with a party of seventeen laborers on board, besides a crew of two men. The surfboat with five of the life-savers was at this time returning from Ilwaco, where a trip had been made for provisions; so the keeper fired two charges from the Lyle gun to hasten her movements, and upon her arrival set off for the distressed vessel, reaching her in forty minutes after a hard pull in the teeth of a 45-mile breeze. Thirteen of the passengers were taken on board the surfboat and brought ashore, No. 1 surfman being left with the launch, which was in no immediate danger, to pilot her in as soon as the tide floated her. She reached the station in safety one hour later than the surfboat, at 7 p. m., after a slow trip, on account of darkness and the large number of fish traps driven in the river, to escape which required careful navigation.
Nov. 4	Am. sc. Argo.....	Davis Neck, Massachu- setts.	Lines parted while hauling in to her wharf, and the master let go an anchor which failed to hold. The life-saving crew hastily boarded her, assisted her three hands to get her under way, and worked her to the dock, where she was secured. On the 7th inst. aided her to leave berth and make sail.
Nov. 5	Slp. Bessie; skiff, no name.	Ocean City, Maryland.....	Sighted adrift in Isle of Wight Bay, about 1 mile NW. of the station, at 10.50 a. m., when it was blowing fresh. The life-saving crew at once started to their assistance in a small boat, reaching the sloop first and finding her master there alone, stupefied from liquor. Anchored his craft in a safe place, and, taking him aboard, proceeded to pick up the skiff, which was now full of water in the surf on a lee shore, bailed her out, towed her to the beach, and informed the owner, landed the intoxicated man, and returned to the station at 1 p. m.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Nov. 5	Br. sc. Antelope	Charlotte, New York, Lake Ontario.	While attempting to enter the harbor at 8.45 p. m., lost the wind when within 100 feet of the entrance, whereupon her master ran a hawser to the pier and concluded to wait for a tug. The life-saving crew boarded her fifteen minutes later, and, having informed the captain that the harbor towboat was disabled, began to assist his men to heave the vessel inside. The wind freshening suddenly, however, to a strong breeze, the hawser parted, and the schooner drifted 300 yards out into the lake before an anchor could be let go. The surfmen now bent several lines together and ran them to the piling, put a reefed mainsail on the craft for use in case the lines should again part, hove up the anchor, and hauled the vessel alongside the west pier, where she was safely made fast at 3 a. m., Nov. 6.
Nov. 5	Am. sc. C. L. Young.	Buffalo, New York, Lake Erie.	Abandoned by her towboat off the harbor entrance at 5 p. m., during the prevalence of a SW. gale accompanied by a terrific sea, rapidly drifted down on Horseshoe Reef, where she stranded, the anchor, which had been let go, failing to bring her up. The life-savers were shortly on the scene, but realizing that nothing could be done to assist the vessel, which was pounding heavily, with the seas breaking over her, their efforts were directed to rescuing her crew. With much difficulty, owing to the heavy breakers and floating wreckage, the boat was forced alongside to leeward and the bewildered people on the wreck, seven men and one woman, were safely taken on board. After a hard pull the station was reached, where all hands were furnished with dry clothing and food and sheltered for the night, leaving for their respective homes at 1 p. m. the following day. The schooner was subsequently released and towed into port, but very badly damaged.
Nov. 5	Am. sc. Sam Flint.....	.....do	Dragged her anchors about midnight, when no one was on board, and stranded on a sand bar near the end of the light-house pier. The surfboat immediately started to the scene in tow of a tug bound to the vessel's relief, and upon arriving alongside ran a line for the tug, which parted, however, after a short pull. A new hawser was now procured and gotten aboard the schooner, but an hour's work failing to start her, operations were temporarily abandoned at 5 a. m. the 6th inst. At 10 a. m., when returning from the schooner Typo (see record of Nov. 6), the services of the surfmen were solicited, and they ran three hawsers to as many tugs, but their united efforts were incapable of moving the stranded vessel, and dredging was decided upon as the only feasible plan of relief, by which means she was released on the 7th inst., without further aid from the life-saving crew.
Nov. 5	Am. sc. A. J. McBrier.	Pointe aux Barques, Michigan, Lake Huron.	Carried away rudder head during a NE. gale accompanied by a high sea, and becoming unmanageable, stranded on a reef about 4 miles SE. of the station, 1 of a mile offshore, at 11 p. m., her torch signal for aid being observed by the patrolman a few minutes later and answered by a Coston light, the surfmen arriving alongside in the lifeboat at 1 a. m. the 6th inst. Finding the vessel fast on the rocks and that it was impracticable, from her position and the

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Nov. 5	Am. sc. A. J. McBrier.	Pointe aux Barques, Michigan. Lake Huron.	state of the weather, to do anything for her then, put life belts on all hands, 10 in number, including the captain's three children, took them in the lifeboat, and set out for Port Hope, 8 miles south of the station and to leeward of the reef, the gale now having shifted to the westward. Landed safely at 3 a. m., and the master telephoned to Sand Beach for a tug, which arrived at 1 p. m., but as the sea and wind still remained too strong to work on the wreck, and promised a long and toilsome pull to Pointe aux Barques, the keeper left the lifeboat at Port Hope for use the next day and, engaging a team, returned overland to the station at 5 p. m. The surfmen went back to Port Hope by the same means early on the 7th, and, the weather having moderated, took the schooner's crew aboard their craft, made soundings around her, assisted to jettison the deck load of laths and to work the pumps, and ran two hawsers for the tug, which succeeded in releasing the vessel at 2.30 p. m. and towed her to Sand Beach on her beam ends, accompanied by the life-savers, arriving inside the breakwater at midnight, where the surfmen assisted to secure the vessel. Landed her crew, and went to a hotel for the night, returning to their station on the 8th at 1.30 o'clock p. m. The Sand Beach crew assisted to right the McBrier; to strip her of canvas, anchors, and movable gear, and to get pumping apparatus on board so she could be freed and temporarily repaired.
Nov. 5	Tug Sport	Ludington, Michigan, Lake Michigan.	Being short-handed, her master applied for aid from the life-savers to handle his lines in taking hold of a barge, which had arrived off the port in tow of a steamer. A portion of the life-saving crew went on board of the tug, accompanied her outside, and performed the desired services.
Nov. 5	Am. sc. Una	Grand Haven, Michigan, Lake Michigan.	Lying uneasily in her berth alongside the pier opposite the station. On account of the sea which was running, her crew commenced to track the vessel up the river. As the tow was heavy, the keeper sent three surfmen to their assistance, who aided to move the schooner to a quiet place 300 yards from her former position and to secure her.
Nov. 5	Am. sc. Magdalena..	South Haven, Michigan, Lake Michigan.	Stranded on the bar at the harbor entrance at 8.30 a. m., while attempting to enter port, a NW. gale prevailing with a rough sea. The supply boat was launched by the life-savers, lines were run across the river to the opposite bulkhead, and an attempt was made to release the vessel, but she pounded hard, began leaking, and was full of water at the end of an hour. Her master and crew of three men now took their clothing and proceeded to their respective homes in the city, but the surfmen persisted in their efforts and succeeded finally in floating the schooner in a partially water-logged condition, towed her up the river into smooth water, and left her at 3.30 p. m. secure in a safe berth.
Nov. 6	Am. sc. Typo	Buffalo, New York. Lake Erie.	When lying inside the breakwater dragged her anchors at 7.40 a. m. in a strong SW. gale and was stranded. The life-savers, with the surfboat in tow of the tug Cascade, at once proceeded to the scene, and upon their arrival a large hawser was run from the distressed

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Nov. 6	Am. sc. Typo	Buffalo, New York, Lake Erie.	craft to the towboat, assistance rendered to heave up the schooner's anchors, and the vessel floated by the steamer and taken to a safe anchorage.
Nov. 6	Am. sc. Waleska	Saint Joseph, Michigan, Lake Michigan.	The steamer Peerless, reaching port from Chicago at 9 a. m., brought information to the keeper that this schooner had been spoken 15 miles SW. of the harbor, where she had ridden out the gale of the preceding day, but that the three men aboard her were now unable to raise their heavy anchor and desired the aid of the life-saving crew and the services of a tug. The surfmen quickly left for the scene on the towboat Andy, and after one and one-half hours' work succeeded in heaving up the anchor without accident. The vessel was then towed into Saint Joseph, reaching there at 4 p. m.
Nov. 7	Br. sc. Antelope.....	Charlotte, New York, Lake Ontario.	Lost her way while going up the river under sail and fouled a wharf. The surfmen ran a line from the schooner to the opposite shore and assisted to heave her out into the channel, whence she was able to proceed to her destination.
Nov. 8	Am. sc. Waukesha..	Muskegon, Michigan, Lake Michigan.	About daylight on the morning of this date the lookout discovered wreckage and what appeared to be the figure of a man upon it about $1\frac{1}{2}$ miles off the harbor entrance. The surfboat pulled to the scene, and a sailor was taken from the tangled mass of spars, etc., that were fast to a sunken vessel, which proved to be the schooner Waukesha, of Chicago, Illinois. This vessel anchored just before nightfall on the 7th and foundered during the night at the place where the man was rescued. Investigation subsequently made by an officer of the Service showed that her captain was intoxicated and refused either to enter the port or signal for assistance.
Nov. 8	Slp. yt. Iroquois....	Squan Beach, New Jersey.	Her yawl, which was towing astern, broke adrift while this yacht was crossing the bar. It was picked up by a neighboring fisherman, whom the life-savers assisted to get it ashore to a place of safety where the master of the sloop could recover it.
Nov. 8	Sailboat; no name...	Atlantic City, New Jersey.	Filled and capsized, her three occupants succeeding in securing a hold on the bottom of the overturned craft. They were soon picked up by the surfboat and quickly taken to the station, $\frac{1}{2}$ mile distant from the scene of the disaster, where restoratives were administered and dry clothing furnished them from the stores donated by the Women's National Relief Association. After being thoroughly recuperated the men left for their respective homes, declaring that they owed their lives to the efforts of the surfmen. The boat came ashore on the beach and was saved.
Nov. 8	Am. sc. Churchill...	Buffalo, New York, Lake Erie.	The tug Cascade having reported to the keeper at 11 a. m. that this schooner was lying at anchor in the lake, 12 miles SW. of the station, in a disabled condition, requiring assistance, the lifeboat was launched and the surfmen proceeded to the scene in tow of the steamer. Upon boarding the vessel it was ascertained that her steering gear was crippled and that she was leaking considerably. Having relieved her crew at the pumps and partially freed the vessel from water, the life-savers rigged temporary steering apparatus, assisted to heave up the anchor, and the craft was safely towed into Buffalo Harbor, arriving there at 4.20 p. m.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Nov. 8	Fishboat Sea Gull ..	Bois Blanc, Michigan, Lake Huron.	While at the house of Mr. Francis, 7½ miles W. of the station, on the SW. shore of the island, where they had conveyed a physician (see Services of crews, miscellaneous, Nov. 7), the assistance of the surfmen was requested by the owner to float this boat, which had parted her cable the preceding day and stranded ¼ mile from this point. The life-savers proceeded to the spot, discharged the ballast from the boat, bailed her out, and succeeded in launching her. Then took her into a small bay close at hand and properly secured her.
Nov. 9	Scow; no name.....	Pointe aux Barques, Michi- gan, Lake Huron.	Owing to a head wind this scow, with which a party of men had been at work removing bowlders from the harbor, had been left at anchor and her crew returned overland to Sand Beach, where they and the craft belonged. This day, the wind being fair and the weather good, the keeper sent her to Sand Beach with a portion of his crew and delivered her to the owner.
Nov. 9	Am. sc. Lena Behm.	Grand Haven, Michigan, Lake Michigan.	While sailing into the harbor was headed off by a shift of wind and began drifting toward a shoal spot about 125 yards below the station. As she was close to the pier the life-savers hastened abreast of her, took a line and tracked her up the river a distance of 350 yards, where she was secured in a safe berth alongside the bulkhead.
Nov. 10	Sloop; no name.....	Blue Point, New York.	Three men came to the station at nightfall and requested aid to launch their sloop, which had been left aground near at hand by the falling tide. The surfmen returned with them to their craft and soon got it afloat.
Nov. 10	Dories (2); no names.	Gull Shoal, North Caro- lina.	Two small dories, presumably the property of some fisherman, were found on the beach by the patrolman of the first night watch. They were hauled up in a safe place out of the reach of the tide and surf to await a claimant.
Nov. 10	Am. str. Arctic	Point Marblehead, Ohio, Lake Erie.	While on the way from her fishing grounds to Sandusky, when ½ mile from this station, the engineer dropped dead at his post from heart failure, and her master, who was thus left alone, brought the vessel to a wharf and requested aid from the keeper to enable him to reach his destination. The surfboat was launched and taken in tow, and the life-savers accompanied him as far as Marblehead Light, where the tug Peerless was met, which took charge of the Arctic, the surfmen returning to their post.
Nov. 10	Am. sc. Condor	Pentwater, Michigan, Lake Michigan.	The surfmen assisted to track this vessel up the channel, against a fresh breeze and strong current, to a safe berth, an ugly sea which was running at the mouth of the harbor rendering her former position in that locality unsafe.
Nov. 10	Am. sc. Robert Howlett.	Grand Haven, Michigan, Lake Michigan.	Being unable to sail into the harbor on account of a baffling wind her master made fast to the end of the south pier, but as a strong swell was running the vessel lay uneasily and pounded heavily, serious damage being imminent. The surfmen being apprised of the situation by the lookout, crossed the river in their skiff, took a line from the schooner and assisted to tow her along the pier, to a safe berth up the river.
Nov. 11	Lighter; no name ..	Bois Blanc, Michigan, Lake Huron.	At 12.10 a. m. a neighboring resident brought word to the station that a lighter, which had been moored close inshore 2 miles NE. of this point, had parted her cables in the fresh easterly

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Nov. 11	Lighter; no name	Bois Blanc, Michigan, Lake Huron.	breeze and stranded, but in such a position as to be in danger of going adrift and without any gear on board with which to make her fast. To expedite matters the keeper got out his horse and buggy and, accompanied by several of his crew provided with a stout line, hastened to the spot and secured the craft, which was lying easy. On November 23 the lighter was floated by a tug which came for that purpose, the tow-lines being run by the surfmen.
Nov. 11	Sailboat; no name	.....do	Word having been received of the stranding of this boat 2 miles NE. of the station, the surfmen set out for the scene on foot, taking along the keeper's horse and a tackle with which to haul the craft up, which proved to be the supply boat belonging to the Spectacle Reef lighthouse with its starboard side stove in, spars unshipped but hanging to her, and canvas close reefed. As the boat was very heavy, the services of two additional horses were secured from a local resident and she was hauled well out. On the 15th instant the lighthouse tender Marigold arrived off the station in search of the lost craft, when the life-savers launched the surfboat, accompanied the vessel to the place where the boat lay, assisted to patch her side with canvas, and towed her out to the steamer, when she was hoisted aboard. The master informed the keeper that the last seen of the boat was at dark on Nov. 10 off Spectacle Reef, where she had returned from Cheboygan in charge of one man, who was unable on account of the heavy sea to effect a landing and was supposed to have been lost during that night.
Nov 11	Am. str. B. W. Arnold.	Ship Canal, Michigan, Lake Superior.	Stranded at 2 a. m. 2 miles SE. of the station, in a snow squall, where she could not be seen by the patrolman, and as the master thought he would be able to work off without assistance no signal was made until 8.20 o'clock, when finding his efforts unavailing the whistle was sounded four times, to which call the life-savers promptly responded. Finding that her captain desired the services of a tug the surfmen pulled back to the station, telephoned to this effect, and returning to the steamer ran lines for the towboat, which, arriving at 10 a. m., was successful after several hours' work in releasing the vessel.
Nov. 12	Am. sc. Madonna	Plum Island, Wisconsin, Lake Michigan.	Mixed stays while attempting to enter Detroit Harbor and stranded on the NW. point of Detroit Island, 2½ miles from the station, at 3.30 a. m., her occupants landing in their yawl on Washington Island, after scuttling the vessel, without making any signal for aid. The disaster was discovered by a surfman on patrol at daybreak and the life-savers repaired to the scene, where they assisted her crew until 4 p. m. in landing freight, at which hour two fishing tugs attempted to release the schooner, but without success. On the following day, at the master's request, the surfmen took him in a sailboat to Ellisons Bay, 8 miles SW. of the station, on the mainland, in order that he might telephone for a powerful tugboat, but he was unable to come to terms with the company. On the 15th inst. the life-savers assisted to cut six holes through the planking of the craft, three on a side, opposite

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Nov. 12	Am. sc. Madonna ...	Plum Island, Wisconsin, Lake Michigan.	each other, through which long, stout timbers were thrust and under the ends of these two scows were sunk, one on either hand, which, when pumped out, gave sufficiently increased buoyancy to the vessel to enable the two fishing tugs to release her on the 16th, when she was towed into Detroit Harbor, where she sunk in 8 feet of water. On December 4, upon the application of her captain, the life-saving crew worked all day pumping out the schooner and temporarily stopping leaks, finally succeeding in getting her on a slide way where she could be repaired. (See letter of acknowledgment.)
Nov. 13	Am. sc. E. V. Glover.	Burnt Island, Maine.....	Was beached by her master on the mud flats in Port Clyde Harbor during the afternoon of the 12th inst., on account of a leak, the event being reported at 6 p. m. at the station, from which point the vessel was not visible. At 4.30 a. m. the following morning, as the flood tide made, the surfmen repaired to the scene, finding that the leak had been stopped but that the captain was in great need of assistance to float his craft. They ran lines, assisted to heave the schooner afloat, and to get her under way, the keeper then piloting her through the channel, whence she proceeded on her voyage.
Nov. 13	Boat belonging to Br. str. Melbridge.	Galveston, Texas.....	Was sighted at 7 a. m. by the lookout, flying the British colors and standing in toward the beach, about 1½ miles SE. of the station, as if intending to attempt a landing. As the surf was rough and the boat would soon be in the breakers, the life-saving crew hurried along the shore to render assistance if necessary; but, arriving abreast the craft, she put about and stood seaward, the wind and tide taking her rapidly down the coast. The life-savers now returned to launch their surfboat and were offered a tow by the master of the U. S. dredge boat Gen. C. B. Comstock, which was accepted, the party starting at 9 a. m., when the steamer was ready, and sighting the English boat at 11 o'clock, flying a distress signal, her ensign union down. At noon got close to her, when 16 miles SE. of the station, and as a very rough sea was running the sailboat was towed alongside the Comstock by the life-savers and her crew of five men assisted aboard, one surfman put in charge of the Englishman, and both boats towed back to the station by the steamer. The men thus picked up proved to be a crew from the British steamer Melbridge, which vessel had broken her shaft on the 11th instant when about 60 miles SE. of Galveston. They had left her with a letter for her agents in the city requesting assistance, and had been twenty-six hours on their trip, the officer in charge stating that when first sighted he considered it too rough to land, and, being a stranger, failed to make out the harbor entrance. They were taken to the city by the Comstock, and at 6 p. m. the tug Seminole left in search of the disabled steamer, bringing her into port at 10 a. m. Nov. 14, when the damage was repaired by a spare shaft which was on board.

Services of crews—Continued.

Date	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Nov. 13	Am. sc. Brenton	Cleveland, Ohio, Lake Erie.	Parted her towline just after entering the harbor, at 7.40 a. m., during the prevalence of a high wind and rough sea, and let go her anchors, but soon began dragging toward the west arm of the breakwater, close to which she stranded, and was in danger of going to pieces. The surfmen reached the scene ten minutes later with their lifeboat in tow of the tug Joe Harris. They immediately fastened heaving lines to several cork belts, hove them on board the schooner, and, with the assistance of a number of fishermen and a boat's crew from the U. S. revenue steamer Fessenden, the five men on board the vessel were taken off by making the lines fast about their persons, jumping overboard, and being hauled up on the crib work. They were then conveyed to the station by the tug Cushing, and provided with hot coffee and with dry clothing from the supply donated by the Women's National Relief Association. The vessel broke up an hour later against the breakwater.
Nov. 13	Tug L. B. Johnson...	Old Chicago, Illinois, Lake Michigan.	Got across the bows of the steamer V. H. Ketchum while attempting to take a line from her and was cut down and sunk, at 12.10 a. m., 1 mile E. of the station. The crew of five men jumped into the water, whence two of them, by means of the hawser, clambered on board the steamer, and the others succeeded in sustaining themselves on pieces of the wreckage. In response to whistles of distress the surfmen hastened to the spot, and after a short search picked up two of the men, the third being rescued by one of the Ketchum's boats, all of them nearly dead from the cold and exposure after an immersion of twenty minutes in the icy water, the thermometer standing at 22°. The three unfortunates were hurried to the station on a tug, in tow of which the life-savers also returned; stimulants were administered, their wet clothing stripped off, and a vigorous rubbing instituted, which restored circulation. The mariners spent the remainder of the night at the station, and in the morning, having been joined by their two shipmates, all hands were furnished with such articles of clothing as they required from the supplies of the Women's National Relief Association, and then repaired to their respective homes. The towboat was raised on the 17th instant and brought into harbor.
Nov. 14	Scow; no name .....	.....do	Parted her moorings and stranded near Lincoln Park, 4½ miles from the station. On the 15th inst., her owners having requested assistance to float their craft, the surfboat proceeded to the scene in tow of a tug, carrying a 4½-inch service hawser (as the towboat had no line of sufficient length) which was run to the scow and the vessel was thereby soon hauled off the beach.
Nov. 14	Am. sc. Elida	Kewaunee, Wisconsin, Lake Michigan.	At 10 a. m., during the prevalence of a fierce squall, while this vessel was making port her steering gear became disabled, and she broached to in the trough of a heavy sea near the end of the south pier, where her master let go an anchor and veered out sufficient chain to allow her to lie in the mouth of the harbor. As the casualty had been witnessed from the station, the surfboat was quickly under

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Nov. 14	Am. sc. Elida	Kewaunee, Wisconsin, Lake Michigan.	way, lines were run to the south pier, the anchor slipped, and the vessel dropped inside, sustaining slight damage to her head gear in the operation, after which she was tracked to a safe berth by the surfmen. On the following day the life-saving crew assisted to grapple for the chain, which was picked up and made fast to the bulkhead until the schooner was ready to sail on the 18th, when further aid was rendered to get the ground tackle aboard.
Nov. 15	Am. sc. Addie and Hattie.	Burnt Island, Maine.....	Pounding heavily against a wharf at Port Clyde, with a probability of incurring serious damage, and with only two men on board, who were unable to warp her from her position. The life-saving crew went to her aid at a signal from the master, ran a line to an offshore mooring, hauled the schooner clear of the dock, and anchored her in a safe berth.
Nov. 15	Rowboat; no name.	Hunniwells Beach, Maine.	Adrift in the mouth of the river and setting toward a lee shore, having parted her moorings in a high wind. She was overtaken by the life-saving crew and towed to the station, being saved from serious damage or destruction.
Nov. 15	Am. sc. Maggie Mulvey.	Highland, Massachusetts.	Having suffered the loss of her sails and sprung a leak in the prevailing SW. gale, anchored 4 miles to leeward of the station at 1 p. m. and hoisted a flag in the rigging, union down. The life-saving crew attempted to open communication with her by means of the International Code, but, failing to do so, took their surfboat and put off for the schooner before a 50-mile gale, reaching her in quick time, just as the ocean tug Wrestler, with a tow of barges came along bound to the northward. Having boarded the vessel and ascertained her distressed condition, the keeper visited the steamer and informed her master how matters stood, who thereupon expressed his willingness to take the craft in tow if her anchors could be raised, or at least to stand by to render aid should the situation become more serious. The life-savers now ran a hawser to the tug, by which the schooner's head was kept to wind and sea, and after three hours' hard work the anchors were hove up, when, in an attempt to pick up the barges, which had meantime been anchored, the line parted, necessitating the running of a second one. This was accomplished with considerable difficulty, owing to the heavy weather, but their efforts were finally successful, after which the surfmen went on board the tug, when their boat was hoisted up, and accompanied the tow to Boston, it being impossible to return to their station in the face of the gale, the pull being dead to windward. Reaching Boston at 9 a. m. the 16th inst., the keeper reported to the assistant inspector of the district, who furnished the crew with meals and transportation for themselves and boat to return to Highland, where they arrived at 9.30 p. m. the same day.
Nov. 15	Slp. Juliet.....	Fire Island, New York ...	Struck on Fire Island bar at 2 a. m. while attempting to enter the inlet for a harbor and pounded over, but was leaking so badly that her crew deserted her in their dory, reaching the station at about 6 a. m., just after the casualty had been reported by the morning patrol, who had sighted the vessel at daybreak,

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Nov. 15	Slp. Juliet	Fire Island, New York	when she had finally stranded on the shoals, 2 miles W. of this point. After providing the shipwrecked sailors with breakfast, the surfmen, in company with them, boarded the schooner, where they were shortly joined by the Oak Island life-saving crew, and an attempt was made at low water to pump the vessel out; but it was abandoned after several hours' work as useless, her master having given up all hope of saving her. The Fire Island crew were engaged the two following days assisting to strip the craft of sails, rigging, and everything movable, which were stored at the station until they could be shipped away by the owners, and during this period the vessel's crew of six men were there maintained and sheltered.
Nov. 15	Am. sc. Ella R. Simpson.	Little Beach, New Jersey.	When bound into Little Egg Harbor at 1.40 p. m., stranded on the shoals $\frac{1}{2}$ mile to the eastward of the station. Upon the arrival of the life-savers, as the tide was flooding, a skillful disposition of her sails proved sufficient to force the vessel from her position into the channel without any damage having been sustained, after which instructions were given her master how to proceed in order to reach his destination without further mishap.
Nov. 15	Am. sc. Homer	Sheboygan, Wisconsin, Lake Michigan.	Launched the surfboat at 6 p. m. and responded to a torch signal made by this vessel, ascertaining that her master wanted a tug to bring her inside. Upon returning to the station the keeper notified a fishing steamer, which, in the absence of the harbor towboat, performed the desired service.
Nov. 16	Am. sc. F. A. Smith.	Plum Island, Massachusetts.	Stranded at 10 a. m., $\frac{1}{4}$ mile N.E. of the station, owing to a strong current. The surfmen boarded her twenty minutes later, but as her master thought she would float with the flood tide their aid was declined and they returned ashore. However, at 12.15 p. m. a signal having been made from the schooner for assistance and for the services of a tug, the keeper again went to the scene with his crew, after having telephoned to Newburyport for a towboat, and assisted to jettison about 70 tons of her cargo of sand, as the craft was now leaking slightly and some sea was making. At 6 p. m. the tug arrived, released the vessel without difficulty, and took her to Newburyport for repairs.
Nov. 16	Am. str. Lausung	Kewaunee, Wisconsin, Lake Michigan.	Stranded at 2.30 a. m., in thick weather, $\frac{1}{2}$ of a mile offshore, in Two Creek Bay, about 11 miles equidistant between the Kewaunee and Two Rivers life-saving stations. Her whistle was indistinctly heard at the former point at 4.15 a. m., but owing to the existing conditions it was an hour later before the keeper and lookout man could decide that it was a call of distress and not a fog signal, whereupon the surfboat was launched, arriving at the scene at 8 a. m. Meantime one of the steamer's crew had reached Two Rivers Station at 4.30 a. m. and been sent forward by the keeper, by team, with a surfman as a guide, to Manitowoc to secure a tug, the remainder of the crew at once leaving in their boat for the stranded vessel, reaching her half an hour after the Kewaunee crew, where they joined forces to assist her hands, together with eighteen men whom the master had already secured from the beach, to jetti-

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Nov. 16	Am. str. Lansing....	Kewaunee, Wisconsin, Lake Michigan.	son the coal cargo. Shortly afterwards the passing steamer City of Ludington came alongside, lines were gotten aboard, and the craft soon released. The eighteen wreckers were put ashore by the two surfboats, the Kewaunee crew then proceeding to the northward under sail and the Two Rivers crew towing home with the tug Arctic, which had arrived from Manitowoc, the Lansing proceeding on her way to Milwaukee.
Nov. 16	Naphtha launch; no name.	Fort Point, California.....	Machinery became disabled while crossing San Francisco Bay from Sausalito to the city. The launch's predicament was observed by the day lookout when she was about 1 mile north of the station, and the surfboat went to her aid, gave the craft a line, and towed her against a strong ebb tide to Harbor View, where she was secured in a safe berth alongside a wharf.
Nov. 17	Am. sc. Etta Davis..	White Head, Maine.....	Carried away her mainmast at the partners, during a strong breeze and rough sea, when about 3 miles SW. from White Head Island. She was boarded by the life-savers, who took her alongside a wharf in Boat House Cove, cleared away the wreckage, procured tools from the station, refitted and stepped the mast so that a reefed sail could be carried, and overhauled the rigging, thus enabling the vessel to proceed on her voyage with but slight delay.
Nov. 17	Am. sc. Ocean Romp.	.....do	Stranded at low water on a sunken ledge in Seal Harbor. The surfmen promptly went to her aid, succeeded in kedging her afloat as the flood tide made, hoisted her sails, and took the schooner to a safe anchorage.
Nov. 17	Am. sc. Mary Ludwig.	Grand Haven, Michigan, Lake Michigan.	At 9.30 p. m., owing to the threatening appearance of the weather, the surfmen went to the assistance of this vessel, which was lying in an exposed berth at the end of the south pier, and towed her by hand 350 yards up the river, where she was secured in a place of safety.
Nov. 19	Am. sc. Carrie T. Rogers.	Burnt Island, Maine.....	Carried away her mainmast head $\frac{1}{2}$ mile north of the station, where her master, who had lost his reckoning, came to an anchor at 3 a. m. and made a signal with a torch, which was perceived by the patrolman through a rift in the fog then prevailing, answered by his Coston light, and the life-saving crew aroused. The schooner was boarded, the captain informed as to his whereabouts, and the craft piloted to a safe anchorage in Georges Harbor, the surfmen returning thence to the station for breakfast. At 6.20 a. m. they revisited the vessel and assisted to make such temporary repairs as enabled her to proceed on her voyage to Portland.
Nov. 20	Sailboat; no name..	Fletcher's Neck, Maine....	A small sailboat, in charge of a party of three hunters not accustomed to the management of such craft was stranded on the beach, $\frac{1}{2}$ mile west of the station. The surfmen gave them assistance to discharge their ballast and launch the boat.
Nov. 20	Slp. S. R. Packer....	New Shoreham, Rhode Island.	Missed stays while working out of the harbor about 8.30 a. m. and stranded near the station. The life-savers went to the scene in the surfboat, assisted to run anchors and heave the vessel afloat, and aided to bring her back into the harbor to a safe berth.
Nov. 20	Dory; no name.....	Oregon Inlet, North Carolina.	Found adrift by the keeper on the edge of the surf, about a mile south of the station. The boat was hauled up beyond danger from the tide and waves and made fast.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Nov. 20	Dory; no name.....	Pea Island, North Carolina.	A 17-foot dory, which came ashore near the station, was picked up by the life-savers and later turned over to the commissioner of wrecks.
Nov. 21	Am. str. B. W. Arnold.	Ship Canal, Michigan, Lake Superior.	At 5.30 p. m. the surfman on watch discovered a vessel on fire, 11 miles to the westward of this point. The surfboat was at once launched, and after pulling in the direction of the flames for a distance of 6 miles the schooner James Mowatt was met, which proved to be the consort of the burning craft, the steamer B. W. Arnold, and had the master and crew of that vessel on board. Her captain requested the keeper to return ashore and telephone for a towboat, which was accordingly done, and upon the arrival of the tug at 9.30 p. m. the life-saving crew in tow of her, in their lifeboat, went to the Arnold, but finding the flames still so fierce that they were unable to approach her or do anything toward extinguishing the fire, they came back to the station, where several of the steamer's crew who had lost their clothing in the hasty abandonment of their boat were fitted out from the supply of articles provided for use in such cases by the Women's National Relief Association. On the 22d the hull of the steamer came ashore 7 miles SW. of the station.
Nov. 21	Sailboat; no name...	Humboldt Bay, California	At 5 p. m. a swamped boat, with mast standing and sail set, was observed drifting down the bay toward the light-house wharf, against which she shortly struck. One of the surfmen was lowered from the dock in a bowline, and, making fast a line to her mast, the craft was towed in toward the beach, where at low water she was bailed out and put to rights by the life-savers and delivered to her owner, who had arrived at the scene.
Nov. 22	Am. sc. Samuel C. Holmes.	Little Egg, New Jersey...	Stranded on the middle ground, 1½ miles south of the station, at 4.30 p. m., when attempting to enter the inlet for a harbor, her master being unacquainted with the locality. The centerboard was carried away in the disaster and the captain displayed a signal of distress, which was promptly responded to by the surfmen, who, aided by a flooding tide, were soon successful in floating the schooner and assisted to work her inside to a safe anchorage.
Nov. 22	Am. sc. Andrew Boden.	Velasco, Texas.....	Stranded late in the afternoon 300 yards SW. of the mouth of the San Bernard River, 12 miles from the station, while attempting to cross the bar outward bound without a pilot and under unfavorable conditions. Her crew of three men effected a landing in safety, and her master proceeded up the coast to seek assistance from the life-savers, meeting one of their number at 1 p. m. the following day in Velasco, to whom the particulars of the disaster were related, and who at once notified the keeper. The life-saving crew immediately started for the scene in the surfboat, under sail, arriving at 4 p. m., when anchors were carried out with the view of floating the craft at high water, at 9 p. m., and her deck load of 200 bags of cotton seed was thrown overboard to lighten her. However, before the tide served it was discovered that the schooner's bottom was stove in and that she was filling with sand. The surfmen now commenced to land her cargo of cotton, and remained by her

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Nov. 22	Am. sc. Andrew Boden.	Velasco, Texas	engaged in this work and in stripping her until noon of the 25th instant, when they were forced to desist on account of a S.E. gale and high surf, and returned to their station. On Dec. 2, when an offshore wind prevailed with a smooth sea, they revisited the wreck, recovered the anchors, and took everything movable from the schooner, finally leaving the scene at 8 p. m., Dec. 3, having assisted in saving the entire cargo of 51 bales of cotton and everything of value on the vessel. The hull proved a total loss.
Nov. 22	Am. str. Sanilac.....	Ottawa Point, Michigan, Lake Huron.	Stranded at 9.40 p. m., on Charity Island Shoal, $1\frac{1}{2}$ miles N. of the lighthouse and 14 miles S. of the station. Information of the disaster reached the keeper at 2.30 a. m., Nov. 23, being brought by five of her crew, who were on their way to procure a tug, and who stated that the vessel was in no danger as long as the weather continued good and the breeze hung in the southward. On the 24th, the wind having shifted to the westward and showing signs of going to NW., the keeper felt apprehensive in regard to the distressed steamer and her hands, and at 8 a. m. launched the surfboat and proceeded under sail to the scene of the casualty, reaching there at 10.30 o'clock. Here her crew were found at work jettisoning the coal cargo, and were relieved by the life-savers, who, with the help of the keeper of the lighthouse on Charity Island, threw overboard about 75 tons. At this juncture the tug Protector came to the steamer's aid, lines were run for her by the life-saving crew, and the stranded craft was released at the first pull, apparently undamaged and in condition to continue her voyage. The towboat gave the surfmen a line back to their station, where they arrived at 5.30 p. m.
Nov. 22	Am. sc. Una.....	Holland, Michigan, Lake Michigan.	The wind being unfavorable for this vessel to enter the harbor, the life-saving crew took her line at the outer end of the south pier and towed her up the channel.
Nov. 23	Br. sc. Atwood	Cranberry Isles, Maine ...	The surfman on patrol, observing this vessel standing too close to the beach, burned his Coston signal, but no attention being given the warning, she stranded a few minutes later, at 2.25 a. m., on Bakers Island Bar, $\frac{1}{4}$ mile SSE. of this point, high up on the rocks. On reaching the scene the life-saving crew found the situation of the schooner such that no efforts on their part would be of any avail to release her, the craft soon filling and breaking in two at daylight; but they assisted to strip her of sails and rigging, which were temporarily stored at the station.
Nov. 23	Sailboat; no name..	Fourth Cliff, Massachusetts.	A youth sought assistance at the station to get his sailboat, which had been capsized near by and left among the rocks, up to the road, where it could be taken home by team. The life-savers went to his aid with skids, transported the boat 400 yards, and assisted to load it upon a wagon.
Nov. 23	U. S. lighthouse str. Violet.	Cobb Island, Virginia.....	At the request of her master, who was unacquainted with the locality, the keeper piloted the Violet through Sand Shoal Channel to a point 6 miles from the station, where the lighthouse tender Maple was aground, the Violet having come to the assistance of that steamer.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Nov. 24	Am. sc. Atalanta....	White Head, Maine.....	Dismasted at 4 a. m. in a strong SW. gale when 12 miles to leeward of the station, but the morning being dark and thick she was not discovered by the patrol until 8.30 a. m., when she was sighted drifting before wind and sea about 4 miles to the westward. The surfboat was launched, and after a hard pull reached the vessel just as she came to anchor near Clarke Island, in Wheelers Bay, in a sheltered berth, where the life-savers assisted to clear away the wreckage, and returning to the station telephoned for a tug, which responded to the call and towed the disabled craft to Rockland.
Nov. 24	Am. sc. Ellen M. Baxter.	Davis Neck, Massachusetts.	The life-saving crew assisted this vessel to heave away from the face of a wharf, against which a strong breeze held her, and then aided to hoist her sails and get her underway.
Nov. 24	Am. sc. Four Brothers.	Block Island, Rhode Island.	The north patrol between sunset and 8 p. m. discovered this vessel stranded, 2½ miles from the station, 100 yards offshore, but upon hailing the captain, reply was made that no assistance was desired. However, the following morning her master applied to the keeper for aid, and the life-savers boarded the schooner, which they were soon successful in floating and taking into harbor.
Nov. 25	Small boat; no name.	Pamet River, Massachusetts.	The surfman making the sunset patrol to the northward picked up a small boat on the edge of the breakers. The craft was secured in a place of safety, and advertised by the keeper in one of the Provincetown newspapers.
Nov. 25	Sloop J. H. Still	Oak Island, New York ...	Stranded at 9 p. m. 2 miles E. of the station while attempting to enter Fire Island Inlet. The patrolman shortly afterwards discovered her situation, approached as near as possible, and in response to his hail was taken on board by her master, who thought she could be released at high water without additional assistance; but their efforts proving ineffectual, the surfman returned along his beat and reported the matter to the keeper. As the weather conditions were such that no immediate danger threatened the craft, further operations were not undertaken until daylight, when, at 6.30 a. m., Nov. 26, a large fishing dory, belonging to one of the life-savers, was launched. The crew proceeded to the scene, ran anchors, and were successful in floating the sloop at 11 a. m., apparently undamaged.
Nov. 25	Am. str. Germania..	Muskallonge Lake, Michigan, Lake Superior.	This steamer, with two consorts in tow destined for a lumber cargo at this port, was unable to come to the wharf on account of a high sea, and had been standing off and on for several days. On this date the life-saving crew made three trips to the vessel in their surfboat for the respective purposes of carrying orders to the master, putting on board an agent who wished to communicate with him, and finally to deliver a storm-warning dispatch.
Nov. 25	Rowboat; no name..	South Haven, Michigan, Lake Michigan.	Capized at 12.30 p. m., in Black River, near the station, the casualty being occasioned by her only occupant losing his balance. The life-savers launched a small boat, rescued the man in a few moments, and hurried him to his home, which was close by, as he was pretty well chilled through. They then recovered his craft, bailed her out, and returned her to the owner.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Nov. 26	Barge; no name	Louisville, Kentucky	At 2.15 p. m. an empty coal barge, used for the purpose of supplying fuel to steamers, while returning to the shore manned by ten colored men, who were propelling her by means of pike poles, got beyond their control, owing to bad management and a fresh breeze, and was in danger above the falls. In response to a prompt alarm given by the surfman on lookout, who appreciated her perilous situation, one of the station boats hastened alongside of the craft, got a line aboard, and succeeded in towing her with her occupants in safety to the shore.
Nov. 26	Am. str. Toltec	Middle Island, Michigan, Lake Huron.	Having experienced heavy weather the preceding day and observing the south-east storm signal flying from the station, her master desired to make a harbor for shelter, but being unacquainted with the locality sounded his whistle at 4.20 p. m., to summon assistance from the surfmen. In response to the call the lifeboat went alongside, and the keeper boarded the steamer and piloted her to a good anchorage under the NW. lee of the island. The vessel continued on her voyage the following morning.
Nov. 28	Am. sc. Nettie	San Luis, Texas	While anchored in San Luis Pass, about 4 miles SW. of the station, awaiting favorable weather to proceed to the southward, parted one of her chains about midnight of the 28th, in a strong NNW. blow, and then, dragging the second anchor, stranded at high water on San Luis Island. At daylight on the 29th vessel was discovered from the station lookout and the life-saving crew proceeded to her assistance in the surfboat, ran out an anchor and hove a good strain on it to keep the schooner from going farther up on the beach, but could do nothing else at the time on account of the small range of the tides, a condition which prevented any attempt to release the craft upon the two succeeding days. On Dec. 2, however, the life-savers and the vessel's crew of two men transferred by means of the surfboat 100 sacks of salt, constituting her deck load, to the sloop Ginesta, which was anchored near by, relieving the schooner sufficiently to admit of heaving her aloft shortly afterwards, when she was brought alongside the sloop, the cargo reloaded, sail made, and her voyage continued toward Velasco, where she was bound.
Nov. 29	Am. sc. City of Philadelphia.	Little Island, Virginia....	Stranded at 8.45 p. m., 200 yards N. of the station and about 250 yards off shore, during thick weather and while a NE. gale prevailed, accompanied by a rough sea. The casualty was observed by the patrolman, who burned his Coston signal to indicate that aid was at hand, and, returning to the station, gave the alarm. Having telephoned to the adjacent stations for assistance, the keeper and crew proceeded abreast the wreck and opened operations with the Lyle gun. After waiting some time after the first shot and feeling no strain on the line, it was hauled in, a second projectile fired, and the whip sent off, which was secured in such a manner it could not be worked, it being later ascertained that the crew did not desire to attempt a landing during the night. About this time the keeper and crew of Dam Neck Mills Station arrived, and after a consultation,

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Nov. 26	Am. sc. City of Philadelphia.	Little Island, Virginia....	it being deemed too rough to launch a surfboat, it was decided to wait till morning before proceeding further. After daylight it was seen that the vessel had worked over the outer bar to within 100 yards of the shore, and her crew now clearing the whip the beach apparatus was soon in operation, and all hands, seven in number, were safely landed, together with their personal effects, after 14 trips of the breeches buoy, a portion of the life-savers from False Cape Station having arrived in time to assist at the rescue. The shipwrecked men were maintained at the station until the morning of Dec. 1, when they left for Norfolk, except the captain and mate, who remained until Dec. 22, saving what they could from the wreck and being given every assistance possible by the life-saving crew. The vessel proved a total loss. (See letter of acknowledgment.)
Nov. 29	Tug Levi Davis	Oak Island, North Carolina.	Stranded in hazy weather, about 6 p. m., 4 miles SE. of the station and $\frac{3}{4}$ mile off shore, her master mistaking an old sunken wreck for a buoy. The evening patrolman, having discovered the casualty, burned his Coston signal to reassure her crew, and the surfmen were soon on the scene, where they were shortly afterwards joined by the life-savers from the Cape Fear Station and by the tug Blanche, which vessel at once proceeded to Southport to procure additional hawsers, there not being sufficient length of line at hand to reach the stranded towboat. However, during her absence the boiler of the Davis broke loose and the craft bilged, her crew of eight men being taken off in the Oak Island surfboat, together with most of their personal effects, while the Cape Fear surfmen saved a small boat belonging to the steamer. Upon the return of the Blanche the shipwrecked men were put aboard her and the life-savers returned to their posts, the Oak Island crew being given a tow abreast their station. The Davis proved a total loss.
Nov. 29	Skiff; no name	Santa Rosa, Florida	Discovered ashore on the bay side at sunrise by the patrolman on duty. Life-saving crew hauled the craft well up out of danger.
Nov. 30	Rowboat; no name..	Fire Island, New York ...	Two surfmen, while crossing the bay on their return to the station from the mainland, came upon a man clinging to the bottom of a small rowboat, which had capsized with him. They picked him up and put him on board of his sloop, which was anchored near by, and righted the skiff and bailed her out.
Nov. 30	Am. sc. Bertha Warner.	Toms River, New Jersey..	Stranded at 4.50 a. m., 500 yards SE. of the station and about 300 yards off shore, during the prevalence of a blinding snowstorm, driving before a fresh NE. wind and accompanied by a rough sea, the disaster being discovered by the patrolman ten minutes after its occurrence. A Coston signal was displayed, the surfboat launched as soon as possible, and three laborious and dangerous trips made to the vessel, her crew of seven men being finally landed in safety, a portion of their number at a time, the schooner filling and breaking in two just as the last man was taken off. The shipwrecked sailors were maintained at the station for three and one-half days,

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Nov. 30	Am. sc. Bertha Warner.	Toms River, New Jersey..	until, through the courtesy of the railroad officials, they were given free transportation to New York. The vessel proved a total loss.
Nov. 30	Am. sc. G. G. Houghton.	Oswego, New York, Lake Ontario.	At 5 a. m. a schooner was reported by the patrol, burning a torch off the harbor to call a tug. There being no towboat available, the surfboat was launched and taken alongside the vessel and a line run from her to the dock, by means of which she hauled into a berth and made fast.
Dec. 1	Br. sc. Juno.....	Burnt Island, Maine.....	Stranded about 2 miles from station at 11 a. m. Keeper and crew pulled out in surfboat to her assistance and found her leaking badly. Pumps were manned, but the water could not be lowered. Furniture and stores were then removed from cabin and put forward on deck load of lumber. At high water sail was made and she was forced off the rocks, full of water. Station crew worked her into harbor for repairs and returned to station after having spent twenty-four hours in releasing her.
Dec. 1	Fish boat; no name.	Golden Gate Park, California.	Capsized at noon in the surf 1½ miles NNE. of station, one man drowned. The body was delivered to the coroner. The life-savers hauled boat and gear clear of the sea, boat not being materially damaged. [For detailed account see under caption "Loss of Life."]
Dec. 2	Br. sc. Emerald	Charlotte, New York, Lake Ontario.	Stranded between the piers in leaving port. Surfmen manned lifeboat and ran a line from her to the pier; then went aboard and helped to heave her afloat. She was released uninjured and proceeded on her way to Toronto.
Dec. 3	Am. sloop J. H. Still ..	Point of Woods, New York	Anchored 1 mile NW. of station with broken centerboard. A man went to station from her and asked to be taken to the mainland in order that master might be informed of accident. Surfman took him over. Next morning the man remaining on board signaled for assistance. Surfman pulled out in station boat, and after hard work succeeded in dropping the centerboard so the sloop could be handled. She was sailed to the mainland where repairs could be made.
Dec. 3	Am. str. Walker Armington.	False Cape, Virginia.....	Stranded at 4.40 a. m. on the beach 3 miles N. of station during gale of wind and thick snow. Patrolman reported her to keeper and preparations were at once made to go to her assistance. Owing to the quicksand and the height of the tide over the beach, slow progress was made with beach cart and apparatus. Found the steamer well up the beach with heavy surf breaking around her. Tide had fallen sufficiently for those on board to throw a line ashore. Communication being thus established, apparatus was soon set up and the work of landing begun. Assisted by keeper and crew of Little Island Station, 11 men were landed with breeches buoy, the master and mate refusing to leave. Took the men and their baggage to station, where they were taken care of for two days. Kept watch over steamer until wrecking company took charge. She was released on Feb. 7 and towed to port for repairs.
Dec. 3	Am. st. yt. Sybilla...	Ocracoke, North Carolina.	Parted cable during stormy weather, and stranded in the breakers 7 miles W. of station. Life-savers answered signal of distress by going to her assistance in station boat. Helped to shift ballast, and informed master of direction of deep water. Succeeded in releasing yacht and

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Dec. 3	Am. st. yt. Sybilla ..	Ocracoke, North Carolina.	piloted her to safe harbor. On the 7th, station crew again visited her and found that her rudder was sprung. This was remedied, and crew returned to station. (See letter of acknowledgment).
Dec. 3	Skiff; no name.....	Indian River Inlet, Florida	Broke adrift from steamer, and stranded in heavy surf, where it was in danger of being pounded to pieces. Keeper hauled it clear of the sea, dragged it over the sands, and launched it in the inlet. Took it in tow of sailboat and delivered it to master of steamer, anchored off the bar. It was greatly needed, as he had been compelled to improvise a raft for transporting wood and water.
Dec. 4	Am. sc. Edgar Randall.	Race Point, Massachusetts.	Stranded on the beach 1½ miles SW. of station at 4 a. m. Patrolman reported casualty to keeper, and immediately the surfmen started for the spot with surfboat and wagon. Launched boat and boarded the schooner. Ran out anchor and line to prevent her being driven higher up on the beach. U. S. revenue cutter Dallas was then seen coming out by Race Point, and was signaled for. Upon arrival, surfmen ran hawser from her to the stranded vessel, which was soon released, without apparent damage.
Dec. 4	Am. sc. Hattie Rebecca.	Atlantic City, New Jersey.	Stranded on the beach by strong tide during light breeze; her safety endangered by high sea. Surfmen went to her in station boat, and found three men on board. Ran out and planted anchor, and at high water hove her afloat. As she was leaking rapidly surfmen kept pumps going until she was worked to a marine railway, where leak could be stopped.
Dec. 4	Slp. Digester	Gilberts Bar, Florida	Adrift with foul anchor. Keeper pulled out to her and found no one on board. He hove up and cleared anchor, then sailed her to secure berth. She would undoubtedly have drifted to sea and been lost but for the vigilance of the keeper.
Dec. 4	Am. sc. Irma	Santa Rosa, Texas.....	Stranded near station at 2 a. m. Surfmen ran out anchor and cable with surfboat and set taut, but as tide was low, waited till high water before trying to float her. In the afternoon hove away on cable but found that anchor was not holding. Backed anchor with another and succeeded in releasing her uninjured.
Dec. 4	Am. sc. Flower of France.	Galveston, Texas.....	Cargo of cotton on fire at sea, 6 miles E. of station. Life-savers answered signal of distress early in the morning and pulled alongside. The pilot boat Mamie Higgins had taken her in tow when surfmen arrived, but they quickly jumped aboard the imperiled vessel and began breaking out the cotton from the hold. In a short time the fire was extinguished and the schooner saved. She then made sail and proceeded to her destination.
Dec. 4	Rowboat; no name .	Old Chicago, Illinois, Lake Michigan.	Parted moorings and was drifting out of the basin when discovered by surfman. He pulled out to it in station boat and towed it to safe berth. It would otherwise have been lost.
Dec. 4	Small boat; no name.	Milwaukee, Wisconsin, Lake Michigan.	Being driven out in the lake with a man in it who was unable to stop its progress, having only a piece of board for use as an oar. Life-savers went out in surfboat and rescued the man; towed boat ashore and delivered it to owner.
Dec. 4	Am. str. Wm. Rudolph.	Baileys Harbor, Wisconsin, Lake Michigan.	Signaling for assistance out in the lake. Surfmen launched surfboat over the ice ½ mile offshore and pulled out to her. Found that master wanted a tug. Life-savers landed him so he could telephone for tug, then put him aboard again.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Dec. 4	Am. sc. Madonna ...	Plum Island, Wisconsin, Lake Michigan.	Leaking and water-logged. Keeper sent four surfmen to assist in pumping her out. They cleared her of water ready for stopping the leaks.
Dec. 5	Skiff; no name	Coney Island, New York.	Capized in the surf $\frac{1}{4}$ mile from station, throwing the two men overboard in shallow water. They reached shore unassisted and one of them went to station where he was furnished with dry clothing. Surfmen manned station boat and recovered skiff, towing it into the smooth waters of Sheepshead Bay.
Dec. 5	Am. sc. Nathan F. Cobb.	Ormond, Florida	Sprung a leak at sea and became water-logged. Sails were blown away in gale and she was thrown on her beam ends. The masts and the cabin were carried away and two men were washed overboard. When main and mizzen masts went she righted and then drifted helplessly for three days. On the morning of the 5th she was driven on the beach near Ormond, in the midst of heavy breakers. Superintendent Hiram B. Shaw, of the Seventh Life-Saving District, learning of the disaster, hastened to the scene, but owing to want of life-saving appliances at that point nothing could be done at the time toward landing the six men who were seen signaling for help. Superintendent telegraphed for permission to have life-saving outfit sent to him by special train from Jupiter Inlet, 180 miles distant, the nearest station provided with beach apparatus, and this was quickly granted by the General Superintendent. In the meantime, it was decided that at low water an attempt to reach the imperiled men would be made without waiting for the outfit from Jupiter Inlet Station, and Superintendent Shaw went to the town to procure the necessary lines. He had already sent his small surfboat to the beach, and while he was away six attempts were made by citizens to reach the wreck but failed on account of the heavy surf. Then another small boat, a metallic dingey, was carried to the beach and two volunteers started out in it against the warnings of some of the bystanders. By dint of masterly surfmanship they succeeded in launching and in pulling out to within a short distance of the wreck, but in trying to reach a line drifted down to them from it, the boat capized, throwing them into the angry sea. By almost superhuman efforts one of them managed to swim ashore and was hauled through the surf half drowned; the other stayed by the boat, but after righting once, it capized again with him and he sank from sight, beyond help. The superintendent had just returned to the beach with gear when this casualty occurred. The little surfboat was made ready for a final attempt to reach the shipwrecked men at low water. A line having been made fast in the stern, the superintendent and one volunteer, Captain Edward De Courcy, removed their outer clothing and prepared for the encounter. At that moment a man was seen to leave the wreck with a line and start for shore. Instantly the surfboat was pushed out into the breakers and the two determined men began the struggle to meet the daring swimmer. By constant and intelligent action he was reached in the tumultuous sea and safely grasped the stern of the boat,

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Dec. 5	Am. sc. Nathan F. Cobb.	Ormond, Florida.....	making his line fast. The crowd on shore, seeing that the rescue was made, hauled the boat and all hands safely to the beach. Communication being now established, life-preservers were sent out to the wreck and the remaining five men were hauled ashore without mishap. They were all kindly cared for by the citizens until their recovery from the effects of exposure.
Dec. 5	Am. sc. H. D. Root...	Fairport, Ohio, Lake Erie.	Springing a leak at sea between Cleveland and Fairport; master tried to make the latter harbor. Steering sluggishly because of water in hold, she struck heavily against the east pier at harbor entrance and began leaking more rapidly. Surfmen went quickly to her assistance in small boat and started the pumps. A tug was procured and she was towed up river to the dock, where life-savers took off her cargo of coiled wire and got the leak above water. Pumped her out and left her ready for repairs.
Dec. 5	Raft; no name.....	Old Chicago, Illinois, Lake Michigan.	Towline parted while in tow of tug, casting it adrift with a man on it. Surfmen went out and towed it into a safe berth.
Dec. 5	Barge; no name....	Fort Point, California.....	Parted moorings and drifted to sea. Keeper telephoned for tug; then launching surfboat pulled out for barge. Found one man on board and barge in danger of being sunk by the sea constantly washing over her. Surfmen manned the pumps, and by hard work managed to keep her afloat until tug came out and towed her into a safe berth.
Dec. 6	Am. sc. George Bird.	White Head, Maine.....	Dragged anchor and stranded on sunken ledge at 5 a. m. Patrolman promptly reported to keeper. Surfboat was launched and pulled out to her. She was rolling heavily and in danger of serious injury unless quickly released. Surfmen ran out anchor and long hawser and set taut. After an hour's work succeeded in heaving her afloat, though with rudder and keel damaged. [See letter of acknowledgment.]
Dec. 6	Am. sc. John W. Fox.	Ocean City, New Jersey...	Stranded 1 mile N. of station, at 8.30 a. m., master being unfamiliar with channel. Surfmen pulled out to her in surfboat and offered assistance, but it was declined. The next day master went to station and requested aid. Early on the morning of the 8th surfmen ran out anchor and hawser, and succeeded in releasing her undamaged.
Dec. 7	Fish boat; no name.	Golden Gate Park, California.	Capsized in the surf, while fishing and under sail, 1 mile S. of station, in the night, drowning one man. The survivor, almost exhausted by the cold, was cared for at station, and furnished with dry clothing. [See detailed account under caption "Loss of Life."]
Dec. 9	Am. sc. F. G. French.	Gurnet, Massachusetts...	In danger of stranding, her keel having struck on the bar several times. Patrolman discovered her at 6.45 p. m., and was soon notified, by some of her crew coming ashore in a boat, that a pilot was needed. Keeper being informed, surfboat was manned, and pulled to her assistance. Finding her keel touching bottom, keeper had all sail made and anchor hove up. After a little hesitation she gathered headway, went off into deep water undamaged, and was piloted into safe harbor.
Dec. 9	Am. sc. Argo.....	Coskata, Massachusetts ..	Dragged anchor and stranded 2 miles SSW. of station. Keeper became apprehensive for her safety early in the afternoon and started with beach apparatus to have it at hand in case of emer-

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Dec. 9	Am. sc. Argo	Coskata, Massachusetts ..	gency. On arriving opposite the vessel, a shot was fired, but the wind took the line to leeward. She had now dragged over the outer bar and was in smoother water. Another shot was fired, but it struck the deck load of lumber and glanced off. A third shot placed the line over the vessel, but it was now dark, and no attempt being made on board to haul off, keeper returned to station for surfboat as a last resort. It was hauled to the scene, successfully launched, and the three men were taken off and safely landed. The vessel proved a total loss, but most of the cargo was saved. Master and crew were sheltered at station for three days.
Dec. 9	Br. ship Bienda.....	Long Beach, New York...	Mistook lights and stranded at 1 a. m. $\frac{1}{2}$ mile E. of station. Patrolman answered signal of distress by burning a Coston signal, then hastened to station to apprise keeper of casualty. Life-savers hauled boat to a point opposite the stranded ship, but owing to darkness and high sea decided to wait until morning before launching. At daylight a launch was made and surfmen pulled alongside against a heavy sea. Master declined to leave his ship, but requested keeper to report casualty to his agents and to the New York Maritime Exchange. This was done and a wrecking company was employed to float the ship. She was released on the 11th.
Dec. 9	Am. slp. Archie Mills.	Sandy Hook, New Jersey.	In danger of injury during severe wind-storm. Surfmen pulled to her in station boat and ran line from her to mooring buoy, where she rode out the gale in safety.
Dec. 9	Skiff; no name.....	Monmouth Beach, New Jersey.	Being carried offshore by westerly gale, seriously imperilling the life of the occupant; life-savers answered his signal for assistance by pulling out in surfboat. Skiff was taken in tow by the surfmen, but slow progress was made against the strong wind and rough sea, and at one time it was feared that it would have to be cast adrift. By persevering, however, both the man and the boat were at last safely landed.
Dec. 9	Sloop; no name.....	Wallops Beach, Virginia..	Stranded on the beach in rough sea, endangering her safety and the lives of the two men on board. Surfmen launched surfboat and went out to her. Found her broadside to the sea, which was sweeping over her and threatening destruction. Carried out and planted her anchor and succeeded in heaving her afloat. Piloted her to safe anchorage and gave her up to master. She would undoubtedly have been lost but for the prompt and efficient services of the life-savers.
Dec. 11	Str. Teaser.....	Kitty Hawk, North Carolina.	Misled the channel and grounded lightly. Keeper and surfman answered steam signal and went alongside. She was soon floated and keeper guided her through the channel into Currituck Sound. Gave the master directions for proceeding to destination.
Dec. 13	Am. slp. Dorothy T.	Gay Head, Massachusetts.	Stranded on a sand bar 5 miles SE. of station. Life-savers pulled out to her in surfboat and found that she had grounded on the inner bar. Lightered her deck load of shingles, and by hauling on running lines floated her uninjured and helped to work her to a safe berth.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Dec. 13	Smallboat; no name.	Tiana, New York	Drifted ashore about $\frac{1}{2}$ mile W. of station. It had broken adrift from the British steamer <i>Clarissa Radcliffe</i> on the 11th. Surfmen took charge of boat and notified New York Maritime Exchange.
Dec. 13	Am. sc. Two Bachelors.	Jupiter Inlet, Florida.....	Struck on a shoal in leaving harbor and hoisted distress signal. Keeper pulled out to her in small boat, but found that she was afloat again when he reached her. The wind died out and she subsequently stranded on the beach. There being no life-saving crew at this station, keeper mustered volunteer crew, launched surfboat, and went to the helpless schooner. Ran out and planted anchor, but could not heave her afloat owing to increasing sea. Made sand anchors to secure her during high tide, and then discovered that she was bilged. Procured timbers, rollers, and jack-screw, and began to haul her up clear of the sea. This was accomplished the next day and she was left clear of danger, where repairs could be made.
Dec. 13	Cat yt. Lady M.....	Santa Rosa, Florida	Stranded on the beach, broadside to the sea, early in the morning, 7 miles E. of station. Upon learning of casualty surfmen telephoned for tug from Pensacola. When tug arrived life-savers proceeded, with surfboat in tow, for the endangered craft. On reaching her, dropped surfboat anchor outside of breakers and ran a line from it to the yacht. Now beached the surfboat, jumped into the water, and turned the yacht's head to the surf. Then, by heaving on line and raising and pushing her stern out, got her afloat and over the inner bar. Launched surfboat and towed yacht to tug. All were towed to station and yacht was put in condition for continuing her voyage.
Dec. 14	Am. sc. Cora C. Meader.	Monomoy, Massachusetts.	Stranded 2 miles SSW. of station in rough sea. Surfmen answered signal of distress by pulling out to her assistance. By helping to handle sails and anchor, surfmen released her and piloted her safely through crooked channel to open water.
Dec. 14	Am. sc. Addie.....	Indian River Inlet, Delaware.	Struck by a heavy sea while trying to cross the bar and stranded on south side of the inlet, exposed to dangerous surf. Life-savers went to her in station boat and made every effort to float her until tide began to fall and vessel and crew were out of danger. Before next high water the barrels of oil and flour on deck had been rolled ashore to lighten her, and when tide made again the surfmen laid out anchors. She was floated at 3 a. m. on the 15th. By this time the wind had increased to a gale and the current was rushing into the inlet, making it difficult to steer. She fetched up on the flats inside the harbor, out of danger from the surf. The cargo left on the beach was now rolled across to the inlet by the surfmen and lightered to a place of safety. Had the schooner remained on the beach a few hours longer she would have been a total loss, as the wind increased to hurricane force and the surf became very heavy.
Dec. 14	Am. sc. Bessie K....	Coquille River, Oregon...	Mistook channel and stranded at 8.15 p. m., $\frac{1}{2}$ mile W. of station; in danger of being carried on the rocks near by. Surfmen hastened to the scene and ran two lines from her bow and one from her stern to keep her resting easy. Nothing more could be done for her that night. Next morning the lines were secured in better positions. Owners made arrangements with private parties for floating her.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Dec. 15	Am. sc. Southern Cross.	Duranta, North Carolina.	Steering gear parted. Stranded on reef 7 miles from station, in exposed and dangerous position. Surfmen went to her assistance and began at once to lighten her cargo and make strong efforts to release her, the weather being threatening. Succeeded in heaving her afloat after two hours' work and took her to a safe anchorage. If she had stuck on the reef half an hour longer she would have become a total wreck, as the wind shifted to the NW. and blew with hurricane force.
Dec. 15	Am. str. New South.	Louisville, Kentucky	Stranded by wind and current at the wing dam in the falls of the Ohio. Keeper and crew went to her in station boat. Ran hawser ashore for hauling her off, took it to capstan and hove her away from the dam, whence she proceeded to her wharf uninjured. Seventy-six persons were on the steamer at the time of the casualty.
Dec. 16	Sc. Georgie L. Drake.	Hunniwells Beach, Maine.	Anchored in unsafe position. Life-savers launched surfboat and went out to warn master. Found him anxious to secure the services of a tug. Returned to station and keeper telephoned for tug to go out to her at once.
Dec. 16	Fish boat; no name.	Davis Neck, Massachusetts.	Parted moorings during NW. gale and drifted into the surf, where she was in danger of destruction. Surfmen hauled her to a safe place and turned her over to owner.
Dec. 16	Dory; no name.....	.....do	In danger of breaking adrift and being dashed to pieces on the rocks. Life-savers hauled her ashore to a safe berth until the heavy weather was over.
Dec. 16	Am. sc. Puritan.....	Fourth Cliff, Massachusetts.	Stranded on the beach, 1 mile N. of station, at 5 a. m. during NE. gale. Patrolman reported to keeper, and station crew were soon hastening to the wreck with beach apparatus. Found vessel broadside to heavy surf, and so high up that the crew had thrown a line to three men ashore, by means of which two sailors had landed. Life-savers then assisted in landing the other six men and took all hands to station, where they were provided with dry clothing and given succor until the next day. When tide ebbed, surfmen went aboard and saved as much of the men's baggage as possible. Free passes to Boston were procured for them. Vessel became a total loss.
Dec. 16	Br. sc. Ulrica	Point Allerton, Massachusetts.	Compelled to anchor because of loss of sails; dragged anchors and stranded at 8 a. m. during NE. gale and thick snow-storm on Nantasket Beach, 2½ miles from station. Patrolman on the south boat discovered her and immediately engaged a man and horses to haul lifeboat near by, belonging to the Massachusetts Humane Society, to scene of wreck, while he hastened to report it at station. Keeper had already been informed of the casualty by telephone, and being offered transportation to the place by railroad officials, crew started out at once. Arrived simultaneously with the man and horses engaged by patrolman, and quickly proceeded to haul boat opposite the wreck. Heavy seas were breaking over the vessel, threatening her destruction and imperiling the lives of the seven men on board. Fearing to wait for beach apparatus, which was being brought, keeper decided to make an effort to reach the schooner with lifeboat. Six volunteers were secured and a launch was made, but only slow progress was possible against the sea and current. When half the distance had been gained, a

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Dec. 16	Br. sc. Urica	Point Allerton, Massachusetts.	towering sea struck the boat and drove her astern. The steering oar was tossed up and the keeper was thrown overboard by it. Catching hold of a surfman's oar, he was dragged ashore with the boat uninjured. The beach apparatus having now arrived, it was brought into use and two shots fired successfully over the mizzen rigging, but no attempt was made by the benumbed crew to haul whip line aboard. A third shot was fired, and the line falling over the mizzen topping lift slid down within reach of the crew. They now hauled whip line on board and made it fast just above the dead-eyes on the mizzen rigging. The hawser was sent off and was made fast near the same place. Being so low down, keeper saw it would be dangerous to attempt to haul the exhausted men through the breakers in the breeches buoy, so decided to try again with the lifeboat. A line was taken into the boat from the beach to aid in guiding if necessary, and then another launch was made, five volunteers in addition to the life-saving crew being in the lifeboat. By hauling on hawser and using oars, together with help of line from shore, the furious seas were safely met and the wreck was reached. One by one the exhausted men were taken into the lifeboat and all were landed without mishap. Some of them were slightly frost-bitten, and the master had one hand badly frozen. They were taken to houses near by and surfmen assisted in treating frost-bites and restoring animation. Clothing was brought from the supply at station furnished by the Women's National Relief Association, and when the men were able to stand it they were taken to station, where they were sheltered and succored for two days. The master was taken care of for more than a week, owing to necessity for medical attention. On Jan. 8, 1897, while ten wreckers were at work on the stranded schooner, the surf became high and dangerous so that they were unable to land in their own boat. Keeper and crew went to their assistance in small boat belonging to the Massachusetts Humane Society, but encountering two heavy seas it began to leak rapidly. Succeeded in reaching the wreck, but could not take the men off. Returned to the beach and manned the lifeboat belonging to the society; pulled out and rescued the ten men, landing them in safety.
Dec. 16	Sailboat; no name..	Gay Head Massachusetts	Parted moorings and stranded 2 miles E. of station. Patrolman found it on the beach at 9.45 p. m. and reported it to the keeper. Next morning surfmen bailed it clear of water and sand and hauled it out to a safe place on the beach. Took mast and sail to station for keeping until owner could be found.
Dec. 16	Catboat; no name..	Cuttyhunk, Massachusetts.	Dragged anchor during heavy NE. gale and snowstorm. In danger of injury from pounding in the surf. Life-savers hauled her up clear of the sea after three hours of work and exposure.
Dec. 16	Catboat; no name..	.....do	In danger of filling and sinking at her moorings. Sea constantly washing into her. Surfmen put owner on board in order to keep her bailed out until storm abated.
Dec. 16	Am. sloop Sharon.....	New Shoreham, Rhode Island.	Parted cables and was driven ashore in the outer harbor, high up on the beach. Crew escaped unharmed and were shel-

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Dec. 16.	Am. slp. Sharon	New Shoreham, Rhode Island.	tered and succored at station. Made efforts to release her on Jan. 1 and 2, but without success. She was floated on Mar. 3, slightly damaged.
Dec. 16	Am. slp. Sea Serpent.	.....do	Pounding against the dock and in danger of serious injury. Keeper and crew hastened to her. Ran lines to dolphin and hove her out to safe berth. Except for this timely aid the sloop would have filled and sunk at the dock.
Dec. 16	Am. sc. Lady of the Lake.	.....do	Parted cable during gale, and was driven ashore in the outer harbor. Life-savers went immediately to her assistance, but nothing could be done until the wind moderated. Next day keeper and crew again went to her aid, ran lines offshore, and succeeded in hauling her afloat uninjured.
Dec. 16	Sloop; no name.....	Gilgo, New York	Sail torn; compelled to run before the wind. The three men in her were without provisions and fuel. Surfmen took her to safe berth, and succored men at station until next day, when, after some difficulty on account of ice, they started for their homes.
Dec. 16	Sailboat Anna Laura	Chicamacomico, North Carolina.	Capsized during gale and struck on shoal 3 miles NW. of station at 6 p. m. on the 15th. Keeper discovered it at daylight, and saw the two men wading ashore. Life-savers went to their assistance, and took the boat to secure berth. Took the men to station and furnished them with dry clothing. Surfmen succeeded in saving the mail from the overturned boat, and on the 18th the two men left for Roanoke Island.
Dec. 16	Fishboat; no name.	Durants, North Carolina..	Driven ashore during the night about 1 mile from the station, no one being on board. Surfmen went to assist owners in launching it early in the morning and hauled it afloat undamaged.
Dec. 16	Am. sc. Gilt Edge....	.....do	Dragged anchor, and stranded $1\frac{1}{2}$ miles from station on the night of the 15th. Surfmen discovered her early next morning and went to her assistance. Efforts were made to heave her off, but failed. At high water on the 17th and 18th further attempts were made to release her, but without success. She was floated on the 19th only slightly injured.
Dec. 16	Am. sc. Antelope....	Coquille River, Oregon ...	Wind died out when she reached the bar, and she was soon in a dangerous position, broadside to the breakers. The anchor was let go and she was worked inside the north jetty. Anchor and chain were then slipped, and she was carried on the north spit by the surf. Life-savers went to her in surfboat and ran a line from her bow to keep her clear of the jetty rocks. Next day worked on her at each high water and hove her afloat at 9 p. m. Ran kedge anchor and line and hauled her alongside of wharf, vessel and cargo having escaped injury. Three days later surfmen recovered her anchor and 45 fathoms of chain and delivered them on board. [See letter of acknowledgment.]
Dec. 17	Br. str. Kildonan ...	False Cape, Virginia.....	Stranded at 5 a. m. on the beach, 2 miles north of station, and in great danger from the heavy surf. Patrolman instantly burned Coston signal to notify those on board that their situation was known. He then hastened to station and informed keeper of the casualty. The life-savers started at once for the wreck with beach apparatus, having first telephoned to keepers of Little Island and Wash Woods stations.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Dec. 17	Br. str. Kildonan....	False Cape, Virginia	Soon after arriving opposite the wreck, a shot line was fired across the vessel, the hawser was set up and steamer's second officer was landed in breeches buoy with dispatches to agent. They were sent over the telephone line to telegraph office. Buoy was again sent off to the wreck, but no movement was made by any of the ship's company toward coming ashore. As tide was beginning to rise, and would stop operations, owing to low beach, surfman was sent off to inform master. The work of landing the endangered crew then began, and all of them, numbering thirty-three, were landed without mishap, and taken to station. Keeper and crew of Little Island Station and keeper of Wash Woods Station assisted in the rescue. The shipwrecked crew were succored at station for the night. Surf having moderated next day, life-savers launched surfboat and put master and crew aboard again, making five trips to accomplish it. On the 25th took telegram on board to master. The steamer was floated on the 28th by a wrecking company and taken to Newport News for repairs.
Dec. 18	Am. slp. yt. Undine.	Assateague Beach, Virginia.	Aground in the cove where she had been laid up. Surfmen aided in floating her and getting her out into deep water.
Dec. 19	Am. sc. Vennor	Creeds Hill, North Carolina.	Dragged anchors and was driven ashore 2 miles N. of station on the 15th. She was not visible from station because of intervening body of woods. On this date surfmen went to the place and tried to release her. Pried her up and got her on skids, then moved her 20 feet toward deep water, but could not float her. Left her in good position for further work.
Dec. 19	Yawl boat; no name	Brazos, Texas	This boat, belonging to the steam yacht Reva, and manned by five men, was capsized in the breakers about $\frac{1}{4}$ mile N.E. of station in an attempt to enter the river. One man was drowned. [See detailed account under caption "Loss of Life."]
Dec. 19	Ger. bk. Potrimpos..	Ilwaco Beach, Washington.	Stranded at 7 a. m. on the beach 7 miles S. of station. Keeper received information of casualty at 9.30 a. m. and started with beach apparatus and surfboat as quickly as possible. After proceeding about a mile, they met a train that had been sent by the I. R. and N. Co. to help in transporting gear. Boat and apparatus were put on car and scene of wreck was soon reached. Found that mate and four men had landed in ship's boat, leaving fourteen more on board. As she was broadside to the sea and formed a lee for getting alongside, keeper and crew launched surfboat and pulled out through the dangerous surf. Succeeded in landing all hands in safety, making two trips to accomplish it. While going out the second time a sea broke into the boat and almost filled it. It swung broadside to the sea for a moment and nearly capsized, but the vessel was reached and the remaining men rescued. Keeper and crew from Cape Disappointment Station learned of casualty and started for the wreck, but reached it after the rescue was effected.
Dec. 20	Am. sc. May Flower	Wachapreague, Virginia..	Stranded on a shoal early in the morning, $\frac{1}{4}$ mile SE. of station. Surfmen went to her in station boat and ran out anchor for hauling her afloat, but tide had fallen

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Dec. 20	Am. sc. May Flower	Wachapreague, Virginia..	so low she could not be released at that time. Late in afternoon, when high water made, surfmen hove her off undamaged.
Dec. 21	Shanty boat; no name.	Louisville, Kentucky	In danger of being destroyed going over the falls; the man in it being unfamiliar with the character of the locality, keeper sent a boat to the rescue. Boatman took charge of the imperiled craft and conducted it safely over the falls.
Dec. 22	Slp. Dessie.....	Mosquito Lagoon, Florida.	Arrived at station in need of water. Keeper furnished a supply of fresh water and she proceeded on her way.
Dec. 22	Catboat; no name ..	Fort Lauderdale, Florida ..	While making the trip from Biscayne Bay to St. Augustine the man in charge arrived at station wet, cold, and hungry and asked for shelter. He was cared for during the night and supplied with dry clothing.
Dec. 23	Am. sc. Sarah E. Palmer.	Cape Elizabeth, Maine.....	Jib-boom and head sails carried away and both boats lost during gale of wind. Surfmen discovered her, flying signals of distress 10 miles S. of station. Telephoned to Portland for tug, then launched surfboat and went to her assistance. Upon arrival of tugs ran lines and accompanied the disabled vessel to port.
Dec. 23	Am. sc. J. G. Connor.	Cobb Island, Virginia.....	Sails blown away; anchored 1 mile S. of station in dangerous proximity to the surf. At 5 p. m. life-savers answered signal of distress by launching surfboat and pulling out to her. Wind was now blowing a gale. The three men were taken off in surfboat and safely landed. They spent the night on a schooner at anchor in the harbor. The next afternoon, wind having moderated, station crew put the men on board again. Assisted in getting her anchors up and worked her into harbor to a safe berth.
Dec. 23	Am. sc. Ida C. Schoolcraft.	Cape Lookout, North Carolina.	Stranded when coming to anchor $\frac{1}{2}$ mile W. of station. Surfmen went to her assistance in small boat and kedged her into deep water. Got her underway and put her in secure anchorage. She was uninjured by the casualty.
Dec. 24	A m. sc. M. A. Acharn.	Fletchers Neck, Maine.....	Both anchors down in an exposed position and windlass disabled. Surfmen answered signal of distress by pulling alongside in surfboat. Helped to repair windlass and then got anchors on the bows. Made sail and worked her clear of all dangers.
Dec. 24	Am. sc. Calvin B. Orcutt.	Orleans, Massachusetts....	Anchored during gale of wind and thick snowstorm, $\frac{1}{2}$ miles S. of station, late in the afternoon of the 23d; dragged anchors and stranded; went to pieces some time in the night. [See detailed account under caption "Loss of Life."] Fast in the ice, loaded with provisions. The man in it succeeded in pushing through until strong ice was reached, over which he made his way ashore in the blinding snow. Next morning surfmen saved the supplies and delivered them to him. On the 26th they assisted him in releasing the boat and hauling it ashore.
Dec. 24	Rowboat; no name..	Lone Hill, New York.....	Stranded on reef 2 miles N. of station. Signal of distress was answered by surfmen launching station boat and going out to her. Released and took her to safe anchorage in deep water.
Dec. 24	Am. sc. F. M. Isabella.	Ocracoke, North Carolina.	Steering gear broke while crossing the bar, causing her to broach to and strand on the middle ground, where she was in great danger of injury. Keeper secured a crew (station not having a permanent crew) and went to her assistance. Procured timbers and rollers and after hard work succeeded in releasing her. Towed her into harbor to safe berth.
Dec. 24	Naphtha launch Stella.	Jupiter Inlet, Florida.....	

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1896. Dec. 25	Fish boat; no name..	Golden Gate Park, California.	Capsized in the surf 2 miles S. of station at 9.30 a. m., seriously imperiling the life of the fisherman. Life-savers were notified of the casualty and at once started for scene with surfboat. Found the boat ashore and the man on the beach in exhausted condition. Used Servicemethodsof restoration, and when sufficiently revived transported him to station, where he was cared for until friends took him away in the afternoon. The boat was hauled up on the beach and all gear taken care of for owner.
Dec. 26	Am. sc. Nellie Eaton.	Quoddy Head, Maine.....	Set signal for tug. As there was no hope of her getting one, keeper boarded her in small boat and piloted her safely to Lubec.
Dec. 26	Am. sc. Robert Ing- lee Carter.	Cape Elizabeth, Maine....	Mistook buoy and stranded on rock 2 miles SE. of station. Life-savers went to her assistance in surfboat and took off the whole crew, master and seven men. Carried them to tug and then went back with her to wreck, where the men's personal effects were saved. Shipwrecked crew were carried to Portland by tug. Vessel was a total loss.
Dec. 26	Skiff Larry.....	Louisville, Kentucky.....	Sank with two men near the wing dam in the river, imperiling their lives. Station boat was immediately sent to the rescue. When the men were reached they were almost exhausted by their efforts to keep afloat and from exposure in the cold water. They were taken to the station, and properly cared for until able to go to their homes. These men would undoubtedly have been lost but for the prompt action of the station crew.
Dec. 30	Steam launch Lot- tie Louise.	Hog Island, Virginia	Stranded on the bar $\frac{1}{2}$ mile from station at 9 a. m. Life-savers went to her assistance in surfboat. It being ebb tide, waited until high water before attempting to float her. When flood tide made worked on her with poles, and with assistance of her steam released her without injury.
1897. Jan. 1	Slp. Alfred C. Har- mer.	Little Egg, New Jersey...	Stranded at 4 a. m., about high water on one of the Anchoring Islands, $1\frac{1}{2}$ miles SW. of the station, while standing into the inlet. She was shortly boarded by the surfmen, who made an effort to release her, but found the ebb had run too much, nor was a second attempt at full tide attended with favorable result. However, on the morning of Jan. 2, the life-savers were finally successful, after two hours' heavy heaving, in floating the craft, which was apparently undamaged, having rested easy, and now proceeded on her voyage to Port Republic.
Jan. 1	Br. str. Sardinian Prince.	Wash Woods, North Caro- lina.	During a rift in the fog, at 6 a. m., the surfman on the south patrol discovered this vessel aground about $2\frac{1}{2}$ miles SSE. of the station and $\frac{1}{2}$ mile offshore, and having burned his Coaston signal, returned and called his mates. After summoning towboats the surfboat proceeded to the scene, reaching the steamer at 7.30, and at once assisted to carry out a kedge, and having been shortly joined by the life-savers from Currituck Inlet a second anchor was run out, but the tide had fallen too much to admit of releasing the craft. The deck load of lumber was now thrown off, and at 3 p. m. four tugs, which had reached the spot, took hold of the stranded vessel and succeeded at 5 p. m. in floating her. On the 4th inst. 2,000 feet of the jettisoned lumber, which

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Jan. 1	Br. str. Sardinian Prince.	Wash Woods, North Carolina.	had come ashore near Wash Woods, was saved by outside parties employed through the efforts of the keeper, who notified the insurance agents and wreck commissioner, the latter disposing of the same by public auction on Jan. 9.
Jan. 3	Am. sc. Maggie J. Chadwick.	Cranberry Isles, Maine.	While a day patrol was being kept, owing to the prevalence of a thick fog, the surfman on duty made out this vessel standing dangerously close inshore and sounded a warning blast on his fog-horn, which apprised her master of the impending peril, and enabled him to let go his anchor just in time to keep from coming on the beach. As her position was too near the surf for safety, the keeper boarded the schooner in a dory, assisted to get her under way, and piloted her to a good anchorage.
Jan. 3	Am. sc. Sea Gull.	Saluria, Texas.	Parted her cables at 7.30 a. m. in a strong NW. blow, and was set by the ebb tide, swollen and strengthened by recent rains and freshets, on a shoal making off to the northeastward of Pelican Island, about 3 miles distant from the station. When the surf boat reached the scene at 11 a. m., having been compelled to anchor twice while stemming the strong current, in order that the men might regain their wind and strength, it was apparent that nothing could be done at that time to float the vessel, which was found lying in a very bad position, and thumping so heavily that it was feared she might break up at any moment. Her crew of two men, with their effects, were taken to the station, and provided with food, shelter, and dry clothing. On the 4th inst., after relieving the schooner Cazador (see record of Jan. 4), the surfmen revisited the Sea Gull, which was found bilged, well bedded, and filling with sand; secured the deck load of cotton and took the sails and light gear aboard the former vessel, which had been chartered by the master of the Sea Gull to go to Matagorda and secure lighters in which to discharge his cargo, and whither he accompanied her himself. On the 5th the station crew boarded the schooner again, and finding the deck load broken loose, restowed and lashed it as securely as possible, and pulled to Pelican Island, and rolled several bales of cotton, drifted there from the wreck, above high-water mark. The following day the Cazador returned with a lighter, and the life-saving crew gave their assistance to transfer 24 bales of cotton from one vessel to the other, a distance of about a mile, making two trips with the barge, and towing her with their boat. On the 7th they aided to discharge part of her cotton cargo from the hold, cutting the decks to remove the same, and stripped the craft, her master having decided to abandon her. Finally, on the 20th, when the vessel broke up entirely, the surfmen saved and took ashore her spars, which were turned over to her captain the following day, when he visited the scene, looking for any wreckage which might have been recovered.
Jan. 3	Tug Ciscoe.	Beaver Island, Michigan, Lake Michigan.	Lost her way off the harbor on account of a very dense fog. Her whistle being heard at the life-saving station, the keeper fired at intervals four blank charges from the Lyle gun, guided by the sound of which the master was enabled to make port in safety.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Jan. 4	Am. sc. Cazador...	Saluria, Texas.....	Stranded at 7 a. m. on a shoal on the southern side of Decros Channel, about 3 miles NE. of the station, when attempting to enter Matagorda Bay against a strong ebb tide, which swept her too far to leeward. The life-savers reached her at 9 a. m., by which time she had lowered her sails and set a distress signal, accompanied by the two men from the schooner Sea Gull (see record, Jan. 3), which lay not far distant. The keeper being aware that the tide was about to turn and that the adverse current would then slacken, advised that all sail be made and so disposed as to force the vessel, which was light, off the shoal. The surfmen lent their assistance to this end, and after several hours' labor the schooner was floated and piloted to a safe anchorage in the bay. Valuable aid was rendered by the captain and seamen of the Sea Gull during these operations.
Jan. 6	Slp. Petrel.....	Lewes, Delaware.....	Dragged her anchors at 10 a. m. in a strong N.W. breeze, and stranded $\frac{1}{2}$ mile west of the station about high tide, coming so far up on the beach that her crew walked ashore without assistance. Cold, rough weather prevailing until the 11th inst., no immediate efforts were made to release the vessel, but on that date the life-savers laid out anchors from the loop and launched her down into such a position that she floated at the next high water without further aid.
Jan. 7	Am. sc. C. C. Lane...	Barnegat, New Jersey....	Stranded at 4 a. m., near low water, on the outer shoals about a mile east of the station, the casualty being discovered by the morning patrol two hours later and at once reported. The life-savers boarded her at 6.45 and were subsequently joined by the crews from Loveladies Island and Forked River stations, when, combining forces, they jettisoned 100 tons of pig iron, and favored by a strong offshore breeze, were able, by a proper disposition of the sails, to float the craft at high tide at 10 a. m.
Jan. 7	Am. sc. James Baird	Santa Rosa, Florida.....	Stranded on Fort Pickens Point, $\frac{3}{4}$ miles west of the station, when bound in for Pensacola, the wind dying out and the vessel being set on the beach by the ebb current. She was observed by the day lookout at 4 p. m., the life-savers reaching the scene an hour later, where they found a kedgie already laid, but it soon came home when a strain was put on it, and the surfboat was employed to run a heavier anchor, with 100 fathoms of cable, on which all hands hove until 2 a. m. the next morning, but without success. Later in the day ran a line for a tug, which had come to the schooner's assistance and made soundings for her, but the master decided to await a more favorable opportunity before hauling on the craft. On the 9th inst. re-ran the hawser for the towboat, which, after pulling the greater part of the day, abandoned the task as futile, the keeper now accompanying the captain of the schooner to Pensacola to seek further aid, leaving the surfmen at the Baird, who during their absence carried out an 800-pound anchor well ahead. On the 10th, a small steamer having been sent to the vessel's assistance by her consignees, she was successfully floated, by four hours' hard work, and advantageously disposing of her canvas. Her anchors were then picked up by the life-saving crew, and she proceeded to the city in tow at 6.30 p. m. (See letter of acknowledgment.)

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Jan. 8	Am. sc. Janie T. Lewis.	Cobb Island, Virginia	Dragged her anchor, and stranded near the station at 7 a. m., the casualty being observed from the lookout. The surfboat was immediately launched, a kedge run for the schooner, which soon floated without having sustained any damage.
Jan. 8	Naphtha launch Stella.	Jupiter Inlet, Florida	While crossing the bar outward bound at 7 a. m., her anchor, which was unsecured on the forecastle, rolled overboard, and before the master, her only occupant, could cut the cable the vessel was in the trough of the breakers and stranded on the south point of the entrance. Upon arriving at the scene the keeper sent the captain, who was wet and chilled, to the station, where he was provided with dry clothing, and having summoned a crew of four men to his assistance, they transported the craft across the spit to the river by means of skids and tackles, launched her at 6 p. m., and turned her over to her owner.
Jan. 9	Fish boat; no name.	Holly Beach, New Jersey.	At 7 a. m. a fish boat containing two men was capsized in the outer line of breakers, about 200 yards off shore, her occupants succeeding, however, in grasping the bottom of the overturned craft. The surfboat was launched with all possible speed and hastened to their rescue, but before reaching the spot the fishermen, benumbed by the icy waters, were swept from their hold and the elder man partially sank, grasping his companion around the lower limbs and rendering their condition desperate. Several of the surfmen sprang overboard and, reaching the perishing sailors, sustained them until picked up by the surfboat. An immediate return was made to the station, where restoratives were administered which revived the stronger of the two unfortunates, but strenuous efforts at resuscitation, continuing for 1½ hours, were necessary to reanimate his weaker comrade. After all danger was passed the surfboat was again launched and the capsized fish boat, which had meanwhile drifted 2 miles to the southward, was recovered and towed ashore.
Jan. 9	Slp. Lizzie	Sullivan's Island, South Carolina.	The master, when coming ashore from his vessel in a small boat for the purpose of procuring provisions, had his craft partially filled and was nearly swamped. The station crew went to his aid, assisted him to land in safety, and after he had obtained his supplies launched his dory at a smooth place so that the return trip was made without accident.
Jan. 9	Tug Rosaline	Old Chicago, Illinois, Lake Michigan.	At 7.30 p. m., the keeper, who was alone at the station (inactive season), was informed by telephone that an accident had befallen a steamer off the foot of 39th st., about 1½ miles out in the lake. Procuring a volunteer crew, the surfboat was launched and kindly given a tow by the tug Jesse Spaulding, which was also bound to the scene of the disaster, where, upon arriving, it was found that the fusible plug had blown out of the Rosaline's boiler, resulting in the scalding of three men, who had already been taken ashore, and producing a panic among the people still on board. Having quieted their fears, the life-savers assisted to raise the vessel's anchor, which had been let go to prevent her drifting further off shore, and, passing a line from her to the Spaulding, the craft was taken into the harbor, the surfmen towing astern and returning to their station at 10.50 p. m.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Jan. 9	Am. sc. Moro	Coquille River, Oregon ...	Stranded at 3.40 p. m., on the spit outside the north jetty, her auxiliary gasoline engine, under which power she was proceeding to sea, having become disabled while crossing the bar. The life-savers went promptly to her aid and ran a 6-inch hawser to the south jetty, while her own crew threw overboard the deck load of lumber, by which means the schooner was hove a considerable distance toward deep water until the ebb tide put a stop to further proceedings for the day. The next morning a second or preventer hawser was run, but little headway was made with the craft. On the 11th, the warps showing signs of weakness, an 8-inch line was gotten out by the surfmen to good purpose, since later in the day a rough surf caused the two smaller ones to part, and a number of men were put on board to jettison her coal cargo, thirty tons of which having been discharged, she got afloat at high water on the morning of the 12th and came into the river to effect repairs. The hawsers were picked up by the life-saving crew and returned to their respective owners, the masters of vessels in port.
Jan. 10	Slp. Clio	Mosquito Lagoon, Florida	At 7 a. m., the master of this vessel arrived at the station and requested that the keeper go with him to where his craft was anchored in an intricate stretch of the Hillsborough River, about 2 miles distant, and pilot her into Mosquito Lagoon, as he had sought for the channel for half a day without success. The request was promptly complied with.
Jan. 11	Am. sc. Grace Davis	Gay Head, Massachusetts.	Stranded at 10 p. m., on the SE. end of Pasque Island, 6 miles NNE. of the station, hazy conditions of the weather preventing the patrolman from seeing the disaster, information in regard thereto being received by telephone by the keeper at 7 a. m. the following morning. Upon reaching the scene in the surfboat the vessel was found lying easy and a tug at hand with which a bargain had been made to pull on the schooner at high water, but as it was desired to lighten her somewhat the life-savers assisted to jettison about 15 tons of coal and then ran a hawser for the towboat, which, with the aid of another tug, succeeded in floating the craft on the flood tide and took her in tow for Vineyard Haven.
Jan. 12	Small boat; no name	Fort Niagara, New York, Lake Ontario.	At 9.30 p. m., four soldiers belonging to the garrison at Fort Niagara, returning from across the river in a small boat, were under the influence of liquor, lost control of her, and beached her in the breakers on the lake shore outside the ice bank, where she filled. The keeper, who luckily happened to witness the casualty, hastened to the spot, and with the assistance of a neighboring resident aided the men to cross the ice and hauled their craft to the land.
Jan. 13	Br. sc. Clarissa	Gurnet, Massachusetts...	Stranded about 5 p. m., on the south side of Browns Bank, 2½ miles SW. of the station, her master, who was not well informed regarding the coast, mistaking some of the landmarks and being under the impression that he was standing in for Boston, his destination. When the surfboat reached the scene the keeper found the vessel's position such that he scarcely hoped to release her that night, but after having run out

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Jan. 13	Br. sc. <i>Clarissa</i>	Gurnet, Massachusetts ...	an anchor and hove her head to the southward, to keep her from working higher up, the wind suddenly shifted fair and came out in strong puffs, so he put all sail on her at once, and aided by the kedge soon got her afloat. She was now run about a mile to the southward and anchored in a safe depth of water, where the life-savers left her, after having given the master instructions how to proceed should it become necessary to get under way during the night. The next morning, about 7 a. m., the craft was seen attempting to beat out with a light, baffling breeze, and the life-saving crew again went to her aid, towed her with their surfboat inside Gurnet Point and took her to a good berth in Sagadahoc Cove. She proceeded toward Boston on the 16th instant.
Jan. 14	Rowboat; no name..	Fort Niagara, New York, Lake Ontario.	About 7.15 p. m. the keeper was informed by his daughter that a small boat was drifting down the river whose occupants appeared to be in trouble and unable to manage their craft. He at once dispatched his son to summon assistance from two men living near the station (inactive season, no crew employed) and upon their arrival a few moments later the surfboat was launched and the skiff overtaken as she was going out into the lake, half full of water and with three soldiers on board, who were so much under the influence of liquor as to be scarcely able to sit up. After a hard pull for the short-handed crew the men and their boat were gotten to the station, when it was necessary to seek aid from the fort in order to return them to their quarters, one of their number being so intoxicated as to necessitate his transportation to the barracks in a hand-cart.
Jan. 15	Br. str. <i>Haxby</i>	Dam Neck Mills, Virginia.	Stranded 200 yards off shore, at 11.20 p. m., during a dense fog, the disaster being discovered by the patrolman 15 minutes after its occurrence. The surfmen boarded her at midnight, returning ashore, however, almost immediately to send dispatches for her master to his agents in Norfolk, but made a second trip to the vessel at 2 o'clock accompanied by the keeper of the Seatack Station, who had arrived at the scene with a portion of his crew. A kedge was now laid out with a view of heaving the ship off at high tide by her winches, but the attempt proved unsuccessful, and it was obvious that the services of tugs would be necessary to release her. During the day the life-savers made several trips to and fro, transporting the master and delivering telegraphic messages, and continued to keep a close watch over the steamer, which lay easy with all hands on board, until she was floated on the 19th instant by the Merritt Wrecking Company, having suffered the loss of her rudder and propeller and sustained other minor damages.
Jan. 15	Br. str. <i>Delmar</i>	Wash Woods, North Carolina.	At 4 a. m. the south patrol returned to the station and reported that a vessel had stranded in the thick fog, 2½ miles from this point and about 400 yards from the beach. The keeper at once sent up three red rockets to indicate that aid was at hand, which signal was answered from the ship. Summoned assistance by telephone from Currituck Inlet Station, and proceeded abreast the steamer which

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Jan. 15	Br. str. Delmar.....	Wash Woods, North Carolina.	was boarded at daylight. Dispatches were taken ashore for the master and transmitted to Norfolk, and three trips were made during the day for the accommodation of marine agents and newspaper correspondents, both crews standing by ready to render any service in their power until the arrival of three tugs at 3 p. m., after which, their presence being no longer required, they returned to their respective posts. The vessel was floated during the night and towed inside the Virginia Capes. (See letter of acknowledgment.)
Jan. 16	Am. sc. Gen'l J. L. Selfridge.	Hog Island, Virginia.....	Stranded at low tide, $\frac{1}{2}$ mile W. of the station, about 4 p. m., the disaster being observed by the day watch and the surfboat promptly responding to the alarm. A kedge was laid out to deep water, by which means, after some heavy heaving, together with the use of her sails, the vessel was successfully floated without having sustained any damage.
Jan. 16	Br. str. Staffa	False Cape, Virginia.....	Stranded about 5 a. m., during thick weather, on Pebble Shoal, $2\frac{1}{4}$ miles SE. of this point, and about $1\frac{1}{2}$ miles off-shore, being discovered a little later by the patrolmen from this station and Wash Woods, both of whom discharged their Coston signals and gave the alarm to their respective crews, which arrived abreast the vessel with their boat wagons almost simultaneously at 8.30 a. m. Soon after boarding the steamer the tug Ocean King came close to and the master of the Staffa was put aboard her by the False Cape crew to make a bargain with the captain, and shortly a line was run to the stranded craft from the tug by the surfmen. The wreckers now being in charge the life-savers went ashore, carrying dispatches from her captain. The following day two tugs were at work on the steamer, but did not move her, and at noon, the wind and sea increasing, they desisted and steamed up the coast, taking the crew of the vessel with them, evidently abandoning her. On the 18th, the sea was so rough that she could not be boarded, but the keeper at False Cape reported her condition to the signal station at Cape Henry. The Wash Woods and False Cape crews boarded her the next day, finding her on a nearly even keel with 10 feet of water in her hold and 22 feet alongside, still in an apparently fair condition, of which facts the Merritt Wrecking Company, at Norfolk, was informed; however, she sank during the night, having listed over into the deeper water, only her masts and smoke pipe being visible. These circumstances, as constituting an obstruction to navigation, were reported by wire by the keeper of Wash Woods Station to the lighthouse inspector and to the Hydrographic Office. On the 21st three small dories, one barrel of kerosene oil, and some minor articles of wreckage from the sunken steamer were picked up by the crew of the False Cape Station and turned over to the custody of the wreck commissioner.
Jan. 16	Br. ship Glenmorag.	Ilwaco Beach, Washington.	The life-saving crew went this day 7 miles up the coast in the surfboat and ran a hawser for a tug to the Glenmorag, which vessel was stranded Mar. 18, 1896, a final attempt being on foot to float her.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Jan. 17	Am. sc. Julia A. Trubee.	Point Allerton, Massachusetts.	Was seen at 9.30 p. m. by the south patrol when near the end of his beat, standing directly in for the beach, but upon the display of his Coston signal she let go an anchor in time to avoid disaster, bringing up, however, dangerously close inshore. By means of telephonic communication the condition of affairs was made known to Mr. J. L. Mitchell, residing $\frac{1}{2}$ mile from the station, who carried the information to the keeper and rendered valuable assistance in conveying the life-saving crew in his wagon to Nantasket Beach, where the Massachusetts Humane Society's lifeboat was launched, her custodian and Mr. Mitchell accompanying the surfmen as volunteers, and the schooner boarded. Their proffer of aid to conduct the vessel to a place of safety was gladly accepted by her master, the anchor was hove up, sail made, and the craft piloted into Nantasket Roads, where her captain secured the services of a tug to take him to Boston.
Jan. 18	Br. str. Badsworth . .	Long Beach, New Jersey . .	Stranded at 6 a. m., $\frac{1}{2}$ miles N. of the station, about $\frac{1}{2}$ mile offshore, at high tide, when a rough sea was running. Her signal of distress was seen by the patrolman, and in response to his alarm the surfboat was promptly transported abreast the steamer with the assistance of a neighboring resident's team. The life-savers boarded the ship, which was found to be in need of the services of tugs, and brought ashore dispatches for her master to this effect, meeting the Ship Bottom life-saving crew upon landing, from whom, however, no aid was required. On the 19th the surfmen set on board the vessel a wrecking agent and a number of laborers, and on the 22d again visited her and transmitted telegraphic messages for her captain. On the latter date, at 11 p. m., the steamer was successfully floated and proceeded to New York.
Jan. 18	Am. sc. Henry Westerman.	Sullivan's Island, South Carolina.	About 10 p. m. the patrol observed this vessel in dangerous proximity to Drunken Dick Shoal and discharged his Coston signal, but its warning was unheeded and she stranded a few moments later. When the life-savers boarded her the tide had ebbed about a foot, but a kedge was laid out, which, however, came home under the strain put upon it. A second anchor was now planted, and on the flood, at 2.30 a. m., next morning, another attempt was made to release the craft, which was frustrated by the parting of the hawser. However, on the third trial she was successfully floated about 4 p. m., and proceeded to Charleston apparently uninjured.
Jan. 18	Am. str. W. L. Wetmore, Am. sc. Brunette.	Cleveland, Ohio, Lake Erie	These two vessels, which were lashed together and laid up in winter quarters under the west arm of the breakwater, dragged their anchors at 5 a. m., and stranded. The keeper of the life-saving station notified the owners and the towboat offices, and tugs responded to the call for assistance. The steamer and her consort were eventually released Mar. 9.
Jan. 19	Am. sc. Clipper	Little Kinnakeet, North Carolina.	Stranded at 1 p. m. 2 miles W. of the station in Pamlico Sound, her master being unacquainted with these waters. Two surfmen went alongside, took off her four passengers, leaving her crew of two men on board at their own volition, and

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Jan. 19	Am. sc. Clipper	Little Kinnakeet, North Carolina.	meeting the rest of the station crew coming to the scene, informed the keeper that it would be impossible to release the schooner that day, but that her captain requested assistance the following morning when the tide would serve. At 8 a. m. on the 20th the life-savers boarded the craft, ran out a kedge, and were soon successful in floating the vessel, after which she was piloted to clear water and the master given his course to his destination.
Jan. 20	Am. sc. Aurora	Long Beach, New York...	Stranded about 2 miles W. of the station, near low water, at 1 o'clock p. m., while attempting to enter Rockaway Inlet. The disaster was seen by some of the surfmen when the vessel struck and she was shortly afterwards boarded by them in the surfboat, where they remained until the tide began to rise, and then assisted her crew of three men to float their vessel unharmed.
Jan. 21	Am. sc. Nahum Chapin.	Quogue, New York	Stranded about 4 o'clock in the morning during a heavy S.E. gale and thick weather $\frac{1}{2}$ mile east of the station. Went to pieces with loss of all on board. (For a detailed account of this disaster see caption "Loss of Life.")
Jan. 21	Am. sc. Janie T. Lewis.	Smiths Island, Virginia...	Stranded at 5.30 p. m. on the Isaacs Shoal, 4 miles S.W. of the station, her master having mistaken the channel. Succeeded in getting afloat before the arrival of the life-saving crew, having lost, however, her yawl boat, an anchor, and hawser. On the following morning the surfmen went to the scene, recovered the lost articles, and returned them on board the schooner.
Jan. 21	Am. str. Horatio....	San Luis, Texas.....	Stranded on the middle ground inside San Luis Pass, her master being unacquainted with the locality. The disaster, which occurred about 11 a. m., 4 miles S.W. of the station, was observed by the lookout, and surfmen boarded the steamer an hour later in the surfboat, when they laid out a 500-pound anchor, took the hawser to the steam winch, and soon hove the craft into deep water, after which she proceeded on her voyage to Velasco, apparently uninjured.
Jan. 22	Am. bk. Isaac Jackson.	Gay Head, Massachusetts.	Stranded at 8 p. m., in thick, snowy weather, on the S.E. end of Pasque Island, 6 miles N.N.E. of the station, the keeper being informed of the disaster by telephone half an hour after its occurrence. The sea was rough and a fresh S.W. breeze blowing, but the surfboat was taken to the northern side of the island and launched, the vessel being reached about 11 p. m. after a hard pull. She was pounding heavily on the rocks, with lower hold full of water, and it was soon ascertained that nothing could be done to release her that night, but the life-savers stood by, it having been decided not to attempt to land the crew, if all went well, until daylight. At 6 a. m. the 23d, landed master, who met underwriters' agent from Vineyard Haven, the latter having been advised of the casualty by the keeper before leaving the station the night previous, and telegraphic dispatches were sent and arrangements made for himself and crew, nine in number, who were brought ashore in the surfboat, together with their belongings, the life-savers returning to their post at 4 p. m. Later, the vessel, which proved a loss, together

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Jan. 22	Am. bk. Isaac Jackson.	Gay Head, Massachusetts.	with her cargo of salt, was partially stripped, and from the sale of the gear and articles saved, the sum of \$800 was realized.
Jan. 22	Sp. str. Ida.....	San Luis, Texas.....	At 10 a. m., when a light mist prevailed, a large steamer was seen approaching so close to the beach that the keeper hoisted the danger signal, whereupon she came to and made the geographical four-flag display (International Code), signifying "Galveston." The course and distance to that port were accordingly signaled by the life-saving crew, but apparently not being understood she was boarded, when it was ascertained that the signal from the station had not been distinctly made out. The keeper gave the captain the desired information, and the vessel proceeded on her voyage.
Jan. 25	Am. sc. Elmer E. Randall.	Jerrys Point, New Hampshire.	Mixed stays and stranded on Gerrish's Island flats, 1½ miles N.E. of the station, at 6 a. m., the tide being one-third ebb. The life-savers shortly afterwards boarded the vessel, finding her resting easy on a smooth bottom, but as nothing could be done to float her until high water, they returned ashore and the keeper telephoned to Portsmouth, on the master's account, for a tug. When the flood served, about 2 p. m., the surfmen assisted the towboat to make fast to the schooner and aided in an attempt to release her, which was soon successful. She was then taken to a safe anchorage in the harbor.
Jan. 27	Am. sc. Gertrude T. Browning.	Atlantic City, New Jersey	Fouled the telephone cable which crosses Absecon Inlet with her anchor when compelled by a light breeze and the ebb tide to come to while entering the harbor. The life-savers boarded the schooner and assisted her crew in an attempt to clear their ground tackle, but were unsuccessful, and as the vessel was in danger from the drift ice, they slipped the cable and got her into a place of safety by breaking a channel with the surfboat. On Feb. 8 the surfmen swept for several hours for the entangled anchor, and grappled it, but found it impossible to clear and raise it.
Jan. 27	Am. sc. Little Sampson.	Creeds Hill, North Carolina.	Ashore in Pamlico Sound, not far from the station, and full of water from a leak. Two of the surfmen sent to the scene by the keeper spent the greater portion of the day assisting her owner to make her tight and to pump her out.
Jan. 27	Br. str. Ardishaig..	Cape Fear, North Carolina	Stranded at 6.10 a. m., in thick weather, on Frying Pan Shoal, 4 miles SSE. of the station, when the tide had nearly ebbed. Upon its lighting up somewhat, at 6.45, the steamer was seen, and having set signals calling for cooperation from the Oak Island life-saving crew and for tugs from Southport, the self-bailing surfboat was launched and the vessel reached at 9.15. Two towboats arrived at 11 o'clock, the Oak Island crew being in tow of one of them, and three trips were made by the life-savers between them and the steamer on business for the latter, her master declining any assistance until it was too late to release his craft on this tide. Finally satisfactory arrangements were concluded, and the vessel lying tight and easy, the life-savers left at 5 p. m., with the understanding that they were to be summoned by signal should their services be required. At 7.30 p. m. on the 28th inst. twenty-eight wreckers were put on

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Jan. 27	Br. str. Ardrishaig..	Cape Fear, North Carolina	board a tug lying off this station by the surfboat, two trips being made, and hence taken on board the Ardrishaig, when they jettisoned 600 tons of her cargo of salt, after which she was successfully floated at 3.30 p.m. on the 29th by the efforts of three tugs.
Jan. 28	Fishing dories (2); no names.	Davis Neck, Massachusetts.	About 1 o'clock p. m., when a heavy snowstorm prevailed, accompanied by a N.E. gale, a large fishing dory broke loose from her moorings and stranded not far from the station. The keeper and four surfmen, who were on the beach at the time, jumped into the boat, threw overboard the ballast, and then procuring rollers, hauled her up to a place of safety. Then assisted to secure another dory, which was riding dangerously close to the rocks.
Jan. 28	Am. sc. Hattie Rebecca.	Sea Isle City, New Jersey.	Stranded at 6 a. m. 2 miles N.E. of the station, 200 yards offshore, during a snowstorm driving before a high N.W. wind, in which, it was later ascertained, she had been hove to all night. The vessel was observed by the patrolman a few moments before she struck, and his Coston light was at once discharged, but it was not seen by any of her hands. Upon reaching the vessel at 8 a. m. the keeper found her resting easy, and as nothing could be accomplished before the flood tide, he returned ashore with her crew of three men and provided them with a warm meal. Boarded the craft again at 1 o'clock p. m., pumped her out, put the head sails on her, and was successful in working her off at 4 p. m. into deep water, when an anchor was let go. The life-savers were then compelled to stay by her two hours longer until the wind moderated sufficiently for them to effect a return to the station.
Jan. 30	U. S. S. Alliance	Cape Henry, Virginia.....	Stranded at 9.30 p. m., 2 miles to the north-westward of the station, the disaster being promptly reported by the patrolman as soon as he could return along his beat. The surfboat was hauled abreast the scene and the vessel boarded, whence, at the request of her commander, the life-savers carried a message to the pilot boat Relief and took a dispatch ashore to the signal service observer for transmission. They then remained on the beach opposite the ship, ready to render further assistance, should their services be desired, until she floated at 4 a. m., Jan. 31.
Jan. 30	Br. bk. Oh Kim Soon	Orange Grove, Florida....	Stranded at 10.30 p. m., $7\frac{1}{2}$ miles N. of the station (house of refuge; no crew employed), during the prevalence of an easterly gale accompanied by thick weather, the master being ignorant of his whereabouts, not having had a sight of the sun for several days. All hands succeeded in effecting a landing in safety, the vessel having come high upon shore. The following morning the keeper discovered the wreck and rendered what assistance he could to her crew in saving two of their boats and some sails, which were sold on the beach at auction by her captain. The bark proved a total loss.
Jan. 31	Am. sc. Alicia B. Crosby.	Avalon, New Jersey.....	Stranded at 5.15 a. m., $1\frac{1}{4}$ miles ENE. of the station, although warned of her danger shortly before the disaster by the display of two Coston lights by the south patrol from Townsends Inlet. The vessel was also sighted when she struck by the patrol from Avalon, who

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Jan. 31	Am. sc. Alicia B. Crosby.	Avalon, New Jersey.....	discharged his night signal and gave the alarm. Both life-saving crews promptly boarded the craft, but finding that the services of a tug would be required to release her, they returned ashore and telegraphed for one. The wracker North America responded to the dispatch and pulled on the vessel when the night tide served, but without getting her off. A second attempt on the evening of February 1 at high water was successful and the schooner proceeded down the coast in tow. (See letter of acknowledgment.)
Jan. 31	Am. sc. Biscayne....	Bethel Creek, Florida.....	At 8 a. m. two men arrived at the station (house of refuge; no crew employed) and informed the keeper that they were the captain and mate of the schooner Biscayne, which they had abandoned the evening previous at 7 p. m., 10 miles offshore, N.E. of this place, in a sinking condition, with bows stove in from collision with floating wreckage, the crew of three men refusing to trust themselves to the yawl and having been in all probability drowned. Breakfast was provided them and they were given an outfit of dry clothing and put to bed, the keeper afterwards patrolling the coast, without success, in search of any trace of the craft. On Feb. 1 the hull came ashore 2 miles north of the station bottom up, but no bodies were discovered. On Feb. 3 the keeper took the two men to the railroad station, providing them with a note to the train conductor requesting that free transportation be given them to Jacksonville. Feb. 6, after a heavy blow the preceding night, the hull was found to be badly broken up and strewn along the beach.
Feb. 1	Small boat; no name.	Yaquina Bay, Oregon....	Drifting toward the bar with two boys in it. Keeper and surfman jumped into station boat and pulled to the rescue. Surfman was transferred to the small boat and took it safely ashore. The boys' lives were doubtless saved by the surfman, as the boat would have capsized had it drifted out into the breakers.
Feb. 3	Am. str. Ocean View.	New Shoreham, Rhode Island.	A leak and in danger of sinking at the dock. Master notified keeper and requested assistance. Surfmen hurried to the scene, and by pumping and bailing cleared steamer of water and kept her afloat.
Feb. 4	Sloop; no name.....	Metomkin Inlet, Virginia.	Parted moorings during a storm and was driven on the beach during the night of the 3d, about 2 miles S.W. of station. Surfmen discovered her next morning and went in supply boat to save her. Launched her and took her to safe berth in the cove. On the 9th owner called for the sloop and took her away.
Feb. 5	Dories (3); no names	Race Point, Massachusetts.	Endangered by the surf when returning from fishing, with two men in each. Life-savers ran into the surf with lines and hauled boats and men safely ashore.
Feb. 6	Am. sc. Ellen M. Golder.	Wood End, Massachusetts.	Ran aground on Long Point shortly before 10 p. m. Life-savers launched surfboat and pulled to her assistance through rough sea. She was floated by 2 a. m. next morning. Surfmen aided in getting anchor and returned to station. The schooner was brought into harbor to a secure berth a little later.
Feb. 7	Small boat; no name.	Long Branch, New Jersey.	Drifted ashore near station during the night. Surfman discovered it and hauled it clear of danger.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Feb. 7	Am. sc. Regulator ..	Core Bank, North Carolina.	Capelized by a waterspout, 10 miles NNE. of station. On being notified of casualty, keeper and crew launched surfboat and proceeded to wreck. Master and crew had been rescued by people from Hog Island. Life-savers hauled a vessel alongside the overturned schooner, rigged purchases, and succeeded in righting her and clearing her of water.
Feb. 9	Nor. bk. Tamerlane.	Gay Head, Massachusetts.	Anchored in exposed and dangerous position off No Man's Land, 6 miles S. of station. Surfman discovered her at 6.30 a. m. and reported to keeper. Launched surfboat and went to her assistance. On account of wind and proximity to land it was dangerous to attempt to get her underway without a tug. A tug arrived at noon, but master would not employ it because of the charges asked. On the approach of night the surfmen tried to get her underway, but failed, and decided to hold on till morning. In the meantime landed on the island and procured provisions for master, as he was short of food. At daylight next morning ran anchor and cable from port quarter, and when bower anchor was tripped, hove away on kedge, filling the sails so she could be headed offshore. Took her into deep water, where course could be shaped for destination.
Feb. 9	Am. slp. Aeneid....	Aranasas, Texas	Lost her anchor in the channel. Keeper and crew launched surfboat and dragged nearly two hours for it. Found it and notified owner.
Feb. 11	Am. sc. Cheehegen..	New Shoreham, Rhode Island.	When about $\frac{1}{2}$ mile outside of harbor the wind died out and she drifted with flood tide to within 50 yards of the beach. Anchor was let go, but did not hold well. Station crew answered signal of distress by pulling out in surfboat. Ran out an anchor and hauled her into good water, then got up anchors and towed her into harbor to safe berth.
Feb. 11	Am. sc. Lulu.....	Cape May, New Jersey ...	Stranded on bar $1\frac{1}{2}$ miles NW. of station. Life-savers found her in a dangerous position if sea should become heavy. They ran out lines, hove her off undamaged and took her to secure anchorage.
Feb. 12	Am. sc. Benjamin F. Poole.	Fletchers Neck, Maine....	Anchored at 8 p. m. during thick snow-storm dangerously near a ledge of rocks $\frac{1}{2}$ mile from station. Patrolman seeing her lights through the snow, burned a Coston signal and then ran to station to give the alarm. Surfboat was launched and the life-savers pulled out to schooner. Found that master was ignorant of his position. Keeper told him his location, and informed him of his danger should strong wind spring up. Acting on keeper's advice, master sailed his vessel out in safety.
Feb. 12	Skiff; no name	Santa Rosa, Florida.....	Adrift and in danger of being carried to sea by the tide. Surfmen picked it up and carried it to station, in keeping for owner.
Feb. 13	Naphtha yt. Nemo..	Mosquito Lagoon, Florida.	Stranded on the morning of the 12th, 4 miles NW. of station, in Mosquito Lagoon. Keeper discovered her on this date and went to her aid. Owner and crew being unable to float her, the keeper's offer of help was accepted, and after five hours of hard work, under the direction and assistance of the keeper, the yacht was released uninjured.
Feb. 13	Am. str. Alpha.....	Santa Rosa, Florida.....	Disabled by breaking shaft, $3\frac{1}{4}$ miles from station. Surfmen answered signal of distress by pulling alongside in station boat. Keeper determined to tow her head around and get her off before the wind, but after pulling on her steadily for half

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Feb. 13	Am. str. Alpha.....	Santa Rosa, Florida.....	an hour, failed to swing her about, and decided to await arrival of tug that keeper had notified before starting out. While waiting for tug a yawl from pilot boat was pulled alongside, and it was decided that with the aid of this boat and one lowered from the steamer she might be towed to the bar. The three boats therefore took her in tow and pulled her $4\frac{1}{2}$ miles to entrance of harbor. There she was met by tug and taken up to Pensacola for repairs.
Feb. 13	Am. sc. Mystery....	Sabine Pass, Texas.....	Stranded through unfamiliarity with channel. Lookout reported casualty, and station crew went to her aid at once with surfboat. Laid out anchor and hawser and set taut. Hove away on it for three hours, but without success. As tide now began to fall, efforts were discontinued until high water the next morning. In the meantime master had engaged a lighter, and on reaching the stranded vessel, surfmen helped to transfer a hundred barrels of cement to the lighter. Schooner was then hove afloat uninjured, and got under way.
Feb. 14	Shanty boat; no name.	Louisville, Kentucky.....	In danger above the cross dam $\frac{1}{2}$ mile NW. of station, imperiling the lives of three men. Keeper quickly sent boat to their aid. Boatmen assisted the three men in getting their craft into safe water out of further danger.
Feb. 16	Sailboat; no name..	Point of Woods, New York.	Fast in the ice, with a man in it, 300 yards from shore. At 8.30 p. m. keeper heard a call for help. Taking surfman with him, he found the boat caught in ice not strong enough to hold his weight. Procuring boards, keeper and surfman laid them on the ice and went out to him. After hard work, succeeded in releasing boat and hauling it ashore.
Feb. 16	Canoe Old Hen.....	Gull Shoal, North Carolina.	Stranded on a lump in Pamlico Sound about a mile from station. Surfmen answered signal of distress and, after taking ballast in station boat, succeeded in hauling her into deep water. Returned ballast and she went on her way.
Feb. 18	Am. sc. James D. Dewell.	Gay Head, Massachusetts.	Stranded at 5 a. m. on the middle ground in Vineyard Sound, 11 miles ENE. of station. The weather clearing about noon, keeper discovered her and telephoned to Vineyard Haven. Launched surfboat and started for the endangered vessel, but owing to head tide did not reach her until 4.45 p. m. Found that master had arranged with wrecking company to haul on her at next flood tide. Station crew assisted in running and securing hawser. She was hauled off uninjured and towed to Vineyard Haven, accompanied by surfmen. Next morning station crew helped to get her under way and on her course for Boston.
Feb. 19	Naphtha launch Gertrude.	Cobb Island, Virginia....	Stranded at 1 p. m. near station on edge of channel. Keeper and crew tried to shove her off with oars and poles, but failed, as tide was falling. Ran out and planted anchor, and at flood tide pulled her afloat undamaged.
Feb. 23	Am. sc. yt. Florence.	Galveston, Texas	Stranded in the bay 1 mile SW. of station while beating out of harbor. Keeper and two surfmen went to her aid in station boat and ran out anchor with the hope of heaving her afloat. A tug arrived before surfmen began to heave and offered to haul her clear. Keeper ran line to tug and the yacht was soon released.
Feb. 24	Catboat; no name ..	Chester Shoal, Florida....	Stranded near station and in need of assistance. Keeper went out to her and helped the owner to get her afloat. She was released without injury.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Feb. 25	Eight pontoon barges; no names.	Saluria, Texas	Stranded on the beach $2\frac{1}{2}$ miles N.E. of station. At 4.30 p. m. keeper discovered them off at sea and drifting toward the shore of Pelican Island. Surfboat was launched and life-savers pulled to the island. Found the barges just in the breakers on Pelican Spit. Two of them sank through colliding with each other in the surf; the other were cut loose from each other and hauled up on the beach. No one was on board, and there was nothing to identify them. Nothing further could be done during the night. The next day one barge was washed off the beach by high tide and carried inside the harbor. Surfmen secured it with a line on west side of channel to await call of owner.
Feb. 26	Am. sc. J. R. Moffett.	Cobb Island, Virginia....	Stranded at 5 p. m. on the bar, $\frac{1}{2}$ miles W. of station. Life-savers pulled alongside in surfboat. Ran out anchor and line, and went on board to heave her aloft, but tide had fallen too low. After arranging for master to signal to them in case of need, returned to station to await next high water. At 4 a. m. the signal for assistance was made from schooner. The wind was then blowing a gale, and she was seriously imperiled. Surfmen hove her off the bar, got her underway, and sailed her into harbor, where she was snugly anchored.
Feb. 26	Skiff; no name.....	Santa Rosa, Florida	On the way from Fort Pickens to Pensacola with four men. Was compelled to put in at station because of rough weather. The men were given shelter and succor until next morning, when storm abated, and they were able to proceed.
Feb. 26	Am. sc. Mary	Velasco, Texas.....	Anchored in dangerous position between the jetties at mouth of Brazos River, and unable to get underway without assistance. Rough sea began to roll in, threatening her destruction. Master requested keeper to aid him in working his vessel into harbor. Two surfmen were sent with hawser and anchor to kedgie her out of danger. Hauled her clear, and took her safely into port.
Feb. 28	Skiff; no name.....	Core Bank, North Carolina.	Adrift 1 mile W. of station. Surfmen pulled out in station boat, and recovered it. Towed it to station and kept it until called for by owner.
Feb. 28	Flatboat; no name..	Louisville, Kentucky.....	Drifting down the river with drunken man in it. The man fell overboard and was rescued from drowning by one of the life-savers, who saw the accident. The boat was delivered to owner, and the rescued man was taken to station, where he was properly cared for.
Mar. 3	Slp. Little Dick.....	Hog Island, Virginia	Stranded at 6 p. m. in Machipongo Inlet, $\frac{1}{2}$ mile to the westward of the station, her master being unacquainted with the channel. The surfmen boarded the sloop, assisted her crew of three men to throw overboard their cargo of oysters to lighten the craft, and were successful after two hours' work in getting her aloft, leaking, and with her rudder gone. This service was performed in good season, as the vessel was exposed to a rough sea in which she would shortly have broken up.
Mar. 4	Br. bg. Emma L. Shaw.	Green Run Inlet, Maryland.	Stranded $2\frac{1}{2}$ miles N.E. of the station, 500 yards from the beach, at 2.20 a. m., the casualty being almost immediately discovered by the patrolman, who burned two Coston signals to indicate that aid was at hand and proceeded to notify the keeper. When the life-savers reached the brig it was found that her crew had

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Mar. 4	Br. bg. Emma L. Shaw.	Green Run Inlet, Maryland.	launched their long boat, loading her with personal effects and stores, and as nothing could be done to float the vessel, which had 4 feet of water in her hold, the keeper put surfman No. 1 in charge of the ship's boat with four of her crew to land her, and taking the remaining seven in the surfboat returned ashore. At 12.30 p. m. the tug North America arrived on the scene, and the shipwrecked men, with the exception of the master, took passage on her for Lewes, Delaware, where they were sheltered and maintained at the life-saving station there located until noon of the 5th, when, acting under instructions from the British consul at Philadelphia, the keeper procured them tickets for that city. On the day succeeding the disaster a tug came to the wreck with a barge to lighten cargo, but rough weather prevailed and prevented operations. On the 7th inst. the brig's masts fell and she broke up entirely, a small amount of wreckage being picked up along the beach and sold at auction by her master.
Mar. 4	Am. sc. Jas. P. Collins.	Santa Rosa, Florida	Stranded at 11.10 p. m. abreast the station in Pensacola Bay, 400 yards offshore, having drifted on a reef. One of the schooner's hands brought the news of the disaster to the keeper, who proceeded at once to the scene with his crew in the surfboat, sounded about the spot for the best water, and then laid out a large kedge with 50 fathoms of cable, by which means the vessel was soon released, a flood tide favoring the operation. After picking up the anchor the craft proceeded on her way.
Mar. 5	Dory; no name	Wood End, Massachusetts	About 2 p. m. this dory, which was in the breakers and being borne shoreward despite the efforts of her occupants, was assisted in effecting a safe landing through the surf by the life-savers, who had been warned of her plight by the lookout in time to reach the scene. They then aided the fishermen to haul their boat across the beach and launch her on the western side of the harbor.
Mar. 5	Am. sc. Frank S. Hall.	Core Bank, North Carolina.	Stranded at low tide off Piney Point, in Core Sound, 7 miles WNW. of the station, at 7.15 a. m., and set a signal for assistance, which was perceived by the day watch. The life-savers boarded the schooner as soon as possible, carried out an anchor and aided her crew of five men in their efforts to float her, in which they were successful after several hours' labor.
Mar. 6	Am. sc. Puck	Galveston, Texas	Ran out of the channel and stranded in the bay about 1 p. m. her master being unacquainted with the locality. The keeper sent three surfmen in the dingy to the scene, a mile SW. of the station, where they laid out an anchor and assisted the crew of two men to heave their vessel afloat and to make sail, after which the craft proceeded to the city apparently undamaged.
Mar. 7	Dory; no name	Brant Rock, Massachusetts.	The midnight patrol having reported that a dory and ten lobster pots which were lying on the beach were in danger of being swept seaward by the rough surf, the keeper with two of his crew went to the spot, transferred the endangered property above the reach of the breakers and properly secured it.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Mar. 7	U. S. Coast Survey launch; no name.	Cape Lookout, North Carolina.	About daylight the tide observer of a Coast Survey party working in this vicinity applied at the station for aid, his launch, which had been anchored in a bight near by, having dragged ashore and being in considerable danger. The life-savers promptly repaired to the scene, ran out a kedge, hove the craft out to it, and then let go a second anchor to secure the boat.
Mar. 8	Russian bk. Westbury.	Galveston, Texas	Stranded at 4.30 p. m., about the end of the flood tide, $\frac{1}{2}$ mile NNE. of the station and 400 yards from the south jetty while standing out under sail in charge of a pilot who hugged the weather shore too closely. She was boarded a few moments after the disaster occurred by the life-savers, who ran out a kedge with the surfboat and hove for two hours in an attempt to release the bark, but a falling tide prevented success and they returned ashore. At 9 a. m. the following morning the station crew revisited the scene and carried out a second kedge, and the steam pilot boat Mamie Higgins got a line to the vessel which was floated at high water by the steamer, assisted by a steady strain on the kedge hawsers. She then dropped down to the outer roads and came to anchor.
Mar. 10	Br. bk. Athlon	Rocky Point, New York ..	Stranded at 12.30 a. m. in a thick fog on Orient Shoal, 14 miles ENE. of the station; but as no signal of distress was made it was not until 7.30 a. m., when the fog lifted somewhat, that the vessel's predicament was discovered. She was immediately boarded by the surfmen, who carried out an anchor, but deeming the services of tugs necessary, returned ashore and telegraphed to that effect. The following day assistance arrived, and after 200 tons of her cargo had been lightered the bark was successfully floated by the wreckers at 3.30 p. m. The surfmen had meanwhile been active in carrying dispatches and letters to and from the Athlon.
Mar. 10	U. S. S. Puritan	Creeds Hill, North Carolina.	At 9 a. m. a boat put off from this vessel, which was in the offing abreast the station, and approached the beach as if intending to make a landing, but as the surf was strong the keeper signaled not to attempt it. Launched the surfboat, got through the breakers after a hard struggle, and received from the ship's boatsome telegrams and mail matter, which were brought ashore and delivered, respectively, to the Signal Service observer for transmission and to the post-office.
Mar. 10	St. yt. Duquesne	Cape Lookout, North Carolina.	Came to an anchor at 4 p. m. in Lookout Bight, too far to the eastward for safety in westerly winds. The keeper boarded the yacht in a skiff and informed her master in regard to the situation, for which service the latter expressed thanks, got his anchor, and shifted his berth to one affording more room and security.
Mar. 11	Sailboat; no name..	Wood End, Massachusetts	Carried away her foremast when near the station in a strong SW. breeze. The surfmen went to her assistance and aided her occupants to fish the spar and secure it so they could continue on their way to Provincetown.
Mar. 13	Am. sc. Thomas G. Smith.	Lewes, Delaware	Dragged anchor and stranded near the east end of the breakwater, on a submerged stone pile, at 2.40 a. m. The life-saving crew reached the schooner after a hard pull just as the towboat Active

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Mar. 13	Am. sc. Thomas G. Smith.	Lewes, Delaware	succeeded in releasing her, but were of service in carrying dispatches ashore for her master, while the tug proceeded to beach the vessel in the harbor, as she was leaking badly and in need of steam pumps.
Mar. 13	Naphtha launch; no name.	Hog Island, Virginia.....	Hoisted a signal of distress at 10 a. m., when about 2 miles from the station in Great Machipongo Inlet, on account of her fuel being exhausted. The surfmen went alongside and took the engineer and one of her crew to a neighboring clubhouse, where they obtained a supply of naphtha, and were then returned to their launch.
Mar. 13	Catboat; no name ..	Chester Shoal, Florida....	Capized while sailing in company with the station supply boat, which contained the keeper's son and wife. They assisted the owner of the overturned craft to right and bail her out.
Mar. 14	Am. sc. Veto	Cape Elizabeth, Maine....	Stranded during thick weather at 5 p. m., $3\frac{1}{2}$ miles N. of the station, the casualty being discovered by the patrol, but before the surfmen reached the scene a favorable shift of wind enabled the master to work his vessel afloat and come to an anchor. The life-savers assisted to pump her out, after which they returned ashore, as night had fallen, but a good lookout was kept upon the craft until the following morning, when they again boarded her, aided her three hands to get her underway, and piloted her to a place of safety.
Mar. 14	Slp. Muskeget	Muskeget, Massachusetts.	Stranded at noon on the N.E. point of Muskeget Island while sailing with a pleasure party on board. The life-saving crew went to the scene and assisted to float her, which could not have been accomplished without their aid, as the wind was blowing strong on shore.
Mar. 18	Am. sc. Ethel Dukes	Metomkin Inlet, Virginia.	Stranded at 3 p. m. on the bar, $\frac{1}{2}$ miles E. of the station, when attempting to re-enter the inlet, which she had left a short time previous on account of an unfavorable wind outside. The life-saving crew went to the assistance of the schooner, soon succeeded in floating her, and brought her inside, by which route her master now continued his voyage.
Mar. 19	Am. sc. Petrel, Am. sc. Cynthia Gordon, Am. str. M and M, Am. sc. R. H. Becker.	Sheboygan, Wisconsin, Lake Michigan.	Parted their moorings about 11 p. m., owing to an unexpected freshet in the river, which broke up the ice and carried everything before it. Upon being notified of the condition of affairs, the keeper summoned aid from the tug Gunderson Bros., and with the assistance of his two sons (inactive season, no crew employed) got a hawser and a number of lines from the station aboard the towboat and started in pursuit of the drifting craft. The four vessels were picked up one at a time, in the order named, at points varying from the harbor entrance to a distance $\frac{1}{2}$ miles out in the lake, taken into port, and well secured at their docks. Two inexperienced men were aboard the Becker, but the others were without occupants, all having been laid up in winter quarters. This service was completed at 4.30 a. m. Mar. 20, and later in the day the keeper gathered up the station lines which had been used as fairs for the vessels.
Mar. 21	Yawl Little George.	Santa Rosa, Florida	Struck by a squall and capized in the bay, $\frac{1}{2}$ mile N.E. of the station, at 3.30 p. m. Her occupants, a man, a boy, and four women, all colored, being thrown into the water. Two of the women were drowned. (For detailed account, see caption "Loss of life.")

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Mar. 22	Fish boat; no name.	Oak Island, New York ...	This boat, belonging to a party of fishermen, was left by them unsecured on the beach, where she was floated by the rising tide and carried seaward, being 2½ miles offshore when sighted by the day lookout. The surfboat was launched, the drifting craft overtaken, towed to the station, and returned to her owners.
Mar. 22	Am. str. Iroquois...	Sullivan's Island, South Carolina.	Stranded at 1.30 a. m. off Cummings Point, 1½ miles to the southward of the station, when outward bound, in a dense fog, her signal of distress, a Coston light, being seen by the patrolman, who answered it and gave the alarm. Upon reaching the scene in the surfboat, the keeper received a request from the master to notify his agents in Charleston, in compliance with which the life-saving crew pulled to the city, delivered the message, and returned to the vessel, but as no further service was required of them, proceeded to their station. In response to the information conveyed the consignees by the surfmen, tugs arrived at 3 a. m., through whose efforts, seconded by the steamer's own power, she was floated.
Mar. 24	Am. sc. Emily E. Johnson.	Monmouth Beach, New Jersey.	This vessel, standing up the coast on a thick, misty night, close to the land, was first sighted by the south patrol at 11.45 p. m., Mar. 23, and warned by his Coston signal of her dangerous proximity to the shoals. Her captain attempted to beat to seaward, but being headed off by the wind, let go an anchor close inshore, after working up to Seabright. The vessel, however, dragged, and stranded about 12.30 a. m., Mar. 24, bringing up at the same time against a small pier, which was reached by her master and four of the crew, one hand remaining on board in the rigging. Here, a few moments later, she was seen by the north patrol from Monmouth Beach and the south patrol from Seabright Station, who gave the alarm to their respective crews. The surfmen from the former point reached the scene first, at 1.30 a. m., got a line to the man by means of the heaving stick, sent off a hawser, and soon landed him in the breeches buoy. The six shipwrecked men were taken to the station, provided with dry clothing, and harbored until noon of the 27th inst., when wreckers took charge of the schooner and began throwing her cargo of oyster shells overboard prior to an attempt to float her. She, however, proved a total loss, with the exception of spars, rigging, sails, and anchors, which were saved and disposed of at auction.
Mar. 24	Am. str. Saginaw ...	Long Beach, New Jersey ...	Stranded at 4.05 a. m., during thick, foggy weather, 1½ miles N.E. of the station, where she was discovered 15 minutes later by the patrolman, who, discharged his Coston signal, returned to his station, and notified the keeper. After summoning the Ship Bottom crew the surfmen proceeded abreast the vessel, their boat being hauled by a neighboring resident's team, and boarded her at 6.30 a. m., finding her lying easy and in no immediate danger. However, at her master's request, they carried out a kedge, and then landed an agent of the steamer, who communicated with the wrecking companies, by whom the vessel was floated on the 29th inst.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Mar. 24	Am. sc. R. D. Bateman.	Lewes, Delaware.....	Caught in a heavy squall while heading out of the harbor. An anchor was let go, but the vessel brought up so close to the beach, 2 miles E. of the station, that her master hesitated to get under way when the wind moderated. He therefore landed in his yawl to secure the services of a tug, but being unsuccessful applied to the keeper for assistance. The station crew thereupon boarded the schooner in the surfboat, got her anchor, and worked the craft out of her dangerous berth.
Mar. 25	Slp. Zingara	Gilberts Bar, Florida.....	Arrived at the station in a partially disabled condition, her rudder gudgeons having carried away. The keeper repaired the damage, enabling the sloop to proceed on her voyage.
Mar. 25	Am. sc. A. L. Lee.....	Ocean City, New Jersey ..	Stranded at 9 a. m. on the north side of the channel, near the bar buoy, when attempting to leave Egg Harbor Inlet. The surfmen promptly went to her assistance, ran out an anchor, and shortly succeeded in floating the schooner, after which they remained on board until 6 p. m., when the strong wind, which had made her master apprehensive that she would drag ashore, moderated sufficiently for her to be left in charge of her own crew.
Mar. 25	Slp. Mary Jane	Wachapreague, Virginia ..	Struck by a heavy blow of wind while in stays and capsized in Wachapreague Inlet, $\frac{1}{2}$ mile to the southward of the station, at 12.30 p. m., the accident being witnessed by the life-savers. They at once manned the supply boat, hastened to the scene, and picked up the two men comprising the crew of the vessel, who were clinging to her bottom, and then, with aid from a neighboring sloop, succeeded in righting the overturned craft, and towed her inshore until she grounded. The men were now taken to the station, given dry clothing, and made comfortable, while the surfmen, when the tide ebbed, bailed out the craft, launched her, and brought her to the landing.
Mar. 25	Slp. Cora Bell.....	Little Kinnakeet, North Carolina.	While anchored in Pamlico Sound, about 3 miles to the northward of the station, with no one on board, this vessel dragged her anchor, which had become fouled, and stranded during the prevalence of a strong westerly wind, the casualty being discovered by the surfman on lookout at 6.30 a. m. Having summoned assistance from the adjacent stations, Gull Shoal and Big Kinnakeet, which call was promptly responded to by a portion of their crews, the keeper proceeded to the scene with his own men, and as the tide was favorable the combined efforts of the life-savers were soon successful in getting the sloop afloat.
Mar. 28	Slp. Gladys E.....	Galveston, Texas	Beached by her master on Bolivar Point, 2 miles north of the station, as a measure of safety when caught in a strong SE. blow. On the 31st inst. her captain applied to the keeper for assistance to launch his sloop, and five of the surfmen were sent to the scene in the surfboat, where, after several hours' work, they were successful in floating the craft.
Mar. 28	Am. sc. Rosalie	Velasco, Texas.....	Dragged during a heavy squall at 7.30 p. m., when anchored near the mouth of the Brazos River, 2 miles SW. of the station, and owing to exceptionally high water drifted over a wing dam on the NE. bank of the stream, upon which she settled when the tide receded, being left high and dry, with two large piles stick-

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Mar. 28	Am. sc. Rosalie	Velasco, Texas	ing through her bottom. When information of the casualty reached the keeper at 11 a. m. on the 29th inst., he at once repaired to the scene with his crew and assisted the two men aboard the vessel to transfer her cargo of general merchandise to the schooner Josephine D., being employed until 5 p. m., when the master decided to await his owner's arrival before attempting to release the craft. She was finally floated on Apr. 20 by wreckers.
Mar. 23	Rowboat No. 5	Chicago, Illinois, Lake Michigan.	This boat was observed by the keeper's son at 9.15 a. m., adrift in the lake, a mile SE. of the station, apparently with one man on board. As it was the inactive season, the services of three volunteers were obtained by the keeper, the Whitehall boat was launched, and the craft overtaken, which, however, proved to be unoccupied. She was towed ashore.
Mar. 29	Sailboat; no name...	Humboldt Bay, California.	Capized by a breaker, $\frac{1}{2}$ mile SE. of the station, while crossing from the north to the south spit at the entrance to the bay when the weather was very rough. The lookout had been watching the perilous passage and his prompt alarm enabled the life-saving crew to reach the scene ten minutes later, when it was found that the sole occupant of the boat had succeeded in righting her and getting aboard, though every comber broke over her and all the movable gear was adrift. The man was at once transferred to the surfboat, his craft taken in tow, the oars, sails, and other articles recovered, and a landing made on the south spit, where the adventurous mariner lived. The sailboat was then turned over to the engineer in charge of the Government work on the jetty, where she belonged.
Mar. 30	Sloop; no name.....	Fourth Cliff, Massachusetts.	Stranded at 4.30 p. m., $2\frac{1}{4}$ miles SSE. of the station on the shoals off the mouth of the North River while attempting to effect an entrance, when there was not sufficient water for his craft. The surfboat at once went to his aid, finding the sloop full of water. The life-savers bailed her out and hauled her over the outer flats to a place where she was safe and could be floated by her owner without further assistance on the flood tide.
Mar. 30	Am. sc. Florence....	Gurnet, Massachusetts...	At 4 p. m., during a strong NNW. squall, this vessel, which was riding by a short scope in company with two other schooners off the outside beach, $\frac{1}{2}$ mile NNE. of the station, while their crews were ashore loading gravel in their small boats, dragged and fetched up on a rocky ledge to leeward, 150 yards off the land. The keeper put a kedge and hawser in the surfboat, hauled it to windward of the vessel, when a launch was made, the kedge let go ahead of her and the line run aboard, by which means the life-savers, aided by the crew of four men, soon had her afloat and in a safe harbor.
Mar. 30	Catboat; no name..	Orleans, Massachusetts ..	Anchored at 7.30 p. m., $\frac{1}{2}$ mile E. of the station and burned a torch, which was responded to by the patrolman with his Coston light, the surfboat putting off immediately thereafter to ascertain what the signal meant. Upon arriving alongside, her master stated that he wished to be piloted to a place of safety. In compliance with this request the vessel was conducted into Nauset harbor, left in a good berth, and instructions given her master how to leave the anchorage when he should so desire.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Mar. 30	Flat; no name.....	Sullivan's Island, South Carolina.	Sighted by the day lookout, adrift 1 mile SW. of the station. The flat was picked up by the surf boat and an attempt made to tow it ashore, but it grounded on Drunken Dick Shoal, where, at high tide, it began to break up, being old and weak. The life-savers, however, took from the wreck an anchor, 75 feet of chain, a galvanized pump, 2 wheelbarrows, and a number of planks, the only articles of value aboard, and carried them to the station for safe-keeping until claimed by their owner.
Mar. 30	Am. str. Raymond and two barges.	Louisville, Kentucky.....	This steamer and tow were carried over the wing dam of the falls by the current, while attempting to make a landing at Louisville. The impending danger having been seen by the lookout and the alarm given before the casualty actually occurred, one of the station boats was already under way and soon reached the scene. The towboat was found in good condition, having cut loose from her consorts, one of which was sunk. The life savers went on board the Raymond, directed her course into safe water, and assisted in landing her on the Kentucky side of the river. They then returned to assist a second station crew, who had come to the aid of the barge, which was afloat and uninjured, and by their combined efforts they succeeded in towing her to where the steamer lay, the two craft shortly proceeding by way of the canal back to the city. (See letter of acknowledgment.)
Mar. 31	Sharpie Bracebridge Hall.	Little Kinnakeet, North Carolina.	Stranded at 5 p. m., 3 miles W. of the station, in Pamlico Sound, her master being unacquainted with the channel. At 9.40 the following morning she set a signal of distress, which was responded to by the life-saving crew, but on reaching the craft she was found to be so fast aground that nothing could be done to float her at that stage of the tide. The captain, his wife, and two children preferring to remain on board, the surfmen returned ashore, taking with them the remaining member of the party, Mr. Fred A. Olds, a press correspondent, after agreeing to answer at any time a call for aid. On the morning of Apr. 2, a signal having been shown from the stranded vessel, the life-savers again repaired to the scene and as a more favorable condition of the tide existed succeeded in getting the sharpie afloat. (See letters of acknowledgment.)
Mar. 31	Shanty boat; no name.	Louisville, Kentucky.....	At 7 a. m., in response to an alarm from the lookout that this craft, with three men as a crew, was in danger above the cross dam of the falls, a boat from the station hastened to her assistance, getting alongside in time to take off her occupants, but not soon enough to prevent the shanty boat from being carried over the falls. However, the life-savers safely shot the wing dam, picked up skiff belonging to the drifting boat and, overtaking the latter, which was uninjured, returned her crew on board and directed them how to proceed on their way in safety. (See letter of acknowledgment.)
Apr. 1	A. m. sc. Wide Awake.	Jerry's Point, New Hampshire.	While working out of Portsmouth Harbor about 5 p. m., with a light SW. breeze, this schooner stood too close to Wood Island, and was set by the ebb current on the rocks off its southern extremity. The life-savers at once boarded the vessel, and when the tide

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Apr. 1	Am. sc. Wide Awake.	Jerrys Point, New Hampshire.	turned succeeded in getting her adrift by a proper disposition of her sails. She proceeded on her way apparently uninjured.
Apr. 1	Skiff; no name.....	Grand Haven, Michigan, Lake Michigan.	At 4.45 p. m. a skiff, which was drifting out of the harbor into the lake, was picked up by one of the surfmen in a small boat and towed to the station for safe-keeping until claimed.
Apr. 1	Am. str. Josie Davidson.	Old Chicago, Illinois, Lake Michigan.	Sprung a leak at 9.45 p. m., when about a mile from the harbor, and was headed for port by her master, who as he passed the end of the east breakwater landed his fireman there to summon assistance, the vessel being about to sink. At this juncture the condition of affairs was observed by the tug Andrew H. Green, which was close by, and sounding several blasts of her whistle, she hastened to get a line aboard the craft. In response to the Green's alarm, the first indication of any distress, the Whitehall boat was launched, with five surfmen at the oars, and the scene reached just as the steamer went down, where they were fortunate enough to pick up her captain and engineer, the only persons on board at the time of the mishap. The towboat managed to get the sunken craft into a neighboring slip, while the rescued men were brought to the station and provided with dry clothing, shortly afterwards leaving for their homes.
Apr. 2	Am. sc. Terrapin....	Quoddy Head, Maine.....	Leaking and almost water-logged, with her crew exhausted from pumping, this vessel set a signal of distress at 2 p. m., when 5 miles WSW. of the station, which was promptly responded to by the surfmen. Their efforts soon gained on the water and the schooner was worked to a safe anchorage in Quoddy Bay, where she was left for the night. The next forenoon, as the craft was again settling, the surfmen boarded her and manned the pumps until she was taken in tow by a tug and left for Calais.
Apr. 3	Slp. Maggie Bell....	Metomkin Inlet, Virginia.	Stranded on the bar, 1½ miles SE. by E. from the station, while attempting to enter the inlet, her master being unacquainted with the channel. The life-saving crew witnessed the disaster and at once pulled out in the surfboat, but as it was about low water, could not float the sloop. However, they remained by her, and shortly after the flood began to make, released her and brought her inside to a safe harbor. While she sustained no damage of serious moment, the pounding received while aground caused her to leak freely.
Apr. 3	Am. str. Erie L. Hackley.	Manistee, Michigan, Lake Michigan.	When 3 miles N. of the harbor, from which she had shortly before sailed, this steamer was observed to be sounding whistles of distress. Having notified the towboat office of the circumstance, the keeper had the surfboat launched and proceeded to the scene, where it was found that the head of the vessel's rudder stock had been twisted off, rendering her unmanageable, and that her master desired assistance to return to port. The life-savers remained by her until the tug, which they had summoned, arrived, and returned in company with the tow.
Apr. 4	Am. str. Katie	Fort Lauderdale, Florida.	Stranded at 9 p. m. on the ebb tide, at the entrance to New River, her master being unfamiliar with the locality, the keeper's attention being attracted to the casualty by hearing the steady

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Apr. 4	Am. str. Katie	Fort Lauderdale, Florida.	churning of her propeller in an attempt to effect a release. Hastening to the scene, $\frac{1}{2}$ mile distant, in a rowboat (house of refuge; no crew employed), he boarded the steamer, advised her master to run out anchors, directed where best to plant them, and suggested the shifting of some ballast. This counsel was promptly acted on, and after two hours' hard work the vessel was floated into deep water and then piloted by the keeper $\frac{1}{2}$ miles up the river to her destination. At the request of her captain he also returned the following morning and conducted the craft down the stream and safely over the bar, whence she proceeded on her way.
Apr. 4	Rowboat Daisy	Chicago, Illinois, Lake Michigan.	At 3.50 p. m. the lookout reported that a large rowboat, which was about a mile from the beach, manned by two boys, was being carried out into the lake by the strong offshore breeze, her occupants seemingly being unable to manage her. The surfboat was at once launched and proceeded to the assistance of the distressed youths, who were soon reached, transferred to the station boat, their own craft taken in tow, and the return passage accomplished after a hard pull.
Apr. 4	Am. str. Laguna	Humboldt Bay, California.	Misused the channel and stranded $\frac{1}{2}$ miles SE. of the station, when outward bound from Fields Landing, a port in the southern part of the bay. She was boarded by the surfmen, but as the tide was small and it was now nearly high water, promising but little chance of their releasing her, the keeper advised her master to sound his whistle as a call for the bar tug Ranger. This counsel was accepted, the towboat soon responding to the signal, when the life-savers ran a hawser from the Laguna by which means she was shortly hauled afloat and proceeded direct to sea.
Apr. 5	Skiff; no name	Charlotte, New York, Lake Ontario.	Drift in the lake, 2 miles from the beach, when sighted by the lookout. The surfboat was launched and the skiff recovered and towed ashore.
Apr. 5	Am. sc. Mary Dykes	Grand Haven, Michigan, Lake Michigan.	Damaged by ice Mar. 20, and sunk at her dock in 5 feet of water, 1 mile up the river from the station. On this date, at the request of her owner, the life-saving crew repaired on board the craft with their force pump, by the use of which, in connection with the schooner's own apparatus, they succeeded, after four hours' labor, in freeing her of water.
Apr. 6	Sailboat; no name ..	Cape Azog, Oregon	Capsized in the bay, 1 mile ESE. of the station, her sole occupant succeeding, however, in clambering upon the bottom of the craft. As the casualty was witnessed by the lookout the surfboat was immediately launched, but owing to low tide, which left a large area of flats bare, the life-savers were compelled to pursue a circuitous course, not reaching the scene until the man had been succored by a boat from the jetty works, which had less distance to traverse, with wind and tide in her favor. The latter was also attempting to tow the sailboat ashore, but, making poor headway, gladly turned their charge over to the surfmen, who took the craft to the station, righted and bailed her out, and delivered her to the owner.
Apr. 7	Am. str. Truscott...	Baileys Harbor, Wisconsin, Lake Michigan.	Parted her chains on February 22 under pressure of the ice and was stranded in Mud Bay at a point distant 4 miles by water from the station. On this date

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Apr. 7	Am. str. Truscott ...	Balleys Harbor, Wisconsin, Lake Michigan.	the life-savers, at the request of the master of the tug, pulled to the scene and spent the entire day from 8 a. m. to 9 p. m. in assisting him to get his vessel afloat. Their efforts were finally successful and the steamer was left at a safe anchorage in the bay.
Apr. 8	Slp. Herbert	Galveston, Texas	Blown ashore on the flats in the bay, 1 mile SW. of the station, at 2.15 p. m., a norther having suddenly sprung up about that time. The life-savers went at once to her assistance, and on reaching the spot ran out an anchor and soon succeeded in floating the vessel. As some of her rigging had been carried away in the accident, rendering it unsafe to make sail, the keeper hoisted canvas on the surfboat and towed the damaged sloop with her two occupants to her wharf in the city.
Apr. 8	Catboat Pearl W.	do	After performing the services recounted in the foregoing case the life-savers hastened to render assistance to this vessel, which stranded with two men aboard in the same locality as the Herbert. She had been carried high up on the flats and as the tide was now falling rapidly, the surfmen jumped overboard and by main strength succeeded after twenty minutes of hard labor in shoving the boat afloat.
Apr. 8	Am. sc. Hannah.	do	Became unmanageable during the prevalence of a strong north wind and was stranded on Pelican Spit, 2 miles NW. of the station, at 9 p. m., her crew of three effecting a landing through the shallow surf, as they feared she would go to pieces, and spending the night in a deserted hut on the beach. As no signal of distress had been made, the casualty was not discovered until daylight of the 9th, the life-savers repairing to the scene at 9 a. m., when the flood tide served. The deck load of shells was jettisoned from the abandoned craft and two anchors were carried out, by which means she was hove afloat after several hours' labor. At this juncture three men were observed walking along the shore toward the spot, who proved to be the captain and the crew of the schooner. They were set on board their vessel, now riding safely to an anchor, where the master decided to remain until the weather improved.
Apr. 9	Am. sc. Newell B. Hawes.	Plum Island, Massachusetts.	Began to drag at 2.45 p. m. under the influence of a fresh NE. breeze while anchored in the Merrimac River $\frac{1}{2}$ miles NNW. of the station, and was in danger of going ashore on Pull Point Bar. Her signal of distress having been reported by the lookout the keeper telephoned to Newburyport for a tug, and then had the surfboat hauled across the beach and launched in Plum Island Basin, whence the life-savers proceeded with all possible speed to the vessel's aid. They thus reached the schooner, in company with the lighthouse keeper, who had volunteered his services, a few minutes ahead of a towboat, which had responded to their summons, ran a bawser for the latter and assisted to raise the imperiled craft's anchors, after which she was towed to Newburyport.
Apr. 9	Am. sc. Bonita	Gurnet, Massachusetts ...	Sunk suddenly, with all sail standing, at 1 p. m., when about a mile SE. of the station, owing to a bad leak, her crew of four men taking to their two dories and going aboard a schooner that was near at

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Apr. 9	Am. sc. Bonita.....	Gurnet, Massachusetts..	hand. The surfboat was soon on the scene and conveyed the distressed sailors, with their boats in tow, to the station, where they were provided with dry clothing from the supplies donated by the Women's National Relief Association, and given a letter from the keeper to the railroad officials in Plymouth, requesting free transportation for the party on their way to Gloucester, their home, as they had not means enough to pay fare. Thus equipped they set out for town in one of their dories, leaving the other in charge of the keeper, who later learned that the station agent had complied with his request by furnishing passes as far as Boston, and had also forwarded his letter to the railroad superintendent there, asking that similar kindness be shown the shipwrecked crew at that point to enable them to reach their destination.
Apr. 9	Am. sc. W. T. Chap- pell.	Ottawa Point, Michigan, Lake Huron.	At 1.40 p. m., during the prevalence of a N. E. gale accompanied by a rough sea, this vessel, when 1 mile N. E. of the station and about 2 miles offshore, showed a signal of distress. The surfboat was at once launched, and after a hard and dangerous pull through the breakers, the schooner was reached at 2.30 p. m. She was found to be leaking and with both anchors gone, consequent upon an attempt to bring up at Pointe au Sable where she struck the bar, with jib-boom carried away and towing across the bows, centerboard frozen so it could not be lowered, and crew of three hands badly in need of aid to make a harbor. The life-savers cleared away the wreckage forward and got it on deck, assisted to work the schooner into East Tawas, where she was safely tied up, and having manned the pumps and freed her of water returned to their station at 7.20 p. m.
Apr. 11	Flat; no name.....	Louisville, Kentucky.....	At 3 p. m., in response to the alarm of the day lookout, one of the station boats went to the assistance of this craft, which was in danger of being swept over the Falls of the Ohio by the strong current, and towed it ashore. The flat was loaded with coal at the time and in charge of a crew of six men.
Apr. 12	Rowboat; no name..	Fort Niagara, New York, Lake Ontario.	Two soldiers belonging to the garrison of the fort attempted about 1.30 a. m., when under the influence of liquor, to cross the river in this rowboat without any oars, using a piece of board as a paddle, but were carried out into the lake, where their cries for help attracted the attention of the patrolman. In response to his alarm the surfboat was launched and the drifting craft overtaken $\frac{1}{2}$ mile offshore and towed to the station, where a guard from the fort, at which place the men's shouts had also been heard, was in waiting to take charge of them. The boat was returned to its owner in the morning by the keeper.
Apr. 12	Fish boat; no name.	Cape Disappointment, Washington.	The surfboat was launched at 2.30 p. m. and went to the assistance of two fishermen, who, owing to a light breeze and strong ebb tide, were in danger of being carried into the breakers on Peacock Spit. Their craft, which with nets and gear was valued at \$500, was towed by the life-savers from its perilous situation into clear water.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Apr. 13	Sloop Hattie.....	Point Allerton, Massachusetts.	While beating up the bay in a brisk NW. breeze, about 9 a. m., this vessel's mast was carried away just below the cross-trees when 1 mile NE. of the station. The surfmen at once boarded her and assisted the crew of two men to improvise a jury rig, which enabled them to carry enough reefed canvas to proceed on their way to Boston.
Apr. 13	Am. sc. Mary A. Hall.	Velasco, Texas	This vessel, a three-masted schooner of 381 tons burden, bound for Velasco with a cargo of general merchandise, but compelled to lie outside for eight days awaiting a favorable opportunity to cross the bar, attempted its passage about noon of this date, in charge of a pilot, when a fresh SE. breeze was blowing, and there was a heavy swell on. Her movements had been watched from the station, and, as the keeper anticipated trouble, the surfboat had been placed on the beach in readiness to launch, so when a few moments later the schooner struck, became unmanageable, and hoisted a signal of distress, no time was lost by the surfmen in covering the 2½ miles to the scene of the disaster. Although both anchors were down, with 75 fathoms of chain on each, and the sails lowered, she had run over ground tackle and was slowly forging ahead towards the end of the lee jetty under the force of the seas. At the request of the pilot, the life-savers ran a line to the NE. bulkhead with a view of hauling her around, in the hope that the freshet prevailing in the river might strike on her port bow and sheer her into the channel, but her entire crew were unable to heave her head to windward. At this juncture the starboard cable parted, and, as a last chance of saving her from destruction, the head sails were hoisted, and the vessel beached in the lee of the SW. jetty, where some slight protection was afforded. The master was now landed in the surfboat to engage additional help, as the schooner had 5 feet of water in her hold, and, as a measure of safety, her crew's personal effects were also set ashore. The station crew remained on board until the forenoon of the 17th inst., assisting to lighter cargo, to work the pumps, to run anchors and transfer people to and from the beach, being materially aided after 10 a. m., Apr. 15, by the officers and crew of the revenue steamer Galveston, which arrived on the scene at that time. On Apr. 17, wreckers took charge, floated the craft the following day and took her to Velasco. (See letter of acknowledgment.)
Apr. 13	Am. str. A. R. Colborn.	White River, Michigan, Lake Michigan.	At 6 a. m., this vessel sounded whistles of distress off the harbor, which were responded to by the surfboat. Upon reaching the steamer it was ascertained that one of her eccentric straps was broken and that her master desired to send word of the accident to the Montague Iron Works, Montague, Michigan. The keeper accordingly took the message ashore and forwarded it as requested, the vessel continuing on her voyage.
Apr. 14	Am. sc. Trifle	Hunniwells Beach, Maine.	The master being unfamiliar with the locality anchored at 7 p. m., in a dangerous berth, ½ mile NE. of the station and close inshore, where at low water his schooner would be aground and exposed to the ocean swell. Her situation having been observed and reported

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Apr. 14	Am. sc. Trife	Hunniwells Beach, Maine.	by the patrolman, the surfboat pulled to the spot, took the vessel in tow, and shifted her to a place of safety.
Apr. 15	Am. sc. Cassie F. Bronson.	Jerrys Point, New Hampshire.	About 4 p. m., during the prevalence of a fog, four blasts of a steam whistle having been heard several times by the lookout, to the southward and eastward, the surfboat was launched, and after proceeding about a mile in the indicated direction came upon the vessel at an anchor. Upon being informed by her master that he had sounded his donkey-engine whistle for a tug, but required no other aid, the life-savers returned to the station and the keeper telegraphed to Portsmouth for a towboat, stating the location of the schooner.
Apr. 16	Rowboat No. 21.....	Cleveland, Ohio, Lake Erie.	Two boys, who had been out on the lake fishing in this boat, became so exhausted on their return trip, from pulling against a fresh offshore breeze, as to be incapable of further sustained effort when about 400 yards from the beach and were in danger of capsizing. Their distress having been observed by the lookout, three of the surfmen quickly launched the dingy, went to their aid, and towed them in safety to the boat-house where their craft belonged.
Apr. 16	Am. sc. Ingebord M. Forrest.	Pentwater, Michigan, Lake Michigan.	While leaving port at 7.30 a. m. in tow of the steamer E. G. Maxwell, the wind being fresh N.E. at the time with a strong sea, this schooner struck bottom near the mouth of the harbor and unshipped her rudder, causing her to sheer about so wildly that when 50 yards beyond the pier ends her towline parted and she was carried off to leeward, snapping her boat bower chain when the anchor was let go, and soon after stranding $\frac{1}{4}$ mile south of the station when the seas began to break over her. In the meantime the life-savers in the surfboat were under way for the scene and succeeded with some difficulty, by getting under the lee of the craft, in taking off the crew of five men with most of their personal effects, though nothing could be done for the vessel which already showed signs of breaking up; however, upon landing, a patrol was kept on the beach to secure any wreckage coming ashore. The following day her owner arrived and after the master had been taken by the surfmen on a trip of inspection to the schooner, contracts were made with local residents to strip the wreck and gather up her cargo of wood, which was strewn along the beach. On the 21st inst. these parties gave up the job, and, at the captain's solicitation, the station crew assisted him from 9 a. m. to 6.30 p. m. to save such remaining gear as it was possible to recover.
Apr. 16	Am. sc. Jessie Winter	Grand Haven, Michigan, Lake Michigan.	At 9 a. m., the surfmen assisted the crew of this vessel to shift her from an exposed berth alongside the pier to a place of safety 300 yards farther up the river. On the following day, at her master's request, the life-savers rendered additional service to the schooner by tracking her to the harbor mouth when ready to sail, no tug being available.
Apr. 16	Am. sc. H. M. Avery	Holland, Michigan, Lake Michigan.	Kidder stock broke while entering the harbor in a very high sea at 1.20 p. m., and the vessel, becoming unmanageable, drifted against the lee (south) pier and stranded on a submerged pile of rock, about 230 yards from the outer end of the breakwater. The surfmen were on

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Apr. 16	Am. sc. H. M. Avery	Holland, Michigan, Lake Michigan.	the spot when the casualty happened, and after getting a plank to her, by which the crew of three were landed on the bulkhead, they ran lines with the supply boat to the opposite side of the channel and attempted to release the craft, but could not move her until after discharging the deck load of lumber, when they succeeded by 8 p. m., in heaving her ahead 125 yards, where she rested on a sandy bottom. The captain having meanwhile gone to South Haven to consult with the owners, his crew of two men were provided for at the station until his return on the afternoon of the 18th instant, when, in compliance with a request for assistance, the life-savers again ran warps to the north pier and succeeded in floating the schooner, which was considerably damaged.
Apr. 16	Am. sc. Contest	Kenosha, Wisconsin, Lake Michigan.	When attempting to enter the harbor at noon, during the prevalence of a strong north wind accompanied by a heavy sea, this schooner missed the entrance, owing to the undertow, and though an anchor was let go at once she dragged ashore about 300 yards south of the station. As her movements had been watched by the surfmen, who anticipated trouble, everything was in readiness to go to her aid when the disaster occurred, and they at once set out in the lifeboat in tow of the tug Wau Bun, approached as near the vessel as possible and attempted to drop down by a long line, but finding the distance too great they cast off from the steamer, drifted close to the Contest, let go an anchor and veered alongside. Here, by some skillful maneuvering, the crew of four men were taken aboard, and after a hard return pull against wind and sea, were landed at the station, where dry clothing and food were provided them before they left for their homes in Racine. On the 17th, the weather having moderated, the life-savers succeeded after five hours' labor in floating the stranded vessel, which had, however, sustained rather serious damage.
Apr. 16	Am. sc. M. Capron ..	Racine, Wisconsin, Lake Michigan.	About 10 a. m., during a snowstorm with a high NW. wind, this vessel, while attempting to enter the harbor in charge of a tug, parted two tow lines in quick succession, and, drifting past the pier ends, was brought up by her anchors in the edge of the breakers, $\frac{1}{2}$ mile south of the south breakwater, her consort hastening inside to procure a new hawser. As the schooner had now hoisted a distress signal the surfmen got the station 5-inch line aboard the towboat and launching the lifeboat accompanied her to the scene, ran the hawser to the imperiled craft and boarded her to assist in raising the anchors. At this juncture a portion of the vessel's steering apparatus was found to be unshipped, and as it was out of the question to enter port without the control of her rudder, two hours were spent in an attempt to repair the damage, without success, however, owing to the constant violent motion of the gear, due to the heavy seas, the schooner meantime dragging farther and farther offshore. The keeper finally advised raising the anchors and towing under the shelter of Wind Point, where it was somewhat smoother, and when this had been done their difficulties were soon overcome, sail was made to assist the tug, and the vessel was taken into port and safely moored.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Apr. 16	Skiff; no name.....	Cape Disappointment, Washington.	Went adrift from her moorings near the station boathouse. Was picked up by one of the surfmen, in a small boat, towed back to her customary berth, and safely secured.
Apr. 17	Am. sc. George P. Rust.	Davis Neck, Massachusetts.	Missed stays while beating up the Essex River, 2 miles W. of the station, and stranded close to the bank on a flat. The surfboat at once set out to her aid, but as the flood tide was making, the schooner was floated before the life-savers reached the scene; however, they ran a kedge for the vessel and assisted in heaving her into a berth where the master desired to load sand.
Apr. 18	Dory; no name.....	Brant Rock, Massachusetts.	Two young men while out sailing and thoughtlessly unprovided with oarlocks were unfortunate enough to have their rudder disabled and were incapable of effecting a return to the beach. Their predicament having been observed from the station, two of the surfmen pulled out to their aid in the small boat and towed them ashore.
Apr. 18	Am. sc. Charles N. Ryan.	Ludington, Michigan, Lake Michigan.	When attempting to enter port, about 6 p. m., during the prevalence of a S.W. gale, accompanied by considerable sea, this vessel struck the end of the north pier, staying a large hole in her port bow, and although lines were taken from her by the life-saving crew, who were on the pier to afford such assistance as might be possible, they quickly parted and the schooner drifted to the northward, where she was brought up by an anchor 80 or 90 yards from the pier, and shortly afterwards sank. The station lifeboat went out to the wreck and took off the crew of six men, but when near the harbor entrance on her return she encountered a strong current, and being struck by several heavy waves fell off in the trough of the sea and capsized. Ten of the fourteen persons whom she carried regained their places as soon as she righted, which she did at once, and drifted to the beach in her. Of the other four, the mate of the Ryan was swept back aboard his vessel, while the three others, a surfman and two sailors, swam to the beach, one of the sailors, who was much exhausted, being taken from the water by some of the life-saving crew. The mate was shortly succored by a volunteer crew, who put out in the station surfboat, rescued the man, and made a safe return. The shipwrecked sailors were given dry clothing at the station and there maintained for two days; and until the 28th inst., as opportunity afforded, the surfmen were engaged in saving such gear as was obtainable from the schooner, which proved a loss.
Apr. 18	Yawl; no name.....	Old Chicago, Illinois, Lake Michigan.	Adrift in the harbor with two boys on board who had lost their oars. The boat was set by the current against the pier near the station, where the surfmen met her, assisted the youths to land, and hauled their craft up on the incline.
Apr. 19	Sloop; no name.....	Point Allerton, Massachusetts.	About 1 p. m., when $1\frac{1}{2}$ miles ENE. of the station, this vessel had her mast carried away close to the deck while beating in a brisk WSW. breeze. The life-savers promptly went alongside in the surfboat, aided her crew of two men to fit a new step to the spar so that a double-reefed sail could be carried, and, as the sloop had lost her anchor, assisted to work her under the lee of Point Allerton, where she was made fast to a mooring in a safe berth.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Apr. 19	Scow; no name	Point of Woods, New York.	About 10.30 a. m. four of the surfmen, who were on the bay side attending to the safety of the station boats, observed a lumber-laden scow, with two men on board, adrift and being driven offshore before the strong SW. wind. Upon the alarm being given a sailboat belonging to the keeper was manned by the life-savers, the barge reached and taken in tow when about 1 mile from the beach, and worked in close under the land to smooth water at a point $1\frac{1}{2}$ miles to the eastward. Here the craft was secured with the anchor and line belonging to the keeper's boat, and the men in charge of her were taken back to the station landing.
Apr. 19	Am. str. Walter W...	Rockaway Point, New York.	Stranded on the shoals, 2 miles W. of the station, when standing out of Rockaway Inlet, bound from Barren Island to New York City, her main steam pipe having burst, leaving the vessel disabled and unmanageable. In response to her signal of distress, observed by the lookout, the surfboat repaired to the scene, took off the captain and crew of four men and returned them to Barren Island, whence they were able to obtain transportation to New York. On the 23d inst. the steamer was floated by a wrecking company.
Apr. 19	Br. sc. Jessie Drummond.	Charlotte, New York, Lake Ontario.	About 8 a. m., a gale having suddenly sprung up from the NW., rendering this vessel's berth outside the harbor entrance exposed and dangerous, the life-savers boarded her and assisted the crew to raise their anchor, a tug being at hand ready to take the schooner inside.
Apr. 19	Br. sc. Vienna	do	Immediately after performing the service recounted in the foregoing case the life-saving crew boarded this vessel, which was in a predicament similar to that of the Drummond, and rendered like assistance, after which she was towed into the harbor.
Apr. 19	Am. sc. Anna P. Grover.	Thunder Bay Island, Michigan, Lake Huron.	At 7.30 a. m., when a NW. gale, which had sprung up at midnight, still raged, accompanied in this period by a fall in temperature from 40° to 13°, the keeper and lookout observed a vessel at anchor about a mile to windward of the island, and fearing that with the frightful velocity of the wind, which at times reached the rate of 70 miles an hour, she must soon drag, the beach apparatus was at once hurried to the weather shore; indeed, before the surfmen reached their objective point, the schooner had come within 200 yards of the rocks, but there brought up on account of a back current from the land. Here, throughout the bitterly cold day, the life-savers anxiously stood by her, a watch of two men being also maintained during the night, until the following morning at 7.30, when the weather moderated sufficiently to admit of boarding her in the surfboat. The craft was found to be heavily covered with ice, to remove which engaged the efforts of the surfmen and her own crew until noon, when her anchors were raised and cleared, sail made, and the voyage continued. Her captain expressed his appreciation of the noble vigil of the life-savers by saying, "When we saw you on the beach with that cart we felt we had some chance for life if the anchors gave out again."

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Apr. 19	Am. sc. John A. Francomb.	Hammonds Bay, Michigan, Lake Huron.	Towline parted in a heavy sea and NW. gale, and vessel stranded at Adams Point, 16 miles ESE. of the station, about 9 a. m., news of the disaster reaching the keeper at 5.10 p. m. by messenger from Rogers City, coupled with the information that all efforts to succor the crew by citizens of that place, which lies 5 miles to the westward of the scene of the casualty, had proven futile. The lifeboat was launched after a hard struggle, and the surfmen set out under sail, but when abreast Rogers City hauled into the harbor in response to a lantern signal, and learned that the imperiled men had finally been brought ashore and were here safe. The lifeboat, which was badly iced up from the continuous breaking over her of the high seas, the temperature being about 15°, was accordingly secured for the night, a watch set, and further operations postponed until morning. On the 20th inst. two trips were made by the station crew to and from the schooner in the interest of the owner, who had arrived on the scene, on which occasions the rescued men, 7 in number, also accompanied the life-savers; and on the 21st and 22d the surfmen, in conjunction with the vessel's hands and employed laborers, were engaged steadily each day from 6 a. m. until midnight running lines, clearing decks and rigging from ice, jettisoning the cargo of coal, and installing a boiler and steam pump on board the stranded craft. On the 23d, at 5 p. m., the Francomb was floated, and the life-savers, with 16 wreckers in their boat, left for Rogers City, where they remained till the following morning to secure a rest, and thence returned to the station at 9.30 a. m., the 24th inst.
Apr. 19	Slp. Annie.....	Humboldt Bay, California.	Fouled anchors, and having dragged from her berth near the lighthouse, at some hour before daylight, was carried seaward by the ebb tide, being discovered by the sunset patrol at 7 p. m. stranded in the edge of the surf on the ocean beach, 4 miles to the northward of the station. Report having been made of the circumstance, the keeper had the boat wagon taken to the spot, where, after three hours' work, the sloop was gotten above high-water mark, bailed out, and left for the time being, the life-savers returning to their post at midnight. On the 20th inst., at 6.30 a. m., all hands again repaired to the scene, placed the craft on the wagon and hauled it 3 miles to the southward, to a point where the formation of the sand hills permitted crossing to the bay side, a team of horses being now procured and utilized to complete the journey. Upon reaching their destination the boat was unloaded and blocked up in a safe place on the beach, above the tide line, where her owner could repair her.
Apr. 20	Am. sc. Albert H. Harding.	Plum Island, Massachusetts.	Fouled her anchor, dragged in a fresh NW. breeze, and stranded on Plum Island Point, $\frac{1}{2}$ mile NW. of the station, at 2.15 a. m., her position being discovered by the patrolman at daylight, who, having hailed her master, received the reply that if assistance was needed a signal would be made. Later in the day the captain came to the station and got the keeper to tele-

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Apr. 20	Am. sc. Albert H. Harding.	Plum Island, Massachusetts.	phone for a tug, but being unable to agree on a price for her services he finally sought the aid of the surfmen. In compliance with his request the life-savers boarded the craft at 12.30 a. m., Apr. 21, at high water, ran a line to a vessel which was anchored near by, and soon succeeded in releasing the schooner, after which she was taken to a safe anchorage.
Apr. 20	Am. sc. James Ponder.	Cobb Island, Virginia	Stranded at 5.45 a. m. on Carters Shoals, 4½ miles to the southward of the station, during the prevalence of a northerly gale, the disaster being discovered a few moments after its occurrence by the lookout. When the lifeboat reached the scene the master had some hope of saving his vessel, and requested the keeper to lay by him, but the schooner soon worked over the bar, a wreck, and began to fill. Her crew of eight men thereupon threw most of their personal effects into the lifeboat, were taken off themselves in safety, though the sea was very rough, and the station reached at 1 p. m. Here several of the rescued sailors were provided with dry clothing and all hands maintained till the day following, when, with the exception of the master, who remained until the 23d instant, they were carried to the mainland and free transportation was secured for them to Norfolk. The vessel and cargo proved a total loss.
Apr. 20	Sc. yt. Adrienne	Cape Lookout, North Carolina.	Dragged from her anchorage in Lookout Bight about 4 a. m. during a NE. gale, and stranded ½ mile to the northward of the station. When the life-savers boarded her, as she was resting easy and in no immediate danger, it was deemed best, on account of her light ground tackle and the high wind, not to attempt at once to float her, but in the afternoon, the weather having moderated somewhat, the surfmen carried out a large anchor from the yacht, by which means her own crew hove her into deep water on the night tide.
Apr. 20	Am. sc. Wayne	Baileys Harbor, Wisconsin, Lake Michigan.	When outward bound in tow of a steamer, about 4 p. m., the latter vessel came to a stop and blew four whistles, which signal was responded to by the life-savers in the surfboat. On coming alongside it was ascertained that an essential part of the schooner's steering apparatus was broken, whereupon her master, with the disabled gear, was landed, and later, at 1 a. m., Apr. 21, when repairs had been completed, was set on board his vessel by the station crew, the interrupted voyage being then continued.
Apr. 21	Skiff Mildred	Louisville, Kentucky	Capsized about 6 p. m., owing to a strong current and bad management on the part of her two occupants when attempting to shoot the Falls of the Ohio by passing through the race between the cross and wing dams. The impending casualty had been anticipated by the lookout before it actually occurred, and in response to his alarm a boat manned by the life-savers was promptly on the scene, when they picked up the men, who were clinging to the overturned craft, righted the skiff, towed it ashore, and landed the rescued oarsmen.
Apr. 21	Am. str. Ciscoe	Beaver Island, Michigan, Lake Michigan.	Ran ashore 300 yards south of the station, at 5.20 a. m., when outward bound, her wheel chains having become fouled. The keeper, accompanied by a volunteer (station not manned), went to her aid in the Whitehall boat and ran a line

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Apr. 21	Am. str. Ciscoe.....	Beaver Island, Michigan, Lake Michigan.	from the stranded vessel to the tug Margaret McCaun, which was parted several times until of no further use. A hawser was then procured from the station and the vessel released after some hard pulling.
Apr. 23	Steam launch Comfort.	Duluth, Minnesota, Lake Superior.	Stranded lightly at 10.30 a. m. on a sunken mass of crib work, $\frac{1}{2}$ mile W. of the station. Three of the surfmen reached the spot 15 minutes later in a small boat and assisted her owner, the only person on board, to float the vessel. Their efforts were soon successful, and the launch continued her trip apparently uninjured.
Apr. 24	Slp. Gussie.....	Galveston, Texas	Capsized in the bay by a S.E. squall, 7 miles W.S.W. of the life-saving station, about 2 p. m., news of the accident being telephoned the quarantine establishment at 3.15 p. m. by some unknown person, who had observed the drifting boat, and thence transmitted to the keeper. The surfboat was at once launched, and after an hour's pull in the direction indicated fell in with the schooner Puritan, which had 20 minutes previously picked up the two men comprising the crew of the overturned craft, who were clinging to her bottom, and had them on board, with their capsized sloop alongside. The surfmen at once set to work and righted the boat, with the aid of tackles from the schooner, bailed her out, and got her in order, but on account of a head wind and adverse tide her master decided to leave the sloop at an anchor for the night, and to return to the city with his companion on the Puritan. The life-savers regained their station at 8 p. m.
Apr. 24	Am. str. Eber Ward.	Vermilion Point, Michigan, Lake Superior.	Stranded, bows on, during a thick fog, on Whitefish Point, 10 miles E. of the station, at 1.30 a. m., a telephone message from the keeper of the lighthouse close to the scene of the disaster apprising the life-savers of the casualty at 7.15 a. m. The surfmen reached the vessel at 9.45, but were unable to accomplish anything until noon, when, hearing the fog whistles of a passing steamer, they pulled offshore, intercepted the steamer, which proved to be the City of Venice, and requested her master to come to the aid of the Ward, which he consented to do. Five hawsers were now run by the surfboat between the two vessels in as many separate efforts to release the stranded steamer, the first four attempts being frustrated by the parting each time of the line. However, the fifth and last pull was successful, and she was floated at 4.30 p. m., apparently undamaged, proceeding at once on her way, and towing the life-savers up abreast their station.
Apr. 25	U. S. sailing launch.	Point Allerton, Massachusetts.	This launch, belonging to the U. S. S. <i>Minnesota</i> , the practice ship of the Massachusetts Naval Militia, while out sailing in Nantasket Roads in charge of a crew of nine members of this organization, was struck by a heavy blow of wind and capsized $\frac{1}{2}$ miles W.N.W. of the station about 2 p. m. Her occupants were picked up by the sloop Sea Bird, which was close at hand, and left for Boston before the arrival of the surfmen, but the latter, assisted by a small steam launch, took the overturned craft to Paddocks Island, where they righted and bailed her out. The boat was then towed to Pemberton Landing and secured in a safe berth, where she was later taken in charge by a party from the <i>Minnesota</i> .

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Apr. 25	Sailboat Zephyr	Brant Rock, Massachusetts.	Sunk, owing to a bad leak, while at anchor in a small cove 1½ miles S. of the station, information of the disaster being brought to the keeper by her owner about 4 p. m., with a request for assistance to raise the craft. The life-savers went to the scene in the surfboat, made fast with grapnels to the Zephyr, which was lying in 15 feet of water, carried out anchors shoreward, and by these means worked the vessel in to low-water mark. When the tide fell, however, the boat was found to be so badly damaged as not to be worth repairing, but the surfmen saved from the wreck 800 pounds of pig iron ballast, the anchors, sails, and spars.
Apr. 25	Sloop yacht; no name.	Duluth, Minnesota, Lake Superior.	Capsized at 5.45 p. m., in squally weather, about 1 mile W. of the station, but near a wharf where a towboat was lying, which at once steamed out and picked up the three young men belonging to the sloop just prior to the arrival of the life-savers, who had hastened promptly to the scene. The rescued youths, suffering from a cold bath, were hurried ashore by the tug while the surfmen took charge of their craft, righted and bailed her out, and towed her to the boathouse where she was owned.
Apr. 26	Scow; no name.....	Charlotte, New York, Lake Ontario.	Adrift in the river. The surfmen picked up the scow and towed it to the station for safe-keeping, where it was claimed by its owner on the 29th inst.
Apr. 26	Am. sc. Faugh-a-Ballagh.	Point Marblehead, Ohio, Lake Erie.	About 10 a. m., the master of this vessel, which had been loading stone at a pier near the station, applied to the keeper for aid to get away from the dock. The surfboat was accordingly launched, a kedge laid out, and assistance given the schooner's crew to warp her out of her berth.
Apr. 26	Br. str. Saturn	Sand Beach, Michigan, Lake Huron.	When entering port about 8.30 a. m., with two schooners in tow, this vessel failed to answer her helm, fell off before a strong N.W. wind and stranded inside the mouth of the harbor, her consorts having meantime been cast off. The life-savers promptly boarded her, assisted to shift part of the bunker coal forward to lighten the stern, ran a line to the breakwater to hold her head up, and proceeded to summon a powerful tug, the one which now had hold of the steamer being unable to move her. When the second towboat arrived the surfmen ran her hawsers and the craft was successfully released at 3.30 p. m., apparently undamaged.
Apr. 26	Br. sc. Muskoka	do	This vessel, when her towline was cast off from the Saturn (see preceding case), drifted a short distance and stranded just inside the end of the south breakwater, where she was scuttled by her master to prevent more serious injury from thumping, augers being procured for this purpose by the life-savers from the steamer. Her crew of eight at first decided to remain by her, but at 7.30 p. m. a signal was shown, and when the lifeboat went alongside three of her complement, who were desirous of leaving, were transferred to the Saturn, life-preservers being given their companions, who still insisted upon staying aboard. All hands, eight in number, those previously taken off having returned, were, however, removed on the afternoon of the 29th, the weather becoming rough. On May 2 the surfmen ran hawsers for two steamers which attempted to release

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Apr. 26	Br. sc. Muskoka	Sand Beach, Michigan, Lake Huron.	the craft, but the lines parted and high seas prevented a continuance of the work. The schooner was finally released by wreckers on May 5.
Apr. 26	Am. sc. Coral.....	Plum Island, Wisconsin, Lake Michigan.	At 8 p. m. on the 25th instant the master of this vessel, which was anchored $\frac{3}{4}$ mile NE. of the station, came ashore in search of assistance to take his schooner into Newport, his destination, a small harbor 8 miles south of the island, stating that he was unfamiliar with the approaches, and desired the services of some one with a knowledge of the place. The keeper thereupon promised his aid, and boarded the Coral the following morning at daylight, together with three of his crew, assisted to get the craft under way, assumed entire charge, and with one of the surfmen at the helm, himself acting as pilot, conducted the vessel in safety to the wharf at Newport, returning thence to the station at 10 a. m.
Apr. 27	Catboat Kite.....	Point of Woods, New York	About 3 p. m., during the prevalence of a NW. gale, while two of the surfmen were at the bay shore, they observed that the mast of this boat was loose, and working in a manner to endanger its safety. Having notified her owner of the condition of affairs, in response to which he came to the scene, the life-savers procured a sharpie, and after a hard struggle the three men boarded the Kite, when it was found that the wedges had slipped from the partners of the spar, and that it was likely to fall and wreck the boat. The mast was temporarily secured, a reefed sail set, both anchors slipped, and the craft sailed into a safe harbor $\frac{1}{4}$ mile to the eastward, where a kedge was borrowed from a neighboring sloop and the vessel brought to in a good berth.
Apr. 27	Barge Johnson Barrett.	Louisville, Kentucky.....	Broke loose from a tow at 8.20 p. m. and was swept by the current through a break in the wing dam, stranding on the rocks below the Falls of the Ohio. The life-savers went promptly to her assistance, finding the craft apparently undamaged, and ran lines from her across the channel to a steamer which was lying alongside a wharf, where they were taken to the capetan, the barge, by these means, being released, and then securely moored in a safe berth. The surfmen completed these services at 3.45 a. m. on the 28th inst.
Apr. 28	Br. sc. Clifford	Wood End, Massachusetts.	Stranded on the bar about 1 mile NW. of the station, her master being unacquainted with the locality. The disaster was witnessed by the keeper, who at once had the surf boat launched and went to the assistance of the schooner, where the life-savers aided her crew to float her, undamaged, on the flood tide, after which the keeper, at the captain's request, piloted the vessel to a safe anchorage in the harbor of Provincetown.
Apr. 28	Am. sc. Nellie Coleman.	Sullivan's Island, South Carolina.	Stranded on a shoal in the south channel, 2 miles SSW. of the station, when outward bound. Though no signal of distress was shown, the lookout apprehended the state of affairs, when the head sails were hauled down, and the life-savers promptly went alongside in the surfboat and assisted her crew to carry out an anchor. Their efforts to heave the vessel afloat were soon rewarded with success, and the schooner continued her voyage apparently undamaged.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Apr. 29	Small boat; no name.	Cleveland, Ohio, Lake Erie.	The lookout having reported a small boat adrift in the harbor, $\frac{1}{2}$ mile NW. of the station, the dingey was launched, manned by three surfmen, and the craft recovered and towed ashore. Inquiry was instituted by the keeper, the owner's name ascertained, and his property returned to him.
Apr. 29	Am. sc. Maria.....	Holland, Michigan, Lake Michigan.	The wind being unfavorable for this vessel to sail into the harbor, the surfmen went to the end of the south pier, took a line from the schooner, and tracked her up the channel.
Apr. 29	Am. sc. X 10 U 8....	South Haven, Michigan, Lake Michigan.	Centerboard became jammed while making port in a heavy sea, and her crew not being able to raise it, the vessel struck the bar heavily, fell off to leeward, and drifted against the end of the south pier. The life-savers, who had anticipated trouble, were already in the vicinity and ran a line from the schooner with the surfboat across the river, hauled her clear of the bulkhead, and towed her upstream to a place of safety.
Apr. 29	Scow; no name.....	Milwaukee, Wisconsin, Lake Michigan.	In distress at her berth alongside the breakwater, about 2 miles to the northward of the station, owing to a high sea consequent on a gale, which caused her to pound so heavily against the bulkhead as to threaten her destruction. Information of the situation was telephoned the keeper from the city pumping station, near the scene, at 12.30 p. m., whereupon he at once notified atug, and, engaging two teams of horses, loaded the surfboat on its wagon and proceeded with his crew abreast the scow, boarding her simultaneously with the arrival of the towboat, when the latter made fast to the imperiled craft and hauled her out to a good anchorage, the surfmen assisting. No additional aid being required, the life-savers returned to their station, but before leaving a cork jacket was loaned by the keeper to each of the four men aboard the scow, who preferred to remain by her, in order to further secure their safety. These lifebelts were returned the following morning when the weather had moderated.
Apr. 29	Am. sc. Wollin.....	Sheboygan, Wisconsin, Lake Michigan.	Had canvas blown away in a NE. gale and stranded at 3 a. m. $\frac{1}{2}$ miles to the northward of the station and $\frac{1}{4}$ mile off shore, the casualty being reported three-quarters of an hour later by the engineer of the city pumping works, who drove down from his post to bring the news to the keeper. As quickly as possible the latter procured two teams and had both the surfboat and beach apparatus hauled abreast the vessel, arriving on the scene at 5.30 a. m., when the craft was found lying broadside to the shore with all hands—a crew of three and two passengers—in the rigging and every sea breaking over them. The surfboat was launched, the five men were taken off under the schooner's lee, provided with cork jackets, and all safely landed. A return was then made to the station, where the shipwrecked party were furnished with dry clothing from the supplies donated by the Women's National Relief Association. The vessel proved a total loss.
Apr. 29	Am. sc. Lookout....	Two Rivers, Wisconsin, Lake Michigan.	Stranded at 4 a. m. on a dark stormy night 5 miles N. of the station, but making no signal of distress was not discovered until an hour later, when she was sighted

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Apr. 29	Am. sc. Lookout....	Two Rivers, Wisconsin, Lake Michigan.	by the patrolman from the end of his boat, 2 miles distant, whence he hastily returned to give the alarm. As a fierce head wind and high sea rendered it impossible to pull to the scene, two teams were engaged by the keeper, and both surfboat and beach apparatus gotten abreast the vessel at 7.30 a. m., but it was found that the schooner's crew of 7 men had shortly before effected a landing in their own boat, fearing their craft was about to break up. All hands were now taken to the station, provided with dry clothing, and maintained until the morning of the 30th, when, with the exception of the captain, they left for Chicago. The master, in company with the keeper, visited the wreck the day after the disaster, when they found the vessel under water, partly buried in the sand, with everything movable washed away, sails torn to shreds, and practically a total loss.
Apr. 30	Scow; no name.....	Erie, Pennsylvania, Lake Erie.	Broke away from a tow during the early morning, the loss being unnoticed on account of darkness, and stranded $\frac{1}{2}$ mile N.W. of the harbor entrance. The surfboat accompanied a tug to the scene of the casualty later in the day, when two of the life-savers were put aboard the craft to handle lines, a hawser was run on the towboat, the scow floated and taken into port.
Apr. 30	Fish boat; no name.	Point Adams, Oregon.....	Capized by a breaker about 7 a. m. at a point 6 miles W. by N. from the station, one of the occupants being almost immediately drowned, his companion, however, gaining a hold upon the bottom of the craft, from which position he was later rescued by a passing boat. (For detailed account see caption "Loss of Life.")
May 1	Am. sc. Alfaretta S. Snare.	Monompy, Massachusetts.	Stranded at 7 a. m. on Stone Horse Shoal, $1\frac{1}{2}$ miles to the southward of the Shovel-light-ship and $\frac{1}{2}$ miles distant from the station, the weather being thick at the time and her master failing to see the black buoy on the point of the sands. Her position was seen by the day look-out a little later in a temporary lift of the fog, and the surfboat at once set out to her aid, reaching the scene at 8.45 a. m. Here the keeper advised her captain to raise his anchor, which had been let go when the schooner struck, and to set his head sails with a view to swinging her off to the westward before the easterly breeze which prevailed. This counsel was accepted, the surfmen assisting in the operations, and on the rising tide at 9.30 a. m. she was driven off the shoal and proceeded on her way apparently undamaged.
May 1	Am. sc. Phoebe Ann.	Coney Island, New York.	Missed stays and stranded at 4 p. m. on Pelican Bar, in Johnsons Inlet, $\frac{1}{2}$ mile ENE. of the station, but as the vessel was not in a dangerous position the surfmen did not visit her until daylight the following morning, at which time she first showed a signal of distress. A SE. gale now prevailed, with a heavy sea, and it was only after a hard pull that the life-savers reached the schooner and boarded her under the stern. They first landed the captain's wife at a neighboring house on Plum Beach, and about low water ran out a keedge and assisted to hang the rudder, which had become unshipped, and as the vessel was leaking in several places, the master, at the advice of the keeper, threw over-

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. May 1	Am. sc. Phoebe Ann.	Coney Island, New York.	board his cargo of sand. When the craft was dry, at the turn of the tide, her crew were able to calk the open seams and succeeded in heaving her afloat at 6.30 p. m.
May 1	Am. sc. E. F. C. Young.	Spermaceti Cove, New Jersey.	Having sustained the loss of her foremast and sails in an easterly gale when 2 miles offshore, her master beached the vessel at 10 p. m. 1 mile N. of the station, where she was discovered an hour later by the patrolman, who burned his Coston signal and hastened to alarm his mates. Desiring to lose no time, the keeper engaged four supernumeraries to assist his crew in hauling the beach apparatus to the scene through the thick, stormy night, horses not being obtainable, and arrived abreast the craft at 12.15 a. m., May 2. Just as preparations were completed for firing a shot the schooner swung around head to the land, so that it was possible to reach the end of the jib-boom with a heaving line, by which a hawser was sent off, the crew of five sliding down the same and being caught in the edge of the surf by the life-savers and borne ashore. A return was now made to the station, where the shipwrecked sailors were provided with dry clothing, having lost everything they possessed, and were maintained until May 3, when three of them left for New York. On the same day the Young, which was a total wreck, was disposed of at sale by order of her owners, the captain and mate taking their departure on the 4th inst.
May 1	Am. sc. Geo. M. Adams.	Nags Head, North Carolina.	Stranded about 4 a. m. 1 mile SSE. of the station and 75 yards offshore, the casualty being discovered a few moments later by the patrolman as he returned along his beat, whereupon he discharged his night signal and hastened forward to give the alarm. The keeper, having first telephoned the Bodie Island crew for assistance, to which call they promptly responded, set out with his men and the beach apparatus, drawn by the Government team, for the scene, where they arrived at 5.45 a. m., and at the first shot laid a line across the vessel and landed the master in the breeches buoy. The latter did not desire to have his crew taken off at that time, but while discussing the situation the vessel came in close to the beach, broadside on, forming a lee, and her hands, eight in number, launched their yawl, and, making fast to the whip line of the buoy, were hauled ashore in safety, with their effects, by the two life-saving crews, three trips being thus made. All the shipwrecked sailors were now taken to the Nags Head Station, whence six of them left on the 3d inst. by steamer for Norfolk; but the captain and two men remained until the 14th instant, saving what they could from the schooner, with the assistance of the surfmen, and finally disposing of her at public auction.
May 1	Dredge No. 8.....	Fairport, Ohio, Lake Erie.	Swamped by the sea and sunk at 8.15 p. m. at entrance to harbor, imperiling the lives of ten men, one of whom was lost. [See letter of acknowledgment and detailed account under caption "Loss of Life."] In attempting to tow dredge No. 8 into harbor, became disabled by getting a line in her propeller. After rescuing crew from dredge surfmen ran a line to the pier from tug. The fouled hawser
May 1	Am. tug N. B. Gates.	.....do	

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. May 1	Am. tug N. B. Gates.	Fairport, Ohio, Lake Erie.	was found to be attached to the sunken dredge, but it was finally cleared, and the disabled craft was towed up the river, where her propeller was cleared.
May 1	Am. tug Annie	do	Went to assist disabled tug N. B. Gates and got a loose line entangled in her propeller, rendering her helpless. Surfmen ran a line to the pier and held her while another tug got a towline fast to her. She was towed up the river and the line disentangled.
May 1	Sailboat; no name..	Yaquina Bay, Oregon.....	Capized in the bay by a puff of wind, about 3.30 p. m., 200 yards off the town of Newport, which place she had left shortly before in charge of two inexperienced men bound on a pleasure trip. Surfman No. 1, who happened to be on the city wharf, at once jumped into the station small boat, in which he had that morning crossed the bay, and assisted by a young man who volunteered his services, quickly reached the overturned craft and rescued the imperiled voyagers, who were clinging to her bottom. The boat was picked up by another party and towed ashore.
May 2	Am. sc. Robert Dority.	Davis Neck, Massachusetts.	Stranded on the rocks at Halibut Point, close inshore, during thick fog, and was left high and dry by the ebb tide. Surfmen helped the crew (four men) to strip the vessel and took one of them to the station for dry clothing and lodging. Next day keeper secured passes for three of the crew to their homes, and on the 4th the vessel and gear were sold at auction. The master was sheltered that night at the station and left on the following day for his home on a pass secured by the keeper.
May 2	Am. sc. Fillmore....	City Point, Massachusetts.	Sprung a leak and became water-logged, her evident condition in this respect attracting the keeper's attention about 1.30 p. m., when the schooner was 2½ miles E. of the station. Upon boarding her the master, who was found alone and in an exhausted condition, his only companion having been knocked overboard by the jibing of the main boom and drowned off Marblehead at 11 a. m., was transferred to the station and properly cared for, and the vessel then beached at City Point. Here the surfmen pumped her out, remained by her all night until she could be floated on high water, and then towed the craft to a safe anchorage.
May 2	Am. sc. Ethel Maud.	Race Point, Massachusetts.	Stranded at 2.45 a. m., during a thick fog, 1½ miles E. of the station, coming so high up on the beach that when the life-savers reached the scene they were able to board her dry-shod, not needing the surfboat, which had been hauled to the spot with them. The keeper and his men, under the master's direction, assisted the schooner's crew to land their effects, get their boats ashore, and furl sail. Also dispatched a messenger to telephone the owners for a tug, but when the tide ebbed it became apparent that the vessel would be a total loss. Her hands, fourteen in number, were maintained at the station for a day, during which time the work of stripping the schooner was continued, with the aid of the surfmen and wreckers, after which they left for Boston, on passes procured by the keeper, who assumed temporary charge of what had been saved. The wreck was sold at auction, as she lay, on the 4th inst.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. May 3	Am. sc. Wilson	Old Chicago, Illinois, Lake Michigan.	The station crew dragged for and recovered an anchor and chain which had been slipped about 2.30 a. m. by 'his vessel when getting under way in tow of a tug to shift from her berth near the south breakwater into one of the Illinois Central Railroad slips.
May 4	Am. sc. G. M. Brainard.	Fletchers Neck, Maine...	Anchored in a dangerous position close to the rocks, about 5 miles north of the station, on the afternoon of the 2d inst., during thick, foggy weather, which continued until the morning of the 4th, when it lighted up and her position was discovered about 6 a. m. by the patrolman. The keeper at once set out for the scene with the surfboat, with a view of informing the master in regard to the character of his berth, but upon arriving alongside found him on the point of getting under way. The life-savers therefore assisted the schooner's crew to raise their anchors and make sail and directed the captain on a course clear of dangers.
May 4	Am. str. Hingham ..	Point Allerton, Massachusetts.	Struck a ledge and sprung a leak at 7 o'clock on the evening of the 3d. Master beached her 3 miles S. of station to prevent her sinking. Two surfmen were sent to assist in stopping leaks. They reached her at midnight and worked until the leaks were partially stopped so that the pumps could keep her free. She was floated at high water and went to Boston for repairs.
May 4	Am. str. Kate Jones.	Monomoy, Massachusetts.	About 10 a. m. what appeared to be the hull of a vessel on her beam ends, with a towboat alongside, was sighted about 6 miles SE. of the station, and a few moments later colors were displayed in her main rigging. The surfboat at once went off to the scene, finding the tug Kate Jones with the wreck of the schooner Edith Granville in tow, her crew having been carried to Vineyard Haven by a passing steamer. No assistance was required beyond carrying a message ashore for the master of the towboat, for which end he had called out the life-savers.
May 4	Am. sc. L. B. Gilchrist.	Amagansett, New York ..	Stranded at 7 a. m. outside the bar, 1½ miles E. of the station, having been previously abandoned in a sinking condition by her tug, which took her crew off. When the surfmen went alongside, the towboat Ocean King was found making an attempt to release the craft; but as her bitts pulled out and she soon began to break up it was evident that nothing could be done to aid her. She went to pieces before sundown, the life-savers patrolling the beach and saving whatever was possible of the wreckage which came ashore.
May 4	Am. sc. Paragon	Little Kinnakeet, North Carolina.	Stranded in Pamlico Sound, about 3 miles W. of the station and shortly afterwards set a signal of distress, which attracted the notice of the lookout. Upon reaching the vessel the life-savers transferred a portion of her cargo of general merchandise to a neighboring schooner, and were able to float her before any damage was sustained.
May 5	Slp. Hawk.....	Point Allerton, Massachusetts.	Came in from a fishing trip leaking rapidly and was anchored off the beach, the people going ashore in small boat. During the night she filled and rolled over. Being discovered at daybreak by a surfman, station boat was launched and life-savers pulled out to her, towed her to a secure anchorage, righted, and bailed her out. Owner called later and took charge of her.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. May 5	Br. sc. W. Y. Ewing.	Oswego, New York, Lake Ontario.	Stranded in a dense fog on Cataract Shoal, 2½ miles to the westward of Oswego and about 200 yards offshore, the casualty being shortly afterwards discovered by passers on the beach, who communicated the intelligence to the station. The keeper at once had the surfboat launched and proceeded to the spot, finding the schooner's bows on the rocks. The life-savers thereupon returned to the harbor, secured the tug Charley Ferris, and accompanying her to the scene ran her hawsers to the stranded vessel, by which means she was released, and towed into port.
May 6	Rowboat; no name.	City Point, Massachusetts.	Sighted by the lookout adrift, 1½ miles SW. of the station. Two of the surfmen set out in the launch and recovered the boat, which was claimed by its owner later in the day.
May 6	Am. str. Fulton	Louisville, Kentucky	Stranded at 2 p. m., on the rocks below the cross dam of the falls, owing to a miscalculation in regard to the strength of the current and depth of water. The life-savers went at once to her assistance in one of the station boats and worked at the scene fourteen hours, carrying out anchors and running hawsers, by which means the steamer was finally successfully released.
May 6	Slp. yt. Marion	Beaver Island, Michigan, Lake Michigan.	About 9 a. m. the keeper observed this yacht approaching from the southward, making bad weather of the fresh easterly breeze, and when she shortly missed stays and came to an anchor 2½ miles from the station close inshore, he feared she was stranded, and procuring the services of a volunteer (station not manned) proceeded to the scene in the Whitehall boat. Upon reaching the sloop she was found to have lost her topmast and jib-boom, and her occupants—two men and four women—so excited that no effort had been made to clear up the wreckage or secure the head gear, which was dragging overboard. The surfmen made everything snug, and as the craft could not be beaten offshore in the prevailing wind remained by her till the breeze moderated late in the afternoon and her berth appeared safe for the night, her party not desiring to be landed. The next morning the yacht came into the harbor with a shift of wind and refitted.
May 7	Am. sc. Bella Russell.	Little Egg, New Jersey...	Stranded on sand bar ¼ mile N. of station. Keeper and crew boarded her with surfboat and succeeded in heaving her afloat undamaged. Piloted her into deep water and anchored her.
May 7	Skiff; no name	Holly Beach, New Jersey.	Capsized when attempting to land through the surf, ¼ mile E. of the station, her only occupant succeeding, however, in obtaining a hold on the bottom of the craft. Several of the life-savers witnessed the accident, and realizing the necessity for prompt action did not stop to launch the surfboat, but manning a small private boat which lay on the edge of the beach pulled rapidly out, rescued the man, and landed him. A second trip was then made, and the skiff and fishing gear brought ashore.
May 8	Catboat; no name ..	Rockaway, New York...	Capsized in Jamaica Bay, 1 mile to the northward of the station, having been struck by a sudden squall, throwing her four occupants into the water, who, however, regained a hold on the craft. Two of the surfmen, witnesses of the disaster, hastened out in a small boat, picked

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. May 8	Catboat; no name...	Rockaway, New York....	up the men, landed them, and then proceeded to Brant Point, 1 mile to the westward, where they secured the services of a small steamer, through whose agency, with their assistance, the boat was righted, bailed out, and delivered to her crew, who continued their voyage little the worse for the accident.
May 8	Am. shp. Francis...	Little Egg, New Jersey...	On fire. Beached by master 2 miles S. of station. Patrolman sighted her at 9.30 p. m. and burned his Coston signal to show that help was at hand, then hastened to report at station. Surfboat was hauled to the beach opposite the burning ship and an attempt made to launch it. Surf being high, the boat was driven back on the beach, but a second trial was successful. When reached, the ship was enveloped in smoke and flames, but as there were twenty-five men on board, it became necessary to launch two of her boats in order to land all hands. After a hard fight with the fire this was accomplished and the men were taken off in safety. Surfboat took the two boats in tow and anchored at a safe distance from shore until the approach of daylight. At 2 a. m. the surfboat landed with such passengers and crew as she had, but the other boats were warned not to attempt to land alone. One of them followed the surfboat, despite the warning, and came near broaching to. One man was thrown out but was not injured. Surfboat then put out again and towed the remaining boat over the bar into the inlet. The men were taken to station and furnished with food and dry clothing. At sunrise took master and mate out to burning ship again, where a wrecking tug had arrived. As nothing could be done, the tug went back to New York, master and mate going on her. The rest of the men were cared for at the station until the 10th, when keeper procured passes for them to New York. This disaster was also observed by crew of Little Beach Station at 1.20 a. m. of the 9th. They pulled out in surfboat, but found the ship deserted; boarded her and manned the pumps in an effort to put out the fire, but without success. They returned to station after working for twelve hours. A portion of her cargo of wine was recovered at various points along the coast.
May 8	Rowboat; no name.	Manistee, Michigan, Lake Michigan.	While towing up the river astern of a tug, in company with two large fishboats, this boat fouled one of them, was overturned and broke adrift, her occupants, three boys, succeeding in getting into one of the other boats. As soon as the accident occurred the station skiff was launched and the drifting craft and its gear were picked up and towed ashore where everything was put to rights and the boat was later delivered to the lads.
May 9	Am. sc. Florence....	White Head, Maine.....	Stranded 7 miles SE. of station at 3 o'clock in the morning during hazy weather. She was discovered by the patrol at 8 a. m., after the haze had somewhat cleared away. Surfboat was launched and crew went to her assistance. Soon after reaching her, keeper and crew of Burnt Island Station arrived. Both crews working together ran out anchor and cable and hove taut, but failed to release her. While awaiting for next high tide, took a part of her cargo of fish

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. May 9	Am. sc. Florence....	White Head, Maine	into station boats to lighten her, and at 4 a. m. the next morning, with the assistance of a tug, succeeded in floating her in good condition.
May 9	Slp. Ethel.....	City Point, Massachusetts	Dragging anchors and in danger of being driven against pier. Keeper and two men went to her assistance in launch and towed her to her moorings.
May 9	Slp. Fairplay .....	.....do	Anchors would not hold during fresh breeze, and sloop was in danger of dragging ashore. Keeper and two men went out to her in launch and towed her to secure berth.
May 9	Sloop; no name.....	.....do	Caught in a squall off Thompsons Island and became unmanageable, endangering the lives of three men. Keeper and two men hastened out to her in the launch. Found the sails adrift and the sloop half full of water. After securing the sails, took her in tow and carried her to a snug berth.
May 9	Catboat Rose .....	.....do	In charge of a man under the influence of liquor. Life-savers saw the danger and went out to her in launch. Towed her to good moorings off City Point.
May 9	Naphtha launch; no name.	Brant Rock, Massachusetts.	About 6.30 p. m. this vessel came close to the beach, near the station, as if desirous of communicating with the shore. The keeper thereupon went off to her in his dory and ascertained that her only occupant, who was bound from Boston to Plymouth, desired to stop here for the night. The launch was thereupon piloted to a safe berth in Green Harbor and the man given lodgings at the station, there being no sleeping accommodations aboard the boat.
May 9	Am. tug Wesley A. Gove.	Orleans, Massachusetts ..	Machinery broken, disabling her 3 miles S.E. of station. Keeper and crew answered signal of distress by pulling out to her in surfboat. Master requested keeper to telegraph to owners for tug. This was done, but before her arrival the steamer Scranton came up and took the disabled craft and her barge in tow for Boston.
May 9	Catboat No. 18	Cleveland, Ohio, Lake Erie.	In danger of capsizing $\frac{1}{2}$ mile N. of station. Life-savers pulled out in surfboat and found a man and a woman in the boat, without oars and unable to handle sail. Took them in tow and landed them safely at boathouse.
May 9	Str. Emma Retta....	Point Marblehead, Ohio, Lake Erie.	Broke her shaft 2 miles NW. of station while towing a lighter. Life-saving crew answering signal of distress pulled out to her assistance in surfboat. Made a line fast to the disabled vessel and towed her to pier near station. Loaded her down forward with stone, then raised her stern with a chain to investigate the injury. As repairs could not be made at Point Marblehead, the stone was unloaded, a tug was procured and the vessel was towed to Port Clinton for repairs to machinery.
May 10	St. yt. Ann T	Louisville, Kentucky.....	In danger in the Falls of the Ohio River at 1.20 a. m., with a boy in her. Station boat was manned and crew went to the rescue. The yacht was overhauled below the dam and the boy taken into station boat. Life-savers made the yacht fast to station boat and piloted her safely through the reefs. She was secured in a good berth, and owner notified of her position. The boy was turned over to the police for having taken the yacht.
May 10	Fish boat; no name.	Milwaukee, Wisconsin, Lake Michigan.	Capsized in the lake 2 miles E. of the station, through the carelessness of her two occupants. The surfboat, in tow of the tug Knight Templar, Captain Rior-dan, who most courteously performed

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. May 10	Fish boat; no name.	Milwaukee, Wisconsin, Lake Michigan.	this service free of charge, at once started for the scene, but the fishermen were rescued by the steamer <i>Welcome</i> a few minutes before the arrival of the life-savers. The latter, however, assisted to get the overturned craft into the harbor, where she was delivered to her owners.
May 11	Am. sc. Boyd and Leeds.	Point Allerton, Massachusetts.	About 8.15 a. m., through a rift in the thick fog which prevailed at that hour, the patrolman discovered this vessel stranded on the bar 1 mile E. of the station. The life-savers at once went alongside in the surfboat, but as it was low water, attempted nothing at that time, the light sea not endangering her safety. On the flood tide, they raised a kedge, which had been previously laid out by the schooner's crew, and ran her hawsers to a tug which arrived about this time, by which means the craft was released, at 4.30 p. m., and towed to Boston.
May 11	Scow; no name.....	Charlotte, New York, Lake Ontario.	Adrift in the river. Was picked up by two surfmen in the small boat and towed to the station for safe-keeping, where it was claimed by its owner on the 13th instant.
May 12	Sc. M. J. Crosby.....	City Point, Massachusetts	While beating out through main ship channel, mistayed and went on ledge off Castle Island. Life-savers went to her assistance, ran out kedge, and floated her uninjured.
May 12	Slp. Edith M.....	.....do	Broke adrift and was driven against pier, where she was in danger of going to pieces, as the wind was fresh and sea rough. Life-savers went to her assistance and hauled her out to a safe anchorage.
May 12	Am. sc. George Green.	Fenwick Island, Delaware	This vessel having been sighted about 10 a. m., standing up the beach under nothing but a jib, with a flag flying in the forerigging, the surfboat was launched and pulled alongside. She was found to be bound to Norfolk in charge of two colored men, who had entirely lost their reckoning and wished to be informed regarding their whereabouts. As a strong southerly breeze was blowing, the keeper gave her occupants directions how to make the Delaware Breakwater, and advised them to remain there and wait for a shift of wind. His counsel was gratefully received, and the schooner put under sail on a course for the Breakwater.
May 12	Fish boat King-fisher.	Erie, Pennsylvania, Lake Erie.	Grounded on the peninsula 1 mile W. of station while sailing with a pleasure party on board. Surfboat was launched and pulled to the spot. Surfmen ran a line to the fish boat, and after a hard pull succeeded in releasing her uninjured.
May 12	Sloop Mate	Evanston, Illinois, Lake Michigan.	About 10 a. m. four students of the Northwestern University started from the station in this boat before a fresh land breeze on a pleasure trip. After proceeding about 500 yards they attempted to bring by the wind without flattening in the sheet, with the result that the boom caught in the water, heeling the craft so that she partially filled, but righted when the sail was lowered and drifted offshore. The alarm having been given by the lookout, one of the life-savers at once jumped into a small row-boat, pulled out to the sloop while his companions were getting the surfboat down to the beach, and returned with two of her occupants. The sloop was overtaken by the surfboat and towed to her pier with the remaining members of the party on board.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. May 13	Am.sc.Kate Walker.	White Head, Maine.....	Broke main boom in rough sea 15 miles SW. of station. Master ran her for a harbor under headsails, but got off the course and anchored in a dangerous position near Norton Island ledges. Here she was discovered by patrol, who notified keeper. Crew boarded her with surfboat and began repairs to the boom. Shortly afterwards a passing tug was signaled. Surfmenn ran hawser and hove up anchor, and schooner was towed to Seal Harbor, where the life-savers made necessary repairs for continuing on her voyage.
May 13	Br.sc. St. Maurice ..	Cross Island, Maine.....	Discovered at 6 a. m. in dangerous anchorage, having stood in to make land during dense fog. Crew abandoned her, but stayed by in her boat until daylight, when they were seen by keeper. Surfboat was launched and pulled out to the schooner. As wind was squally and blowing on shore, with rough sea, nothing could be done without a tug, so the station crew pulled 12 miles to Machiasport and secured one. Accompanied tug to schooner, ran out hawser, and aided in getting up anchor. Piloted tug and schooner to a safe harbor. Wind and sea increased alarmingly shortly after schooner had been taken from her dangerous position, and she would undoubtedly have parted her chains and been driven on the rocks but for the efforts of the life-savers.
May 13	Slp. Uarda	City Point, Massachusetts.	Dragged anchors at 6.30 p. m., during SW. gale. Life-savers put out immediately in launch, but she went ashore before they could reach her. A kedge anchor was run out, and with the help of the launch the sloop was floated and taken to secure anchorage.
May 13	Am.slp. Lillian	do	Discovered at 5 p. m. drifting toward the beach. Keeper and three men went to her assistance in launch, and caught her as she struck the beach, put a line on board, hauled her off undamaged, and took her to safe berth.
May 13	Sloop Uno	Point Allerton, Massachusetts.	During a heavy SW. breeze this sloop while beating up the harbor, about 6 p. m., found it more than she could stand, even under reefed canvas, and was brought to dangerously close to the beach, $1\frac{1}{2}$ miles to the northward of the station. The life-savers went to her assistance, carrying an anchor and cable with which her own ground tackle was reinforced, and having thus rendered the craft secure, took her three occupants ashore, gave them dry clothing, and sheltered them for the night.
May 13	Am.str. Cadillac.....	Point Marblehead, Ohio, Lake Erie.	Stranded at 10.25 p. m., 7 miles NW. of station during foggy weather. Surfmenn answered signals of distress by pulling out in surfboat. When within a mile of her a small boat was sighted, with master and part of the crew. They were going ashore to telegraph for a tug. Master and one man were taken in surfboat and carried to telegraph station. Master returned to his vessel on tug, saying that the life-savers could render no further assistance. Steamer was released on the morning of the 16th.
May 13	Scow; no name.....	Grand Haven, Michigan, Lake Michigan.	About 8.25 p. m., the wind being fresh from the SW., with a growing sea, the keeper became apprehensive regarding the safety of a scow on which he knew a party of fishermen had been employed during the day 4 miles S. of the station driving piles for a pound net. He therefore had the surfboat launched,

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. May 13	Scow; no name.....	Grand Haven, Michigan, Lake Michigan.	and set out to ascertain their condition, meeting them attempting to tow back to port with a skiff. A line was placed aboard the scow and the life-savers took her to the end of the breakwater, where her crew, five in number, landed, and thence tracked the craft up the channel to her wharf.
May 14	Sloop Annie G.....	Oak Island, New York....	Lost her best bower on the 13th inst. when riding out a heavy blow 1½ miles E. of this station. On this date, at her master's request, the surfmen went to the spot and assisted to recover the anchor.
May 14	Am. sc. Bella Russell.	Bonds, New Jersey.....	Stranded 1 mile NW. of station during calm weather. Surfmen aided in heaving up her anchor, which had been run out to kedge her off. Helped to make sail and saw her safely headed for her destination.
May 14	Cat yt. Orville.....	Little Egg, New Jersey..	Mast carried away in rough sea and yacht disabled; anchored 1½ miles SE. of station. Station crew went to her assistance in surfboat, took her in tow, and succeeded in getting her inside the inlet. She was put alongside of a sloop, where the broken mast was taken out, and she was towed to Atlantic City for repairs.
May 14	Rowboat; no name..	Erie, Pennsylvania, Lake Erie.	Washed off the breakwater by the surf and set adrift in the lake. The lookout discovered it and informed keeper. Surfboat was manned and pulled out for it. Picked it up and towed it to a place of safety. Delivered it to owner the next day.
May 14	Tug George Stickney.	Holland, Michigan, Lake Michigan.	About 1 p. m., when 1½ miles NW. of the station, in the lake, towing a barge loaded with stove bolts, this vessel sounded a signal of distress, having parted her hawser in the high wind and strong sea. The life-savers at once went alongside, ran a new line to her consort, and made the same fast, after which the tow proceeded into port.
May 14	Fishboat; no name..	Cape Disappointment, Washington.	A fishboat, valued at \$200, which had been left at anchor near the wharf, was caught by the rising tide under one of the string beams, causing her to fill and sink. The surfmen, with lines and grappels, assisted her owner to raise the craft and bail her out.
May 15	Am. slp. Lucy Bell..	Short Beach, New York..	Stranded 2 miles W. of station while trying to enter the inlet. Surfboat went to her assistance. The sloop having filled with water, surfmen took the two men off and landed them. They were cared for by the Point Lookout Station, which furnished them with dry clothing from the supply donated by the Women's National Relief Association, and afforded them shelter and succor until the 20th. Keepers and crews of both stations aided in unloading and saving cargo of oysters, and worked on sloop until the 19th, when she was floated, though badly damaged. On the 20th, keeper and crew of the Point Lookout Station went to the spot where wreck had occurred and saved sloop's anchor and chain.
May 15	Am. sc. Lizzie Bell..	Little Egg, New Jersey...	Stranded on shoal 1½ miles S. of station in attempting to leave inlet, master not allowing for cut of the tide. Keeper and crew pulled out to her in the surfboat, headed her for deep water, and succeeded in floating her. Took her back into the harbor and anchored her.
May 15	Am. sc. Josephine D.	Brazos, Texas.....	Stranded in the breakers about 1 mile from station at 7.30 p. m. Surfman on the north patrol notified keeper of the casualty. Surfboat went to her assistance. Her anchor had been laid out, but

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. May 15	Am. sc. Josephine D.	Brazos, Texas.....	in a position to be of no service. Station crew picked it up and planted it in deep water. Some of them then jumped overboard and pushed, while schooner's crew hove on anchor. She was soon released and proceeded to her anchorage undamaged.
May 15	Am. tug John Owen.	Thunder Bay Island, Michigan, Lake Huron.	About 11 a. m., in response to four whistles sounded by this vessel, the surfboat pulled alongside, finding her machinery disabled and her master desirous of being landed in order to telephone the particulars to his owners. He was set ashore, and having accomplished his purpose was returned on board. Tugs arrived later from Alpena in reply to his report, and repairs were effected, which enabled the vessel to proceed.
May 16	Am. sc. John J. Perry.	White Head, Maine.....	Stranded on sunken ledge 1 mile E. of station, owing to light, variable winds and strong current. Patrolman discovered her and station crew went to her assistance in surfboat, ran hawser to another schooner, anchored near by, and hove her clear. Made sail and helped to work her into Seal Harbor.
May 16	Catboat J. J. Corbett.	Santa Rosa, Florida.....	Struck by a sudden puff of wind and capsized 3 miles NW. of station, throwing two men in the water. Life-savers started immediately to the rescue, but the men were picked up by two boats from the navy-yard before surfmen reached them. Keeper gave the boats a line and assisted in towing the overturned craft alongside of a sloop anchored off the navy-yard. Righted and bailed her out and fitted her up for use again.
May 16	Skiff; no name.....	.....do	Surfman discovered it on the beach $1\frac{1}{2}$ miles E. of station, on the bay side. He reported it to keeper, who sent some of the crew to take it to station to await owner.
May 16	Am. str. J. W. Westcott.	Thunder Bay Island, Michigan, Lake Huron.	In shoal water behind the reefs and in danger of grounding. Master being unfamiliar with the location, sounded signals of distress. Life-savers went to his assistance and piloted him clear. Gave him directions for proceeding to Huron Beach.
May 17	Smallboat; no name.	Georgica, New York.....	Two fishermen, who had gone offshore early in the morning to raise their nets, found the surf so heavy when reaching the outer bar upon their return that they feared to attempt landing. Their predicament having been observed by the lookout the life-savers pulled off to their aid, provided them with cork jackets, and piloted them to the beach in safety.
May 19	Am. sc. Waleska....	Grande Pointe au Sable, Michigan, Lake Michigan.	Missed stays and stranded about 11.30 p. m. $\frac{1}{2}$ mile to the southward of the station, the casualty being discovered by the patrolman almost simultaneously with its occurrence as he returned along his beat. The alarm was promptly given, but before the surfboat could be launched a man, who proved to be the captain of the vessel and who had landed in his own boat, the sea being light, approached and requested aid to secure a tug. The life-savers first proceeded to bring ashore the two men comprising the schooner's crew, using her yawl for the purpose, which was afterwards hauled up on the beach out of danger from the surf, one of their number then conveying the master to Ludington with the keeper's horse and buggy to make arrangements for a towboat. On the morning of the 20th, at 8.30 a. m., the

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. May 19	Am. sc. Waleska....	Grande Pointe au Sable, Michigan, Lake Michigan.	vessel was boarded, and the life-saving crew worked during the day transferring her cargo of shingles to a lighter and running lines to the steamer Sport, which had been engaged to release her. After some hard pulling she was floated at 5.15 p. m.
May 19	Am. str. E. M. Peck.	Old Chicago, Illinois, Lake Michigan.	Stranded on the reef off Hyde Park 6 miles S. of the station, about 2 a. m., her master at once dispatching a boat ashore manned by five of his crew to procure tugs and wreckers. The party landed at this point three hours later and were aided by the keeper to secure the required assistance, and furnished with breakfast before their return. Later the surfmen repaired to the scene of the casualty, but towboats being present no further service was required of them.
May 20	Am. slp. Sabino.....	Jerrys Point, New Hampshire.	Disasted and rendered helpless 2 miles SE. of station during fresh breeze and strong sea. Life-savers saw the casualty and keeper immediately telephoned to Portsmouth for a tug. Surfboat was launched and station crew went out to help the disabled sloop. Got all sails and rigging out of the water and secured on deck. When tug arrived, ran a hawser to her and towed sloop to harbor.
May 20	Slp. Kite	City Point, Massachusetts	Parted moorings during fresh SW. breeze and was driven against stone pier. Keeper and three surfmen went to her in launch and towed her out to an anchorage, but she was found to be leaking so fast that it became necessary to beach her on the mud flats until repairs could be made.
May 20	Slp. May R.....	.....do	Broke adrift from moorings and stranded $\frac{1}{2}$ mile from station at 8 p. m. Life-savers went to her assistance in launch and towed her to secure anchorage.
May 20	Am. str. Boaz	Louisville, Kentucky.....	Caught by the current while trying to enter the canal with her tow of barges and carried on the dam. Life-savers saw the danger and went to her assistance. Ran a hawser from the steamer to the shore; and when she started ahead, she cleared herself of the dam and went into the canal.
May 20	Barges (3); no names	.....do	In tow of steamer Boaz. One was run down by the steamer, and the other two were carried on the wing dam and sunk there. Life-savers were on hand, but could do nothing to prevent their total loss.
May 20	Am. str. Lizzie Walsh.	Grand Haven, Michigan, Lake Michigan.	Disabled at 12.30 p. m., when 1 mile SW. of the station, during a thick fog, by blowing out a hand-hole plate on the boiler; but before all the steam escaped a distress signal was sounded several times by her whistle, which attracted the attention of the lookout and the keeper. The latter at once dispatched one of the life-savers to summon a tug, and with the remainder of his crew set out in the surfboat to look for the vessel, missing her, however, in the thick weather, but continuing the search until 2.50 p. m., when, before a stiff NW. breeze, which raised a rough sea, the fog lifted, showing nothing in sight requiring assistance. Upon returning to the station, at 4.20 p. m., it was learned that the tug Deer, acting on the information sent by the keeper, had been successful in finding the disabled steamer close inshore, where the subsequent change of weather would have endangered her, and had brought the craft safely into port before it cleared up.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. May 20	Rowboat Alfred	Michigan City, Indiana, Lake Michigan.	Sighted by the lookout adrift in the lake, 2 miles to the westward of the station. The craft was picked up by the surfboat, towed ashore, and held to await a claimant.
May 21	Am. str. James H. Shrigley, Am. sc. Aloha.	Plum Island, Wisconsin, Lake Michigan.	Owing to an error in her compass both this steamer and the schooner, which was in her tow, stranded at 5.30 p. m., in hazy weather, on Whales Back Shoal, 12 miles WNW. of the station, their position being observed at daylight the following morning by the lookout. The surfmen reached the scene at 9.30 a. m., two tugs also arriving shortly afterwards with lighters and wreckers, who discharged a portion of the lumber cargo of the Shrigley, after which she was floated, apparently undamaged, through the efforts of the towboats, at 3 p. m., her consort being successfully released at 6 o'clock. The life-savers assisted throughout the day in running hawsers and whenever their services could be of avail, reaching the station on their return at 9.30 p. m., May 22.
May 22	Am. slp. William Johnson.	Fire Island, New York ...	Stranded during the afternoon about a mile N.E. of station, master being unacquainted with channel. Station crew launched surfboat and went to her assistance, laid out anchor and line, and tried to heave her off, but falling tide prevented. Next day surfmen again boarded sloop and at high water succeeded in releasing her undamaged. Keeper piloted her up the bay as far as Point of Woods.
May 22	Rowboat Mary.....	Sheboygan, Wisconsin, Lake Michigan.	This boat, in which two young men were engaged gathering driftwood on the river, capsized at 6.40 p. m., having been overloaded. In response to the alarm of the day lookout, who witnessed the accident, which occurred near the station, the surfboat was quickly on the spot, when the youths were picked up from the bottom of the overturned craft and the boat itself towed ashore.
May 22	Fish boat; no name.	Cape Disappointment, Washington.	Left anchored by the owner too close to the rocky beach adjoining the station, had a hole stove in her bottom by striking on a bowlder. The surfmen repaired the damage.
May 23	Am. slp. Okolono ...	Hunniwells Beach, Maine.	Anchored on a rocky lee shore where she would take bottom at low water, and undoubtedly be a total loss. Life-savers saw the danger and went to her assistance in station boat. Got her under way and took her to an anchorage in a cove sheltered from wind and sea.
May 23	Small boat; no name	.....do	Broke adrift from sloop Okolono; in danger of being driven ashore and damaged in the breakers. Surfmen picked it up with station boat and towed it to sloop.
May 23	Am. slp. Veronica...	City Point, Massachusetts	Parted moorings and was being driven rapidly toward a stone pier by SW. gale when discovered by the lookout. Signal of distress had been set and the life-savers answered promptly. They succeeded in reaching her with the launch before she struck the pier. Ran a line to her and towed her out of danger to secure berth. Had she struck the pier she would have gone to pieces in a few minutes, and the two men on board would probably have lost their lives.
May 23	Slp. Sparkle.....	Point Allerton, Massachusetts.	Stranded 1½ miles N. of station during SW. gale and in danger of going to pieces. Life-savers went to her assistance in surfboat. Found that the six men had landed in safety. Surfmen ran out anchors and hawser and succeeded

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897.			
May 23	Slp. Sparkle.....	Point Allerton, Massachusetts.	in releasing her. Hauled her off to a safe anchorage until wind moderated. Late in the evening her crew went on board and took charge.
May 23	Slp. Vernon.....	.....do	Adrift 1½ miles NW. of station and being driven by the SW. gale toward the rocks at Fort Warren, as the master was unable to handle her. Life-savers pulled to her in surfboat, reaching her just before she struck. Made sail on her and took her under the lee of Fort Warren. When wind moderated, master and two boys made their way home in her.
May 23	Sailboat Flora	Gurnet, Massachusetts ...	Two men, who had left this boat on Saquish Beach about 10 a. m., 1½ miles to the westward of the station, in such a position that she filled on the incoming tide, sought assistance from the keeper about noon to move her to a place of safety, the SW. breeze having meantime freshened to a gale. The surfmen at once tracked their dory close to spot and then pulled off to the craft, where they succeeded in saving the mast with much difficulty, as the waves were making a clean breach over her, but owing to the wind and sea were unable to accomplish anything further. Her bottom shortly afterward stove in and the boat came ashore in two pieces, the life-savers recovering whatever of value remained from the wreck when the tide receded. On August 31, surfmen returned to the owner the sloop's anchor, which had been found in the sand.
May 23	Catboat Gracie	Santa Rosa, Florida.....	Capsized about 1 mile NW. of station while sailing a race. Station crew saw the mishap, and quickly launching surfboat pulled to the rescue of the six men thrown overboard. They had been picked up by a boat close at hand at time of the capsize, but surfmen bailed out the craft and fitted her ready for use again.
May 23	Am. sc. Result.....	Thunder Bay Island, Michigan, Lake Huron.	Stranded during thick weather 4 miles N. of station at 11 o'clock the night of May 22. Keeper was notified of casualty at 11.30 a. m. and immediately started for scene with the crew in surfboat. Found the vessel full of water and her crew wet, cold, and hungry. Surf was so high that nothing could be done at that time. Took the two men and all loose articles to station. Next morning went to the schooner and worked at patching up the holes in her bottom. On the 25th, the weather having moderated, surfmen went again to the stranded vessel and finished patching up her bottom. With the aid of the yacht Florence C., succeeded in releasing her and taking her to station. On the 26th hauled her out on the ways and worked on her until the 29th, when she was launched ready for service. The two men were sheltered and succored at station during these operations. [See letter of acknowledgment.]
May 23	Am. sc. Joses	Racine, Wisconsin, Lake Michigan.	The wind being brisk offshore and no tug available, the life-saving crew assisted this vessel to make port by taking her lines from the end of the north pier and tracking her to a sheltered berth in the harbor.
May 23	Rowboats (2); no names.	Sheboygan, Wisconsin, Lake Michigan.	During a westerly gale two men attempted to recover a hat belonging to one of them, which had blown into the lake, by venturing after it in a small rowboat unprovided with oars. They were quickly driven offshore, and an onlooker, who

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. May 23	Rowboats (2); no names.	Sheboygan, Wisconsin, Lake Michigan.	started to their aid in a similar craft, soon found the weather too rough and vainly attempted to return. Surfmen went to the rescue and got the three men aboard, overtaking them $1\frac{1}{2}$ miles SE. of the station, but were unable to tow their boats ashore, as unincumbered it required two hours hard pulling to regain the beach to the southward of the station. The tug Sheboygan picked up the two boats and brought them into the harbor.
May 23	Sailboat; no name ..	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Anchor foul of rocky bottom $\frac{1}{2}$ mile N. of station, and owner requested assistance to raise it. Station crew went to his aid in the surfboat, but when a good strain was put upon the cable it parted. The surfmen took the two boats into the canal to a safe berth. Anchor not recovered.
May 23	Am. sc. Pride	Plum Island, Wisconsin, Lake Michigan.	Stranded on a shoal in Detroit Harbor. Two surfmen on their way in the supply boat to the post-office went alongside the schooner and assisted her crew to carry out a kedge anchor and heave the vessel afloat, after which they remained by her until she was secured at a wharf.
May 25	Am. slp. Claude L...	Sandy Hook, New Jersey.	Peak halliards parted, and sloop became unmanageable and stranded on the point of the Hook at 9.15 p. m. She was immediately discovered and station crew ran out anchors but could not heave her afloat that night owing to falling tide. Next day released her without damage and she went on her way.
May 27	Yawl Lois	Mosquito Lagoon, Florida	When returning to the station in the supply boat by way of Hillsboro River from a trip to New Smyrna, the keeper came upon this yawl aground on a sand bar. He aided to plant anchors with which the master floated the yawl unaided on the next high tide.
May 27	Flat; no name	Louisville, Kentucky	Capsized below the cross dam, imperiling the lives of four men. Alarm was instantly given and station boat was hurried to the rescue. Life-savers pulled the men out of the dangerous waters and carried them to station in safety. Caught their flat and towed it ashore.
May 27	Pile driver; no name.	North Manitou Island, Michigan, Lake Michigan.	A pile driver on which three men were at work near the station parted her cable and was drifting rapidly offshore before a fresh land breeze. In response to the alarm the surfboat hastened to the assistance of the craft, which was shortly overtaken, towed to the beach, and properly secured.
May 29	Slp. Allianca	City Point, Massachusetts.	Struck by a sudden squall and capsized $\frac{1}{2}$ miles NE. of station, endangering the lives of three men. One of the launches patrolling in the vicinity hastened to the rescue and hauled the three men out of the water. As the casualty had been seen at the station also, keeper and three of the crew started at once for the scene in the other launch. The sloop was righted and towed to basin at City Point.
May 29	Am. str. Ionia	Bois Blanc, Michigan, Lake Huron.	Stranded 4 miles S. of station at 6 p. m. Surfmen answered signal of distress by pulling out to her in lifeboat. Sounded around for the best water and waited to see if tug could float her. As she was not released, master sent for wrecking tug. Surfmen aided in handling towline, and after a short pull steamer was hauled afloat uninjured.
May 30	Am. sc. Edna	Crumple Island, Maine	Anchored in dangerous location during thick fog and crew unable to raise her anchor. Surfmen assisted in getting up anchor and piloted the vessel to safe berth.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. May 30	Am. slp. yt. Ionian..	City Point, Massachusetts	Dragged anchors and fetched up against the pier, where she was in danger of being stove. Life-savers hauled her clear of the pier, and with much difficulty towed her, against fresh breeze, to safe anchorage.
May 30	Small boat; no name	.....do	Lost her sail and became unmanageable. The three men began making signals for help, and the launch went to their assistance. Took them into launch and towed their boat to Dorchester.
May 30	Fishing boats (3); no names.	Fort Point, California.....	One of these boats capsized near the Mile Rocks bell buoy, about 3 miles from the station. The other boats rescued her crew of two and attempted to tow her in, when one of those was capsized in a tide rip. The life-savers came up in time to rescue the occupant, and took charge of both capsized boats and the three men. Keeper hailed the tug Sea Witch, passing by, which took the men on board and towed the boats to San Francisco.
May 31	Catboat Gracie.....	Santa Rosa, Florida.....	Capsized 3 miles from station, throwing the occupant into the water. The man had been picked up by a boat from the navy-yard when surfmen reached the scene, but he was taken into surfboat and the overturned craft was towed to the navy-yard wharf. Righted and bailed her out and made her ready for service again.
May 31	Naphtha launch Ninita.	Charlotte, New York, Lake Ontario.	Machinery being disabled, master beached her 7 miles E. of station. Surfmen manned lifeboat and went to her assistance. Owing to strong wind and sea, nothing could be done that day, so lifeboat was left on the beach and surfmen returned to station. On June 2, sea having moderated, life-savers went back to the launch, got her afloat, and towed her to Charlotte.
June 1	Am. str. E. A. Shores, jr.	Point Marblehead, Ohio, Lake Erie.	Mistook range lights and stranded 7 miles southeast of station at 8.30 p. m., but made no signals of distress and was not discovered by surfmen until daylight the next morning. Surfmen went to her assistance and aided in lightering 700 barrels of salt, after which tugs hauled her afloat and towed her, uninjured, to Sandusky.
June 1	Rowboat; no name..	Yaquina Bay, Oregon.....	In attempting to row across the river, two women and two children were taken up the stream without making any headway for their destination. One of the surfmen went to them in station boat and towed them across to Newport.
June 2	Small boat; no name	Brant Rock, Massachu- setts.	Capsized by a sudden wind squall $\frac{1}{2}$ mile from station, throwing its two occupants into the water. Keeper and two men jumped into a fish boat near by and pulled quickly to the rescue. The men clung to the boat until their rescuers arrived, and were then picked up uninjured. The boat was recovered, righted, and towed ashore, and the two men were safely landed near their cottages.
June 2	Skiff; no name.....	Duluth, Minnesota, Lake Superior.	Adrift in the harbor and in danger of being lost. Surfmen picked it up and towed it to station. Later in the day it was delivered to owner.
June 2	Skiff; no name.....	.....do	Adrift. Surfmen secured it and took it to station, where it was held to await the call of the owner.
June 2	Fish boat; no name.	Point Adams, Oregon	Capsized by the surf while salmon fishing at the mouth of the Columbia River, throwing the two fishermen into the breakers and seriously endangering their lives. Life-saving crew were in the immediate vicinity of the fishing fleet and

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. June 2	Fish boat; no name.	Point Adams, Oregon	promptly pulled to the rescue. The men were picked up, but owing to the rough sea and the great danger to other fishermen, the boat and net could not be attended to. They were recovered by other boats near by.
June 2	Fish boat; no name.	.....do	While fishing in the Columbia River near the preceding boat, this one was struck and split by a big breaker, imperiling the lives of two men, who were rescued by the surfmen.
June 2	Skiff Carrie	Coquille River, Oregon ...	In attempting to land it was thrown by the sea on a rock 2 miles S. of station and $\frac{1}{2}$ miles offshore. The two men succeeded in climbing upon the rock, but could not reach the mainland. The lookout shortly afterwards saw them and reported to keeper. Surfmen pulled out to the rescue, and after much difficulty, on account of the surf, succeeded in getting the men into the lifeboat, together with their fishing gear. Landed them safely on the beach below the lookout.
June 3	Am. sloop Anna T....	Coney Island, New York .	Parted cable and stranded $\frac{1}{2}$ mile E. of station at 7 p. m. Keeper went to her in small boat and offered assistance. Anchor was laid out in the channel, and as the wind was favorable, keeper advised master to hoist reefed mainsail and heave on anchor. This was done, and sloop was almost afloat, when the anchor started and she went up on the bar again. Anchor was laid out a second time, but falling tide prevented further work that night. In the morning keeper again boarded sloop and helped to throw overboard her cargo of fish. As tide did not rise high she was not released, but the next tide being higher, she was finally hove afloat. Keeper piloted her to secure anchorage in Sheepshead Bay.
June 3	Pile driver; no name	Ottawa Point, Michigan, Lake Huron.	Adrift 3 miles SW. of station; crew launched surfboat and pulled out; found it in good condition and towed it ashore; hauled it on the beach in a safe place to await owner.
June 3	Catboat; no name...	Old Chicago, Illinois, Lake Michigan.	Being driven offshore by the wind with five inexperienced men in charge. Realizing their danger they made signals for help with their handkerchiefs; lookout saw the signals and notified keeper; surfmen pulled out and the boat was towed safely into the harbor.
June 3	Sailboat; no name...	Plum Island, Wisconsin, Lake Michigan.	Rudder disabled; lighthouse keeper requested station crew to make repairs; keeper detailed a surfman to do the work.
June 4	Am. sc. Ida Jane....	Pentwater, Michigan, Lake Michigan.	Missed the entrance to harbor in the darkness, and anchored in lee of the north pier to prevent stranding. Keeper and crew went to her assistance in surfboat and ran lines to pier; helped to weigh anchor, so she could stand out into the lake and make another attempt to get inside. After two tacks offshore she made harbor in safety.
June 4	Sailboat; no name...	Plum Island, Wisconsin, Lake Michigan.	Struck by a heavy squall $\frac{1}{2}$ miles from station, endangering the lives of three men. Seeing that they were unable to pull or sail against the wind and sea, and that they were drifting out into the lake, keeper and two surfmen manned station boat and hastened to the rescue. The men were transferred to station boat, and together with their boat, were taken to a safe harbor.
June 5	Catboat Tidy	Duluth, Minnesota, Lake Superior.	Struck by a squall $\frac{1}{2}$ mile SW. of station and became unmanageable. Surfmen pulled out in lifeboat and found

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897.			
June 5	Catboat Tidy.....	Duluth, Minnesota, Lake Superior.	the man unable to handle his craft. Took him into station boat and towed his boat ashore, landing him near his home.
June 6	Am. slp. yt. Indra...	Fletchers Neck, Maine ...	Dragged anchors and stranded about 1 mile NW. of station. Keeper procured three men (inactive season) and went to her assistance. Ran out two anchors and shored her up so she would not pound on the rocks when high water made. At high tide made efforts to heave her afloat but failed. Rove a masthead tackle and hove her on her bilge; then by heaving on the anchors succeeded in releasing her uninjured.
June 7	Slp. Comas	Saluria, Texas	Struck by head winds and kept from reaching her destination. Having thirty passengers on board, the supply of fresh water gave out. At master's request, keeper furnished two barrels of fresh water, and the sloop proceeded to Port Lavaca.
June 8	Slp. Edith A	City Point, Massachusetts	Mast carried away in fresh breeze. Life-savers went to her assistance in launch and towed her to her moorings off City Point.
June 8	Am. sc. Jose's.....	Racine, Wisconsin, Lake Michigan.	Parted her head moorings at 4.30 a. m. and swung across the channel. Lookout pulled over in station boat, and as there was no one on board he ran lines to dock again and succeeded in warping her alongside.
June 8	Fish boat No. 25....	Cape Disappointment, Washington.	Capized by the breakers while fishing on Peacock Spit. The life-savers were in the vicinity and pulled to the rescue of the two men, but having wind, tide, and sea against them, made slow progress. One man was found entangled in the net, but was pulled clear and taken into the surfboat; the other had just been washed away from the boat, and was about to sink, when Surfman Stoner jumped overboard and saved him. Crew assisted in picking up the net and gear, and righted the boat.
June 9	Br. sc. Earl of Aberdeen.	Cuttyhunk, Massachusetts.	Stranded at 1 o'clock in the morning $\frac{1}{2}$ mile from station. Acting keeper boarded her at daylight and gave master valuable information about tides and deep water. She was released by contractors in the afternoon, and taken to secure anchorage undamaged.
June 9	Skiff; no name.....	Louisville, Kentucky.....	Endangered in the Kentucky chute of the falls with two boys in it. Station boat was manned and pulled to their assistance. The skiff was caught and towed out of the falls, the boys being landed in safety at station.
June 9	Am. Str. Richard Martini.	Middle Island, Michigan, Lake Huron.	Stranded on reef, 4 miles from station, while putting out from wharf. Life-savers went to her assistance in surfboat, and aided in unloading a part of her deck load of cedar posts. Two hours later she succeeded in backing off uninjured, after which surfmen assisted in reloading the posts.
June 10	Am. slp. Magic.....	City Point, Massachusetts	Dragged anchor and was driven against the iron pier at Pleasure Bay, carrying away her topmast. Surfmen went to her assistance in launch, and after an hour's work hauled her clear and towed her to a secure anchorage.
June 10	Br. sc. A. G. Heisler.	Cahoons Hollow, Massachusetts.	Stranded shortly after midnight 2 miles S. of station during thick fog. A man on the beach discovered her at 6.30 a. m. and succeeded in reaching a line thrown from the end of her jib-boom. The crew of five men then landed safely. They were taken to station and given shelter and succor for two days, some of them being furnished with dry clothing. Keeper secured transportation to Boston for them. Vessel was a total loss.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. June 10	Br. sc. Walter Miller.	Orleans, Massachusetts...	Stranded on Nauset bars, 2½ miles N. by E. from station, during dense fog. Superintendent Sparrow was informed and he immediately telephoned Orleans Station. The message was heard at Nauset Station also, and both keepers (inactive season, crews disbanded) hastened to the rescue. Keeper of Nauset Station, with one surfman, made for the gear of the Massachusetts Humane Society's station, which was close to the wreck. Keeper of Orleans Station hitched his horse to beach wagon and started for the scene, accompanied by his brother. In the meantime the keeper of the Massachusetts Humane Society's house had learned of the wreck, and he and the citizens near by quickly got out the beach apparatus and transported it to the south side of the inlet opposite to wreck. The Hunt gun was soon ready for use, a successful shot was fired, and in 20 minutes communication was established. Keeper Charles, of the Orleans Station, arrived with his apparatus just as the shot was fired, and he and Keeper Bearse, of Nauset Station, gave all possible assistance with the gear. The sea was sweeping over the after part of the vessel, and the crew were all driven forward, where the master's wife was also sheltered as well as possible. The five men and the woman were safely landed in the breeches buoy, and all were taken to station, where dry clothing was furnished. The master's wife was given medical treatment and soon recovered from the effects of her experience. After they had been made comfortable keeper hoisted the "assembly" flag, and the crew assembled at station. Surfboat was carted abreast of wreck and launched. The wreck was boarded and surfmen saved the crew's clothing, though badly damaged. The crew were cared for at station until the 14th, when keeper secured passes for them to Boston. At midnight on the 17th the schooner was released by tugs and towed to Boston.
June 10	Slp. Oneco	Cuttyhunk, Massachusetts.	Three men in the skiff belonging to this sloop tried to get on board from the shore, when the skiff filled and they were thrown into the surf. Acting keeper saw their danger and jumped into the breakers and rescued them. A fourth man, who had been left in the sloop, now signaled for assistance. The acting keeper went out in dory, anchored sloop securely, and landed the frightened man. They were all sheltered at station during the night.
June 10	Slp. Millie K.	Cape May, New Jersey...	Stranded 1½ miles NW. of station at 2 a. m. The sea threw her around broadside against one of the jetties and stove a hole in her side. Early in the morning keeper mustered a crew (inactive season) and went to her assistance. Ran out two anchors, and after working on her for five hours succeeded in heaving her into deep water. Took her back into harbor for repairs.
June 11	Am. str. M. G. Hausler.	South Chicago, Illinois, Lake Michigan.	On fire at wharf 200 yards S. of station. Lookout discovered the fire at 4 a. m. and instantly gave the alarm. Surfmen hastened to the steamer in surfboat, carrying force pump and hose. After working for an hour and a half the fire was extinguished.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897.			
June 11	Fish boat Defender.	Golden Gate Park, California.	Drifted ashore on May 30, $\frac{1}{2}$ mile N. of Point Lobos, and remained until this date, when keeper and two men assisted in launching her. She was taken into harbor where damages could be repaired.
June 12	Am. sc. Saarbruck ..	Cross Island, Maine.	Stranded on sunken ledge $\frac{1}{2}$ mile N.W. of station. Keeper pulled out in small boat, took in her sails, and sounded around for deep water. Helped to keep her free of water, and as tide rose hauled her afloat and worked her into Cross Island narrows.
June 14	Dory; no name	City Point, Massachusetts	Adrift in the bay and in danger of being lost. Two of the surfmen discovered it and towed it to a safe place for owner.
June 14	Skiff Ajax	Louisville, Kentucky	In danger from the rapids in the Kentucky chute of the falls, imperiling the lives of three men. Keeper manned one of the station boats and went to the rescue. Skiff was soon overtaken and towed to safe water.
June 14	Rowboat; no name ..	Evanston, Illinois, Lake Michigan.	Capsized at 9.30 p.m., throwing three men and a woman into the lake. Keeper and surfman, hearing cries for help, jumped into small boat and pulled in direction of the sounds. A sailboat close at hand rescued the party before life-savers arrived. Keeper and surfman righted the boat and towed it to the clubhouse where it belonged.
June 14	Am. str. S. B. Barker	Ship Canal, Michigan, Lake Superior.	Stranded 8 miles SE. of station at 1 o'clock in the morning with a pleasure party of 29 people on board. Life-savers proceeded in surfboat, in tow of tug, to assist in floating her. Ran a line to tug and succeeded in releasing the steamer after half an hour of hard pulling.
June 15	Slp. Ariel	City Point, Massachusetts	Rudder carried away during squall. Three of life-saving crew went to her in launch and towed her to East Boston.
June 15	Small boat; no name.	Point Marblehead, Ohio, Lake Erie.	Adrift 4 miles NE. of station. Crew pulled out and towed it in. Delivered it to owners in good condition.
June 15	Amr. str. Philetus Sawyer.	Bois Blanc, Michigan, Lake Huron.	Man injured on board and master wanted him transported to Cheboygan for treatment. Keeper took the man to station and dressed his injured leg temporarily, then sent him with two surfmen to Cheboygan.
June 15	Skiff; no name.	Duluth, Minnesota, Lake Superior.	Adrift in the bay and in danger of being lost. Life-savers picked it up and delivered it to owner.
June 16	Sloop; no name	City Point, Massachusetts	Carried away her rudder during fresh breeze. Three surfmen went out to her in launch and towed her to the landing at City Point.
June 17	Sailboat; no name..	White River, Michigan, Lake Michigan.	Capsized $\frac{1}{2}$ mile SE. of station in White Lake, throwing the occupant in the water and endangering his life. Life-savers went to the rescue and picked up the man, who had climbed on the bottom of the upturned boat, righted it and bailed it out, took it ashore, and put the man on ferryboat.
June 17	Small boat; no name	South Haven, Michigan, Lake Michigan.	Adrift in the lake with a small negro boy in it unable to paddle back into harbor. Station boat was launched and pulled out to his aid. Found that he had only a piece of board for an oar and that the boat had one side split off. Rescued the boy, and as the boat was worthless, did not attempt to save it.
June 18	Am. str. F. and P. M. No. 1.	Evanston, Illinois, Lake Michigan.	Stranded on the beach opposite north patrol post at 3.40 a.m. during fog. Mate landed and asked patrolman to telephone for tug. This was done and surfboat was launched to take mate back to his vessel and to run lines on arrival of tug. When surfmen had pulled out in the lake, it was found that the steamer had released herself. The mate was put on board and the steamer proceeded to her destination.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. June 18	Am. sc. Elizabeth...	Two Rivers, Wisconsin, Lake Michigan.	Sprung a leak 4 miles outside of harbor, but worked to the entrance, where surfmen aided in towing her up to station wharf. Found 3 feet of water in her. Station force pump was put on board, and after four hours' work she was cleared.
June 18	Am. sc. Little Georgy	.....do	Unable to sail into harbor. Surfmen aided in towing her in from the entrance, no tug being at hand.
June 18	Fish boat; no name.	Cape Disappointment, Washington.	Partly swamped in the breakers with oars swept away. The two men in it signaled for help. Life-saving crew promptly pulled to their assistance, towed them out of danger, and picked up the oars and returned them.
June 19	Slp. yt. Quisset.....	City Point, Massachu- setts.	Disabled in Quincy Bay, 2 miles from station by mast being carried away. Life-savers went to her in station launch and towed her safely to her moorings off City Point. (See letter of acknowledgment.)
June 19	Rowboat; no name.	Louisville, Kentucky.....	At 5.20 p. m. lookout gave the alarm that a rowboat with a boy in it was in danger in the Indiana chute of the falls. Keeper dispatched boatmen in station boat to the boy's aid. His craft was overtaken, and they were towed safely to the station.
June 19	Am. sc. Mary E. Dykes.	Ludington, Michigan, Lake Michigan.	Sprung a leak alongside of the pier, and was in danger of sinking. At 10 p. m. master requested the surfmen's aid in working the pumps, as his own men were exhausted. Four surfmen were sent to aid him, and they worked throughout the night to keep the schooner afloat.
June 19	Skiff; no name.....	Racine, Wisconsin, Lake Michigan.	Out in the lake 2 miles SE. of station, with four small boys in it. A dangerous squall was seen to be approaching, so keeper launched surfboat, and pulled out for the skiff. The boys had started to pull for the shore, but the squall struck them when they were still a mile away. When the surfmen reached them they were almost exhausted. Their boat was taken in tow, and they were landed in safety at the nearest point.
June 20	Slp. Kit.....	City Point, Massachusetts	Struck by a squall 2 miles SE. of station at 7.40 p. m. and became unmanageable, endangering two lives. Surfmen went out to her in launch and found her sail split and a quantity of water in her. Towed her to station and took care of the man and his son for the night.
June 20	Slp. Undine.....	Cuttyhunk, Massachu- setts.	Struck a rock while beating into the harbor on the night of the 19th; stove a hole in her bottom, but the crew managed to work her alongside of a schooner anchored near by, where she was made fast, though full of water. The three men then landed in their skiff and were sheltered at station during the night. Next morning keeper secured three surfmen (inactive season) and went to help raise the sloop. She was hauled out of the water with the schooner's halliards sufficiently to bail her out. She was then taken to Cuttyhunk Pond, where she was hauled out and the hole stopped up.
June 20	Sloop; no name.....	Charlotte, New York, Lake Ontario.	Two men sailed out of the harbor in this sloop and were unable to get back. Station crew pulled out to their assistance and towed them safely inside the harbor.
June 20	Flatboat; no name..	Louisville, Kentucky.....	In the rapids of the Ohio, imperiling the lives of two boys. Lookout gave the alarm and station boat was sent to the rescue. The boys were towed out of danger and put ashore.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897.			
June 20	Am. str. Harvey J. Kendall.	Two Heart River, Michigan, Lake Superior.	Surfmen were called out by signals from this steamer, and keeper was requested to land ten men, it being too rough to land them in the steamer's yawl. The men were safely landed and three hours later were put aboard again, three trips being made with the surfboat in this service.
June 20	.....do	Muskallonge Lake, Michigan, Lake Superior.	Stopped off station and signaled for the crew. Keeper and crew went out in surfboat and learned that master wanted a passenger landed. The man was put safely ashore and the steamer proceeded on her way.
June 20	Sailboat E. M. Wilson.	Duluth, Minnesota, Lake Superior.	Stranded on a sunken crib $\frac{1}{2}$ mile from station. Surfmen pulled out in lifeboat and soon hauled it afloat undamaged.
June 20	Canoe; no name	Muskegon, Michigan, Lake Michigan.	Filled and capsized during fresh NW. breeze 3 miles from station, endangering the life of the occupant. Station boat was launched and surfmen started out with all possible speed. The man was found astride of his overturned canoe. He was taken into station boat and made comfortable, while the canoe with its belongings was taken in tow. They were carried to a safe harbor where the man was well cared for.
June 21	Sloop; no name.....	Ottawa Point, Michigan, Lake Huron.	Capsized 3 miles from station by a sudden squall; five men on board. Lifeboat was quickly manned and the crew pulled hastily to the rescue, but a yawl from a schooner at a dock near by was sent out and picked the men up before lifeboat reached them. Surfmen took yawl in tow and landed the men, then returned to the capsized craft, picked up hats and gear, and towed her under a lee, where she was hauled out. Took her to owner at lighthouse dock.
June 21	Skiff; no name.....	Sturgeon Point, Michigan, Lake Huron.	Surfman found it on the beach 3 miles N. of station. It was carried to station and owner notified.
June 24	Sloop; no name.....	Cuttyhunk, Massachusetts.	Leaking. Master beached her in order to caulk seams. Keeper found her on an exposed and stony point, where she was in danger from the sea in case of a shift of wind to the northward. He helped to caulk and patch her up, and at high water tried to float her, but without success. At next low water keeper aided with labor and material in getting sloop in better condition. She was floated on the 25th and left for her destination.
June 24	Sailboat Arnetta....	Duluth, Minnesota, Lake Superior.	While sailing for pleasure around the bay with a party of eight men and women and a boy on board, the boat stranded on a sunken crib $\frac{1}{2}$ mile W. of station at 8.10 p. m. Surfmen pulled to their assistance in lifeboat. Some of the passengers were taken off by two skiffs, arriving at the same time, but surfmen took the boy in lifeboat and succeeded in hauling the sailboat afloat. The boy was safely landed and given in charge of his friends.
June 24	Scows (2); no names.	Old Chicago, Illinois, Lake Michigan.	Broke adrift from moorings and swung across the channel, obstructing navigation. Three of the surfmen made them fast in place at dock again.
June 24	Am. sc. Minnie Slau-son.	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Signaling for assistance while at anchor near station, crew went out in surfboat and found her leaking. Master was signaling for tug, but as none responded station crew landed him so he could telegraph for a steam barge to tow his vessel to Chicago. When the steamer arrived surfmen put master on board of his vessel and aided in weighing anchor.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. June 24	Am. sc. Emily and Eliza.	Plum Island, Wisconsin, Lake Michigan.	Disabled through collision with another schooner, jib-boom and jib stays being carried away, and vessel drifting helplessly toward the reef at the NW. point of the island. At 8.10 a. m. distress signal was heard through the fog, and station supply boat was manned and pulled in the direction of the sounds. Schooner was found $1\frac{1}{2}$ miles from station. She was towed to secure anchorage near station. A new spar was obtained and surfmen set to work fitting and rigging it. By 9.30 p. m. repairs had been made and the schooner was ready to resume her voyage.
June 25	Am. sc. Samuel Lewis.	Fletchers Neck, Maine....	Anchored in a dangerous position near an ugly point of rocks during thick weather, master being ignorant of his location. Keeper heard a sound signal and kept a lookout for the vessel. When fog lifted a little he boarded her with a surfman, informing master of his position. As soon as a breeze sprang up, schooner's anchor was weighed and keeper piloted her clear of rocks, whence her course was laid for Portland.
June 25	Catboat D. G. Agnew.	Cold Spring, New Jersey..	Driven ashore at 6 p. m. near station during heavy wind and rain squall, the two men in her being unharmed. As she was well up on the beach, keeper could do nothing toward launching her that night. Next morning she was floated and taken undamaged to safe anchorage in Cold Spring Inlet.
June 25	Am. str. David W. Rust.	Fort Niagara, New York, Lake Ontario.	Stranded on a shoal $3\frac{1}{2}$ miles NW. of station at 6.45 p. m. Keeper and crew went out to her and aided in getting her anchor and chains aft, but as she did not work off, transported them forward again, where they were let go overboard. It was then decided to wait till daylight before further efforts to release her. But at 2.30 a. m. the wind freshened and the sea began to roll up, causing considerable motion. Another trial was then made with the engine, and she was backed off into deep water. Surfmen helped to get anchors and chains on board again. [See letter of acknowledgment.]
June 25	Naphtha launch Restless.	Louisville, Kentucky.....	Discovered by lookout above the cross dam of the falls with three men in it. The treacherous current was carrying it down, almost broadside, to the dam. Boat's crew pulled promptly to the rescue, and boatmen called out to the pilot to head upstream. This was done and the launch steamed slowly out of danger.
June 25	Am. str. Pewaukee..	Plum Island, Wisconsin, Lake Michigan.	Stranded 12 miles W. of station at 4.15 a. m. Keeper and crew answered signal of distress by going out to her in station boat. Found that some of the men had gone ashore in yawl to telephone for tug. As they did not return for several hours, master asked surfmen to go in quest of them. They were met returning to steamer, and being tired by the long pull, three surfmen were transferred to the yawl to row it back. Tug arrived at 8.10 p. m. Station crew assisted in handling lines until steamer was released at 8.40 the next morning.
June 26	Slp. Empress.....	City Point, Massachusetts.	Struck by a sudden squall; knocked down and filled with water, endangering the lives of five men. Surfmen hastened to their assistance in station boat. The sloop had righted herself, but the men were intoxicated and could not handle her. Surfmen reefed the sail and worked her safely to her moorings.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. June 26	Catboat Barber Shop	Erie, Pennsylvania, Lake Erie.	Capsized $\frac{1}{2}$ mile W. of station, imperiling the lives of two men. Life-savers pulled out quickly in station boat and rescued the men. Towed the boat to pier, righted, and bailed it out.
June 26	Catboat Freak	Cleveland, Ohio, Lake Erie.	Capsized with three boys near station. Surfmen hastened to the rescue in station boat and took them out of the water, landing them in safety at station. Owner of boat went out and secured his property.
June 26	Am. sc. White Foam.	Bois Blanc, Michigan, Lake Huron.	Sunk near the dock, 5 miles N. of station, loaded with coal. Surfmen went to her assistance in lifeboat and began to unload the coal. A team was procured shortly after this work was begun; station line was run ashore, tackle hooked on, and the team hitched to the tackle, with the view of hauling the sunken craft into shoal water and getting her deck above it. The darkness prevented this being done, but early next morning it was accomplished, and by 10 a. m. she was pumped clear of water. Hauled her alongside of dock and secured her. [See letter of acknowledgment.]
June 26	Am. sc. Little Georgy	Two Rivers, Wisconsin, Lake Michigan.	No tugs being at hand, and master wishing to leave port, surfmen took her line on pier and tracked her to the entrance of harbor, where sail could be made.
June 27	Rowboat; no name.	City Point, Massachusetts	In charge of an intoxicated man, who, while leaning over the stern, lost his balance and fell overboard. Surfmen went to the rescue in launch and hauled the man out of the water. Made a line fast to the boat and towed it to station. Rubbed the man down and furnished him with dry clothes. Later in the afternoon took him to his destination.
June 27	Am. slp. yt. Alert ...	Cleveland, Ohio, Lake Erie.	Dismastred by sudden squall 1 mile from station. Keeper and crew went to her aid and found her at anchor with eight men aboard; mast and sail were in the water alongside. Surfmen helped to clear away the wreckage, then towed the yacht into harbor.
June 29	Catboat; no name....	.....do	Capsized at entrance to harbor, throwing the two occupants into the water. Surfmen started at once to the rescue in surfboat, but the men were picked up by a boat near by at time of accident. Surfmen righted boat and towed it to station, where it was hauled out on the dock.
June 29	Raft; no name.....	.....do	Drifting out into the lake with two boys on it. Keeper and crew pulled out to them in surfboat and found that they were being driven offshore, and raft in danger of sinking. The boys were taken into surfboat and safely landed.
June 30	Am. str. W. G. Butman.	White Head, Maine.....	While towing a raft of timber, the raft broke away 1 mile SW. of station and hawser fouled steamer's propeller, rendering her helpless. Keeper saw her danger and pulled out to her in station boat. Anchored her to prevent her drifting ashore. He then proceeded to clear hawser from propeller, and after two hours' work succeeded. Recovered part of raft, which was towed to Port Clyde. Next morning assisted in floating the rest of the timber, it having drifted ashore.
June 30	Small boat; no name.	.....do	Broke adrift from steamer W. G. Butman, together with the raft she was towing. Keeper recovered it with station boat and returned it to steamer.
June 30	Am. sc. M. K. Rawley.	New Shoreham, Rhode Island.	Stranded at night during thick fog $\frac{1}{2}$ mile from station. Keeper was notified of casualty at 3.40 a. m., and with two men launched boat and pulled out to the en-

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. June 30	Am. sc. M. K. Rawley.	New Shoreham, Rhode Island.	dangered craft. Master was advised to secure tug to haul his vessel off. This was done, and the schooner was released without damage. Keeper assisted in making sail and saw her safely on her way to New York.
June 30	Am. tug Gladiator.	Two Heart River, Wisconsin, Lake Superior.	Unable to find Little Two Heart River on account of the fog and sounded signals for assistance at 6 a. m. Life-saving crew pulled out in surfboat and piloted her to the beach. Ran hawser from tug to a lighter there for towing out.
June 30	Lighter; no name.	.....do	Close to the beach 3 miles E. of station, where tug could not reach it. Surfmen towed it out to tug and ran line to it with surfboat.

SERVICES OF CREWS (MISCELLANEOUS).

Date.	Service rendered.	Section and locality.	Nature of casualty.
1896. July 1	Shelter and succor.	Cold Spring, New Jersey.	A seaman, who had deserted the Five Fathom Bank Light-ship on the night of June 29, in a small boat, was nearly drowned by the swamping of his boat in the surf, and came to the station at 3.30 a. m. in an exhausted condition. He was given stimulants, dry clothing, and shelter for the remainder of the night, leaving for his home after breakfast.
July 2	Assistance to harbor master.	Grand Haven, Michigan, Lake Michigan.	The life-saving crew assisted the harbor master from 8 a. m. to 4 p. m. to take soundings in the channel.
July 2	Rescue from drowning.	Racine, Wisconsin, Lake Michigan.	A boy, 9 years of age, who was playing on the deck of a tug, fell overboard near the station. The keeper and lookout both plunged in after the lad, the former effecting his rescue. He was taken to the station, provided with dry clothing, and then sent home.
July 3	Assistance to county authorities.	Grand Haven, Michigan, Lake Michigan.	Three of the life-saving crew rove off halliards on the flagstaff of the county building, the authorities being unable to get anyone else to perform this service.
July 4	Extinguishing fire.	.....do	At 7 p. m. fire was discovered by the lookout in two separate spots among some piles of refuse alongside the south pier. The life-saving crew extinguished the flames before any damage resulted.
July 5	Recovery of body.	Point Judith, Rhode Island.	Word having been brought to the keeper that the body of a drowned man had come ashore at Sand Hill Cove, he notified the coroner, and preceding him to the spot drew the remains above high-water mark, and kept watch over them until the arrival of the latter official.
July 6	.....do	Milwaukee, Wisconsin, Lake Michigan.	While the surfman on patrol duty, between 4 and 6 a. m., was walking his beat he found, lying in the edge of the surf, the body of a man, who had cut his throat with a razor. He notified the keeper by telephone, and the surfboat came to the spot and conveyed the remains to the Northwestern depot, where they were delivered to the coroner.
July 6	.....do .....	.....do	The body of a man was discovered floating in the river near the station during the afternoon. It was picked up by the life-savers and turned over to the coroner.
July 7	.....do	Louisville, Kentucky.	A telephone message having been received at the station to the effect that a man had been drowned in the river, about 2 miles to the eastward of the city, the keeper dispatched a boat to the scene,

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1896. July 7	Recovery of body...	Louisville, Kentucky.....	provided with grapnels and lines, and the surfmen were soon successful in recovering the body. It was taken ashore and the coroner notified.
July 7	Transportation	Pontwater, Michigan, Lake Michigan.	A sailor, who had been casting off the lines of his vessel as she got under way, was left on the pier. He was put on board by one of the surfmen in the small boat.
July 7	Recovery of body...	Michigan City, Indiana, Lake Michigan.	A boy, who could not swim, got out of his depth while bathing near the station and was drowned. The life-savers hastened to his assistance when he was seen to sink, and the keeper dove for him seven times, but the sea grass was so thick that he could see nothing. The body was soon hooked with a pike pole, however, and brought to the surface, when an effort was made to restore vitality by practicing the Service methods of resuscitation, but without success.
July 8	Rescue of animals ..	Sturgeon Point, Michi- gan, Lake Huron.	Two horses, attached to a heavily laden wagon, were precipitated into the water, a portion of a wharf giving away. The life-saving crew hastened to their assistance, cut the harness loose, and swam the animals ashore; then got the vehicle back on the wharf. One of the team was partially under the load when the surfmen arrived and was undoubtedly saved by them from being drowned.
July 8	Clothing furnished..	Old Chicago, Illinois, Lake Michigan.	Two men, who had capsized in a skiff at a point not visible from the lookout, and who had been picked up by a passing rowboat, were provided with dry clothing at the station.
July 12	Recovery of body...	Saint Joseph, Michigan, Lake Michigan.	At 9.50 p. m. word was brought to the station that a man had been drowned 3 miles up the Paw Paw River. The life-savers proceeded to the scene in the Whitehall boat and succeeded in recovering the body shortly after their arrival, delivered it to the coroner, and returned to the station at 12.30 a. m., July 13.
July 14	Rescue from drown- ing.	Holland, Michigan, Lake Michigan.	A youth of 14 years, who was unable to swim, fell from the pier into the harbor just opposite the station. One of the surfmen, who happened to be near by in a small boat, picked him up and brought him ashore, where his clothing was dried.
July 15	.....do .....	.....do	At 4.30 p. m. a boy, who was playing on the incline at the station, fell into the water. The keeper, being close at hand, went to his assistance and drew him out, dried his clothing, after which he returned home.
July 15	Property recovered ..	Cape Disappointment, Washington.	At 1 p. m. life-saving crew picked up a gill net, which was adrift, containing 50 salmon, the net and fish being valued at \$300. Later in the day turned the property over to its owners.
July 16	Recovery of bodies...	Cleveland, Ohio, Lake Erie.	About 2.20 p. m. a small ferry scow, overloaded with 42 people, capsized $\frac{1}{2}$ mile south of the station while making a trip across the river, a number of her passengers being drowned. The lookout was unable to perceive this accident, the view being shut out by intervening buildings, and news of the terrible catastrophe was not received at the station until 7.20 p. m. The life-savers at once repaired to the spot and dragged until 1.30 a. m., the 17th inst., recovering 15 bodies, and continued this work the greater part of that day, from 7 a. m. until 4 p. m., when all the missing were accounted for, 27 having been saved by people close to the scene of the disaster.
July 17	Recovery of body...	Oswego, New York, Lake Ontario.	A gentleman drove over from Fairhaven, New York, 12 miles distant from the station, and requested assistance from the

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1896. July 17	Recovery of body...	Oswego, New York, Lake Ontario.	keeper to recover the body of a man drowned at that place the previous day. One of the surfmen was sent to the scene with grapnels and lines where, after an hour's dragging, he recovered the body, delivered the remains to an undertaker, notified the coroner, and returned to the station.
July 17	Property recovered.	Cape Disappointment, Washington.	While the life-saving crew were patrolling the fishing grounds in the lifeboat, near Peacock Spit, they picked up a gill net valued at \$200, which was shortly afterwards claimed by one of the fishermen.
July 18	Resuscitation.....	Cape May, New Jersey ...	A lady, while in bathing, was carried beyond her depth, and four young men having gone to her aid, the current swept them all several hundred yards offshore. Word was brought to the station that these persons were drowning, about $\frac{1}{2}$ mile W. of this point, when the keeper enlisted the aid of neighboring parties (inactive season), and launching the surfboat hastened to the scene. It was found that the imperiled people had been rescued from the water, but three of them were in a dangerously exhausted condition. With the aid of two of his regular crew the keeper at once put in practice the Service methods for the resuscitation of the apparently drowned, and after an hour's work left the party fully restored.
July 18	Recovery of body...	Old Chicago, Illinois, Lake Michigan.	The body of a drowned man was found in one of the neighboring slips; it was taken to the station by the life-savers and later turned over to the police authorities.
July 21	Rescue from drowning.	.....do	One of the surfmen who had been stationed by the keeper on duty on the north side of the river near the station, at a spot frequented by boys for bathing, assisted to rescue a lad who had ventured too far out from the shore.
July 23	Succor afforded.....	Fort Lauderdale, Florida.	A traveler, who was on his way to Palm Beach in a small boat and had been delayed in his journey by adverse winds and strong currents, applied at the station for provisions and water, receiving the necessary supplies from the keeper.
July 23	Rescue from drowning.	Pentwater, Michigan, Lake Michigan.	A boy 9 years of age, who was unable to swim, fell into the water about 100 yards from the station, where he had been engaged in fishing. The lookout, hearing the splash, gave the alarm and one of the life-savers plunged into the water and brought the lad ashore. He was taken to the house of one of the surfmen, where he was furnished with dry clothing until his own apparel was dry.
July 23	Property recovered.	Cape Disappointment, Washington.	About 7 p. m., the keeper, having been informed that a gill net had been abandoned by its owner on the edge of the breakers near Peacock Spit, the lifeboat proceeded to that locality, recovered the net, and signaling to the fisherman returned it to him.
July 24	Rescue of a cow from drowning.	Kewaunee, Wisconsin, Lake Michigan.	At 7.30 p. m. the lookout gave the alarm that a cow was swimming out into the lake south of the harbor piers. The surfboat was launched, the animal overtaken when much exhausted, and towed ashore by a line around her horns.
July 25	Recovery of body...	Cleveland, Ohio, Lake Erie	In response to a telephone message requesting assistance to search for the body of a boy drowned while bathing at Forest City Park, 4 miles SE. of the station, the keeper sent one of the surfmen to the scene by street car, with lines and grapnels, who recovered the remains after $1\frac{1}{2}$ hours' work and delivered them to the youth's father.

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1896. July 25	Recovery of body...	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	A message was received at this station, from the Sturgeon Bay police, requesting the keeper to come to that point and drag for the body of a sailor, who had fallen overboard from a vessel and been drowned. The life-savers responded to the call in the surfboat and shortly after arriving were successful in grappling the remains, which were turned over to the city authorities.
July 26	.....do	Louisville, Kentucky	The keeper was informed by telephone, during the course of the afternoon, that a boy had been drowned in the river, about 4 miles from the station. He at once dispatched two of his crew to the scene, who succeeded in recovering the body and delivered it to the proper officials.
July 27	Aid to injured man.	Charlotte, New York, Lake Ontario.	About 8.30 p. m. a young man fell from the top of a boat chute, a distance of 50 feet, sustaining serious injuries. The keeper and several of his crew witnessed the accident and hastening to the spot brought him to the station, whence one of the surfmen was dispatched for a surgeon, who soon arrived and attended the sufferer, whose collar bone was broken. A cot bed, provided by the keeper and furnished with blankets from the stores of the Women's National Relief Association, was used as a litter, on which the patient was carried home by members of the life-saving crew.
July 28	Recovery of body...	Cape May, New Jersey ...	The keeper, having been informed that the body of a drowned man had come ashore near by, procured help (inactive season), carried it above high-water mark and notified the coroner.
July 28	Rescue from drowning.	Old Chicago, Illinois, Lake Michigan.	At 11 a. m. a boy 8 years of age, while swimming near the station, ventured too far from the beach, and, becoming exhausted, sunk, and would undoubtedly have been drowned had not one of the surfmen, who perceived his plight, swum to his rescue and brought him ashore.
July 28	Extinguishing fire..	Coquille River, Oregon ...	At 8 a. m., news having been received that a mill about 2½ miles from the station had been burned down and that the fire now threatened the dwelling and barns of the owner, the keeper, with four of his crew, manned the fire engine belonging to the town of Bandon, proceeded to the scene of the conflagration, and extinguished the flames. (See letter of acknowledgment.)
July 29	Assistance to save property.	Point Adams, Oregon.....	While the surfboat was out watching the fishing fleet in the vicinity of Clatsop Spit, the crew assisted two fishermen to clear about 100 fathoms of their gill net from the rocks at the end of the jetty.
July 30	Recovery of body...	Quonochontaug, Rhode Island.	The remains of a man who was drowned on the 16th inst. were recovered this day. The keeper notified the coroner and undertaker.
July 30	.....do	Tiana, New York.....	Information having been brought to the keeper that the body of a drowned man had come ashore ¼ mile from the station, he proceeded to the spot with his son (inactive season, no crew at station), removed the remains to a safe place, and notified the proper official.
July 30	Recovery of bodies.	Old Chicago, Illinois, Lake Michigan.	The bodies of two men who had been drowned were picked up in the outer basin by the life-saving crew and turned over to the city authorities.
July 31	Recovery of runaway horse.	Mosquito Lagoon, Florida.	About dusk the keeper caught a runaway horse, with portions of harness upon him, approaching the station from the northward. The following day a col-

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1896. July 31	Recovery of runaway horse.	Mosquito Lagoon, Florida.	ored man arrived on a bicycle, bearing a note from the owner of the horse, Mr. Frank E. Bond, of Deland, Fla., stating that the animal, which had run away with a buggy the day before, was a valuable one, and any assistance given his man to find him would be highly appreciated. The horse was delivered to the man, and the keeper carried the bicycle in the station boat to Oak Hill, on the mainland, where it was forwarded by express to Deland.
July 31	Assistance at fire...	Hammond Bay, Michigan, Lake Huron.	At 2 p. m. word was received at the station that a small logging settlement $\frac{1}{2}$ mile to the eastward, from which at this time all the male inhabitants were absent, was threatened by an approaching forest fire. The life-saving crew repaired to the scene, collected twenty barrels, which were filled with water and placed on the most exposed quarter, and made preparations to fight the flames, when about 5.30 p. m. a shift of wind diverted the impending danger.
July 31	Rescue from drowning.	White River, Michigan, Lake Michigan.	While the keeper was returning to the station, on the steam ferryboat Cayuga, a small rowboat containing seven persons, four of whom were women, got in front of the steamer, whose engines were at once reversed, but two men and one woman, through excitement and fright, jumped from the skiff into the water. The keeper, throwing himself over the side of the vessel, but holding on with one hand, seized one of the imperiled men, and with the aid of other passengers drew him from the water. His two endangered companions were similarly rescued by persons on the ferryboat.
Aug. 1	Resuscitation	Smiths Point, New York.	A young man was seized with cramps at the Center Moriches bathing beach and sank 50 yards from shore. He rose to the surface and was hauled out insensible. Surfman Murdock, of Smiths Point Station, being in the vicinity, hurried to the scene. He practiced the Service methods of resuscitation on the young man and succeeded in restoring consciousness. The patient recovered and was taken to his home.
Aug. 1	Recovery of body...	Cleveland, Ohio, Lake Erie.	The keeper received a message by telephone stating that a man had been drowned in the river 4 miles from the station. Surfmen were sent with a boat and dragging appliances to the point indicated. They recovered the body and delivered it to undertaker.
Aug. 1	Recovery of body...	South Chicago, Illinois, Lake Michigan.	Information having been received at station during the afternoon that a young man had been drowned while bathing in the Calumet River, keeper and surfmen proceeded up the river, and after grappling for two hours recovered the body, which they committed to the charge of the police.
Aug. 3	Rescue from drowning.	Lone Hill, New York.....	A small boy fell into Great South Bay near the life-saving station and was in danger of drowning. Keeper discovered and quickly took him to the land.
Aug. 3	.....do .....	.....do	An intoxicated man fell into the water from the dock at Cherry Grove. A surfman, being near at hand, ran down the dock and rescued him.
Aug. 3	Recovery of body...	Old Chicago, Illinois, Lake Michigan	Hearing a noise nearly 1 mile N. of his post, surfman hastened along the water front to ascertain the cause. Learning that a man had been drowned, he immediately began diving for the body. After three attempts it was recovered and efforts were made to resuscitate it. Other surfmen arriving in a short time,

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1896. Aug. 3	Recovery of body...	Old Chicago, Illinois, Lake Michigan.	these efforts were persistently continued, but without avail, and the body was given in charge of the proper authorities.
Aug. 3	.....do	Milwaukee, Wisconsin, Lake Michigan	Surfman on lookout duty discovered the body of a boy floating past the launching way. He hauled it to the incline and notified the coroner, to whom it was delivered.
Aug. 3	Transportation	Plum Island, Wisconsin, Lake Michigan.	Seventeen men at work on lighthouse were transported by life-saving crew from Plum Island to Washington Island for food, as they had not provided themselves with a supply at their working place.
Aug. 5	.....do	Knobs Beach, Massachusetts.	An unknown woman died suddenly at a hotel on Grape Island and the keeper was requested to telephone for county authorities. Coroner at Newburyport was at once notified, and the next day surfmen conveyed him and two assistants to the hotel, and then carried them to a point from which they could proceed with the body to Newburyport.
Aug. 5	Surgical aid given..	Charlotte, New York, Lake Ontario.	A boy, having fallen on a knife and cut his arm, went to the station for treatment. Keeper bandaged the arm, stopping dangerous loss of blood, and then sent the lad to a physician.
Aug. 5	Rescue from drowning.	Old Chicago, Illinois, Lake Michigan.	Surfman saw a youth suddenly sink from exhaustion in swimming. He jumped into the water and grasped the boy as he was going down the second time, swam ashore with him, and sent him home unharmed.
Aug. 6	Recovery of body...	Kenosha, Wisconsin, Lake Michigan.	Information was received at the station that a man had fallen from a schooner alongside the dock and was drowned. Surfmen dragged for the body and recovered it. Turned it over to the undertakers.
Aug. 8	Rescue from drowning.	Pentwater, Michigan, Lake Michigan.	While swimming across channel to south side of river a man became exhausted and cried out for help. Keeper and a surfman, being near, quickly jumped in and swam out to him. They sustained him until arrival of station boat, when he was put in and carried to station, where proper stimulants were administered to revive him before he could leave for his home.
Aug. 9	.....do	Buffalo, New York, Lake Erie.	Surfman Harrison, on duty on the main lighthouse pier, heard cries of distress out in the lake. Running to end of pier, he discovered one of a party of bathers struggling for his life, while several companions were attempting to swim out to the rescue. Without divesting himself of clothing, the surfman plunged in and swam to the drowning man; caught him as he was sinking, and swam back to the pier with him, whence he was taken to station and given proper treatment until able to go home. While effecting this rescue, Surfman Harrison heard a cry for help from another one of the bathers, who had gone out to assist his companion and had become exhausted. Harrison went to his rescue as quickly as possible, and the drowning man seized him under the arm at the shoulder. Both men were carried down three times, the surfman being unable to help himself with his arm encumbered. Finding that both would be lost if he were not released the surfman finally broke away and managed to swim ashore almost exhausted from the struggle. Station crew had now been apprised of the incident and pulled out in surfboat, but too late to assist in the rescue. An hour later the city police boat recovered the body.

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1896. Aug. 9	Recovery of bodies.	Saint Joseph, Michigan, Lake Michigan.	Keeper was notified that four men had been drowned while swimming, 2 miles N. of station. Crew pulled up in surfboat to search for the bodies. One had been washed ashore when they arrived, and two more were washed up while they were dragging. Continued the search for remaining body all the afternoon, but without success. Notified coroner of the casualty and he took charge of the three bodies. Remaining body was found floating in the lake on the 12th, 7 miles N. of station.
Aug. 9	Rescue from drowning.	Old Chicago, Illinois, Lake Michigan.	In diving from the pier a man struck one of the lower timbers, injuring himself so as to endanger his life. Surfman pulled out in station boat and picked him up. Landed him safely and later saw him proceed homeward.
Aug. 9	.....do.....	.....do.....	Surfman on watch, discovering a man struggling in the water and unable to swim, jumped in and went to his assistance. The desperate man grasped his rescuer and endangered the lives of both, but a line was finally thrown to them and they reached shore in safety.
Aug. 9	Recovery of body...	Milwaukee, Wisconsin, Lake Michigan.	Keeper having learned that a boy had been drowned 2 miles S. of station, sent surfmen to the spot in station boat and recovered the body, which the keeper delivered to coroner.
Aug. 10	Rescue from drowning.	Old Chicago, Illinois, Lake Michigan.	A man rode into the lake near station to wash off his horse, which took fright and carried him farther and farther out, finally becoming wholly unmanageable and imperiling the man's life. Surfman pulled out and rescued the exhausted rider, then caught the horse and took it ashore.
Aug. 10	Recovery of body...	Milwaukee, Wisconsin, Lake Michigan.	At request of the coroner the keeper and one surfman went with him 2 miles outside of city limits to drag for the body of a young man drowned while bathing in Milwaukee River. The body was recovered and given over to coroner.
Aug. 10	Rescue from drowning.	Two Rivers, Wisconsin, Lake Michigan.	At 6.30 p. m. the lookout rang an alarm and reported that a small boy had fallen from the dock just across from the station. Keeper and surfman hastened over in station boat just in time to save the boy's life. He was taken up on the dock and given in charge of his father.
Aug. 12	Attempted resuscitation.	Plum Island, Massachusetts.	Keeper received word that a boy had fallen into a deep hole while bathing on the opposite side of island, and it was feared that he was drowned. Crew hastened to the spot and found that the body had been recovered. They took charge and worked diligently to resuscitate the lad until a physician arrived and decided that life was extinct. Took care of the body until the coroner came, and then carried it to the undertaker.
Aug. 12	Rescue from drowning.	Old Chicago, Illinois, Lake Michigan.	A young man while bathing had ventured too far out and was about to sink, when surfman saw his danger and swam to him. Sustained him and carried him safely ashore.
Aug. 13	.....do.....	Charlotte, New York, Lake Ontario.	An intoxicated man jumped into the river with all his clothing on and was discovered struggling wildly in the water for his life. Keeper and two surfmen pulled out in station boat and rescued him. Took him to the station and gave him dry clothing. Some three hours later he was able to leave for his home.
Aug. 13	.....do.....	Old Chicago, Illinois, Lake Michigan.	A young man while swimming on the north side was suddenly attacked with cramps, imperiling his life. The surfman on lookout, who saw the danger, quickly swam out to the rescue, and took the man ashore unharmed.

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1896. Aug. 14	Recovery of body ..	Erie, Pennsylvania, Lake Erie.	Keeper received information late in the afternoon that a man had been drowned 4 miles from station, accompanied by the request that surfmen assist in recovering the body. Two surfmen were sent with gear for dragging, and after working for an hour recovered the body and delivered it to coroner.
Aug. 14	Rescue from drowning.	Old Chicago, Illinois, Lake Michigan.	While swimming on the north side a young man became exhausted and called out for help. A surfman instantly pulled to his rescue and caught him as he was sinking. Hauled him into the boat and took him ashore.
Aug. 14	Attempted recovery of body.	Umpqua River, Oregon...	Keeper of Umpqua River lighthouse was drowned $2\frac{1}{2}$ miles SSW. of station while surf bathing. He was carried out by the undertow and sank before any of the other bathers could give assistance. Upon receiving information at station, keeper and crew started for scene to recover body, but owing to heavy surf and strong undertow operations had to be abandoned until ebb tide. Began dragging at 6 p. m. and continued until 11.30 p. m., but without success. Continued dragging and grappling for the body during next three days, but all efforts failed.
Aug. 15	Recovery of body...	South Chicago, Illinois, Lake Michigan.	Information was carried to station by a boy who had been out fishing, that a man's body was floating in the lake $\frac{1}{2}$ mile SE. of station. Keeper and crew pulled out and towed the body to station, where it was given to the police.
Aug. 17	Transportation afforded.	Gurnet, Massachusetts..	Procured physician for members of four families who were ill on the Gurnet. After his services were rendered surfmen conveyed him to town again in station boat.
Aug. 17	Recovery of body...	Erie, Pennsylvania, Lake Erie.	Keeper being notified that a man had been drowned while bathing, $\frac{1}{2}$ mile W. of station, two boats were manned, fitted with grappling irons, and pulled to the place. Owing to grassy nature of the bottom, poles only could be used in locating the body, which was finally found and delivered to an undertaker.
Aug. 17	.....do	Cleveland, Ohio, Lake Erie	Surfmen dragged for the body of a boy drowned in the river. Recovered and gave it in charge of his brother.
Aug. 17	Rescue from drowning.	Old Chicago, Illinois, Lake Michigan.	A man while bathing was attacked with cramps and suddenly sank from sight. Surfman saw him go down and rapidly pulled his boat toward the spot. He arrived just as the man was disappearing for the third time, grasped him and hauled him into the boat.
Aug. 18	Recovery of body...	Milwaukee, Wisconsin, Lake Michigan.	During the forenoon a boy fell from pier and was drowned. Station crew were notified and recovered the body, which they carried to station, whence it was later taken to the home of the boy's parents.
Aug. 20	.....do	Cleveland, Ohio, Lake Erie	Having received word that a body was floating in the lake about 4 miles W. of station, the crew went out in search of it. Found it on the beach and gave it in care of undertakers.
Aug. 21	Rescue from drowning.	Zachs Inlet, New York....	A young woman while bathing ventured out too far and was sinking, when a surfman swam out and rescued her, taking her safely to the beach.
Aug. 21	Fire extinguished ..	Velasco, Texas.....	Lookout discovered wharf on fire late in the afternoon and reported to keeper. Station crew launched surfboat and quickly pulled to the place. Realizing the danger to the town, they tore down a part of the wharf between fire and shore and so prevented its spreading. A coal shed and a tool house were destroyed before the flames were brought under control.

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1896. Aug. 23	Recovery of body...	South Brigantine, New Jersey.	Keeper being told that a man had been drowned while bathing 1 mile from station, surfmen hastened to the spot and soon found the body on the shore. Crew of Brigantine Station now reached the scene and assisted in the efforts to resuscitate the man, but without success. Delivered the body to the coroner.
Aug. 23	.....do.....	Pointe aux Barques, Michigan, Lake Huron.	Information was received that a body had been washed up on the beach south of Point Hope. Coroner was notified and clothing for proper burial was supplied from the station stores.
Aug. 25	Medical assistance..	Yaquina Bay, Oregon.....	A woman who was spending the day on the beach with her family suddenly became ill and was taken to station, where she was furnished with a bed and medicines. In the afternoon she had recovered sufficiently to be removed to her home.
Aug. 26	Rescue from drowning.	Fort Niagara, New York, Lake Ontario.	At 1 a. m. keeper and lookout heard cries of distress on the Canadian side of river. Surfboat was launched and crew pulled in the direction of sound. Found a man in the water clinging to a pile almost exhausted and crying out that he could hold on no longer. He was taken into surfboat and carried to his home, where he soon recovered from the exposure.
Aug. 27	Assistance at driving accident.	Fourth Cliff, Massachusetts.	As a party of women were driving past the station their horse fell and broke a shaft and the harness. Surfmen repaired the harness and spliced the shaft, the women being sheltered from rain in the station until all was ready for them to leave.
Aug. 28	Recovery of body...	Old Chicago, Illinois, Lake Michigan.	Surfmen recovered the body of a man floating at the foot of Indiana street and gave it into the custody of the proper authorities.
Aug. 29	.....do.....	.....do.....	Hearing cries of "Man overboard" at 8.10 p. m. the keeper and crew ran along the dock to the place indicated, carrying a line and life preserver. Surfman Lofberg jumped into the water and tried to find the man, but failed. Poles and hooks were then tried from the edge of the dock and in half an hour the body was recovered. Resuscitation was attempted for two hours without avail. It was believed that the man was caught between a schooner and the dock in falling and was killed before he reached the water.
Aug. 30	Rescue from danger.	Golden Gate Park, California.	Keeper received a message that a man had been caught on an outlying rock and cut off from shore by the rising tide. Launched surfboat and pulled out to him, but the heavy surf prevented a close approach to the rock, and therefore a heaving line was thrown to him. He made it fast around his waist, jumped into the sea, and was hauled safely into surfboat. Landed at the station and went to his home.
Aug. 31	Recovery of body...	Fairport, Ohio, Lake Erie.	Station crew hastened to the spot where it was reported that a man had fallen overboard. They recovered the body after it had been in the water for half an hour, but faithful efforts at resuscitation proved unsuccessful.
Sept. 2	.....do.....	South Chicago, Illinois, Lake Michigan.	The keeper having received notice, at 10.30 p. m., that the watchman at the 91st street ferry slip, $\frac{1}{4}$ mile from the station, on the Calumet River, had been drowned, equipped a boat and proceeding to the scene, dragged for the body and soon recovered it. An attempt was then made by the surfmen to restore animation, but after working for fifty

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1896. Sept. 2	Recovery of body...	South Chicago, Illinois, Lake Michigan.	minutes a physician pronounced further efforts useless, and the remains were turned over to the police department.
Sept. 4	Property saved	Lone Hill, New York	Some nets which had been set by fishermen near the station and carried adrift during the night were picked up by the surfmen the following morning several miles to the eastward of this point and returned to their owners.
Sept. 4	Recovery of body...	Umpqua River, Oregon ...	The body of Lighthouse Keeper M. A. Stream, who was drowned on Aug. 14, was this day picked up by two men and turned over to the life-savers, who conveyed it to Gardiner, and delivered the remains to a lodge, of which the deceased had been a member. On the 5th inst., carried Mrs. Stream, the widow, and her family to the city in the surfboat, in order that they might attend the funeral.
Sept. 5	Recovery of buoy...	Grindstone City, Michigan, Lake Huron.	The buoy marking Port Austin Reef went adrift and came ashore near the station. It was floated by the surfmen and towed to the lighthouse, at the request of the light keeper, who notified the inspector of the district.
Sept. 6	Aid to sick person...	Point of Woods, New York.	The keeper sent two surfmen to the mainland to secure the services of a physician for a lady who was thought to be dying.
Sept. 6	Recovery of body ..	San Luis, Texas	The son of the master of the schooner Lady Dora (see "Services of Crews," Sept. 8) having been drowned near San Luis Pass, an ineffectual search was made for the body on Sept. 6 and 7, but on the 8th the Lyle gun was taken to the scene and two 6-oz. charges of powder fired, when the body rose to the surface and was delivered to the proper authorities.
Sept. 6	Shelter and succor...	Grande Pointe au Sable, Michigan, Lake Michigan.	Two men, who had drifted ashore on a cap-sized rowboat several miles north of this point, reached the station at 7.30 p. m. in an exhausted condition, one of them falling senseless to the floor upon his arrival. Surfmen soon restored him to consciousness, stimulants and dry clothing were furnished them both, and they were sheltered until the following morning.
Sept. 11	Succor afforded.....	Fort Lauderdale, Florida ..	A man bound from Biscayne Bay to Fort Worth in a small boat stopped at the station in an exhausted condition and applied for food and succor. His immediate needs were attended to, and after a long and refreshing sleep he resumed his journey, having been provided by the keeper with sufficient supplies to last him to his destination.
Sept. 11	Recovery of body...	Southside, California	The north patrol found the body of a drowned man on the beach. The keeper notified the coroner and the remains were removed to the city morgue.
Sept. 13	.....do	Galveston, Texas	Life-saving crew went to Galveston to drag for the body of a boy who had been drowned the previous evening at the foot of Ninth street. After four hours' work the remains came to the surface close alongside and were taken ashore by the surfmen and delivered to relatives of the deceased.
Sept. 14	Shelter and succor...	Point Betsie, Michigan, Lake Michigan.	Three mariners arrived at the station, having walked about 40 miles from where they had been shipwrecked. They were provided with food and lodgings and taken to Frankfort the following morning in the surfboat.
Sept. 17	Property saved	Orleans, Massachusetts...	Forty bundles of shingles came ashore near the station. They were picked up by the surfman, stored in a safe place, and advertised by the keeper.

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1896. Sept. 18	Aid to lost person ..	Point of Woods, New York.	A young girl, who stated that she had rowed from Brookhaven, was found on the beach at 3.10 a. m. by the patrolman and taken to his home for shelter. In the morning, the keeper failing to get any definite information in regard to the child, sent her to the mainland in charge of two surfmen and provided her with sufficient money to pay her fare home. Shortly after their departure word was received that she belonged to a poor family residing 9 miles E. of the station, but as it was too late to recall the party a dispatch was sent to the supervisor at Bay Shore to hold the wanderer until called for by her parents.
Sept. 18	Recovery of body ..	Cleveland, Ohio, Lake Erie.	The master of a fishing tug delivered at the station the body of a drowned man, which he had picked up in the lake. The keeper telephoned for undertakers, who took charge of the remains.
Sept. 19	Shelter afforded	Sandy Hook, New Jersey.	A party of pleasure seekers, cruising in a naphtha launch, were given shelter at the station for a portion of the evening during the prevalence of heavy squalls, until the weather moderated sufficiently for them to proceed on their way.
Sept. 20	Aid to a sick person.	Surfside, Massachusetts..	The keeper dispatched one of his crew for a physician to assist a man in a fit near the station; administered stimulants and sent him home in a carriage in charge of two surfmen.
Sept. 22	Extinguishing fire..	Manistee, Michigan, Lake Michigan.	The lookout having discovered a fire in a neighboring lumberyard, the life-saving crew hastened to the scene with buckets and succeeded in extinguishing the flames before serious damage resulted.
Sept. 23	Property saved	Pamet River, Massachusetts.	Eighty-two bundles of laths, which came ashore in the vicinity of the station, were picked up by the life-saving crew and advertised by the keeper.
Sept. 24	Recovery of body...	Saint Joseph, Michigan, Lake Michigan,	The drowning of a man in the Paw Paw River, $\frac{1}{2}$ mile from the station, having been reported to the keeper, two of the surfmen were sent to the scene, and shortly recovered the body and turned it over to the coroner.
Sept. 26	Rescue from drowning.	Kitty Hawk, North Carolina.	Eight men from the wrecking steamer William Coley, while attempting to effect a landing in a small boat at a point $2\frac{1}{2}$ miles north of the station, were capsized and thrown into the surf. One of the life-saving crew, Daniel W. Hayman, assisted to rescue seven of the boat's crew. The other man sunk before anything could be done to save him, and was drowned. (For detailed account, see caption "Loss of Life.")
Sept. 29	Burial of remains ..	Whales Head, North Carolina.	The morning patrol found in the edge of the surf a dead body, which proved to be that of the man lost from the tug William Coley's small boat on the 26th inst. (see preceding case). It was removed above high-water mark and the keeper and master of the steamer notified. At the request of the latter, the life-savers constructed a coffin, and, wrapping the remains in a blanket from the supplies of the Women's National Relief Association, gave them decent burial above the reach of the storm tides.
Sept. 30	Shelter afforded.....	Orange Grove, Florida....	Two belated travelers were sheltered at the station throughout the night.
Sept. 30	Property recovered.	Oswego, New York, Lake Ontario.	During the forenoon a quantity of bass-wood lumber was found on the beach near the station. It was piled up out of reach of the surf by the life-savers and the owner notified

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1896. Sept. 30	Recovery of body...	Louisville, Kentucky.....	At 2.20 a. m. a telephone message was received at the station that a colored woman had been drowned in the canal at the foot of 11th street. Surfmen repaired to the scene, recovered the body, and notified the coroner.
Oct. 1	Assistance at disinterment.	Whales Head, North Carolina.	Station crew aided undertaker in disinterment of body of a man that was found and buried by surfmen on Sept. 29. It was taken to a cemetery on the mainland and reinterred.
Oct. 2	Shelter and succor..	Currituck Inlet, North Carolina.	Two men without shelter or food were cared for during the night at station.
Oct. 3	.....do .....	.....do	Three men employed by the Merritt Wrecking Company were furnished on this day with lodgings and meals.
Oct. 5	Succor given.....	Fort Lauderdale, Florida.	A fisherman, abandoned by his companions, and entirely destitute, applied at station for food. He was furnished with a supply sufficient to last him until he should reach Palm Beach.
Oct. 7	Fire extinguished ..	Spermaceti Cove, New Jersey.	At 6 p. m. surfmen discovered that the Government railroad was on fire. They immediately made efforts to subdue the flames and succeeded in extinguishing them.
Oct. 8	Recovery of property.	Sturgeon Point, Michigan, Lake Huron.	Surfmen found a quantity of lumber and shingles coming ashore during the day. They saved 10,000 shingles and 75,000 feet of lumber.
Oct. 8	Rescue from drowning.	Two Rivers, Wisconsin, Lake Michigan.	While surfmen were engaged in running lines for a steamer in the harbor, a small boy fell from dock into the river near station. Surfman jumped in and succeeded in rescuing him, with assistance from citizens.
Oct. 9	Succor given.....	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Five sailors arrived at station from disabled steamer and were given dinner while awaiting the arrival of their vessel in tow of another steamer.
Oct. 10	Fire extinguished ..	Frankfort, Michigan, Lake Michigan.	Surfman on lookout duty discovered roof of watchhouse, near the lighthouse, on fire. Crew were instantly called and hastened to the place with buckets and lines. The fire was extinguished in time to prevent serious loss.
Oct. 10	Rescue from drowning.	Cape Disappointment, Washington.	A private in U. S. Army fell off the dock near station and was in danger of drowning, the current sweeping him away from the dock. Surfman, aided by citizens, rescued him by heaving a line to him and hauling him back to the wharf.
Oct. 11	.....do	Cobb Island, Virginia.....	Hurricane drove the sea over the island, endangering many lives. Surfmen rescued two women who were in danger of being swept away by the surf. They were sheltered at station for two days until the water subsided.
Oct. 11	Property saved .....	.....do	The high water over the island, driven on by the force of the hurricane, involved much loss of property. Surfmen saved furniture, guns, and ammunition valued at \$1,500.
Oct. 11	Shelter and succor..	False Cape, Virginia.....	Eight fishermen, whose camp had been carried away by the sea washing over the beach, were sheltered and succored at the station during the day and night.
Oct. 11	Transportation afforded.	Wash Woods, North Carolina.	The tide sweeping over the lowlands necessitated the removal of the families residing there. Surfmen took the people to safe refuge on higher land.
Oct. 11	Rescue from danger.	New Inlet, North Carolina.	A clubhouse near station was washed away by the sea endangering the lives of eleven men, who had to take to a small boat. They were taken by surfmen to the station, and later, when this house was imperiled by encroachment of the sea, all hands left and took refuge at the Chicamacomico Station.

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1896. Oct. 11	Shelter and succor..	Chicamacomico, North Carolina.	The crew from New Inlet Station, together with eleven men from clubhouse that had been washed away, were sheltered and succored for the night, and four of the men from the clubhouse were cared for until the 13th, when they went to their homes.
Oct. 11	Property saved	Cape Hatteras, North Carolina.	During severe storm the surf threatened to wash away a fish house, with valuable nets and other gear. Surfmen saved the property and took it to a place of safety. They also assisted lighthouse keeper to remove lenses of beacon to secure place. The lighthouse was in danger of being washed down by the sea.
Oct. 11	Fire extinguished ..	Charlotte, New York, Lake Ontario.	Information was received by keeper that a cottage was on fire $\frac{1}{2}$ mile from station. Surfmen hastened to the place with buckets and helped to subdue the flames, saving the building from destruction.
Oct. 12	Property saved	Blue Point, New York.....	Crew worked continuously during the day shifting houses and fishermen's gear that would have been washed away by the sea but for their efforts. Saved \$300 worth of property.
Oct. 12	.....do	Lone Hill, New York	The unusually high tide during the gale threatened to wash away fishermen's nets and boats. The fishermen having gone to their homes, life-savers hauled their property to secure place.
Oct. 12	Rescue from danger.	Corson Inlet, New Jersey.	A man and two women were endangered by the sea sweeping around a house they occupied, $\frac{1}{2}$ mile from station. Life-savers answered signal of distress and rescued them in surfboat. Sheltered them at station until storm abated.
Oct. 12	Property saved	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	A deer having jumped into the canal and being unable to climb out, surfmen helped it ashore and set it free.
Oct. 14	Aid to three women.	Cape Arago, Oregon	Three women lost their way late in the afternoon during thick fog. Keeper detailed two surfmen to escort them home.
Oct. 16	Recovery of body...	Ship Canal, Michigan, Lake Superior.	Surfmen dragged for body of a man who had been drowned from a dredge working in the canal. It was recovered and delivered to members of the family.
Oct. 17	.....do	Cleveland, Ohio, Lake Erie.	Information being received by keeper that a man had been drowned 2 miles SE. of station, three surfmen were sent in dingy to drag for the body. It was recovered in a short time and given to relatives.
Oct. 19	Recovery of property.	Bonds, New Jersey.....	Surfmen found two valuable fish nets on the beach during the day. They were taken to station to be cared for until owner could be found.
Oct. 19	Rescue from drowning.	Muskallonge Lake, Michigan, Lake Superior.	A man fell overboard between the dock and a steamer, seriously endangering his life. Surfmen, being on the wharf, assisted in rescuing him with a line.
Oct. 21	Shelter and succor..	Orange Grove, Florida.....	Two hungry travelers reached station at 6 p. m. and requested succor. Keeper gave them food and afforded them shelter during the night.
Oct. 22	Recovery of body...	Cleveland, Ohio, Lake Erie.	Having dragged ineffectually for three hours, on the 20th, for body of a man drowned that day beyond the scope of life-saving operations, surfmen again attempted to recover the body on this date. After working for half an hour, it was found and given to relatives.
Oct. 22	Aid to U. S. Coast Survey.	Coquille River, Oregon....	At request of officer, surfmen went with him and located two rocks that were dangerous to navigation, in order that they might be marked and charted.
Oct. 24	Shelter and succor..	Mosquito Lagoon, Florida	A man arrived at the station late in the afternoon almost exhausted from lack of food and water. These were furnished to him by keeper and he was sheltered for the night. Keeper transported him to the mainland the next day.

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1896.			
Oct. 24	Property saved.....	Big Sandy, New York, Lake Ontario.	Surfmen picked up 1,000 feet of lumber along the beach and piled it in a secure place to await the call of the owner.
Oct. 24	Succor giver	Umpqua River, Oregon ...	Two travelers reached the station during the morning and requested food. This was given to them, and later in the day they were transported across the river.
Oct. 26	.....do	Mosquito Lagoon, Florida	A supply of fresh water was given to three colored men traveling along the beach to Cape Canaveral. They were almost famished when they reached the station.
Oct. 28	Surgical aid given ..	Long Branch, New Jersey	While working in the vicinity of station, a man tore his hand with barbed wire and went to station for treatment. Keeper bandaged the wounds and made the hand comfortable.
Oct. 29	Shelter and succor..	Chester Shoal, Florida	Three hungry and thirsty colored men reached the station at 7 p. m. and were given food and shelter for the night.
Oct. 31	Recovery of body...	Milwaukee, Wisconsin, Lake Michigan.	Surfmen found the body of a man floating in the river. It was recovered, but could not be identified and was delivered to coroner.
Nov. 1	Recovery of bodies..	Cleveland, Ohio, Lake Erie	Telephonic information having been received by the keeper that two boys had been drowned in Cuyahoga River, 5 miles from station, he dispatched to the scene a small boat properly equipped with lines and grapnels and manned by three surfmen, who succeeded in recovering the bodies by dragging.
Nov. 2	Property saved	Plum Island, Wisconsin, Lake Michigan.	In an attempt to land a raft of lumber at the station in a strong offshore wind, raft began to break up and tug in charge blew for assistance. Station crew went out in boats and helped to land 5,000 feet, only about 150 feet being lost.
Nov. 4	Recovery of body...	South Chicago, Illinois, Lake Michigan.	A watchman fell from a dock 10 feet high, striking upon his head on the rail of a tug which was lying alongside, and going overboard into the water. When notified of the accident the life-saving crew hastened to the scene, arriving just as the body was recovered by other persons. They immediately put in practice the Service methods of resuscitation, and after two hours' labor natural respiration was restored in the patient, but he remained unconscious and expired at 6 p. m.
Nov. 5	Rescue from drowning.	Chicago, Illinois, Lake Michigan.	At 9.30 p. m. the north patrol saw a man run across the driveway and jump into the lake with suicidal intent. The surf knocked him down and was tossing him about when surfmen rushed in and hauled him out. He was carried to station, rubbed dry, and furnished with clothing from the supply on hand.
Nov. 7	Assistance to bewildered persons.	Knobbs Beach, Massachusetts.	The sunset patrol met a carriage containing a gentleman, two ladies, and a little girl, who, unacquainted with the island, had become bewildered by the darkness and lost their way. The surfman guided them safely to their destination.
Nov. 7	Transportation of physician.	Bois Blanc, Michigan, Lake Huron.	At 10 p. m. Mr. Francis, a resident of the island, living on its S.W. shore 7½ miles W. of this point, came to the station and besought the keeper to go to the mainland and secure the services of a physician to attend his daughter, who was at the point of death. The surfmen launched the lifeboat in a moderate S.W. gale and pulled to Cheboygan, arriving at 4 a. m., Nov. 8, got a doctor, and conveyed him to Mr. Francis's house, where they remained until his visit was completed, at 3.30 p. m., and then returned him to Cheboygan, reaching their station at 6.30 p. m.

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1896. Nov. 9	Assistance at fire...	Lone Hill, New York	During the afternoon the lookout discovered a fire in the high, rank beach grass, which, fanned by a strong breeze, spread rapidly and endangered the safety of some neighboring cottages belonging to local fishermen. The life-saving crew hastened to the assistance of the residents, and after hard and persistent efforts succeeded in subduing the flames before any damage resulted.
Nov. 12	Recovery of body...	Golden Gate Park, California.	Information having reached the keeper that the body of a man, who had apparently committed suicide, had been found lying in the grass $\frac{1}{2}$ mile from the station, he repaired to the scene, accompanied by four of his crew bearing a stretcher, where they awaited the arrival of the coroner, who had been summoned, and then assisted to remove the remains to the morgue wagon.
Nov. 13	Shelter afforded.....	Metomkin Inlet, Virginia.	Two men, who had been left on the beach by a passing boat, without means of reaching their homes, were provided for at the station during the night and conveyed to the mainland the following morning.
Nov. 14	Rescue from danger.	Chicago, Illinois, Lake Michigan.	An 8-year-old boy, while playing on the beach, got into a small rowboat which was lying at the water's edge and was carried out into the lake before an off-shore wind. Surfmén went to his aid in the Whitehall boat, brought him ashore, and towed the skiff to the beach.
Nov. 17	Extinguishing fire...	Eatons Neck, New York..	A hunter came to the station and reported a fire in a valuable piece of woodland about $\frac{1}{2}$ mile distant. The keeper repaired to the scene with his crew, and shortly succeeded in fighting out the flames.
Nov. 17	Shelter afforded.....	Orange Grove, Florida....	A belated traveler who was unacquainted with the surrounding country was furnished with lodgings at the station during the night and directed on his way the following morning.
Nov. 17	Releasing horse from a well.	Point Betsie, Michigan, Lake Michigan.	A neighboring resident sought assistance at the station to release his horse from a well into which the animal had fallen. The keeper and four surfmen, with shovels and tackles, succeeded, after removing considerable earth, in extricating the beast.
Nov. 18	Rescue from drowning.	Old Chicago, Illinois, Lake Michigan.	At 8.55 p. m. two men under the influence of liquor, while engaged in fishing from the north pier, lost their balance and fell overboard. Their cries for help were heard by the surfman on lookout, and a small boat manned by the life-savers, hastening to the scene, soon picked them up. They were brought to the station, given hot coffee and dry clothing, and sheltered for the night.
Nov. 20	Rescuing a horse from drowning.	South Chicago, Illinois, Lake Michigan.	A horse, valued at \$125, fell from a wharf into the Calumet River $\frac{1}{2}$ mile from the station. The life-saving crew hastened to the scene in the supply boat, got a line around the animal's neck, and towed him to the station launchways, where a landing was effected. The horse was then rubbed down with cloths and returned to his owner.
Nov. 22	Recovery of body...	Cape Arago, Oregon	Word having been received at the station that a body had come ashore near Coos Head, the surfboat went to that locality, secured the remains, and carried them to Empire City, where they were delivered to the coroner, who was summoned by telephone from Marshfield. The body proved to be that of a fireman, William Wittle, drowned at the wreck of the steamer Arago at this place Oct. 20.

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1896. Nov. 23	Shelter and succor...	Umpqua River, Oregon...	At 7 p. m. a wayworn traveler reached the station and sought food and lodgings. He was maintained until the following morning and then ferried across the river, so that he could continue his journey.
Nov. 23	Information given Light-House Establishment.	.....do.....	The red spar buoy marking Ork Reef, $\frac{1}{2}$ mile to the southward of the station, having broken from its moorings, the keeper notified the inspector of the Thirtieth Light-House District of the fact.
Nov. 26	Transportation of sick person.	Galveston, Texas.....	At 7.30 a. m., in response to signal from the steamship Morgan, lying in Bolivar Roads, 2 miles NNE. of the station, the surfboat went alongside, when it was ascertained that a passenger, a Mrs. Anderson, was ill, and that her husband was desirous of taking her to the city where medical attention could be secured. The gentleman and lady, with their child and maid, were accordingly at once conveyed to the station, whence they were taken to the city in the dingey. The keeper signaled the master of the steamer to take charge of a watch that the gentleman had left on board.
Nov. 28	Assistance in securing a pilot.	.....do.....	A blue light, the conventional call for a pilot, having been observed off the bar at 7.45 p. m. by the surfman on watch, the keeper notified the quarantine station, where there was a telephone, whence a message was sent to the pilot's office in the city. A Coston light was also displayed to indicate to the vessel that her signal had been seen.
Nov. 29	Shelter and succor...	Mosquito Lagoon, Florida	A traveler making his way to the southward afoot reached the station at 5 p. m. and requested food and shelter for the night. His wants were supplied and lodgings furnished, his journey being resumed the following morning.
Nov. 29	.....do.....	.....do.....	The keeper gave shelter for the night to a man on his way from Enterprise, Fla., to the Canaveral Club House, and furnished water for three horses which he had in his charge.
Nov. 29	.....do.....	Santa Rosa, Florida.....	The mate and five men of the ship Charles, of Yarmouth, N. S., landed in their boat $\frac{1}{2}$ mile E. of the station, on the bay shore, to tow off a lumber scow which had broken adrift from their vessel and become stranded. Being unable to return on account of the wind rising to a N.E. gale, they were given shelter at the station and maintained until the forenoon of Dec 2, when the weather moderated sufficiently to permit them to regain their ship in safety.
Nov. 30	Recovery of body...	Oswego, New York, Lake Ontario.	A telephone message was received at the station stating that a man had been drowned from the steamer Resolute, lying in a slip on the west side of the harbor. The keeper and three surfmen hastened to the scene in the dingey, equipped with lines and grapnels, and shortly recovered the body, but all efforts to restore animation were futile and the coroner was notified.
Nov. 30	Assistance at fire...	South Haven, Michigan, Lake Michigan.	The steamer City of Kalamazoo having caught fire at 4.15 a. m. at her dock, $\frac{1}{2}$ mile E. of the station, the life-savers hastened to the scene in the surfboat and assisted to shift the berth of the steamer Lorain L., which was lying too near the burning craft for safety, while the city fire department bent their efforts to extinguish the flames. When the fire was out the stewardess of the burned steamer was reported missing and a rumor

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1896. Nov. 30	Assistance at fire...	South Haven, Michigan, Lake Michigan.	started that she had fallen between the vessel's side and the wharf and had been drowned, whereupon the surfmen dragged for three hours for the body, but failed to find any signs of it. The remains were finally recovered under the hull of the steamer on Dec. 4 by a party engaged at work in that vicinity.
Dec. 1	Assistance to light keeper.	Grindstone City, Michigan, Lake Huron.	The assistant light keeper at Port Austin lighthouse requested surfmen to transport a man and provisions to lighthouse, as they could not get out through the ice. Keeper and crew hauled boat on wagon to a point where it could be launched, took the man and provisions in, and pulled through the slush ice to lighthouse. Took light keeper ashore and returned to station without mishap.
Dec. 2	Rescue from drowning.	Plum Island, Wisconsin, Lake Michigan.	While two surfmen were going for the mail, walking across the harbor on the ice, in company with a citizen, the man broke through and was in great danger of drowning. The surfmen succeeded in rescuing him, with much difficulty and at great peril.
Dec. 3	Aid to injured man.	Absecon, New Jersey	Surfman No. 2 discovered a man about ½ mile N. of station, who had fallen and cut his head, rendering him unconscious. Surfman picked him up and took him to a car, accompanied him home, and procured a physician for him. He soon improved under medical treatment.
Dec. 3	Shelter and succor...	Core Bank, North Carolina	Two men caught out in heavy wind and rain storm sought refuge at station. They were sheltered and succored until storm abated next day.
Dec. 4	.....do	Orange Grove, Florida	Two travelers arrived at station early in the morning in need of food. They were given shelter and succor until the next day, when they proceeded on their way.
Dec. 9	.....do .....	.....do	At 6 p. m. two men reached the station and asked for shelter through the night. Keeper gave them shelter and food.
Dec. 11	Surgical aid rendered.	Golden Gate Park, California.	Lookout reported that a man had attempted suicide by cutting his throat, but was still alive, lying about 100 yards below the lookout tower. Keeper and crew at once went to the place with stretcher and bandages. The wound was bound up and the man was sent to the city hospital.
Dec. 13	Assistance at fire...	Grande Pointe au Sable, Michigan, Lake Michigan.	About midnight a fire broke out in lumber yard 1 mile S. of station. Keeper and two surfmen hastened to scene with pails and heaving lines. By quick and hard work saved bridge and 150,000 feet of lumber.
Dec. 14	Fire extinguished ..	Cleveland, Ohio, Lake Erie	Early in the afternoon surfman reported that the river pier on west side was on fire. Crew ran over with fire buckets and axes and succeeded in extinguishing the flames after chopping away part of the pier.
Dec. 15	Medical aid given ..	Point of Woods, New York	A man arrived at station with his arm in a sling, much swollen, having run a rusty nail in his wrist. After the wound was bathed and poulticed he was sent home, feeling much easier.
Dec. 17	Assistance to Light-House Establishment.	Coskata, Massachusetts ..	Surfmen answered signal from keeper of Nantucket light by pulling over to lighthouse in small boat. Light keeper wished to send telegram to headquarters stating that Pollock Rip light-ship was off her station. The message was forwarded as requested.
Dec. 24	Shelter and succor...	Orange Grove, Florida	Two travelers reached station at 6 p. m. and asked shelter for the night. Keeper gave them shelter and food.

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1896. Dec. 25	Fire extinguished ..	Ocean City, Maryland	Alarm was given at station that fire had broken out in a restaurant. Crew hastened to scene with buckets and ladder, and after about twenty minutes of hard work had fire under control.
Dec. 26	Assistance to light keeper.	Coskata, Massachusetts ..	Anticipating that the assistant light keeper would have trouble in returning home, after short absence, keeper of station sent two surfmen to meet him. They found that his wagon had stuck in the quicksand, and that the horse had broken the harness. Surfmen helped to unload the wagon and then hauled it out. Harness was repaired and wagon reloaded for continuing the journey.
Dec. 26	Fire extinguished ..	Cleveland, Ohio, Lake Erie	Keeper discovered a fire on the west river pier, under a shed used by the Light-House Establishment. With assistance of another man he put out the fire before any damage was done.
Dec. 27	Transportation afforded.	Muskeget, Massachusetts	Station crew went over to Great Neck in boat and procured physician for a woman who was very ill. He was taken back after giving all possible attention.
Dec. 28	Rescue from drowning.	Gay Head, Massachusetts.	A boy ventured too far out on the ice on pond near station and broke through. Surfman No. 2 heard his cry and saw his head come up through the hole in the ice. Rushing to the rescue, surfman crawled out on the ice as far as possible and reached the boy with a long pole, which enabled him to get out.
Dec. 29	Transportation of body.	Muskeget, Massachusetts	Keeper and five surfmen took remains of a woman over to Madaket for interment. This was the woman for whom physician had been procured on the 27th.
Dec. 29	Shelter and succor ..	Orange Grove, Florida	A traveler arrived at station at 6 p. m., desiring shelter for the night. He was accommodated by the keeper.
1897. Jan. 1	Property saved	Fourth Cliff, Massachusetts.	The north patrolman on the morning watch came upon four dories in the edge of the surf, together with a lot of wreckage, apparently from a fishing vessel. He summoned assistance from a neighboring house, and the boats and a barrel of flour, the only other article of value, were transported above high-water mark, after which a diligent search was prosecuted along the beach, but no further traces of shipwreck were discovered.
Jan. 1	Rescue from drowning.	Cape Disappointment, Washington.	A private of the 3d U. S. Artillery, stationed at Fort Canby, Washington, when coming ashore from the local steamer on his return from Astoria, Oregon, at 10 p. m., fell overboard. A comrade, standing on the landing stage, threw himself down at full length and seized the sinking man, but was in great danger of being dragged into the water by the latter's struggles. He managed, however, to sustain him until the keeper and a surfman, who happened to be near at hand, hastened to his assistance and aided in landing the imperiled soldier, who was in a dazed condition, having struck his head in his fall.
Jan. 2	Rescue from drowning and succor afforded.	Duluth, Minnesota, Lake Superior.	A boy, 10 years of age, while skating alone on St. Louis Bay, broke through and was unable to get out. His cries attracted the attention of one of the surfmen living near by (inactive season), who rescued the lad, and taking him to his house cared for him until his clothing was dry and he was able to proceed home. Shortly after, a similar accident befell a gentleman and his little daughter in the same locality, where the water was about 3 feet deep. The father pro-

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1897.			
Jan. 2	Rescue from drowning and succor afforded.	Duluth, Minnesota, Lake Superior.	ceeded home none the worse for the mishap, but the child was sheltered by the life-saver's family until entirely recovered.
Jan. 4	Assistance to lost persons.	Oak Island, New York....	At 8.30 p. m. the keeper received word by telephone that a gentleman and two ladies, who had left the station at 4 p. m. in a small boat for the mainland, had not yet reached their home, and as the weather was foggy and the bay full of floating ice it was feared they were lost. He at once set out to their assistance with one of his crew in a rowboat, carrying a shotgun, by the frequent discharge of which the bewildered party were located and enabled to reach their destination.
Jan. 5	Assistance to injured man.	Coquille River, Oregon ...	A man supposed to be intoxicated fell from a wharf near the station, injuring himself severely. He was picked up in an unconscious condition by two of the surfmen and conveyed to his home, where a physician was summoned.
Jan. 6	Assistance at fire...	Muskegon, Michigan, Lake Michigan.	Keeper and five surfmen hastened to a fire in an unoccupied storehouse 200 yards E. of the station, near the river. They carried their force pump and hose, and, though unable to check the destruction of this building, prevented the flames from spreading to a residence to windward of it, and also removed the furniture from another dwelling, which was destroyed. The value of the property thus saved was about \$500.
Jan. 7	Transportation of physician.	Hunniwells Beach, Maine.	A physician, who was desirous of reaching Pond Island to attend the sick wife of the lighthouse keeper at that place, was conveyed there by the life-savers in the surfboat.
Jan. 8	Medical aid given...	Saluria, Texas	A seaman from the schooner Cazador (see "Services of Crews," Jan. 4), who was suffering from a painful wound in his hand, which had been aggravated by exposure to the salt water, was supplied with liniment and bandages from the station medicine chest, the injured member dressed, and instructions given him how to continue its treatment.
Jan. 8	Assistance to mail carriers.	Plum Island, Wisconsin, Lake Michigan.	Two men carrying the mail from the mainland to Washington Island stopped at the station and requested aid to continue their journey, being unable to proceed farther in their frail skiff on account of the ice. The keeper loaned them his own boat, a staunch craft, and they set out for their destination. When they returned the following morning, wet and cold, they were cared for until their clothing dried, and given breakfast before resuming their homeward trip.
Jan. 9	Recovery of body...	Chatham, Massachusetts.	The keeper having been informed that the body of a man had been washed ashore abreast Chatham lights, $1\frac{1}{2}$ miles to the northeastward, had the remains removed to the station by the life-savers and notified the coroner.
Jan. 11	Shelter and succor..	Corson Inlet, New Jersey.	At 5 p. m. two fishermen, bound from Holly Beach to Atlantic City in a small boat, applied at the station for shelter, not desiring to continue their voyage after nightfall. They were provided with supper, lodgings, and breakfast.
Jan. 13	.....do	Orange Grove, Florida ...	Two travelers reached the station late in the afternoon and sought shelter for the night. They were provided with food and lodgings.
Jan. 14	Resuscitation.....	New Shoreham, Rhode Island.	A boy, who was skating on a pond near the station, broke through, his two companions coming to his aid just as he sank for the last time. They immediately

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1897. Jan. 14	Resuscitation.....	New Shoreham, Rhode Island.	hurried off about $\frac{1}{2}$ mile to where an old spar was lying and returned with it, being in the act of pointing it in the hole when the lad's elder brother, who had seen the commotion, arrived on the spot, and with signal courage dived under the ice and brought the body up. Surfmen arrived in time to resuscitate the boy and he was carried home, where they stripped him, put him in hot blankets, and administered stimulants. On the following day he appeared fully recovered from the shock.
Jan. 15	Shelter and succor...	Plum Island, Wisconsin, Lake Michigan.	Two mail carriers, on the route from the mainland to Washington Island, were unable to cross to their destination, owing to a combination of thick shore ice with drift ice in the channel, and sought shelter for the night at the station. They were compelled to remain here until the morning of the 17th before being able to continue on their way.
Jan. 16	Medical aid given...	Saluria, Texas	A fisherman who had sustained a painful sprain of his wrist through a fall was furnished by the keeper with bandages and liniment for the treatment of the injury.
Jan. 18	Shelter and succor...	Orange Grove, Florida....	Two belated travelers were sheltered over night at the station and provided with meals.
Jan. 20	Rescue from drowning.	Cuttyhunk, Massachusetts.	While skating on a neighboring pond the keeper's attention was attracted by cries for help, and hastening in this direction he found that the keeper of Cuttyhunk Light Station had broken through the ice. Luckily, the skater was provided with a long stick, with which he reached the imperiled man and drew him from the water.
Jan. 23	Succor afforded	Mosquito Lagoon, Florida.	A man journeying on horseback from Cape Canaveral to Ponce Park, arrived at the station and requested fodder for his beast. Nothing was available except some corn meal, but it was freely given by the keeper, together with fresh water, of which the animal stood in need. The traveler was provided with a warm breakfast, after which he continued on his way.
Jan. 24	Recovery of body...	Point Adams, Oregon.....	A fisherman having reported that the body of a man had washed up on Clatsop Spit, the surfmen proceeded to the spot indicated and recovered the remains, which were delivered to the coroner, who had been notified of the matter by the keeper before the departure of the surfmen.
Jan. 27	Succor afforded	Velasco, Texas	A man engaged in hauling oysters got into a washout with his team, and succeeded in getting out only after he was wet from head to foot. His clothing soon froze, and he applied at the station for relief. Keeper furnished him with dry garments and cared for his team.
Jan. 28	Shelter and succor...	Short Beach, New York...	Three young men, who had lost their way in the vicinity of the station late in the afternoon, were provided with food and lodging by the keeper until the following morning.
Jan. 28	Succor afforded	Seatack, Virginia	Some fishermen having found a man lying on the beach, apparently stupefied by drink, took him to their camp, where it was thought he would sleep off the effects of the liquor, but after five or six hours, no signs of returning animation being visible, they became alarmed and reported to the keeper. He at once repaired to the scene with his cart, and after working on the man for three hours he was sufficiently revived to be transferred to the station, where a watch was

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1897. Jan. 28	Succor afforded.....	Seatack, Virginia	kept over him during the night until all danger was past. It appeared that while lying in a drunken stupor the man had been slowly freezing to death.
Jan. 28	Shelter and succor..	Orange Grove, Florida....	A traveler, overtaken by darkness, was provided with food and lodgings by the keeper, continuing his journey the next morning.
Jan. 29	Assistance to a hunter.	Great Egg, New Jersey...	A hunter, while out ducking on Beach Thorofare, about 1 mile from the station, got his skiff's oar stuck in the ice, 150 yards from the land, as to be unable to extricate himself. His predicament having been observed, the life-savers transported a small boat abreast the spot and carried out a long line from the beach to the helpless man, by means of which he was hauled to the shore.
Jan. 31	Aid to sick man	Ship Bottom, New Jersey.	At 8 p. m. the north patrol, while passing near the house of the aged ex-keeper of this station, where he resided alone, was attracted by cries for aid. Upon investigation the old man was found to have suffered a stroke of paralysis, and was conveyed to the station and made comfortable. A physician was summoned, but medical treatment proved of no avail, and he died on Feb. 4, the remains being taken to his friends on the following day by the keeper and undertaker.
Feb. 2	Rescue from drowning.	Point Marblehead, Ohio, Lake Erie.	While out fishing, Surfman Climons saw a boy break through the ice into the deep water below. He hastened to the rescue and saved the lad from drowning.
Feb. 3	Rescue from danger.	Pecks Beach, New Jersey.	Heavy ice having been pushed against the turnpike bridge by high tide, part of it was carried away, leaving the bridge keeper in a perilous position. Surfmen went to his rescue, and taking him off, landed him safely on the beach.
Feb. 4	Recovery of body...	South Chicago, Illinois, Lake Michigan.	Keeper was notified at 4 p. m. that a man had broken through the ice 1 mile from shore, off the foot of 98th street. He immediately went to the street with grappling hooks and lines. Finding that the ice was thin offshore, a small boat and two fishermen were secured, and the three started out to recover the body. Found the hole through which the man had fallen, and after dragging for a short time recovered the body. It had been in the water for an hour and a half when recovered. Keeper delivered it to the police department.
Feb. 5	.....do	Forge River, New York...	Washed up on the beach and discovered by surfmen. Station crew took it to the mainland and turned it over to coroner. Nothing was found to identify it, but it was supposed to have been one of the crew of the schooner Nahum Chapin, wrecked off Quogue on Jan. 21.
Feb. 7	.....do	Quogue, New York	Found on the beach near halfway mark, it having been thrown up by the sea. It was carried to station by surfmen, and next day given in charge of coroner. It was thought to have been another one of the crew of the schooner Nahum Chapin.
Feb. 7	Succor given.....	Bethel Creek, Florida.....	A man reached station at 8 a. m., suffering from hunger. He had walked a long distance and said he had not had any food for twenty-four hours. He was given some breakfast and a lunch to take with him.
Feb. 10	Recovery of body...	Blue Point, New York....	Surfman found the body of a man on the beach 1 mile W. of the station. It was too heavy for him to manage, so he reported to keeper. Surfmen repaired to the spot, put the body in safe place, and

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1897.			
Feb. 10	Recovery of body...	Blue Point, New York....	covered it with canvas. It was given in care of coroner and identified as that of a sailor on the wrecked schooner Nahum Chapin.
Feb. 12	U. S. revenue cutter Penrose assisted.	Santa Rosa, Florida	Signaled to keeper to come alongside. Commanding officer requested him to transfer boarding officers, quarantine doctor, and the master of a stranded bark from the cutter to the bark, as a heavy swell was rolling in, making it dangerous for the harbor boat to go out. The men were put aboard with surfboat and afterwards returned to the cutter. Tugs released the bark in a short time.
Feb. 12	Recovery of body...	Ludington, Michigan, Lake Michigan.	Keeper and one man took a skiff and grappling irons to drag for body of a young man who had committed suicide the day before by jumping from the dock. It was recovered and delivered to city authorities.
Feb. 15	Reporting obstruction to navigation.	Orleans, Massachusetts...	At 8 a. m. surfman discovered an object $3\frac{1}{2}$ miles offshore and pulled out to it. Found it to be the mast of a schooner attached to wreckage on the bottom. Reported the obstruction to the signal station at Highland, Cape Cod.
Feb. 15	Assistance to men lost in the fog.	Hog Island, Virginia	Two men wandered away from the clubhouse and lost their bearings during thick fog. Surfman found them and piloted them back to the road for reaching the club.
Feb. 15	Transportation of persons.	Aransas, Texas	Keeper was requested to go to Rockport and bring back the three children of a woman who had died during the night. With the aid of volunteers he reached the town after a hard pull against wind and tide. The children were taken on board, also a coffin for the remains, and transported to the station.
Feb. 20	Succor and shelter..	Orange Grove, Florida....	Two travelers arrived at station at 6 p. m. and asked for shelter during the night. Keeper gave them food and shelter. They left in the morning for their destination.
Feb. 25	.....do .....	.....do	A man and his wife reached station at 4 p. m. tired and hungry. They were given food and lodging for the night and during the next day and night.
Mar. 1	Rescue from drowning.	Old Chicago, Illinois, Lake Michigan.	At 9.40 p. m., cries for help being heard apparently from off the second pier to the southward of the station, the keeper lost no time in securing the services of two volunteers (inactive season), and launching an old flatboat which was on the incline, they set out in the direction indicated. Owing to drift ice slow progress was made toward the spot, where, upon their arrival, a man was found clinging to a floating cake, having fallen from the dock while partially intoxicated. He was conveyed to the station as speedily as possible, where stimulants were administered, circulation restored by vigorous rubbing, and shelter and care given him for the night, as a result of which he returned home in the morning none the worse for his accident.
Mar. 3	Shelter afforded.....	Orange Grove, Florida....	A belated traveler was sheltered at the station throughout the night.
Mar. 6	Assistance to sick woman.	Absecon, New Jersey.....	At 8.30 p. m. the south patrolman discovered a woman lying near the railroad track $\frac{1}{2}$ mile from the station, suffering from such a severe attack of cramps as to be scarcely able to move. He assisted her to rise, and partly carrying her, accompanied her to her home, $\frac{3}{4}$ mile distant, where she was left in charge of her husband.

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1897. Mar. 8	Recovery of raft....	Fort Point, California.....	About 7 a. m. a raft containing 11,000 feet of creosoted lumber, valued at \$300, broke loose from its moorings at the works of the San Francisco Timber Preserving Co. and was carried seaward by the ebb tide, being sighted by the lookout at the station when off Point Bonita. The surfboat was launched and the boom taken in tow, but on the return it broke up near Fort Point, the timbers being washed up along the beach and among the rocks. However, the surfmen set to work and by diligent efforts recovered all the lumber except two pieces and returned it to the owners. (See letter of acknowledgment.)
Mar. 9	Assistance in making soundings.	Cleveland, Ohio, Lake Erie.	Keeper assisted the manager of a local tug company to make soundings to ascertain the best water about the steamer W. L. Wetmore and her consort, the schooner Brunette, which vessels stranded on Jan. 18. (See record of that date, "Services of crews.")
Mar. 12	Shelter afforded.....	Orange Grove, Florida.....	At 7 p. m. a traveler, who desired shelter for the night, arrived at the station and made known his wants to the keeper. Lodging was furnished him, his journey being resumed at 9 a. m. the next day.
Mar. 13	Recovery of body....	Rocky Point, New York..	Between 6 and 8 o'clock p. m. the watch on the western patrol, when 1½ miles along his beat, came upon the dead body of a man lying in the edge of the surf. Report of the discovery was made to the keeper. It was removed to the station and the coroner notified.
Mar. 13	.....do	Core Bank, North Carolina.	The dead body of a negro, which from all appearances had been in the water several days, was observed by the lookout close by the station, in Core Sound, and recovered by the surfmen. The following day the keeper had a coffin made, and wrapping the remains in a sheet gave them decent burial. A small amount of money and a package of letters found in the clothing of the unfortunate were forwarded, through the district superintendent, to the collector of customs, and efforts made to find a claimant for these articles and establish the identity of the man, but without success.
Mar. 18	Assistance at fire...	Muskegon, Michigan, Lake Michigan.	At 1 p. m. the house of one of the surfmen, situated close to the rear end of the crew's living apartments, caught fire. The keeper sounded the alarm, to which, although it was the inactive season, the surfmen responded promptly and succeeded in saving some furniture from the doomed residence, and having gotten the force pump in action protected the Service property from destruction.
Mar. 24	Recovery of body....	South Chicago, Illinois, Lake Michigan.	Upon being notified that the body of a man had been seen floating in the lake near the mouth of the Calumet River, the keeper launched the small boat, picked up the remains, and brought them to the station, where they were turned over to the police department for identification.
Mar. 27	.....do	Charlotte, New York, Lake Ontario.	The body of an unknown man having been found in the river, ½ mile from the station, the keeper repaired to the scene upon receiving information of the discovery, took charge of the remains, and delivered them to the coroner.
Mar. 28	Rescue from danger.	Galveston, Texas	A man and three boys, who had been fishing on the beach near the jetty, were cut off from shore by the rising tide and took refuge on the railway trestle 1½ miles SE. of the station. As a heavy

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1897. Mar. 28	Rescue from danger.	Galveston, Texas.....	gale and high water had rendered this portion of the road unsafe, aid for their relief was sought from the life-savers. The keeper and four of his crew, provided with life belts and heaving lines, boarded a locomotive, proceeded as far as it was possible to go by this means, cleared the track several times of drift-wood, which the sea breaking clear over it lodged there, and then waded out to the boys through water about 4 feet deep, brought them safely back on their shoulders, and assisted their companion in his return.
Apr. 2	Fire extinguished..	Brenton Point, Rhode Island.	An extensive fire was observed by the keeper in a large area of dry grass adjoining a dwelling not far from the station. The life-savers hastened to the scene, provided themselves with bundles of bushes, and actively assisted several men who were already on the spot to fight out the flames. After two hours' work the fire was extinguished.
Apr. 4	Property recovered.	Jupiter Inlet, Florida.....	The keeper having found a pipe of rum secreted in a thicket near the shore, had it conveyed to the boathouse for safe-keeping, and at once notified the deputy collector of customs, to whom it was later delivered.
Apr. 5	Assistance to police.	Louisville, Kentucky	A captain of the city police force called at the station, and having informed the keeper that a woman was supposed to have been murdered and thrown into the basin at the foot of Eighteenth street, on the Louisville and Portland Canal, requested assistance to search for the body. A boat's crew of life-savers was accordingly dispatched to the scene and the locality thoroughly dragged with lines and grapnels, but no trace of the remains was found.
Apr. 7	Succor to demented man.	Point Betsie, Michigan, Lake Michigan.	At 2 a. m. a demented man came to the station suffering from cold and exposure, having thrown away his coat. He was cared for until morning, when the keeper took him in the surfboat to Frankfort, 4½ miles to the southward, where it was ascertained that he was insane and had escaped from his keepers the preceding night.
Apr. 7	Assistance to fisherman.	Grand Haven, Michigan, Lake Michigan.	The keeper and two of his crew assisted a fisherman to drive some heavy stakes on which to set his gear, and on the 8th aided him to get the nets in position.
Apr. 10	Transportation	Davis Neck, Massachusetts.	The life-saving crew went off in the surfboat alongside the lighthouse steamer Myrtle, in answer to her signals displayed abreast the station, and at the master's request took ashore to Annisquam lighthouse a carpenter destined for that point. A high surf was running at the time.
Apr. 13	Shelter and succor..	Chester Shoal, Florida.....	A man making his way on foot to New Smyrna, Fla., requested a night's lodging. He was furnished with accommodations and given food.
Apr. 13	Recovery of body ..	Cleveland, Ohio, Lake Erie	In response to a telephone message notifying the keeper that a man had fallen into the river from the railroad bridge, 3 miles SE. of the station and been drowned, the dingey was dispatched to the scene, manned by three surfmen provided with grappling irons, but they failed to recover the body. However, on the 14th the search was renewed and the remains raised after an hour's dragging, and placed in charge of an undertaker.
Apr. 15	Rescue of a dog from drowning.	Racine, Wisconsin, Lake Michigan.	At 3.30 a. m. the two surfmen on watch hearing peculiar cries from a dock near the station, took a lantern and jumping into the skiff pulled in the direction of

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1897. Apr. 15	Rescue of a dog from drowning.	Racine, Wisconsin, Lake Michigan.	the noise. They soon found a dog clinging to a pile, more dead than alive, but on being brought on shore, rolled in blankets, and put near the stove, the animal recovered in a few hours. The dog was later returned to its owner.
Apr. 17	Transportation	New Shoreham, Rhode Island.	Having heard three whistles from a steamer sounded to seaward opposite the station at 3.30 a. m., the keeper displayed a Coston signal in response thereto and at once pulled off in the small boat, with two of his crew, to the vessel. She proved to be the tug Fred B. Dalzell, with a pilot on board who wished to land. The surfmen accordingly set him on shore.
Apr. 18	Rescue from danger.	Frankfort, Michigan, Lake Michigan.	Shortly after midnight the lookout hearing loud cries proceeding from the river, lost no time in launching the station supply boat and pulling in the direction indicated, where he soon came upon two men on a small float who had attempted to cross the stream by this means, but having lost their paddle (a piece of board) were being carried out into the lake by a fresh breeze and were on the point of jumping into the water and attempting to swim ashore. They were landed in safety at their destination, the float, which was of no value, being abandoned.
Apr. 19	Assistance to light-house keepers.	Sand Beach, Michigan, Lake Huron.	Weather being too rough for the light keepers to set their harbor beacons in their small boat, they were taken aboard the lifeboat and the required service thus performed.
Apr. 23	Property recovered.	Racine, Wisconsin, Lake Michigan.	A large tub used for hoisting coal from vessels was drifting down the river and was picked up by the surfmen, and returned to its owners.
Apr. 24	Rescue from drowning.	Cleveland, Ohio, Lake Erie.	At 1.25 a. m. the west patrol, when at the end of his beat, discovered a man in the water alongside the harbor bulkhead vainly struggling to extricate himself. The surfman hauled him ashore and assisted him to the station, where he was put to bed.
Apr. 29	Recovery of body...	Nags Head, North Carolina.	The south patrol found the dead body of a colored man washed up on the beach, with the features much disfigured and nothing to establish his identity. Upon reporting the matter to the keeper he had a rough coffin made, and wrapping the remains in a blanket gave them decent burial above high-water mark.
Apr. 30	Rescue from drowning.	Muskegon, Michigan, Lake Michigan.	A youth, fishing from the south breakwater, lost his balance and fell into the river. The small boat was dispatched to his aid, and he was soon rescued from his dangerous predicament.
Apr. 30	.....do	Two Rivers, Wisconsin, Lake Michigan.	The lookout hearing cries from a dock near the station, about 1.30 a. m., hastened to the spot and discovered an intoxicated man overboard and struggling alongside the piling. He was hauled out and sent to his home, which was near by, in charge of two surfmen, as he was too much under the influence of liquor to walk.
May 2	Property saved.....	Thunder Bay Island, Michigan, Lake Huron.	About 3,000 feet of good lumber was washed ashore on the north side of the island. The life-saving crew gathered it up and made a pile of it at a safe distance above the surf line to await a claimant.
May 3	Transportation of persons.	Aransas, Texas.....	The lighthouse keeper having been drowned, life-saving crew went across the pass and took his wife and child back to station keeper's home.

Services of crew (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1897. May 3	Rescue from drowning.	Oswego, New York, Lake Ontario.	A young man attempting to climb out of a small boat onto the pier 250 yards W. of the station lost his hold and fell into the river. One of the surfmen ran to the spot with a heaving line, which he threw within the struggling man's reach and drew him to the bulkhead and assisted him out. He was then taken to the station where his clothing was dried, after which he proceeded home.
May 3	Recovery of body...	Point Marblehead, Ohio, Lake Erie.	The keeper received word from a neighboring resident that he feared his 5 year-old son had been drowned, as he had been missing since noon and could not be found. The surfboat immediately proceeded to the locality where the child had last been seen playing near the beach and dragged for the body, shortly succeeding in recovering it close to the shore in 3 feet of water.
May 4	Clothing furnished.	Grand Haven, Michigan, Lake Michigan.	A fisherman while lifting his nets, about 6 miles out in the lake, fell overboard, but was pulled out by his mate and taken to the station, where the keeper furnished the man with an outfit of dry clothing from the articles supplied by the Women's National Relief Association.
May 6	Recovery of body ..	Aransas, Texas.....	While engaged in searching for body of lighthouse keeper, who was drowned on the 3d, surfmen were informed by some fishermen that they had found it 1½ miles N. of lighthouse. Keeper and crew secured the body and took it to Rockport for burial.
May 6	Burial of remains ..	Shoalwater Bay, Washington.	The mail carrier from Westport (Grays Harbor) to this place reported at the station about 4 p. m. that he had seen the body of a man washed up on the beach on his trip to the southward. The life-saving crew made a rude coffin, accompanied the postman to the spot, and gave the remains decent burial.
May 8	Rescue from drowning, and transportation.	Kewaunee, Wisconsin, Lake Michigan.	A gentleman and his wife, who desired to take passage for Frankfort on the ferryboat Ann Arbor No. 1, were about to cross the river in a skiff, accompanied by the local hotel keeper, Mr. Duer-schmidt. The two men having gotten into the boat were assisting the lady to embark when she stepped on the gun-wale, causing a capsize and throwing the whole party into the water. As the lookout witnessed the accident the keeper and two surfmen were promptly on the spot in the small boat, into which they took the two travelers, who were found clinging to the piles, their companion having regained the dock, and conveyed them to the Ann Arbor No. 1, where they were able to procure dry clothing, their trunks having already been sent on board.
May 10	Reporting obstruction to navigation.	Orleans, Massachusetts...	Keeper informed engineer officer of the United States Army at Newport, Rhode Island, of sunken schooner 2½ miles E. ½ N. from station, it being a dangerous obstruction.
May 11	Recovery of property.	Bonds, New Jersey	Keeper and crew hauled out of the surf 5 barrels of wine, 75 boxes of salmon, and a chest of tools. They had been washed up from the burned ship Francis, and were delivered to the agent of the wrecking company.
May 11	.....do	Little Beach, New Jersey.	While returning from the wreck of the ship Francis, keeper and crew picked up 2 barrels of wine. They were delivered to the wrecking company on the 25th.

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1897. May 11	Recovery of property.	Atlantic City, New Jersey	Various individuals landed 34 barrels of wine on the beach near station. Keeper took charge of them and reported their location to the underwriters' agent, to whom they were delivered on the 15th.
May 11	Property saved	Cape Disappointment, Washington.	The life-saving crew picked up with the surfboat about 40 fathoms of gill net, valued at \$50, which was adrift off the station. It was overhauled, put in order, and held for a claimant.
May 12	Property restored ...	Charlotte, New York, Lake Ontario.	A small skiff which had been picked up during the last active season by the life savers and held at the station for safe keeping, was to-day delivered to its owner, whose identity had been established.
May 13	Recovery of property.	Forked River, New Jersey	The patrol found 2 barrels of wine on the beach south of station. They were hauled to station and the fact reported to proper authority. On June 14 they were taken away.
May 16	Recovery of body ...	Fairport, Ohio, Lake Erie.	In response to the repeated whistles of a fishing tug, off the station, the surfboat pulled alongside, and found that the dead body of a man had been discovered floating on the water. The life-savers towed it into the harbor where it was identified as that of one Frank Keefe, drowned from a dredge on May 1. The keeper notified the coroner and communicated the facts to friends of the deceased in Cleveland.
May 16	Property recovered.	Cape Disappointment, Washington.	The life-saving crew picked up 10 fathoms of gill net, which came in on the flood tide. A fisherman called at the station on the 17th inst., established his claim to the gear, and removed it.
May 20	Rescue from drowning.	Michigan City, Indiana, Lake Michigan.	A gentleman while walking on the west pier abreast the station, lost his balance and fell headlong into the river, the accident being witnessed by the surfmen on lookout. A crew of life-savers in the small boat hastened to the spot, rescued the man and landed him on the breakwater.
May 21	Property recovered.	Two Heart River, Michigan, Lake Superior.	At the request of the manager of the Booth Packing Company, the life-savers proceeded in the surfboat to a point 3 miles W. of the station, where they dragged for, grappled, and successfully raised a boiler that had been lost overboard from a pile driver on the 20th instant.
May 22	Rescue from drowning.	Oswego, New York, Lake Ontario.	A boy 6 years of age, a deaf-mute, fell into the river from the end of a pier near the station about 4.45 p. m., the accident being witnessed by several of the life-saving crew. Running to the spot they found the child had grasped the end of a long fishing rod which had been extended him by a playmate, and by this means the keeper drew the youngster into shoal water, whence he was taken by the surfmen and carried to the station. Here he was wrapped in warm blankets and a messenger dispatched to his home for dry clothing, upon the receipt of which the boy was dressed and sent to his residence in charge of one of the life-savers.
May 22	Property recovered.	Thunder Bay Island, Michigan, Lake Huron.	Keeper having received information that floating barrels of flour had been seen 3 or 4 miles N.E. of the island, went with surfboat and sailboat, in company with yacht Florence C, to investigate. Recovered 42 barrels and 30 sacks of flour, and 2 barrels of lard oil. They were taken to station for safe-keeping until delivered to rightful owner.

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1897. May 22	Property recovered.	Cape Disappointment, Washington.	The surfmen recovered, with the lifeboat, a gill net, valued at \$250, which drifted across Peacock Spit into the North Channel. It was later delivered to the owner, one of the local fishermen.
May 23	Assistance to picnic party.	Jerrys Point, New Hampshire.	Surfman No. 6, while absent from the station on day liberty, was informed that a man had been seen on one of the small islands in Portsmouth Harbor waving his hat, as if signaling for help. Being near the residence of the district superintendent, Mr. S. H. Harding, the life-saver reported the matter to him, and the two men secured a dory and pulled to the spot indicated, where they found a party of picnickers in distress, their only boat having gone adrift. The superintendent and his companion soon recovered the craft and returned it to the pleasure-seekers, much to their gratification.
May 23	Succor and assistance.	Fourth Cliff, Massachusetts.	Two men from Brant Rock, on a fishing trip in a dory, being unable to return home on account of a high SW. wind, landed about 11 a. m. near the station, cold and hungry. They were provided with dinner by the keeper, and the surfmen transported their boat across the beach to the North River.
May 23	Extinguishing fire..	Sullivan's Island, South Carolina.	At 2.45 a. m. the patrolman discovered a fire in one of a group of buildings not far from the station. In response to his alarm the life-saving crew hastened to the scene and rendered valuable service in extinguishing the flames.
May 23	Shelter and succor..	Middle Island, Michigan, Lake Huron.	Three men, constituting the crew of a small sailboat, which had come to the station wharf for shelter from the brisk westerly breeze, were furnished food and a night's lodging by the keeper.
May 23	Assistance at fire...	Plum Island, Wisconsin, Lake Michigan.	Sparks from the smokestack of the fog signal at the lighthouse ignited a large pile of wood close by. The entire life-saving crew promptly responded to a summons for aid, but the fire had been gotten under control by the light keeper and his assistants. The surfmen, however, lent their services to move about 10 cords of the wood to a position of greater safety.
May 23	Recovery of property.	Cape Disappointment, Washington.	During the afternoon about 16 fathoms of gill net, valued at \$20, was recovered by two of the life-savers in the small boat from a fish trap, where it had lodged. It was claimed by the owner on the 23d instant.
May 24	.....do	Bellport, New York.....	While on sunrise patrol, surfman found a barrel of wine on the beach east of station. The barrel was charred and had evidently formed part of the cargo of the ship <i>Francis</i> . The matter was reported to the authorities.
May 25	Succor and medical aid.	Bayhead, New Jersey.....	A fishing boat containing three men capsized in the surf $1\frac{1}{4}$ miles S. of this point, and though her occupants reached the beach, they were greatly exhausted from the struggle. The keeper, after telephoning for a physician, set out with two of his crew, taking along mustard plasters and brandy, which latter was administered to the men in small doses and their limbs rubbed until they were somewhat recovered. Upon the arrival of the physician, the patients were given in his charge and ultimately fully recovered.
May 25	Recovery of property.	Harvey Cedars, New Jersey.	Surfmen, while patrolling, found 4 barrels of wine that had been thrown up by the surf. They were carted to station and held for proper owner.

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1897. May 25	Aid to sick man	Biscayne Bay, Florida	A young man having come to the station (house of refuge; no crew employed) so sick as to require the services of a physician, the keeper went to Lemon City for a doctor. Later in the day he conveyed both the surgeon and his patient to the town.
May 25	Extinguishing fire..	Cleveland, Ohio, Lake Erie.	At 8.45 p. m. a fire broke out on the west breakwater, the alarm being promptly given by the lookout. The life-saving crew, provided with buckets and axes, hastened to the scene and succeeded in extinguishing the flames before damage of any consequence resulted.
May 26	Succor afforded	Grand Haven, Michigan, Lake Michigan.	A man while fishing in the lake from a small skiff, fell overboard, but was rescued by his boat mate, and a landing made at the station. Here he was furnished with dry clothing and cared for by the life-savers until fully recovered.
May 27	Recovery of body...	Monomoy, Massachusetts.	A fisherman reported to the keeper at 7 a. m. that one of his associates had gone out to his nets the evening previous, just before dark, but had not returned, and that what was thought to be his boat sail could be seen caught in a wier, $\frac{3}{4}$ mile from the station. The surfboat at once proceeded to the scene, found the sail, and raised the dory, which was sunk at the same spot, and brought her ashore. The life-savers then returned and dragged for the body till 5 p. m., but discovered no trace of it. However, the remains were washed up on the beach on the morning of the 28th inst., and recovered by the patrolman, taken to the Chatham Life-Saving Station, and delivered to the coroner.
May 27	Medical aid given ..	Galveston, Texas.....	A section hand, while employed in repairing the jetty railroad track, cut his right foot severely with an adze, and was faint from the loss of blood when brought to the station by his companions. The surfmen washed the wound and dressed it with an application of a styptic solution from the medicine chest, thus stopping the bleeding. The man was then taken to the city on a locomotive.
May 27	Succor given	Thunder Bay Island, Michigan, Lake Huron.	A man and his son arrived at station from Sault Sainte Marie, having nothing to eat. Keeper gave them food enough to last for two days.
May 27	Recovery of body...	Old Chicago, Illinois, Lake Michigan.	In response to a signal from the north pier the small boat was dispatched to the scene, when it was found that the dead body of a man had been discovered floating on the water. The surfmen conveyed the remains to the station and delivered them to the proper authorities.
May 28	.....do .....	.....do	The surfmen picked up the dead body of a man, which had been found in the water a short distance north of the harbor piers. The remains were given in charge of the police officials.
May 29	Succor afforded	Erie, Pennsylvania, Lake Erie.	A man accidentally fell overboard, while fishing from the west end of the pier, but was pulled out by a companion and brought to the station. He was provided by the keeper with dry clothing, from the supplies donated by the Women's National Relief Association, given hot coffee, and put to bed in a comfortable room. Here he remained several hours until entirely recovered, when he was ferried across the harbor and proceeded to the city.

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1897. May 31	Transportation of persons.	Muskallouge Lake, Michigan, Lake Superior.	In response to a whistle signal from the steamer City of Green Bay, the surfboat went alongside and took off six passengers, it being dangerous for the vessel to attempt to cross the outer bar, on account of the high seas.
May 31	Recovery of body...	Duluth, Minnesota, Lake Superior.	Keeper received information that a boy had been drowned in slip No. 1, near Lake avenue, and was requested to aid in recovering the body. Two station boats were launched and sent to the scene with grappling hooks, and in half an hour the body was recovered. It had been under water more than an hour, so was turned over to the police.
June 1	Shelter and succor...	Orange Grove, Florida....	A traveler arrived at station at 6 p. m. and requested shelter for the night. He was furnished with food and lodging and next morning went on his way.
June 2	Recovery of body...	Seabright, New Jersey....	Keeper found the body of a small child on the beach near station. It had been washed up by the sea. He reported the matter to the coroner, who took charge of the body.
June 3	Recovery of property.	Pentwater, Michigan, Lake Michigan.	Late in the afternoon a team of horses backed off a dock with a wagon attached to them. Keeper received information of the accident and went to the place in surfboat with lines and grapnel. The horses were drowned but were raised with the grapnel, and the wagon and harness were recovered.
June 6	Recovery of body...	Manistee, Michigan, Lake Michigan.	Having received information that a boy had been drowned some distance up the river, keeper and crew launched two station boats and pulled for the place. After dragging for an hour the body was recovered. Efforts at resuscitation were immediately begun but were unsuccessful, and the body was given up to the authorities.
June 6	.....do.....	Old Chicago, Illinois, Lake Michigan.	At 3.50 p. m. surfmen discovered the body of a man a short distance N. of the north pier. They recovered it and delivered it to the city officials.
June 8	Rescue from drowning.	.....do.....	Lookout, seeing some excitement on the north pier, launched station boat, and with another surfman pulled over to the place. The lookout landed on pier and running to the other side saw a man struggling in the water. He promptly leaped in and held the man up until a tug arrived and they were hauled on board. The rescued man was taken to station and furnished with dry clothing. He was soon able to leave for his home.
June 12	.....do.....	Fort Niagara, New York, Lake Ontario.	Two surfmen noticed a drunken man trying to launch an old boat a short distance away. He fell into the water and could not rise. They ran to him and pulled him out, turning him over to the authorities.
June 13	Recovery of body...	Chicago, Illinois, Lake Michigan.	At 1 o'clock in the morning it was reported at station that a man had fallen from the harbor pier and was drowned. Station boat was launched and pulled to the spot, and the body was recovered after having been in the water for an hour.
June 16	Recovery of property.	Cape Disappointment, Washington.	Station crew pulled to Peacock Spit, where a valuable gill net had been lost. They recovered it and delivered it to owner.
June 17	Recovery of a torpedo.	Monmouth Beach, New Jersey.	Two fishermen found a Whitehead torpedo adrift at sea and towed it to the beach opposite station. Keeper reported its recovery to the Brooklyn

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1897. June 17	Recovery of a torpedo.	Monmouth Beach, New Jersey.	Navy-Yard and received request to take charge of it until called for. It was kept until the next day, when the navy-yard authorities took it away.
June 17	Fire extinguished...	Atlantic City, New Jersey.	A man ran to the station with the information that an oil stove was on fire in a cottage across the street. Keeper took two of the station hand grenades, and with their use, together with sand, smothered the flames.
June 20	Dry clothing furnished.	Charlotte, New York, Lake Ontario.	Lookout saw a man fall from the east pier into the water and immediately gave the alarm. Lifeboat was manned and pulled out, but a boat near by had picked up the man. Surfmen took him to station and furnished him with dry clothing from the supply on hand.
June 20	Recovery of body...	Duluth, Minnesota, Lake Superior.	A young man fell from a staging while painting a steamer's hull 1 mile from station. Surfmen answered steamer's signal for assistance and pulled quickly over to her. They dragged for the body, and recovered it after it had been in the water for about thirty-five minutes. Resuscitation was attempted without avail.
June 21	.....do	Chicago, Illinois, Lake Michigan.	Having been notified that a body had been seen north of the harbor pier, surfmen pulled out in station boat and recovered it. They towed it ashore and turned it over to the city police.
June 22	Shelter and succor...	Charlotte, New York, Lake Ontario.	Patrolman discovered near the station, at 4 a. m., a woman who was almost exhausted from exposure. She said she had fallen into the lake and had no place to go. Keeper was notified, and he took the woman to station, where dry clothes were furnished. She was given a bed for the rest of the night, and after breakfast next morning her fare was paid to her home at Rochester.
June 23	Recovery of body...	Old Chicago, Illinois, Lake Michigan.	The morning lookout, seeing signs of excitement at the west end of the slip, gave the station alarm. The small boat was launched and pulled to the slip, where it was learned that a boy had drowned a few minutes before. Two surfmen immediately began diving for the boy, and at the second time of diving surfman No. 2 brought him to the surface. The work of resuscitation, according to Service methods, was instantly begun, but without effect. When nothing more could be done, the body was dressed in clothes furnished by the Women's National Relief Association and given to the parents.
June 27	.....do	Coquille River, Oregon....	Upon information that the body of a man had been found on the beach 2 miles N. of station, keeper went with the coroner and identified it as that of a Columbia River fisherman. It was properly interred under direction of the coroner.
June 28	Recovery of property.	Cape Lookout, North Carolina.	Surfmen found a large quantity of timber that had drifted ashore N. of station. It was taken charge of and reported to the commissioner of wrecks.
June 28	Recovery of body...	Louisville, Kentucky....	Keeper, being informed that a boy had been drowned during the afternoon some distance from station, had boat provided with drags and lines and started for the place. Life-savers recovered the body and delivered it to undertaker, after having notified coroner.
June 29	Assistance at fire...	Plum Island, Wisconsin, Lake Michigan.	At 9.30 p. m. surfmen pulled to Detroit Harbor, where the sawmill on the north side of harbor was on fire. The fire was fought until it was under control, and, though the mill was destroyed, lumber and cord wood valued at \$1,000 were saved.

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1897. June 29	Recovery of property.	Cape Disappointment, Washington.	While standing by in surfboat to render assistance to fishermen when needed, keeper and crew picked up 150 fathoms of valuable gill net that one of the fishermen was forced to cut adrift in the breakers. It was promptly returned to the owner.
June 30	Recovery of body...	Cleveland, Ohio, Lake Erie.	Keeper received telephone message that a boy had been drowned in Kellys Pond, 3 miles south of station. He took a surfman and proceeded to the place with dragging apparatus. Recovered the body and delivered it to the father.
June 30	Rescue from drowning.	Racine, Wisconsin, Lake Michigan.	While fishing off the south pier a small boy fell overboard. He clung to his dip-net pole until a line was thrown to him by a bystander. Two surfmen, seeing the disturbance, jumped into skiff and rowed across to the boy. They pulled him out of the water and landed him in safety.
June 30	Recovery of property.	Kewannee, Wisconsin, Lake Michigan.	At 4.30 p. m. lookout gave the alarm that a pig was in the river in danger of drowning. Station boat was manned, and the pig was caught and delivered to its owner.
June 30	.....do	Cape Disappointment, Washington.	A gill net valued at \$300 was picked up by station crew in the breakers on Peacock Spit. The owner had been forced to let it go adrift, as it became unmanageable in the breakers. It was delivered to him as soon as possible.

VESSELS WARNED FROM DANGER.

1896—1897.

245

VESSELS WARNED FROM DANGER.

The importance and usefulness of the patrol system to the interests of commerce and humanity have been demonstrated throughout the year by the number of vessels warned away from danger. The records show that 212 were apprised of their perilous proximity to the shore during the night by the Coston signals of the patrolmen, and 12 during the daytime by International Code signals and other signs.

BY NIGHT SIGNALS.

Date.	Station and locality.	Circumstances of warning.
1896. July 9	Yaquina bay, coast of Oregon.	While patrolling south from the station, during the prevalence of fog, the surfman of the first night watch discovered a steamer's lights, indicating that she was dangerously near the beach. He quickly fired his Coston signal, in response to which the vessel hauled offshore.
July 10	Saint Joseph, coast of Michigan.	At 1.20 a. m. a steamer running directly for the bar at the mouth of the harbor was advised of her peril by the display of a danger signal in time to alter her course to one of safety, which enabled her to enter port without mishap.
July 18	Bois Blanc, coast of Michigan.	The north patrolman, observing a steamer with two schooners in tow, approaching dangerously near the beach, at 10.45 p. m., burned his red signal, but the vessel failing to haul short off, stranded with one of her consorts. They were both subsequently released by the life-savers, the prompt display of the light having prevented a more serious casualty. (See "Services of crews," July 18.)
July 22	North Manitou Island, coast of Michigan.	The surfman having the south patrol, between the hours of midnight and 4 a. m., exhibited his danger signal as a warning to a vessel standing on a course which threatened to carry her on the beach.
July 29	.....do	A vessel dangerously near the shore escaped disaster by heeding the Coston light displayed for her benefit by the patrolman of the middle watch.
Aug. 3	Race Point, coast of Massachusetts.	The midnight patrol east discovered a schooner about to run ashore. He burned a Coston light and she kept away.
Aug. 4	Cuttyhunk, coast of Massachusetts.	The west patrol saw a schooner during the midnight watch standing too close for safety to the south side of the island. He burned a danger signal and she at once hauled offshore.
Aug. 6	Erie, coast of Pennsylvania...	At 3.45 a. m. the pier watchman observed a sloop yacht running dangerously near the south side of the channel. Upon the flash of his Coston signal her course was changed and she went clear.
Aug. 14	Wallis Sands, coast of New Hampshire.	Just before daylight the south patrolman sighted a three-masted schooner standing dangerously near Concord Point. He burned a Coston signal and she quickly tacked offshore, narrowly escaping.
Aug. 15	Great Neck, coast of Massachusetts.	During the midnight watch patrolman saw by a vessel's lights that she was running straight for the beach. Quickly firing a Coston signal, he warned her away and she stood off.
Aug. 15	Core Bank, coast of North Carolina.	The north patrol, from 3 a. m. to sunrise, discovered a vessel standing in toward the shore. He burned a danger signal to warn her off but it was not heeded, and he then flashed a second one, when the vessel changed her course and went seaward.
Aug. 17	Duluth, coast of Minnesota...	At 2.30 a. m. the patrol on the south beat burned a Coston signal to warn a steamer off the beach. She veered out into the lake and then took a safe course for the harbor.
Aug. 18	Cobb Island, coast of Virginia.	A vessel standing into danger was warned off at 10.45 p. m. by patrolman's Coston signal.
Aug. 19	Assateague Beach, coast of Virginia.	The north patrol seeing a steamer running dangerously near the shoals, burned a danger signal to warn her, whereupon she kept away and passed clear.

Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1896.		
Aug. 19	Muskallonge Lake, coast of Michigan.	At 2.30 a. m. a steamer bound down the beach headed straight in for shore. The east patrol at once fired a Coston signal and steamer promptly changed her course offshore.
Aug. 19	Point Reyes, coast of California.	During a thick fog the north patrol discovered a vessel rapidly approaching the beach. He quickly burned a danger signal and the vessel hauled offshore.
Aug. 20	Muskeget, coast of Massachusetts.	At midnight the west patrol warned a steamer from danger by showing a Coston light.
Aug. 20	Assateague Beach, coast of Virginia.	Patrolman sighting a vessel running too near the beach for safety, burned a danger signal, and she was immediately headed out to sea.
Aug. 24	Hog Island, coast of Virginia.	While keeping watch from sunset to midnight, the patrolman saw a vessel running near the bar. He fired a Coston signal and she kept away.
Aug. 25	Cobb Island, coast of Virginia.	At 8.30 p. m. the patrol sighted a vessel running into danger. He burned a Coston light and she at once put offshore.
Aug. 27	Highland, coast of Massachusetts.	During watch, from sunset to 8 p. m., one of the patrolmen saw a vessel apparently drifting and dangerously near the bar. He burned a Coston signal, when she quickly came to anchor and then got under way and worked clear.
Aug. 28	Ship Bottom, coast of New Jersey.	The north patrol discovered a vessel during the night heading directly for the beach and burned a signal to warn her of the danger. She immediately anchored, but was so near as to swing close to the bar. When the wind shifted she was headed to sea in safety.
Aug. 29	Plum Island, coast of Massachusetts.	At 12.30 a. m. one of the patrolmen saw a vessel standing too close to the bar. He fired a Coston light and she hauled offshore and went clear.
Sept. 1	Cobb Island, coast of Virginia.	At 11 p. m. a schooner, in danger of stranding, was warned offshore by the display of a red night signal.
Sept. 10	High Head, coast of Massachusetts.	The sunset patrol flashed his Coston light upon discovering a vessel in close proximity to the bar. She hauled broad off and stood seaward.
Sept. 11	Plum Island, coast of Massachusetts.	A small sloop, too close to the beach for safety, was admonished of her peril by the display of a danger signal at 7.40 p. m.
Sept. 12	Point of Woods, coast of New York.	At 11.30 p. m. two Coston signals were fired as a warning to a large three-masted schooner which was approaching the outer bar too closely for safety. Her course was changed to lead into deep water.
Sept. 15	Cobb Island, coast of Virginia.	At 4 a. m. a vessel standing into danger escaped misfortune by changing her course seaward upon perceiving the flash of a warning signal made by the patrolman on duty.
Sept. 15	Core Bank, coast of North Carolina.	Shortly before midnight the timely discharge of a Coston light indicated to an imperiled schooner her dangerous proximity to the breakers.
Sept. 16	Cahoos Hollow, coast of Massachusetts.	A vessel in danger of running ashore 2 miles S. of this station was diverted from her perilous course by the flash of the patrolman's night light.
Sept. 20	Parramore Beach, coast of Virginia.	At 10 p. m. the surfman making the north patrol warned from further approach to the shoals a vessel already too close to these hidden dangers.
Sept. 22	Seatack, coast of Virginia.	A large steamer was observed by the patrolman, about 2 miles N. of the station near midnight, steering dangerously near the beach. Upon the prompt display of his Coston signal her engines were reversed for some moments and the vessel then headed offshore.
Sept. 23	Peaked Hill Bars, coast of Massachusetts.	The surfman on the midnight patrol burned his danger signal to warn away a schooner standing perilously near the bar. She was at once put on a safe tack.
Sept. 27	Bellport, coast of New York..	During the first night watch a schooner standing head on to the beach was warned in time to go about and thus avoid stranding.
Sept. 29	Rehoboth Beach, coast of Delaware.	The sunset patrol flashed his night signal to a vessel running too close along the shore for safety. She at once sheered off and pursued a clear course.
Oct. 2	High Head, coast of Massachusetts.	At 3.30 a. m. patrolman discovered a steamer in dangerous proximity to the bar. He burned a Coston signal to warn her and she kept offshore.
Oct. 2	Cuttyhunk, coast of Massachusetts.	The west patrol saw a fishing schooner standing over toward a dangerous shoal early in the evening. He burned a Coston light and she stood away into Vineyard Sound.
Oct. 6	Fire Island, coast of New York.	During watch from sunset to 8 p. m. the west patrol sighted a vessel running too close inshore for safety. He flashed a Coston signal to warn her of danger and she passed clear.
Oct. 7	Vermilion Point, coast of Michigan.	At 11 p. m. the east patrol burned a Coston light to warn a steamer that was hugging the beach too close. She was headed out into the lake and continued to her destination.
Oct. 8	Plum Island, coast of Massachusetts.	The south patrol discovered a three-masted schooner at 6.20 p. m. standing dangerously near the beach, and burned a danger signal. She put offshore and anchored until morning.

Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1896.		
Oct. 8	Knobbs Beach, coast of Massachusetts.	While patrolling the beach N. of station from sunset to 8 p. m. surfman sighted a schooner heading in toward the outer shoal. He burned a Coston light and the vessel tacked and stood offshore.
Oct. 8	Cobb Island, coast of Virginia.	At 11 p. m. patrolman saw a vessel running in for the shore. He warned her with Coston signal and her course was at once altered for deep water.
Oct. 9	Cape Disappointment, coast of Washington.	A steamer running too near Clatsop Spit for safety was apprised of her danger by patrolman burning Coston light at 11.20 p. m. The warning was heeded and she was quickly headed for the channel, through which she passed in safety.
Oct. 10	San Luis, coast of Texas.....	The southwest patrol burned a danger signal at 9 p. m. to warn away a vessel that was too near the outer bar. Her course was immediately changed seaward.
Oct. 12	Ilwaco Beach, coast of Washington.	At 11 p. m. the south patrol sighted a vessel standing in dangerously near the beach. He showed a Coston signal and she turned and stood offshore.
Oct. 14	Peaked Hill Bars, coast of Massachusetts.	The midnight patrol on the north beat burned a danger signal to warn off a vessel which was approaching the bars. She tacked and stood out clear of the shoals.
Oct. 14	Caffeys Inlet, coast of North Carolina.	The south patrol during watch from 3 a. m. to sunrise discovered a steamer in dangerous proximity to the shore and heading in for it. He burned two Coston signals, but as they were unheeded, the patrolman from Paul Gamie's Hill Station burned one of his signals, whereupon the steamer's course was changed and disaster averted.
Oct. 17	Mosquito Lagoon, coast of Florida.	Keeper sighted steamer at 11 p. m. running dangerously near the beach. He promptly burned a Coston light and she stood offshore.
Oct. 17	Vermilion Point, coast of Michigan.	The midnight patrol on the eastern beat discovered a steamer heading in for the breakers. He quickly burned a danger signal and she stopped and then sheered out into the lake.
Oct. 18	Chicamacomico, coast of North Carolina.	Surfman on the north patrol saw a vessel running in for the beach during the watch from sunset to 9 p. m. He immediately burned a Coston light and she kept away.
Oct. 19	Indian River Inlet, coast of Delaware.	During the watch from 4 a. m. to sunrise the south patrol sighted a steamer standing in too near the beach for safety. He warned her off by showing a danger signal.
Oct. 19	Core Bank, coast of North Carolina.	The south patrol discovered a vessel near the beach during the early morning watch. He burned a Coston light and her course was promptly changed to take her seaward.
Oct. 20	Turtle Gut, coast of New Jersey.	At 2.20 a. m. the south patrol burned a Coston signal to warn a schooner of her danger in standing in too near the Cold Spring Inlet bar. She tacked at once and stood offshore.
Oct. 23	Aransas, coast of Texas.....	A schooner was seen to be tacking off and on near entrance to harbor at 10 p. m., and finally squared away for the bar. Patrolman knowing that the high surf and recent changes in the channel would prove disastrous to her, fired a Coston light, upon which she hauled up and tacked off.
Oct. 26	Fletchers Neck, coast of Maine	At 1.30 a. m. the north patrol saw a vessel in dangerous proximity to the rocks. He quickly burned a Coston signal and she immediately headed out for deep water.
Nov. 1	New Inlet, coast of North Carolina.	The surfman on patrol from midnight to 3 a. m. fired two Coston signals as a warning to a steamer dangerously near the shoals. The first flash was apparently unheeded, but upon the second display the vessel's course was immediately changed.
Nov. 2	Fletchers Neck, coast of Maine	During the first night watch a schooner was apprised of her perilous proximity to the rocks, by the discharge of the usual danger signal, in time to avoid mishap.
Nov. 2	High Head, coast of Massachusetts.	Shortly before midnight a steamer standing in toward the beach, and already very near the bar, was warned of her danger by the timely display of a red light. The vessel hauled offshore on safe bearings.
Nov. 4	Knobbs Beach, coast of Massachusetts.	The north patrol between 4 a. m. and sunrise observed a schooner running in to the land and dangerously near the outer shoals. He at once discharged his Coston signal, in response to which the vessel tacked and stood offshore.
Nov. 5	Long Beach, coast of New York.	The surfman making the eastern patrol in the watch before midnight flashed his danger signal to a steamer standing in for the land. She answered by sending up a rocket and altering her course.
Nov. 6	Barnegat, coast of New Jersey.	At 2 a. m. the patrolman observed a steamer's lights, which, from their relative position to each other, indicated clearly that she was heading directly for the beach. He at once fired his Coston signal, when the vessel turned and soon disappeared to seaward.
Nov. 6	North Beach, coast of Maryland.	The surfman on the southern patrol warned a vessel from a dangerous locality shortly before midnight by burning his red signal light.

Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1896.		
Nov. 6	Metomkin Inlet, coast of Virginia.	The patrol having the middle watch discharged his night signal in warning to a vessel perilously near the shoals. His purpose was apparently understood, as her course was promptly changed to one of safety.
Nov. 8	Ocracoke, coast of North Carolina.	The north patrol sighted a steamer about 2 a. m. whose light showed that she was approaching dangerously near the bar. He attempted to display the usual warning light, but three of his signals failed to go off; the fourth, however, was successfully fired, and in response thereto the vessel hauled offshore.
Nov. 8	Crispe, coast of Michigan.....	At 3 a. m., during the prevalence of a heavy snowstorm, the patrolman on the western beat dimly discerned a large steamer heading for the beach. The display of his Coston signal was acknowledged by a blast from the vessel's whistle, her engines were reversed and she backed offshore.
Nov. 13	Orleans, coast of Massachusetts.	While pursuing his way southward at 1.30 a. m. the patrolman discovered a schooner too close inshore for safety. He at once flashed his red light and the vessel was headed seaward, acknowledging the timely warning by burning a torch.
Nov. 14	South Brigantine, coast of New Jersey.	Two Coston signals were necessary to attract the attention of a steamer which was standing in too close to the beach during the first night watch. Upon the display of the second flash her engines were reversed and she gained deeper water.
Nov. 15	Chicamacomico, coast of North Carolina.	At 7 p. m. the sunset patrol on the northern beat, by touching off his red night light, warned a steamer from longer pursuing a dangerous course.
Nov. 16	Rye Beach, coast of New Hampshire.	At 6.30 p. m., when smoky weather hastened darkness, a schooner was warned of her perilous approach to the land by the timely display of a Coston light. The vessel instantly tacked and ran offshore.
Nov. 16	Plum Island, coast of Wisconsin.	At 4.30 a. m. the patrolman on duty observed through a rift in the fog, which at that hour hung heavy over sea and land, a large steamer within a few hundred feet of the beach and in imminent danger of stranding. By shouting at the top of his voice and discharging his night signal the master was apprised of his peril and the course changed, the valuable service rendered being acknowledged by a succession of short blasts from the vessel's whistle.
Nov. 17	False Cape, coast of Virginia..	During the morning watch, when the patrolman attempted to show his night signal to a steamship which was dangerously near the beach, two of them failed to explode. The third attempt was, however, successful and gave the necessary warning, as the vessel altered her course and avoided stranding.
Nov. 20	Chicamacomico, coast of North Carolina.	Upon the display of a Coston signal shortly after dark by the patrolman on the northern beat, a steamer which had been standing too close inshore hauled off into deeper water.
Nov. 20	Duluth, coast of Minnesota...	About 7 p. m., during thick, snowy weather, the surfman making the south patrol displayed two danger signals for the benefit of a large steamship which was heading directly for the beach about 2 miles from the station. The timely warning was at once heeded, and the course altered for one of safety.
Nov. 20	Shoalwater Bay, coast of Washington.	Shortly before daybreak a steamer, whose lights indicated her dangerous proximity to the shoals off Toke Point, was advised of her peril by the exhibition of a red signal light. In response thereto she stood broad off the land, being seen when morning came about 4 miles to seaward.
Nov. 24	Race Point, coast of Massachusetts.	The surfman on the western patrol, during the watch before midnight, warned with his danger signal a vessel from too near an approach to the land.
Nov. 25	Smith Island, coast of Virginia.	By burning his night signal at 2 a. m. the patrolman on the southern beat warned a vessel, which was too close inshore, of her proximity to danger.
Nov. 26	Orleans, coast of Massachusetts.	At 2.15 a. m., during thick and rainy weather, the south patrol made out the lights of a steamer heading directly for the shore and nearly in the breakers. Upon the display of his warning signal she at once turned and stood seaward, soon disappearing from view in the gloom and mist.
Nov. 26	Blue Point, coast of New York	During the prevalence of a heavy fog the sunset patrol, while walking his beat to the westward, heard shouts near the beach. A few moments afterward he dimly discerned a dory, containing two men, dangerously near the strong surf, and running toward them halloed loudly and discharged his Coston signal. The warning was evidently appreciated, as the men, who were supposed to belong to a fishing vessel known to be anchored in the offing, at once pulled seaward.

Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1896.		
Nov. 28	Gay Head coast of Massachusetts.	At 10.30 p. m. the surfman on the eastern beat discovered a vessel in a lift of the fog steering a course that would, if continued, soon carry her into danger. She was apprised of her peril by the prompt display of a red night signal.
Nov. 28	Crisps, coast of Michigan.....	At 11 p. m., when a heavy snowstorm rendered the weather very thick, the eastern patrol caught a momentary sight of a large steamer heading in for the beach. Upon the display of his danger signal the vessel at once hauled off into the lake, showing her appreciation of the warning by sounding her whistle.
Nov. 29	Brigantine, coast of New Jersey.	An ocean steamship, which was standing into danger shortly after dark, was warned of her peril by the exhibition of the usual night signal.
Nov. 30	Avalon, coast of New Jersey..	At 7 p. m. the sunset patrol burned his Coston light to indicate to a vessel her dangerous approach to the bar. The warning was heeded, the steamer at once seeking more sea room.
Nov. 30	False Cape, coast of Virginia.	The surfman on patrol from 3 a. m. to sunrise flashed his danger signal for the benefit of a large steamship, which he observed too near the beach for safety. In response to its display her course was changed to carry her off the land.
Dec. 2	Corson Inlet, coast of New Jersey.	A Coston signal was burned by patrolman during the night to warn a vessel of her danger in standing too near the beach. She hauled off and went clear.
Dec. 2	Tathams, coast of New Jersey.	During the watch from midnight to 4 a. m. patrolman burned a Coston signal to warn off a vessel that was dangerously near the bar. She was promptly headed offshore.
Dec. 2	Lewes, coast of Delaware.....	At 9.15 p. m. patrolman saw a steamer heading for the beach at full speed. In company with surfman No. 5 of Cape Henlopen Station, he rushed toward the approaching vessel, both of them burning danger signals. The steamer's engines were stopped, but she had so much headway on that she touched lightly on the beach. She backed off in a short time, however, uninjured. Had it not been for the warning signals she would have struck hard and would probably have bilged, as a heavy sea was running.
Dec. 3	South Brigantine, coast of New Jersey.	The north patrol from sunset to 8 p. m. discovered a steamer standing too close inshore for safety. He burned a danger signal and she was headed out to sea.
Dec. 4	Smith Island, coast of Virginia.	At 3 a. m., while on the north patrol, surfman saw a vessel in danger of running on the beach. He burned a Coston light and she stood off.
Dec. 5	Ocracoke, coast of North Carolina.	A steamer's masthead light was discovered at 4.15 a. m. by the north patrol showing the vessel too near shore for safety. He burned two Coston signals to warn her of danger and she stood clear. At 4.30 a. m. the south patrol warned off with danger signal a schooner that was heading for the beach.
Dec. 5	Muskallonge Lake, coast of Michigan.	At 6 p. m., a steamer's whistle was heard through the thick snow, and she seemed to be heading for the beach. Keeper had the bell rung continuously, and fired the Lyle gun twice to warn her off. She passed down clear and word was telephoned to keepers of Two Heart River and Crisps stations to be on the lookout for her. At 8 p. m. three Coston signals were burned at Two Heart River Station to warn this steamer of danger, and a fire was built on the shore. At 9 p. m. patrolman burned another signal 2 miles E. of station to warn her. Keeper of Crisps Station had large fire built on the beach, and at 11.30 p. m., when snow had cleared up a little, the steamer's lights were seen near shore. She passed down in safety.
Dec. 5	Ilwaco Beach, coast of Washington.	The south patrol discovered a vessel approaching the shore dangerously close. He burned a Coston light and she turned and stood off.
Dec. 7	Hog Island, coast of Virginia.	At 9.20 p. m. patrolman discovered a steamer's lights in dangerous proximity to the beach. He at once flashed a danger signal and her course was changed, taking her clear of the bar. In a few minutes more she would have stranded on the shoal.
Dec. 13	Yaquina Bay, coast of Oregon.	While on the north patrol from 8 p. m. to midnight, surfman observed a steamer close to the beach and in danger of running ashore. He quickly fired a Coston signal and she was immediately steered out to sea.
Dec. 14	Orleans, coast of Massachusetts.	The south patrol from midnight to 4 a. m. burned a Coston light to warn a steamer having barges in tow of her peril in approaching too near the bar. Her course was changed seaward and she went clear.
Dec. 15	Bonds, coast of New Jersey...	At 1 a. m. the south patrol burned danger signal to warn a schooner that she was too close to the beach. She was promptly hauled offshore and disaster averted.

Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1896.		
Dec. 18	Hereford Inlet, coast of New Jersey.	A three-masted schooner, in danger of stranding on the south bar, was warned off at 2 a. m. by patrolman, who flashed a Coston signal.
Dec. 19	White Head, coast of Maine.	Patrolman saw a steamer at 8 p. m. running in the direction of Hog Island Ledge and dangerously near it. He burned a Coston light to warn her. The course was changed and she was steered clear.
Dec. 19	Georgica, coast of New York.	The west patrol from midnight to 4 a. m. burned a danger signal and warned a vessel offshore in time to avert disaster from stranding.
Dec. 20	Pea Island, coast of North Carolina.	A steamship was discovered by the south patrol, during the watch from 9 p. m. to midnight, dangerously near the shoals. He burned a Coston light and her course was changed, taking her clear.
Dec. 22	Watch Hill, coast of Rhode Island.	The south patrol fired a danger signal at 10.30 p. m. during heavy snowstorm and warned a vessel that was standing too close to Napatree Point. She was kept off and avoided accident.
Dec. 22	Blue Point, coast of New York	During prevalence of snowstorm the east patrol from 8 p. m. to midnight heard steamer's whistle, showing her to be approaching too near the beach. He burned a Coston signal and she was headed offshore.
Dec. 22	Oregon Inlet, coast of North Carolina.	During watch from midnight to 3 a. m. patrolman sighted a vessel standing too near the shore. He burned a danger signal to warn her, but no change was made in her course. On burning a second light she was headed out to sea and disappeared.
Dec. 22	Little Kinnakeet, coast of North Carolina.	The north patrol during first watch burned a Coston signal and warned off a schooner that was approaching dangerously near the beach.
Dec. 23	Tathams, coast of New Jersey.	The patrolman on watch from 8 p. m. to midnight discovered a vessel too near shore. When he fired a Coston signal she was headed off to sea.
Dec. 23	Ocracoke, coast of North Carolina.	At 10 p. m. the north patrol sighted a schooner close inshore, near the breakers. After he had burned two Coston signals in quick succession she was headed out and went clear.
Dec. 25	Bellport, coast of New York.	The west patrol during first watch discovered a steamer near the beach and running for it. He promptly burned a danger signal, and disaster was averted by an immediate change of course.
Dec. 27	Indian River Inlet, coast of Delaware.	While on the south patrol, from sunset to 8 p. m., surfman No. 4 burned a Coston light and warned off a vessel that was standing too near the beach for safety.
Dec. 27	Hog Island, coast of Virginia.	At 7 p. m. patrolman saw a three-masted schooner heading directly in for the shoals. He at once fired a danger signal, and her course was changed just in time to clear the danger.
1897.		
Jan. 2	Race Point, coast of Massachusetts.	A vessel, which was observed to be dangerously near the shore by the patrolman of the middle watch, kept away upon the display of his warning signal.
Jan. 3	Rocky Point, coast of New York.	Between 8 p. m. and midnight, when the weather was foggy, the surfman on the western beat heard the whistles of a steamer, which indicated that she was approaching the land. Hastening in the direction of the sound, he shortly made out the vessel's lights and flashed his night signal, which caused her to stop so near the beach that he was able to converse with her master and inform him of his whereabouts. The towboat, for such it proved to be, with two barges astern, was out of her reckoning and had a narrow escape from stranding.
Jan. 4	Fire Island, coast of New York.	A Coston light was burned by the sunset patrol as a warning to a schooner standing on a course which was carrying her into danger.
Jan. 4	Short Beach, coast of New York.	A steamer was kept off the beach during the morning watch by the exhibition of the usual night signal.
Jan. 5	Point Lookout, coast of New York.	The surfman on duty to the westward before sunrise on a thick morning perceiving a vessel very close to shoal water warned her of her peril. The schooner stood seaward at once.
Jan. 12	Rehoboth Beach, coast of Delaware.	At 5.30 a. m. a steamer running too close along the beach was advised of her danger by the display of a Coston signal.
Jan. 17	Turtle Gut, coast of New Jersey.	While on watch before midnight the north patrol touched off his red signal light for the benefit of a large steamship which was very near the bar. She altered her course and went clear.
Jan. 18	Ship Bottom, coast of New Jersey.	About 3 a. m. when $1\frac{1}{2}$ miles N. of the station the patrolman burned his Coston signal in warning to a steamer dangerously near shoal water. Her course was at once shaped off the land.
Jan. 20	San Luis, coast of Texas.....	At 10 p. m. a vessel was espied by the surfman on watch too close to the breakers for safety. He at once flashed his night signal, whereupon the craft stood out to sea.

Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1897.		
Jan. 23	Knobbs Beach, coast of Massachusetts.	At 1.35 a. m. the midnight patrol on the southern beat discovered a schooner standing in for the beach and already dangerously near the outer shoals. He at once burned his Coston signal, the vessel tacking offshore in response to the warning.
Jan. 25	Wachapreague, coast of Virginia.	Between midnight and 4 a. m. the north patrol found it necessary to burn two Coston signals to warn a steamship standing into danger. Upon the display of the second light the vessel headed for deep water.
Jan. 25	Ilwaco Beach, coast of Washington.	A schooner was notified of her perilous approach to the land by the display of a night danger signal during the middle watch in season to enable her to avoid stranding.
Jan. 27	Tathams, coast of New Jersey.	A vessel which was dangerously near the beach was seen by the sunset patrol who promptly discharged his red night signal. She went about and stood offshore in response thereto.
Jan. 27	Popes Island, coast of Virginia.	At 7.15 p. m. the surfman on the southern beat made out in a rift in the snowstorm then prevailing a three-masted schooner heading directly for the beach and close aboard. He immediately burned his Coston light, whereupon the vessel quickly wore around, stood broad off, and later was observed to have come to an anchor some 2 miles from the shore.
Jan. 27	Cape Henry, coast of Virginia	When near the north end of his patrol, at 10.20 p. m., the surfman on duty observed a steamer, whose lights indicated that she was standing head on for the land and not far distant from it. He at once discharged his red danger signal, which was answered by a green light, the vessel promptly hauling offshore and coming to an anchor.
Jan. 28	Blue Point, coast of New York	During the middle watch, when a heavy snow was falling, the patrolman caught a glimpse of a vessel's lights, which showed her to be dangerously close inshore. He promptly discharged two Coston signals as a warning to her to shape a safer course.
Jan. 28	Bonds, coast of New Jersey...	Between midnight and 4 a. m., when everything to seaward was obscured from view by a thick snowstorm, the patrolman distinguished a steamer's whistle, which, from its growing audibility, indicated that she was approaching the beach. He thereupon touched off his red light, with the result that the vessel's course was apparently reversed, her thick weather signal growing fainter until lost in the distance.
Jan. 28	Cold Spring, coast of New Jersey.	While making the east patrol during thick, snowy weather, the surfman on duty observed a vessel, shortly after midnight, steering a course which was fast bringing her toward the shore. She avoided the danger, however, by going about, consequent upon the discharge of his warning signal.
Jan. 28	Assateague Beach, coast of Virginia.	About 2.40 a. m. the watch displayed his red light in time to prevent the stranding of a schooner, which was perilously near the shoals.
Jan. 28	Metomkin Inlet, coast of Virginia.	The sunset patrol warned a vessel off the beach by the use of his Coston signal.
Jan. 29	Ship Bottom, coast of New Jersey.	The surfman on lookout to the northward of the station, when near the end of his beat at 1.30 a. m. flashed his night signal for the benefit of a steamer too close inshore. She turned at once and stood seaward.
Jan. 29	Popes Island, coast of Virginia	During the middle watch a warning signal was displayed by the patrolman to admonish a vessel of her dangerous proximity to the land. She bore up and gained a safe offing.
Feb. 2	Gilgo, coast of New York.....	While on the east patrol from 8 p. m. to midnight surfman discovered a vessel near the beach and in danger of stranding. He burned two Coston lights to warn her of danger before her course was changed offshore.
Feb. 3	Avalon, coast of New Jersey.	The surfman on patrol during first watch discovered a vessel standing into danger. He fired a danger signal and warned her off.
Feb. 4	Orleans, coast of Massachusetts.	At 11 p. m., when about $\frac{1}{2}$ mile north of station, patrolman saw a steamer near the outer bar, steering a dangerous course. He burned two Coston lights in quick succession and her course was altered seaward.
Feb. 4	Lewes, coast of Delaware.....	The east patrol during midnight watch burned a Coston signal and warned off a steamer that was approaching dangerously near the point of Cape Henlopen.
Feb. 4	Little Island, coast of Virginia.	During midnight watch the two patrolmen on the south and the north beats, respectively, burned danger signals to warn a steamer that was too near the beach. Her course was changed and she went clear.
Feb. 9	Orleans, coast of Massachusetts.	At 1 a. m. the south patrol discovered a fishing schooner close to the outer bar and heading inshore. He quickly burned a Coston light and warned her off. She would doubtless have stranded but for this danger signal.

Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1897.		
Feb. 11	High Head, coast of Massachusetts.	A vessel standing in near the beach was apprised of her peril by the east patrol, who flashed a danger signal. Her course was changed and she headed out.
Feb. 12	Santa Rosa, coast of Florida.	The west patrol at 1.30 a. m. fired a Coston signal and warned away from the beach a vessel that had approached too near for safety.
Feb. 14	Assateague Beach, coast of Virginia.	At 11 p. m. the north patrol discovered a vessel dangerously near the shoals. He burned a Coston signal, which was promptly heeded, and disaster was averted.
Feb. 14	Chicamacomico, coast of North Carolina.	While patrolling the north beat from midnight to 3 p. m., surfman warned a vessel off the beach by burning a danger signal.
Feb. 18	Nauset, coast of Massachusetts.	The south patrol burned a Coston signal at 7 p. m. to warn a schooner that was too near shore for safety. Her course was immediately changed and she passed out of danger.
Feb. 18	Oregon Inlet, coast of North Carolina.	While patrolling the south beat from 3 a. m. to sunrise, surfman discovered a vessel in danger of stranding on the beach. He burned a Coston light and she was at once headed offshore.
Feb. 20	Turtle Gut, coast of New Jersey.	A steamer with a tow was warned off the shore by patrolman on the south beat, who burned a Coston light. She was standing in too near the bar.
Feb. 21	Pecks Beach, coast of New Jersey.	During watch from sunset to 8 p. m. the south patrol fired a Coston signal and warned off a vessel that was standing into danger.
Feb. 27	Wachapreague, coast of Virginia.	Seeing a steamer running down the beach dangerously near the shoal, patrolman fired a Coston signal. Her course was changed and she ran out of danger.
Feb. 27	Ocracoke, coast of North Carolina.	Patrolman discovered a steamer near the breakers at 5 a. m. and burned a danger signal to warn her off. It was answered from the steamer and she was headed out from the beach.
Mar. 2	Hog Island, coast of Virginia.	Between 8 p. m. and midnight the north patrolman observed a steamer's lights, which indicated apparently that she was heading directly for the bar. He at once flashed his danger signal, but the display of two more Coston lights was necessary before the warning was heeded, when the vessel changed course close to the shoals and stood broad offshore.
Mar. 4	Ocean City, coast of Maryland	When $2\frac{1}{2}$ miles south of the station, at 2.30 a. m., the surfman on patrol, by the display of his night signal, advised a vessel of her too near approach to the beach.
Mar. 5	Rockaway, coast of New York	The sunset patrol, on duty until 8 p. m., discovered toward the close of his watch a schooner dangerously near the shoals. The use of his Coston light, however, was successful in causing her to go on the safe tack off the land.
Mar. 8	Indian River Inlet, coast of Delaware.	Surfman No. 7, while on the south patrol during the middle watch, discharged his Coston signal for the benefit of a steamer too near the beach. The vessel at once hauled off, going clear of danger.
Mar. 9	Wash Woods, coast of North Carolina.	At 4 a. m., when on his beat to the northward, the watch sighted a steamer standing head on to the coast, 2 miles distant from the station. He at once burned his danger signal and the vessel stopped, when he displayed a second Coston and started on his return to give the alarm to the keeper, deeming her danger imminent, but the ship soon commenced to back, headed seaward, and was out of sight at daylight.
Mar. 10	North Beach, coast of Maryland.	A two-masted schooner, which was perilously near shoal water, altered her course and obtained a safe offing in response to the exhibition of the usual night signal by the patrolman of the first watch.
Mar. 14	Chatham, coast of Massachusetts.	A Coston signal, displayed at 3.30 a. m. by the south patrol, was the means of causing a schooner, which was in close proximity to the bar, to tack offshore and avert disaster.
Mar. 17	Bonds, coast of New Jersey.	Between 8 p. m. and midnight a large three-masted schooner standing close inshore was apprised of her dangerous situation by the flare of a red night signal. She bore up and ran seaward before the northwesterly wind.
Mar. 19	False Cape, coast of Virginia.	The sunset patrol, shortly after dark, warned a steamer by his Coston light from further approach to the beach on a course which would, if held, soon have caused her to strand.
Mar. 20	Wash Woods, coast of North Carolina.	A vessel under sail, too close to the shore for safety, was admonished of her peril about 9 p. m. by the flash of a red night light in season to enable her to clear the shoals.
Mar. 21	Race Point, coast of Massachusetts.	During the middle watch, a steamer, headed inshore and dangerously near the breakers, changed her course to one of safety consequent upon the discharge of a Coston signal by the east patrol. The weather was foggy at the time.

Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1897.		
Mar. 21	Peaked Hill Bars, coast of Massachusetts.	At 1 o'clock a. m., during thick weather, the north patrol made out a sailing vessel's lights apparently close to the bar. The exhibition of his danger signal was followed by a prompt change of course on the part of the imperiled craft.
Mar. 21	Oak Island, coast of New York.	A sloop approaching too near the beach was warned of her peril at 7.30 p. m. by the patrolman's Coston light. She kept offshore to a safe distance and came to an anchor.
Mar. 26	Point of Woods, coast of New York.	The sunset patrol at 7.30 p. m. burned his danger signal to warn a large schooner which was very close to the outer bar. The vessel was at once headed offshore.
Mar. 29	Plum Island, coast of Massachusetts.	During the middle watch when 2½ miles S. of the station the surfman on patrol sighted a three-masted schooner standing in to the beach which was already close aboard. Upon the display of his red danger signal the vessel came to an anchor whence, in the morning, she was towed to Newburyport.
Mar. 29	New Inlet, coast of North Carolina.	A steamship dangerously near the bar avoided mishap by heeding the timely display of the watchman's Coston signal, made for her benefit during his tour of duty between sunset and 9 p. m. A course was shaped which carried her clear of the shoals.
Apr. 4	Orleans, coast of Massachusetts.	When at the end of his beat to the southward, about 10 p. m., the patrolman sighted a cluster of lights apparently on the inner bar. Hastening abreast the spot he discovered that it was a towboat in company with two barges, the second of which was evidently stranded. He at once flashed his Coston signal and hurried toward the station, but when about half way there saw that the tug had succeeded in releasing her consort and was standing offshore.
Apr. 4	Chatham, coast of Massachusetts.	At 10.30 p. m., when about 2 miles north of the station, the watch displayed his night signal in warning to a vessel which was close to the bar. The craft wore around and stood seaward.
Apr. 9	Coney Island, coast of New York.	Shortly before 4 a. m., while on the west patrol, the surfman on duty showed his red night light in answer to a vessel that discharged a gun twice and sent up seven rockets. The keeper was notified of the incident as soon as possible, but no further signals were made to indicate the exact locality of the craft, nor did daylight, 1½ hours later, disclose anything to seaward in distress.
Apr. 9	Popes Island, coast of Virginia.	At 7.45 p. m. the patrolman fired his Coston signal for the benefit of a vessel, which he sighted through the fog then prevailing, close to the land. An immediate change of course on the part of the craft indicated that the light had been seen and its warning understood.
Apr. 11	North Beach, coast of Maryland.	A danger signal, displayed by the south patrol during the middle watch, was successful in causing a large sailing ship to avoid mishap by making a change of course which carried her into deep water.
Apr. 11	.....do	A small schooner was advised of her approach to danger about 2.30 a. m. by the north patrol.
Apr. 16	Plum Island, coast of Massachusetts.	At 7.30 p. m. the sunset patrol, returning along his beat from the southward, observed a schooner standing dangerously close to the beach. He at once discharged his Coston signal with the result that the vessel hauled off the land.
Apr. 16	Assateague Beach, coast of Virginia.	A danger signal was shown for the benefit of a sloop which was sighted close to the end of Chincoteague Bar about 3 a. m. The craft at once sought a safe offing and came to an anchor, resuming her voyage at daylight.
Apr. 17	Cape Henlopen, coast of Delaware.	During the first night watch a steamer was diverted from a course carrying her dangerously close to the Hen and Chickens Shoal, by the warning flash of the patrolman's red signal light.
Apr. 18	Fletchers Neck, coast of Maine.	The north patrol, by burning his Coston signal about 1 a. m., succeeded in directing offshore a vessel which was dangerously near the rocks.
Apr. 19	Point Lookout, coast of New York.	A schooner too close to the beach for safety escaped mishap during the middle watch by changing her course in response to the discharge of the patrolman's Coston light.
Apr. 19	North Beach, coast of Maryland.	A coaster which was rashly running down the land avoided the impending danger by standing seaward upon the exhibition of a night signal by the surfman on the middle watch to the southward.
Apr. 20	Parramore Beach, coast of Virginia.	About 10 p. m. the surfman making the north patrol was successful in warning a schooner from a perilous position by showing his red signal light.
Apr. 21	Plum Island, coast of Massachusetts.	A schooner which was observed at 3 a. m. by the north patrolman to be running dangerously near the shoals off the mouth of the Merrimack River came to an anchor when his night signal was displayed, and then kedged away from the sands to a safe berth.

Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1897.		
Apr. 23	Cobb Island, coast of Virginia.	At 1.50 a. m. a vessel standing into danger changed her course and bore offshore into deep water upon observing the red flash of the patrolman's Coston light.
Apr. 29	Turtle Gut, coast of New Jersey.	The south patrol sighted a vessel in dangerous proximity to Cold Spring Inlet Bar at 9.30 p. m. He burned a warning Coston signal and she went clear.
Apr. 29	Cobb Island, coast of Virginia.	At 1 a. m. one of the patrolmen discovered a vessel standing into danger. He immediately burned his Coston signal to warn her, and her course was changed offshore.
Apr. 29	Two Heart River, coast of Michigan.	Surfman on the west patrol warned a steamer and her tow offshore at 1.30 a. m. by showing a red danger signal.
Apr. 30	Assateague Beach, coast of Virginia.	A small sloop was seen to be running into danger at 11 p. m. by the north patrol. He warned her out by showing a danger signal.
Apr. 30	Point Marblehead, coast of Ohio.	At 11.30 p. m. the patrolman observed a tug with three barges in tow headed directly for the shore $\frac{1}{2}$ mile N. of the lighthouse. He at once discharged his night signal, which warning enabled the steamer to turn just in time to avoid stranding, and, returning to the station, reported the matter. The keeper thereupon had the surfboat launched, and pulled toward the scene to see if all was well. He found the tow at anchor a safe distance from the beach.
May 7	Brigantine, coast of New Jersey.	The surfman on south patrol from sunset to 10 p. m. saw a steamer standing too close inshore. He warned her away by showing his danger signal.
May 7	South Brigantine, coast of New Jersey.	While patrolling the north beat from sunset to 10 p. m. surfman warned a steamer of her dangerous proximity to the beach by burning a Coston signal.
May 7	Southside, coast of California.	The north patrol from 8 p. m. to midnight noticed a schooner heading inshore and close to the breakers. He promptly flashed his Coston signal and she was headed offshore.
May 8	Nauset, coast of Massachusetts.	At 11.30 p. m. the south patrol burned his Coston signal $\frac{1}{2}$ mile from station and warned off a schooner that was too near the beach.
May 11	Gay Head, coast of Massachusetts.	The east patrol warned a vessel of her too near approach to land at 10 p. m. by burning his red danger signal.
May 11	Baileys Harbor, coast of Wisconsin.	While patrolling his beat during the night watch surfman discovered a large schooner in dangerous proximity to the rocks. She changed her course and went clear when he burned his Coston signal.
May 18	Nauset, coast of Massachusetts.	When 3 miles N. of station, at 10.30 p. m., patrolman saw a lumber-laden schooner too near the shore for safety. He burned his danger signal and she stood off.
May 23	Ocean City, coast of New Jersey.	At 1.30 a. m. the south patrol sighted a three-masted schooner standing too near the south bar. He warned her of danger with his Coston signal and she tacked offshore.
May 24	Race Point, coast of Massachusetts.	The west patrol having the midnight watch discovered a schooner dangerously near the beach and burned his Coston signal to warn her away. She stood out and passed clear.
May 26	Orleans, coast of Massachusetts.	When about $\frac{1}{2}$ mile N. of station, at 11.30 p. m., patrolman saw a steamer with three barges in tow near the outer bar and pursuing a dangerous course. He burned two danger signals in quick succession and the tow headed out. The coast line was obscured by fog at the time.
May 28	Cobb Island, coast of Virginia.	At 10 p. m. the patrol sighted a vessel standing into danger. He hastily burned his Coston signal and she stood off for deep water.
June 18	Duluth, coast of Minnesota.	Surfman on south patrol burned his red danger signal to warn a steamer of her proximity to the beach. Her whistle had been sounding through the darkness, but when the signal was seen she was headed out into the lake.
June 19	Michigan City, coast of Indiana.	Keeper burned Coston signal at 9.45 p. m. near entrance to harbor and saved the schooner-yacht <i>Mistral</i> from running on the beach. The sailing master mistook the west pier light for the east one and was heading directly in for shore when the danger signal was seen.
June 21	North Manitou Island, coast of Michigan.	Patrolman burned a Coston light to warn off a vessel that was running too close to the north point of the island and was in danger of striking the bar. She headed off and passed clear.
June 24	Two Heart River, coast of Michigan.	At 2 a. m. the patrolman on the west beat burned a Coston signal and warned a steamer with barge in tow of her dangerous approach to the shore. They were headed out into the lake.

BY DAY SIGNALS.

Date.	Station and locality.	Circumstances of warning.
1896.		
Aug. 17	Wash Woods, coast of North Carolina.	A steamer bound north was running in dangerous proximity to Pebble Shoal. Station watch hoisted international code signal J D ("You are standing into danger"), whereupon she bore offshore and passed clear.
Sept. 16	Burnt Island, coast of Maine.	One of the surfmen, returning to the station from a visit to Port Clyde, observed a schooner heading straight for Hart Island Bar. He hailed her master, advising him of the impending danger, and the vessel's course was at once altered.
Sept. 16	Hunniwells Beach, coast of Maine.	During the prevalence of a thick fog the man on the south patrol from 4 to 6 p. m. discovered a tugboat, with a light schooner in tow, looming out of the mist, dangerously close to the beach. By vigorous shouting he attracted her master's attention just in time for him to haul offshore and avoid stranding.
Sept. 27	Cape Lookout, coast of North Carolina.	At 5 p. m. the day watch observed a steamer holding a course which would in a few moments bring her up on Lookout Shoals. The international code signal J D was at once hoisted at the station flagstaff and the warning message heeded by a change of bearings which carried the vessel clear of danger.
Oct. 12	Wash Woods, coast of North Carolina.	Keeper, seeing a steamer running near the beach and in danger of stranding, hoisted a danger signal of the international code. She bore off to seaward and passed clear.
Oct. 12	Plum Island, coast of Massachusetts.	A stone-laden sloop bound in for Newburyport was following as a guide the channel buoy that had shifted position during the recent storm. Surfmen hoisted international code signal warning her of danger, and then hoisted another one signifying that the buoy was out of position. With this knowledge the master took his sloop safely inside.
Oct. 20	.....do.....	At 10.30 a. m. a schooner that was entering harbor, guided by the channel buoy, was warned that the buoy was out of place by surfmen setting signal to that effect. In the afternoon another schooner was similarly warned and entered harbor without mishap.
Oct. 21	.....do.....	Surfmen warned a sloop of danger by hoisting international code signal signifying that channel buoy had shifted position and could not be followed. She then entered in safety.
Oct. 26	.....do.....	A vessel running in for the channel buoy was warned of danger by surfmen setting international code signal K S ("Buoys or marks are not in their proper position"). With this knowledge she passed in safely.
Nov. 3	.....do.....	At 7.30 a. m. the keeper hoisted the international code signal J D ("You are standing into danger") on the station flagstaff for the benefit of a British schooner, which was heading in for the bar. The vessel went about and stood offshore.
1897.		
Jan. 3	Santa Rosa, coast of Florida.	A schooner standing head on to the beach abreast the station and rapidly approaching shoal water, was notified of her peril by the display of the international code signal J D ("You are standing into danger"). Her master at once hauled his wind and ran offshore.
Jan. 19	San Luis, coast of Texas.....	About 11 a. m., during partially thick and rainy weather, a three-masted schooner passed the station bound down the coast on a course that would carry her into shoal water near San Luis Pass. She went about, however, and stood seaward as soon as the danger signal was shown by the keeper from the flagstaff.
Jan. 29	Cape Disappointment, coast of Washington.	While the keeper was in the lookout with the watch, about 3.30 p. m., a man in a small dingy was observed near Peacock Spit, where there was danger of his being swamped. A signal gun was fired as a warning to him, and the surfboat promptly launched to go to his aid, but on approaching the spot it was found that the boatman had profited by the timely discharge and reached safe waters.
Jan. 30	Cold Spring, coast of New Jersey.	A steamship which had been lying off and on near the station for some time awaiting the arrival of a pilot, was observed by the keeper, about 4 p. m., to be forging ahead dangerously close to Ephs Shoal. He thereupon informed her of her peril by means of the international code, in response to which she changed course, and when last seen was apparently steering for the Delaware Breakwater.
Feb. 19	Wash Woods, coast of North Carolina.	A steamer running up the coast was shaping her course too near the outlying shoals for safety. Keeper hoisted international code signal J D, signifying, "You are standing into danger." She veered off and passed clear.

Warned by day signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1897. Mar. 19	North Scituate, coast of Massachusetts.	Shortly after daylight when the fog, which had previously obscured everything to seaward, began to lift, the south patrolman, then $2\frac{1}{4}$ miles from the station, observed a small sloop in close proximity to Long Ledge. By loud and vigorous shouting he succeeded in informing her master of his peril, and the vessel was headed offshore.
Mar. 21	Brigantine, coast of New Jersey.	A steamer, approaching dangerously close to the bar, was warned of her peril in time to avert disaster by the display of the international code signal J D ("You are standing into danger").

LETTERS OF ACKNOWLEDGMENT.

LETTERS ACKNOWLEDGING THE SERVICES OF LIFE-SAVING CREWS.

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

SHINNECOCK LIFE-SAVING STATION, *July 8, 1896*

DEAR SIR: I desire to inform you that Captain Penny, of the Shinnecock Life-Saving Station, and his associates rendered myself and crew excellent service in rescuing us from the Central Railroad of New Jersey *Barge No. 6*, stranded off Shinnecock Light on July 5, 1896, and that we had good attention paid to us while under his care at the station.

Respectfully, yours,

JAMES A. VARNUM,
Master C. R. R. of N. J., No. 6.

S. I. KIMBALL, Esq.,

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

NORTH MANITOU ISLAND, MICHIGAN, *July 20, 1896.*

SIR: I wish to thank the United States Life-Saving Service, likewise Captain William L. Andres and crew, of North Manitou Island Life-Saving Station, for their prompt response in coming to my assistance. My vessel went ashore on the northwest side of the island at 6 a. m. July 20. The crew reached the schooner at 6.30, and began unloading the lumber to lighten her. She was floated at 9 a. m. of the same day.

Respectfully, yours,

CHARLES GUNDERSON,
Master of Schooner Grace M. Filer.

MR. SUMNER I. KIMBALL,

General Superintendent Life-Saving Service.

ROPESVILLE, TEXAS, *August 12, 1896.*

DEAR SIR: We wish to extend our thanks for the services we received last week from Captain Edward White and crew of Aransas Life-Saving Station. Our tug *Seminole*, with barges *Mona* and *Bertha*, heavily loaded with lumber, came up to the bar during a southerly gale, and could not cross on account of the heavy seas and shallow water. The gale continued for three days, and the barges labored and strained heavily and began to leak. On the eve of the second day the captains of the barges signaled for extra hands and pumps, and Captain White and crew readily consented to take the men and pumps off for us with his lifeboat, as it was impossible to cross the bar with any less seaworthy craft.

We assure you that we feel very grateful to the United States Life-Saving Service in general, and to Captain White and crew in particular, for the above valuable services.

Very truly, yours,

CHAS. CLARKE & Co.

Captain WM. A. HUTCHINGS,

Superintendent Life-Saving Service, Eighth District, Galveston, Texas.

BAILEYS HARBOR, WISCONSIN, *August 12, 1896.*

DEAR SIR: I have the honor to acknowledge the valuable services rendered by Captain Olsen and his crew, of the Baileys Harbor Life-Saving Station, on August 8, at which time the schooner *Emeline* was capsized in midlake. We pulled ashore in the yawl, and the life-saving crew immediately responded to our call and rendered all possible assistance till the schooner was towed into harbor; and thereafter Captain Olsen took us to the station, cared for us, and clothed us.

These services are highly appreciated by me and my crew, and it is our desire to thank you, the general superintendent, as well as the captain and crew of the station.

Yours, respectfully,

ADAM E. ABRAHAMSON,
Owner and Master.

ADOLPH NILSON, *Mate.*

S. I. KIMBALL,

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

TWO HEART RIVER, MICHIGAN, *August 26, 1896.*

DEAR SIR: I wish to write you a few lines in regard to Captain R. M. Small, of Crisps Life-Saving Station. I can hardly find words to express my feelings for his cool and heroic work in saving me and my whole crew from a watery grave under such difficult circumstances.

The lifeboat arrived at the vessel after pulling 5 miles to windward against a heavy northwest wind and sea. We had to take to the rigging two hours before this. The vessel sank just as the boat got alongside, and we had to take to the rigging again, as we were informed that the boat could carry only one-third of us at a time. With great difficulty we got the woman in the boat and then waited till it came through the breakers twice, making three trips in all. Meanwhile the vessel was breaking up under us all the time, but by a miracle and the bravery and skill of Captain Small and his crew we were all taken off alive.

Hoping you will give my little communication some attention,

I remain, yours, respectfully,

WILLIAM SOMERVILLE,
Master Schooner Phineas S. Marsh.

Captain J. G. KIAH,

Superintendent Tenth Life-Saving District, Sandbeach, Michigan.

TWO HEART RIVER, MICHIGAN, *August 26, 1896.*

DEAR SIR: I wish to tender my thanks to Captain T. H. McCormick, keeper of Two Heart River Station, for his kindness and prompt assistance to me and my crew after being taken on shore from the schooner *Phineas S. Marsh*, which stranded 5 miles east of Two Heart River on the morning of August 26; also for furnishing us with wearing apparel, as we came on shore destitute. Indeed, we were very fortunate in getting on shore alive, the vessel breaking up under us while we were hanging to the rigging.

After landing, we were all taken in a wagon and properly cared for under his special attention, and I can never speak too highly of our treatment while under the care of him and his crew.

I think that such men should be nobly appreciated, in the hazardous position they occupy, and hoping that such deeds will be remembered by all,

I remain, yours, respectfully,

WILLIAM SOMERVILLE,
Master Schooner Phineas S. Marsh.
 C. SODERMAN, *Mate.*
 LARS NILSEN, *Second Mate.*
 JESSIE CHASE, *Cook.*
 CHARLES JONES, *Seaman.*
 THEODORE ERKSON, *Seaman.*
 JAMES JEFFERDS, *Seaman.*
 H. OLSEN, *Seaman.*

Captain J. G. KIAH,
Superintendent Tenth Life-Saving District, Sandbeach, Michigan.

MARQUETTE, MICHIGAN, *August 18, 1897.*

DEAR SIR: Being interested in the cargo of the wrecked schooner *Phineas S. Marsh*, which was wrecked near Little Two Heart River in August, 1896, I had occasion to go there the latter part of this year, and I desire to thank the Department for the kindness shown and the assistance rendered me by Captain McCormick and his brave crew of life-savers at the Two Heart River Station, in helping me to locate the wreck and taking me to the exact spot where she went down, which they were enabled to do by ranges which they had set up on shore, thereby saving me time and expense.

Very respectfully, yours,

D. W. POWELL,
President Kerber-Jacobs Redstone Company.

J. G. KIAH, Esq.,
Superintendent Tenth District, Sandbeach, Michigan.

NEWBERN, NORTH CAROLINA, *September 23, 1896.*

DEAR SIR: Please accept my heartfelt thanks for the valuable services rendered me while in distress on September 19, 1896, by you and your efficient crew. May you all live to a good old age and die happy.

Your friend,

JAMES SMITH,
Master of Schooner Henrietta Hill.

Captain JAMES HOWARD,
Ocracoke Life-Saving Station.

NEWBERN, NORTH CAROLINA, *September 25, 1896.*

DEAR SIR: Please accept my heartfelt thanks for the valuable services rendered me by you and your crew while in distress. If at any time I can be of service to you please command me.

Very truly, yours,

E. W. LUPTON,
Master of Schooner Carrie Farson.

Captain FERDINAND TERRELL,
Portsmouth Life-Saving Station.

CLEVELAND, OHIO, *October 3, 1896.*

DEAR SIR: I wish to inform you of the good work the crew of the Cleveland Life-Saving Station rendered me at Cleveland on board the schooner *E. C. Roberts*. After

springing a leak on Lake Erie and my crew being exhausted by pumping, the keeper and crew came aboard and rendered very valuable assistance in keeping my vessel afloat.

Yours, respectfully,

ROBERT SMITH,
Master of Schooner E. C. Roberts.

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

CLEVELAND, OHIO, October 5, 1896.

DEAR SIR: As agents for the barge *E. C. Roberts*, which vessel arrived in Cleveland Saturday morning early in a water-logged condition, we wish to thank you for the service rendered by your life-saving crew in this city, as Keeper Charles E. Motley immediately came aboard and offered his services to assist in pumping out the vessel, which we accepted so as to spell some of the men who were at work. They remained on the vessel, relieving men who became tired at different times all day, so the vessel succeeded in leaving Saturday evening in tow of her steamer, bound for Tonawanda.

Services of this sort can not help but be appreciated by vessel owners, and we wish to thank you for the same.

Yours, truly,

C. R. JONES & Co.,
Agents for Schooner E. C. Roberts.

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

DETROIT HARBOR, WISCONSIN, November 19, 1896.

DEAR SIR: I feel it my duty to write you a few words about the Plum Island life-saving crew. They are all men who can work and are right there when they are needed, and Captain Olsen is a man who knows how to handle a good crew. I acknowledge that it was through their efforts and good management that my little schooner, the *Madonna*, was gotten safe into Detroit Harbor after she had missed stays and gone on Detroit Island on the night of November 11. In conclusion, I must say in regard to the Plum Island life-saving crew that you have got the right men in the right place.

Respectfully, yours,

OLE CHRISTIANSEN,
Master and owner, schooner 'Madonna'.

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

LITTLE ISLAND LIFE-SAVING STATION,
SIXTH DISTRICT, VIRGINIA, December 22, 1896.

SIR: My vessel was stranded on the night of November 29, during a heavy north-east gale, near the Little Island Station, Sixth District, and I take great pleasure in writing this to inform you of the timely and heroic service that was rendered by Captain J. W. Partridge and his gallant crew of the above-mentioned station. They were abreast the schooner with their gear in thirty minutes from the time we stranded. They did their work rapidly and bravely in saving us from our position, and landed us without any mishap. I wish to tender sincere thanks to Captain Partridge and crew for this, and also for the kindness and care we have received at their hands while at the station. They have done all in their power, and willingly, in helping to save what has been saved from the vessel, and should receive the credit which

truly belongs to them. I am also thankful to know that I belong to a nation that furnishes such men and houses of refuge for the benefit of seafaring men.

Yours, with much respect,

JOSEPH H. DODD,

Master of wrecked schooner City of Philadelphia.

Hon. S. I. KIMBALL,

*General Superintendent Life-Saving Service,
Washington, D. C.*

TERRAPIN BAY, NORTH CAROLINA, *December 7, 1896.*

MY DEAR CAPTAIN: Before leaving for my northern home I desire to express to you my sincere thanks for the prompt and most efficient services rendered me on the 3d instant. I feel that your knowledge of this locality and the superior intelligence of your most able crew placed my yacht in a safe anchorage. Myself and guests desire to offer an acknowledgment in this form.

Most sincerely, yours,

J. F. BETZ, Jr.,

Owner of steam yacht Sybilla.

Captain JAMES W. HOWARD,

Keeper of Ocracoke Life-Saving Station, Ocracoke, N. C.

The following card of thanks was published in a Rockland, Maine, newspaper by the master and mate of the stranded schooner *George Bird*:

CARD OF THANKS.

The captain and crew of the schooner *George Bird* desire to thank Captain Shea and crew, of the life-saving station at White Head, for their prompt assistance in helping to pull the vessel off the rocks near White Head on the 6th instant. The work of the life-saving crew on this occasion can not be too highly praised, and we wish to make this public acknowledgment to the life-savers.

A. J. GRAY, *Captain.*

A. L. GRAY, *Mate.*

ROCKLAND, *December 10, 1896.*

BANDON, OREGON, *December 23, 1896.*

DEAR SIR: As another year is drawing to a close permit me to testify to the efficiency of the United States Life-Saving Service, particularly at Bandon, and to congratulate you and your men for the good work performed during this year.

I wish especially to thank you for your kind service to me during the fire which destroyed my mill on July 28.

Wishing you a happy and prosperous year in 1897, I am,

Very truly, yours,

R. H. ROSA,

Proprietor Woodville Mills.

Captain ALEX. SCOTT,

Keeper Coquille River Life-Saving Station.

SAN FRANCISCO, CALIFORNIA, *January 14, 1897.*

DEAR SIR: I wish to state that my vessel went on shore at Coquille River on the 16th ultimo and that the services rendered to me by the station crew at that point were to a great extent a help in my behalf. I would also mention that the service

there is, in my belief as a shipmaster, a very efficient one, and those in charge are always ready and willing to do their duty.

Referring this as a commendation, and trusting that it may be considered, I remain,
Yours, respectfully,

CHARLES ANDERSON,
Master Schooner Antelope.

THOS. J. BLAKENEY, Esq.,
*Superintendent Twelfth District, United States Life-Saving Service,
San Francisco, California.*

PENSACOLA, FLORIDA, *January 10, 1897.*

DEAR SIR: I desire to express my sincere thanks to the keeper and crew of the Santa Rosa Life-Saving Station for the great service rendered to me and my vessel, the three-masted schooner *James Baird*, which was stranded on the 7th instant while entering this harbor. The crew of the station worked long and faithfully, and, in fact, did more than their duty, and it is to their efforts, I consider, that my vessel is now afloat without having incurred any great expense for tugs and wreckers.

Yours, respectfully,

CHAS. W. BOOYE,
Master Schooner James Baird.

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

BR. S. S. DELMAR,

Wash Woods Beach, North Carolina, January 15, 1897.

I, Robert Roope, master of the steamship *Delmar*, of London, stranded on Wash Woods Beach, North Carolina, wish to express my thanks to the Superintendent of the Life-Saving Service and to Captain Corbel and crew and Captain Tillett and crew, of the Wash Woods and Currituck stations, for their timely aid and for services rendered while on the beach.

I have much pleasure in stating that they gave me every assistance in their power.

ROBERT ROOPE, *Master.*

BOSTON, MASSACHUSETTS, *January 20, 1897.*

DEAR SIR: On December 16 last the schooner *Puritan* was wrecked on the Scituate beach, between Third Cliff and Fourth Cliff, and in fifteen minutes after striking bottom one of the crew of the Fourth Cliff Life-Saving Station was seen showing us his light, and about half an hour later the whole crew were out to our assistance. All hands were landed in safety and cared for by Captain Stanley and his brave crew, and during my stay with them, which was four days, every attention and kindness was shown me.

Yours, truly,

J. C. HARDING,
Master Schooner Puritan.

FRANK H. NEWCOMB,
Assistant Inspector of Life-Saving Stations, Boston, Massachusetts.

The following card of thanks was sent to the Associated Press by Captain Geo. W. Bunker, of the American schooner *Alicia B. Crosby*, in regard to services rendered his vessel by the crew of the Avalon Life-Saving Station:

I desire to express my thanks to Captain John W. Swain and the crew of the Avalon Life-Saving Station, coast of New Jersey, for timely and efficient aid and courtesies while my vessel was aground on the outer end of Townsends Inlet Bar on Sunday, January 31, 1897.

LITTLE KINNAKEET LIFE-SAVING STATION, *April 1, 1897.*

MY DEAR SIR: As a press correspondent in stress of weather, and having undergone the novel experience of a night on Kinnakeet Reef, and as now enjoying the hospitality of yourself and crew in the kindly shelter of this station, let me thank you for the hearty display of those attentions which mark the members of your noble band of life-savers, whose faithful aid and many kindnesses will always be remembered.

Very truly yours,

Captain HOOPER.

FRED. A. OLDS.

ON BOARD THE SHARPIE BRACEBRIDGE HALL,
Off Little Kinnakeet Life-Saving Station, April 1, 1897.

DEAR SIR: I desire to express my most sincere appreciation of the services of yourself and crew in coming off this morning in response to my signal of distress. This was displayed at 9.40, and answered in a few minutes. My boat went on the shoals at 5 o'clock yesterday, and in not over 6 inches of water. I put out two anchors and this morning hoped to get her off, but all the efforts of yourself and crew to aid me in securing this result failed.

I wish to thank you for your kind notice that you would come to my aid the moment I might need you. Colonel Fred. A. Olds, press correspondent, whom you took with you to your station, joins heartily with me in commendation of the promptness and kindness of yourself and crew.

Very truly, yours,

Captain HOOPER.

ED. PINNER, *Captain.*

LOUISVILLE, KENTUCKY, *April 1, 1897.**To the Louisville Life-Saving Crew:*

We feel it our duty to thank you for your kindness and bravery in saving our lives and our shanty-boat and skiff from the dangers of the Falls of the Ohio on March 31, 1897. We were strangers and not aware of the perils of the falls. We would certainly have lost our lives if it had not been for the prompt manner in which we were rescued by the three brave men who manned the life-saving boat. They shall always have our esteem and kind wishes. God bless them, may they live many years to render assistance to others who may get into danger.

With gratitude,

E. E. GALBREATH, *Kempton, Indiana,*
THOS. BIRLEY, *Circleville, Indiana.*
B. GARDNER, *Louisville, Kentucky.*

THE JOHN PLOTZ COAL COMPANY,
New Albany, Indiana, April 5, 1897.

DEAR SIR: Kindly allow me to thank you and your able assistants for the prompt and valuable services rendered me on the 30th day of March, when my steamer *Raymond* and two barges were swept over the dam while trying to make a landing at Louisville. Also kindly allow me to state that—

I value my steamer at.....	\$5, 000
Freight barge and contents.....	1, 200
Lumber barge and contents.....	1, 200
Total value	7, 400

Yours, very truly,

Captain WM. DEVAN,

In charge of United States Life-Saving Station, Louisville, Kentucky.

Captain JOHN PLOTZ.

SAN FRANCISCO TIMBER PRESERVING COMPANY,
SEA WALL, BETWEEN POWELL AND MASON STREETS,

San Francisco, May 3, 1897.

SIR: I have recently received information concerning a raft of creosoted timbers, which went adrift from a boom in the vicinity of our works in the bay of San Francisco and at the location as indicated on the head of our letter. The raft consisted of about 42 pieces 4 by 16 inch timbers, which were creosoted at our works. The timbers had passed out of our possession and were in the hands of the contractor, James A. McMahon, for the erection of a wharf at Folsom street, this city. As I have since learned, the raft was carried out to sea as far as Point Bonita, and in passing through the "Heads" was seen by the crew of your station at Bakers Beach (Fort Point), who followed same with their boat and recovered it and towed it back; but, it appears, on approaching the shore near Fort Point, the raft became broken and the timbers were washed upon the beach and among the rocks, whereupon your department gave notice to the foreman at our works, who in turn conveyed the information to the contractor who was responsible for the timber, and by the efforts and through the diligence of the crew of your life-saving station the whole of the raft, except two pieces, was recovered, which, in consequence of being creosoted, was of the value of about \$300. Having learned that no acknowledgment of the services rendered by your department has been made up to this time, I take this opportunity of acknowledging to you the good services rendered by the crew of the Bakers Beach (Fort Point) Station.

Yours, very truly,

SAN FRANCISCO TIMBER PRESERVING CO.,
Per P. F. DUNDON, *Manager.*

Mr. T. J. BLAKENEY,

Superintendent Twelfth District, United States Life-Saving Service, San Francisco.

VELASCO, TEXAS, *April 29, 1897.*

DEAR SIR: I take pleasure in sending you herewith a communication, signed by various persons, in regard to the conduct of the officers of the revenue cutter *Galveston* and the crew of the Velasco Life-Saving Station on the occasion of the grounding of the schooner *Mary A. Hall*, near Velasco, on April 13, 1897.

Very truly, yours,

W. W. ANDERSON.

Captain W. A. HUTCHINGS,

Superintendent Eighth Life-Saving District, Galveston, Texas.

VELASCO, TEXAS, *April 20, 1897.*

SIRS: We, the undersigned, officers of the schooner *Mary A. Hall*, insurance adjuster and pilot commissioners, pilots and citizens of Velasco, desire hereby to express our appreciation of the courteous and energetic services rendered by Captain John Dennett, Lieutenant Charles T. Brian, Second Lieutenant G. C. Carmine, Chief Engineer F. W. H. Whitaker, Assistant Engineer W. J. Sedgwick, and Second Assistant S. M. Rook, officers, and twenty-nine men of the revenue cutter *Galveston*, in assisting in the rescue of the said schooner, *Mary A. Hall*, which has recently been ashore near the mouth of the Brazos River.

We also desire to testify that the following members of the Velasco Station of the Government Life-Saving Service displayed gallant and praiseworthy energy in the same behalf, and that by their efforts a considerable part of the cargo was saved from all damage, viz: John F. Ahm, keeper; Charles Skagsberg, surfman No. 1; J. P. Steinhart, surfman No. 2; R. J. Hill, surfman No. 3; A. G. Follett, surfman No. 4; Thomas Jensen, surfman No. 5; George Schuster, surfman No. 6. All of the

above-named Government officers and men have upon this occasion earned the gratitude and abiding good will of the undersigned. Without their services the ship and much of her cargo would probably have been lost.

Respectfully,

CHARLES H. M. PRESSEY, *Captain Schooner Mary A. Hall.*
 ALFRED BELAN, *Mate Schooner Mary A. Hall.*
 P. F. COOMBS, *Pilot Commissioner.*
 M. W. WALCOTT, *Pilot Commissioner.*
 J. T. DINGLE, *Pilot Commissioner.*
 S. H. HUDGINS, *Pilot Commissioner.*
 ALBERT COVENEY, *Pilot.*
 LEWIS LOCK, *Pilot.*
 L. L. FOSTER, *Vice-President and General Manager*
Velasco Terminal Railway Company.
 E. D. DORCHESTER, *Secretary and Acting General Manager*
Velasco Syndicate.
 DUNCAN S. CAGE, *Real Estate.*
 W. R. SEARCY, *Druggist.*
 W. E. SICKLES, *Telegraph Operator.*
 B. LIMDENNETT, *Clerk.*
 F. CALDWELL, *Cashier.*
 B. H. CARLTON, *Physician.*
 W. W. ANDERSON, *Attorney.*
 W. W. HOSKINS, *Banker.*
 J. M. MOORE, *Banker.*
 B. L. TRIMBLE, *Merchant.*
 J. T. BAKER, *Assessor.*
 L. E. DEGER, *Stevedore.*

To the honorable the SECRETARY OF THE TREASURY.

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

To Captain W. A. HUTCHINGS,
District Superintendent, Galveston, Texas.

FAIRPORT, OHIO, *May 3, 1897.*

DEAR SIR: Permit me, in behalf of the crew and myself, of dredge No. 8, which was sunk at the mouth of the harbor on Saturday, May 1, 1897, to acknowledge the noble and prompt response to our distress signals, and the excellent services rendered; also the extra care given the men and the writer while at station by your esteemed family.

The life of the watchman would have been saved had he remained with the crew.

Yours, very respectfully,

M. J. LOWMAN,
United States Inspector, Dredge No. 8.

Captain G. F. BARCOCK,
United States Life-Saving Service, Fairport, Ohio.

THUNDER BAY ISLAND, MICHIGAN, *May 29, 1897*

DEAR SIR: I wish to convey my thanks for the prompt, energetic, and skillful manner in which the crew of the Thunder Bay Life-Saving Station came to my relief while stranded on the rocks on the morning of the 23d instant, without which my schooner—the *Result*, of Detroit—must certainly have been a total loss. I also desire to thank the crew for the assistance rendered me in repairing damages, and also for kind treatment received during my detention at the station. Owing to the heavy weather and cold water, the task of getting the schooner off was not only a very

difficult one, but a remarkably disagreeable one, and yet the entire crew worked persistently and cheerfully until the work was done, and well done.

Respectfully, yours,

GEORGE FRENCH,
Master of Schooner Result.

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

The following notice appeared in the columns of the Boston Journal on June 22, 1897, in relation to the assistance rendered by the life-savers to the sloop yacht *Quissett*.

PRAISE FOR LIFE SAVERS.

To the Editor of the Boston Journal:

May we, through the columns of your paper, express our thanks for the timely assistance rendered by the United States life-saving station off City Point, on Saturday last?

Captain Glawson and his efficient crew proved most assuredly that they are the right men in the right place, and that the life-saving station is a great boon to the yachtsmen of Massachusetts Bay.

Respectfully, yours,

CLARK AND NORTH,
Knockabout Gosling.

BOSTON, June 21, 1897.

LAKE ONTARIO, June 26, 1897.

DEAR SIR: I hereby acknowledge the very prompt and efficient service rendered me by Captain W. W. Griesser and his crew while the steamer *David W. Rust* was aground off Fort Niagara last night, for which I tender many thanks.

Respectfully, yours,

WM. J. LEAVER, *Master.*

HON. S. I. KIMBALL, Washington, D. C.

BOIS BLANC, MICHIGAN, July 28, 1897.

DEAR SIR: I deem it a pleasure, as well as a duty, to express my thanks and appreciation on account of the excellent service rendered by Captain George S. Cleary, of Bois Blanc Life-Saving Station, and his crew in rescuing the coal-laden scow *White Foam*, which foundered off the north shore of Bois Blanc on the night of June 26.

In an incredibly short time after notice the crew were at the scene of the wreck, a distance of 5 miles. But for the promptness of the crew in responding to the call for aid and their untiring perseverance and determination, both the boat and cargo would have been a total loss. For twenty-four hours, without sleep and without murmur or complaint, Captain Cleary and his men stayed by the wreck, working in the water, and with a determination as if each man felt that he had a personal interest in the property at stake. Both boat and cargo were saved.

No one in trouble appeals to Captain Cleary in vain, and his men are not only strong, active men, physically able to perform the duties and endure the hardships of the service, but they are gentlemen in their bearing, commanding the good will and respect of all who come in contact with them. The Bois Blanc life-saving crew would, we are sure, be much missed on the straits.

Hoping their future may be equally successful and fraught with good works, I am,
Respectfully,

A. L. TODD,
Owner of Schooner White Foam.

Captain J. G. KIAH,
Superintendent Tenth Life-Saving District.

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.

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 Caffey's 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 ferryboat 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

Awards of medals—Continued.

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

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
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
Joseph O. Doyle	Keeper of life-saving station.	Rescuing the crews of the stranded schooners E. P. Dorr (September, 1878) and Star (October, 1878), under specially hazardous circumstances. (An. Rpt., 1879.)	Gold medal ...	Aug. 2, 1879
William Devan	Louisville, Ky.	Rescuing from drowning in the Ohio River, at the falls at Louisville, at various times since 1875, of no less than forty-five persons. (An. Rpt., 1879.)	...do	Sept. 3, 1879
John Gillooly .....	...do .....	...do .....	...do	Do.
John Tully .....	...do .....	...do .....	...do	Do.
Isaac F. Mayo	Provincetown, Mass.	Rescuing several of the crew of the schooner Sarah J. Fort, wrecked on Cape Cod, Feb. 26, 1879. (An. Rpt., 1879.)	...do	Nov. 10, 1879
Morris Dowd	Private, U. S. Army.	Rescue of a fellow soldier, named Charles Lock, from drowning in Frenchmans Creek, Mont., July 20, 1879. (An. Rpt., 1880.)	Silver medal ..	Feb. 4, 1880
John Delaney	Metropolitan police, New York.	Rescue of George McFadden from drowning in the East River, Dec. 4, 1879. (An. 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.

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
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.)	Gold medal ...	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.
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.)	do	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

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
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.)	Gold medal ...	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
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 1878-1881 four persons. (An. Rpt., 1882.)	.....do	Mar. 15, 1882
C. A. J. Queckberner...	New York	Rescuing from drowning some thirty-five persons between the years 1876 and 1881. (An. Rpt., 1883.) A silver bar was awarded Mr. Queckberner June 14, 1886, for saving life in July and August, 1882.	.....do	May 17, 1882
William H. Daily	Santa Cruz, Cal. ...	Rescue of some twenty-eight persons from drowning at various times, and notably the saving of Mr. J. W. De Woolfe, at Santa Cruz, July 5, 1881. (An. Rpt., 1883.)	Gold medal ...	Nov. 1, 1882
Dominick J. Ryder	New York	Rescue from drowning of eleven persons at Rockaway Beach, Long Island, between the years 1876 and 1881. (An. Rpt., 1883.)	.....do	Do.
Charles R. Rosevear .....	.....do	Rescue of James Haggerty from drowning, he having fallen overboard from a tug in the harbor of New York, June 10, 1882. (An. Rpt., 1883.)	Silver medal ..	Do.
John H. Theis .....	.....do .....	.....do .....	.....do	Do.
Julius W. Rohn	Milwaukee, Wis. ...	Rescuing some thirty-nine persons from drowning at various times, and particularly for saving a party of eight excursionists in the harbor of Milwaukee, June 20, 1880. (An. Rpt., 1883.)	.....do	Mar. 16, 1883
Joseph Cardran	Mackinac Island, Michigan.	Rescuing from drowning, after heroic and persistent effort and at the imminent risk of his own life, the keeper of the Spectacle Reef lighthouse, Lake Huron, and two of his assistants, April 15, 1883. (An. Rpt., 1883.)	Gold medal ...	June 7, 1883
Alfred Cardran .....	.....do .....	.....do .....	.....do	Do.

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
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.
John Sanders.....	Metropolitan police, New York.	Rescuing from drowning in the East River, N. Y., at great personal risk, of several persons at various times during the summer of 1883. (An. Rpt., 1884.)	Gold medal ...	June 27, 1884
John H. Hewitt	New Haven, Conn.	Rescue of the crew of the schooner Jane, wrecked off New Haven, Conn., during the furious gale of Feb. 29, 1884. (An. Rpt., 1885.)	Silver medal..	Nov. 29, 1884
Aaron Bradley	do	do .....	.....do	Do.
Frank Waters.....	do	do .....	.....do	Do.
James McFee.....	do	do .....	.....do	Do.
Thomas W. Perry	do	do .....	.....do	Do.
George E. Ball.....	do	do .....	.....do	Do.
Eugene Payne.....	do	do .....	.....do	Do.
John Burns.....	do	do .....	.....do	Do.
A. A. Gould.....	do	do .....	.....do	Do.
Alden C. Roberts	do	do .....	.....do	Do.
William J. Wilson	do	do .....	.....do	Do.
Charles Parketon	do	do .....	.....do	Do.
Henry C. Tuncks	do	do .....	.....do	Do.
E. P. H. Ley.....	do	do .....	.....do	Do.
Edward Smeed	Providence, R. I.	do .....	.....do	Do.
Carl Johnson.....	Charlestown, Mass.	do .....	.....do	Do.
Ross Ingalls.....	Baltimore, Md.	do .....	.....do	Do.
Charles C. Goodwin....	Keeper of life-saving station.	Rescuing the crews, twenty-nine persons, of the 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

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
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.)	Silver medal..	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 offshore 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.
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.)	do.....	Do.
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 snow-storm. (An. Rpt., 1886.)	Gold medal...	June 10, 1886

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
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 Curtiss, wrecked off Atlantic City on the 18th of Aug., 1879. Mr. Bradford had also rescued from drowning a great many persons at various times. (An. Rpt., 1887.)	Gold medal ...	July 26, 1886
Jesse B. Bean.....	do	do	Silver medal ..	Do.
E. Owens	do	do	do	Do.
Hiram Dudley Buck...	Crown Point Center, N. Y.	Rescue from drowning of four persons at various times. (An. Rpt., 1887.)	do	Do.
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 light-house 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.
Axel 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 1878-1887. (An. Rpt., 1887.)	do	Feb. 4, 1887

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
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.)	Silver medal..	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
Thomas Fian .....	.....do .....	.....do	Silver medal..	Do.
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.

Awards of medals—Continued.

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

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Christopher Ludlam...	Keeper of life-saving station.	Rescuing, on the night of Dec. 4, 1888, during a heavy northeast gale and snowstorm, the entire crew—five men—of the schooner D. H. Ingraham, afire and stranded among the breakers on the bar at Hereford Inlet, N. J. (An. Rpt., 1889.)	Gold medal...	Nov. 17, 1888
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.
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.)	do.....	Do.
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.

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
H. Webster Mitchell...	Volunteer of the Massachusetts Humane Society.	Rescuing the crew of eight men of the schooner Gertrude Abbott, wrecked on the rocks at Nantasket Roads by the furious gale early in the evening of Nov. 25, 1888. The heavy sea, together with the darkness and driving snow storm, rendered the service extremely hazardous. Capt. Joshua James had charge of the rescuing boat. (An. Rpt., 1889.)	Gold medal...	Jan. 10, 1889
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.
John H. Hanley.....	New York	Rescue of several persons from drowning at Rockaway Beach, Long Island, during the years 1887-88. (An. Rpt., 1890.)	do	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.

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
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.)	Silver medal ..	July 2, 1889
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 C. 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 Quinault 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.
Andrew M. Taylor	Rondout, N. Y.	Rescuing several persons from drowning during the years 1882-83. (An. Rpt., 1890.)	do	Do.
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	Do.
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	Governor's 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 1875-1889. (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.

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
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 Coscob, 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 15 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 1884-1889.	.....do.....	Jan. 9, 1891
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 Grosse 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 light-house, 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.

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
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.	Silver medal..	Apr. 7, 1891
Mabel Mason	Mama Juda 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 1882-1886, 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.
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.	.....do	Do.
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, Oreg	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.

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Benjamin Dexter	Grays Harbor, Wash.	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.	Silver medal ..	Feb. 6, 1892
Robert Breen	Empire City, Oreg.	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.
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.
Joshiah B. Gould	Temporary surfman.	do	do	Do.
George J. Flood	do	do	do	Do.

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Mrs. Edward White ...	Copalis, Wash....	Rescuing from drowning in the breakers, at the imminent peril of her life, three sailors from the British bark <i>Fern-dale</i> , 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 Quinliak.....	Private, Battery K, Second Artillery.	.....do .....	.....do	Do.
Cyrus S. Van Amringe.	Wilmington, N. C.	Rescue from drowning, after a hard struggle, of a man who had become exhausted and was being carried out to sea by the tide, at Wrightsville, N. C., Sept. 3, 1891.	.....do	Do.
Benjamin U. Jackson..	Bathing master, Spring Lake, N. J.	Rescue from drowning of two men carried out to sea by the current at Spring Lake, N. J., and recovering the bodies of a young man and a young woman drowned at the same time, Aug. 14, 1890.	.....do	June 10, 1892
Bertie O. Burr	Lincoln, Nebr.....	Rescuing from drowning, with heroic bravery, two young women with whom she was bathing in Blue River, Nebr., July 23, 1891.	Gold medal ...	June 14, 1892
Samuel Arundale.....	Charlottesville, Va.	Rescue from drowning of a young man who had become exhausted and had sunk while attempting to swim across the Rivanna River, June 13, 1891.	Silver medal..	June 20, 1892

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
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.	Silver medal..	June 20, 1892
Michael Kynan.....	Private, Company H, Fifteenth Infantry.	.....do .....	.....do	Do.
Daniel H. Cleaveland ..	U. S. Fish Commission steam-launch Petrel.	Rescue from drowning of a small boy who had fallen into the water at Gloucester City, N. J., Apr. 22, 1892.	.....do	Do.
John McCloy.....	Niagara Falls, N. Y.	Rescued a man from the rocks at the foot of Horseshoe Falls, Oct. 5, 1886; and on Nov. 15, 1887, after many trials and with great personal risk, rescued a man from a rock just above the American Falls.	.....do	July 21, 1892
George Nobles.....	Seaman on U. S. revenue cutter Morrill.	Rescuing in a meritorious and heroic manner, by swimming and diving several times, a boy who had fallen into the water and become entangled at the bottom of the custom-house slip, Charleston, S. C., Aug. 1, 1892.	.....do	Sept. 14, 1892
John Nelson.....	.....do .....	.....do .....	.....do	Do.
Massie Milne.....	Newark, N. J.....	Rescued by swimming to her assistance and bringing her ashore at Avon, N. J., Aug. 23, 1892, a woman who was going out to sea with the tide and who became unconscious. She was resuscitated after considerable effort.	.....do	Sept. 19, 1892
John J. Hayes.....	Wilmington, N. C.	Rescued, on Aug. 19, 1892, at Wrightsville Beach, N. C., Jacob Eron from the surf, where he was in danger of drowning.	.....do	Sept. 28 1892
Godfrey H. Macdonald.	First lieutenant, First U. S. Cavalry.	Rescued, on the night of Aug. 14, 1892, by leaping from the ferryboat Atlantic in midstream, 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 ...	Do.
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

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
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.	Silver medal..	Oct. 6, 1892
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 Aug. 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.
Henry P. Christiernin.	East Boston, Mass.	Rescuing three boys from drowning by leaping into the water from the deck of a ferryboat September 6, 1887, also saving a woman from drowning in a ferry slip at East Boston, Mass., January 8, 1891.	.....do.....	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

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
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 from exhaustion and cuts on the feet caused by running over oyster beds to reach them.	.....do.....	Mar. 16, 1893
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.	.....do.....	Do.
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

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
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.	Silver medal..	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
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 water-works 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 casta-	.....do	June 22, 1893

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
G. W. S. Jenkins	Master of the tug Juno.	ways, 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.	Gold medal ...	June 22, 1893
Luther Sikes	Engineer on the tug Juno.	do	Silver medal..	Do.
Lawrence Lawton	Fireman on the tug Juno.	do	do	Do.
Henry Porter	Deck hand 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.	Rescued, on June 16, 1893, a comrade whose canoe had been capsized by a sudden squall while fishing in Leech Lake, Minnesota. Sergeant 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
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.	do	Do.
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

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Dennis F. Ward.....	Patrolman, New York City police.	Rescued, by jumping from a wharf at the foot of 120th street, New York City, Mar. 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..	Feb. 28, 1894
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.	.....do	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, Feb. 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 imperiled vessel.	Gold medal ...	Aug. 4, 1894
Peter Dodge .....	.....do .....	.....do	Silver medal ..	Do.
James Russell	Quartermaster, U. S. revenue cutter Forward.	Bravely rescuing, Apr. 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.	.....do	Sept. 26, 1894
Daniel E. Lynn	Port Huron, Mich.	During a fierce gale and high sea, attempted to reach the water-logged schooner William Shupe in a yawl boat towed by a tug on May 19, 1894, to render assistance to the imperiled crew. The boat was capsized and all of its occupants, except Mr. Lynn, were drowned. He was washed ashore in an unconscious condition, half a mile from the vessel.	Gold medal ...	Mar. 2, 1897 (special act).

TABLE OF CASUALTIES

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

Season of 1896-1897.

United States Life-Saving Service.—Table of

DISTRICT NO. 1.—EMBRACING COASTS OF

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1896.					
July 3	Long Ledge, Seal Harbor	White Head	Sc. Edward L. Warren, Searsport, Me.	Larrabee ..	131
July 16	Five miles east of station.	Quoddy Head	Sc. William Deming, Calais, Me.	Hoggins ...	179
Aug. 23	Sand Ledge, 8 miles north-northeast of station.	Crumple Island...	Sc. D. W. Hammond, Rockland, Me.	Mitchell...	59
Aug. 30	Three-quarters of a mile west of station.	Jerrys Point.....	Slp. Portsmouth, N. H. ....	.....	.....
Sept. 10	One mile east-southeast of station.	.....do	Sc. Unison,* Bath, Me....	Kinsbury..	86
Sept. 13	One mile east of station..	White Head	Sc. S. A. Paine, Deer Isle, Me.	Stinson....	139
Sept. 13	Marshall's Point	Burnt Island	Sc. Julia Ann, Deer Isle, Me.	Billings....	69
Sept. 28	York Ledge.....	Jerrys Point.....	Sc. Richmond, Rockland, Me.	Jameson ...	100
Oct. 16	Northeast Pond Ledge...	White Head	Sc. Mary E. H. G. Dow, Bath, Me.	Malcolmson 1,	265
Oct. 18	Hay Island Ledge .....	.....do	Sc. M. C. Moseley, Boston, Me.	Wooster ...	199
Oct. 26	One and one-quarter miles northeast of station.	.....do	Sc. Bloomer, Southwest Harbor, Me.	Harper	51
Oct. 26	Hart Island Bar	Burnt Island	Sc. Elma D. Yarmouth, Nova Scotia.	Comean....	68
Nov. 13	Four miles north-northeast of station.	.....do	Sc. E. V. Glover, New York City.	Harris.....	307
Nov. 15	.....do .....	.....do	Sc. Addie and Hattie, Waldoboro, Me.	Cushman ..	20
Nov. 17	Upper Gangway Ledge..	White Head	Sc. Saxon, St. John, New Brunswick.	Reid	119
Nov. 17	Three miles southwest of station.	.....do	Sc. Etta Davis,† Waldoboro, Me.	Hart.....	11
Nov. 17	Ledge in Seal Harbor...	.....do	Sc. Ocean Romp, Machias, Me.	Lewis	42
Nov. 19	One-quarter mile north of station.	Burnt Island	Sc. Carrie T. Rogers, New York City.	Chadwick .	13
Nov. 23	Bakers Island Bar.....	Cranberry Isles...	Sc. Atwood, Annapolis, Nova Scotia.	Benjamin..	118
Nov. 24	Near Clarks Island	White Head	Sc. Atalanta,† Rockland, Me.	Stanton....	53
Dec. 1	Three quarters of a mile northwest by west of station.	Burnt Island	Sc. Juno, St. John, New Brunswick.	Wilcox	92
Dec. 6	One-quarter mile southeast of station.	White Head	Sc. George Bird, New York City.	Gray	213
Dec. 23	Ten miles south of station.	Cape Elizabeth ...	Sc. Sarah E. Palmer,* Bath, Me.	Whittier ...	1,226
Dec. 24	One and one-quarter miles north of station.	Fletchers Neck ...	Sc. M. A. Achorn,* Rockland, Me.	Guinn	308
Dec. 26	Aldens Rock	Cape Elizabeth ...	Sc. Robert Ingles Carter, Newport, R. I.	Towns.....	828
1897.					
Jan. 25	Gerrish Island Flats....	Jerrys Point.....	Sc. Elmer E. Randall, Salem, Mass.	Perkins ...	57
Mar. 14	Three and one-half miles north of station.	Cape Elizabeth ...	Sc. Veto, Thomaston, Me.	Ladd	98
Apr. 1	Southend of Wood Island	Jerrys Point.....	Sc. Wide Awake, Rockland, Me.	Murdock ..	118
Apr. 2	Five miles west-southwest of station.	Quoddy Head.....	Sc. Terrapin, Calais, Me.	Garnett....	128
Apr. 14	One-third mile northeast of station.	Hunniwells Beach	Sc. Trifle, ‡ Rockland, Me.	Dowdle....	9

* Disabled, requiring assistance.

† Dismasted, requiring assistance.

casualties, season of 1896-97.

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.
Searsport, Me., to Boston, Mass.	Hay	\$5,000	\$1,350	\$6,350	\$6,350	.....	5	5	.....	.....	.....
Boston, Mass., to Calais, Me.	.....	3,000	.....	3,000	.....	\$3,000	5	5	.....	.....	.....
Boston, Mass., to Millbridge, Me.	General ..	800	2,500	3,300	3,250	50	3	3	.....	.....	.....
Pleasure trip .....	.....	10	.....	10	10	.....	4	4	.....	.....	.....
Bath, Me., to Boston, Mass.	Lumber...	1,800	1,700	3,500	3,150	350	5	5	.....	.....	.....
Boston, Mass., to Deer Isle, Me.	Powder...	3,000	600	3,600	3,600	.....	5	5	.....	.....	.....
Bangor, Me., to Gloucester, Mass.	Barrels and edgings.	800	500	1,300	1,000	300	3	3	.....	.....	.....
New York City to Camden, Me.	Grain.....	2,000	1,800	3,800	1,400	2,400	4	4	.....	.....	.....
Newport News, Va., to Bangor, Me.	Coal	60,000	3,800	63,800	32,900	30,900	10	10	.....	.....	.....
Boston, Mass., to Bangor, Me.	.....	4,000	.....	4,000	3,950	50	5	5	.....	.....	.....
Bangor to Spruce Head Island, Me.	Lumber...	500	380	880	880	.....	2	2	.....	.....	.....
Yarmouth, Nova Scotia, to Boston, Mass.	Piling	800	90	890	10	880	4	4	.....	.....	.....
Calais, Me., to New York City.	Lumber...	3,000	2,000	5,000	5,000	.....	6	6	.....	.....	.....
Port Clyde to Friendship, Me.	.....	1,000	.....	1,000	1,000	.....	2	2	.....	.....	.....
St. John, New Brunswick, to Boston, Mass.	Lumber...	2,800	2,000	5,800	5,725	75	5	5	.....	.....	.....
Tennants Harbor, Me., to fishing grounds.	.....	400	.....	400	385	15	3	3	.....	.....	.....
Spruce Head to Jonesboro, Me.	.....	500	.....	500	500	.....	2	2	.....	.....	.....
Vinalhaven to Portland, Me.	Lobsters..	1,000	300	1,300	1,275	25	2	2	.....	.....	.....
Parrsboro, Nova Scotia, to Boston, Mass.	Grindstones.	2,000	1,750	3,750	.....	3,750	5	5	.....	.....	.....
Boston, Mass., to Winterport, Me.	Flour and feed.	700	1,350	2,050	1,850	200	2	2	.....	.....	.....
St. John, New Brunswick, to Boston, Mass.	Lumber ..	1,500	1,200	2,700	2,400	300	4	4	.....	.....	.....
Boston, Mass., to Rockland, Me.	Cement...	8,000	500	8,500	8,350	150	5	5	.....	.....	.....
Louisburg, Cape Breton, to Portland, Me.	Coal	50,000	6,000	56,000	53,000	3,000	10	10	.....	.....	.....
Lynn, Mass., to Rockland, Me.	.....	10,000	.....	10,000	10,000	.....	6	6	.....	.....	.....
New York City to Portland, Me.	Coal	35,000	5,000	40,000	1,000	39,000	8	8	.....	.....	.....
Portsmouth, N. H., to fishing banks.	.....	4,500	.....	4,500	4,500	.....	13	13	.....	.....	.....
Rockport, Me., to Boston, Mass.	Lime	1,600	1,400	3,000	3,000	.....	3	3	.....	.....	.....
Rockland, Me., to Boston, Mass.	.....do ..	3,500	1,300	4,800	4,800	.....	5	5	.....	.....	.....
Calais, Me., to New Haven, Conn.	Lumber ..	1,000	2,500	3,500	3,500	.....	5	5	.....	.....	.....
Gloucester, Mass., to Rockland, Me.	.....	350	.....	350	350	.....	3	3	.....	.....	.....

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

United States Life-Saving Service.—Table of

DISTRICT NO. 1.—EMBRACING COASTS OF

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1896.					
May 9	Seven miles southeast of White Head Station.	White Head and Burnt Island.	Sc. Florence, Gloucester, Mass.	Curtis	67
May 13	One-half mile southeast of station.	Cross Island	Sc. St. Maurice,* Parrsboro, Nova Scotia.	Kerr	272
May 13	Near Nortons Island Ledges.	White Head	Sc. Kate Walker,† Bangor, Me.	Leathers ..	140
May 16	Hay Island Ledge .....	.....do	Sc. John J. Perry, Rockland, Me.	Gilbert	138
May 20	Two miles southeast of station.	Jerrys Point.....	Slp. Sabino,† Bath, Me..	Mars	47
May 23	One mile east by north of station.	Hunniwells Beach	Slp. Okolono,† Boothbay, Me.	Young	25
June 6	Near Stage Island Bar ...	Fletchers Neck ...	Slp. yt. Indra, Boston, Mass.	.....	12
June 12	Dogfish Ledges	Cross Island.....	Sc. Saarbruck, Machias, Me.	Clark	163
June 25	One-half mile west-southwest of station.	Fletchers Neck...	Sc. Samuel Lewis,† Ellsworth, Me.	Pratt	87
June 30	One mile southwest of station.	White Head	Str. W. G. Butman and raft of timber, Rockland, Me.	Butman ...	26
	Total .....	.....	.....	.....	.....

DISTRICT NO. 2.—EMBRACING

1896.					
July 2	Sow and Pigs Reef	Cuttyhunk	Sc. Joseph Oakes, Deer Isle, Me.	Smith	206
July 10	Southeast point Pasque Island.	Gay Head	Sc. J. P. Wyman, Boston, Mass.	Moore	164
July 10	.....do .....	.....do	Str. Pentagoet, Eastport, Me.	Oakes	333
July 15	One mile northeast of station.	Nauset	Sc. Richard Law, Rockland, Me.	Arey	137
July 23	Toddy Rocks	Point Allerton....	Slp. Telte, Boston, Mass.	.....	.....
Aug. 1	Three-quarters of a mile west-northwest of station.	Cuttyhunk	Catboat Mary, Cuttyhunk, Mass.	.....	.....
Aug. 5	One-half mile east of station.	Peaked Hill Bars ..	Sc. Centennial, Gloucester, Mass.	Nostrund ..	116
Aug. 5	Two miles north one-half west of station.	Cahoons Hollow ..	Sc. Welcome R. Beebe, Perth Amboy, N. J.	Lippincott..	406
Aug. 6	One mile south-southeast of station.	Orleans	Sc. Ann, Boston, Mass. ...	Thurston ..	108
Aug. 9	One-quarter mile east by north of station.	Cuttyhunk	Slp. Oriole, Gloucester, Mass.	.....	.....
Aug. 13	Two hundred and fifty yards northeast of station.	Pamet River	Small boat, Truro, Mass.	.....	.....
Aug. 14	Abreast of station	Fourth Cliff.....	Sc. Oceanus, Gloucester, Mass.	Lyons	47
Aug. 14	Chatham Bar	Chatham	Slp. yt. Queen Mab,§ New York City.	.....	35
Aug. 18	One-eighth mile east of station.	Plum Island.....	Slp. yt. Adolf,† Boston, Mass.	.....	.....
Aug. 18	One-half mile east-south-east of station.	Gurnet	Sloop, Marshfield, Mass.	.....	.....
Aug. 24	Pollock Rip.....	Monomoy.....	Bkn. Golden Sheaf, Portland, Me.	Chandler ..	454

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

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

casualties season of 1896-97—Continued.

MAINE AND NEW HAMPSHIRE—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Fishing trip	Fish	\$3,000	\$400	\$3,400	\$3,355	\$45	14	14			
New York City to Windsor, Nova Scotia.		12,000		12,000	12,000		7	7			
New York City to Bangor, Me.	Coal	1,500	1,000	2,500	2,450	50	4	4			
Rockland, Me., to New York City.	Lime	5,000	2,000	7,000	6,965	35	5	5			
Portsmouth, N. H., to York, Me.		1,200		1,200	1,000	200	2	2			
Gardiner to Boothbay, Me.	Lumber ..	300	300	600	600		2	2			
Dragged anchor and stranded.		1,500		1,500	1,500		2	2			
Machias, Me., to Alma, New Brunswick.		2,000		2,000	2,000		7	7			
Boston, Mass., to Portland, Me.		1,000		1,000	1,000		3	3			
Rockland to Port Clyde, Me.		5,200		5,200	5,200		3	3			
.....	.....	242,260	41,720	283,980	199,205	84,775	193	193			

COAST OF MASSACHUSETTS.

New York City to Salem, Mass.	Coal	\$3,000	\$975	\$3,975	\$200	\$3,775	5	5		5	5
Rondout, N. Y., to Boston, Mass.	Cement...	2,500	1,500	4,000		4,000	5	5			
New York City to Eastport, Me.	General...	25,000	20,000	45,000	32,000	13,000	16	16			
Bangor, Me., to Fall River, Mass.	Lumber ..	500	1,200	1,700	1,450	250	5	5			
Pleasure trip		250		250	250		6	6			
Parted moorings.....		500		500	500						
Block Island, R. I., to Gloucester, Mass.	Fish	3,000	700	3,700	3,700		18	18			
Kennebec, Me., to Richmond, Va.	Ice	5,000	1,000	6,000		6,000	6	6			
New York City to Boston, Mass.	Firebrick.	1,600	4,000	5,600	5,600		3	3			
Newport, R. I., to Gloucester, Mass.		100		100	100		1	1			
Capsized.....		5		5	5		1	1			
Fishing grounds to Boston, Mass.	Fish	3,000	500	3,500	3,500		14	14			
Vineyard Haven, Mass., to Bar Harbor, Me.		15,000		15,000	15,000		12	12			
Newburyport to Salisbury Beach, Mass.		400		400	375	25	5	5			
Plymouth to Green Harbor, Mass.		50		50	50		2	2		2	2
Baltimore, Md., to Portland, Me.	Coal	6,000	2,500	8,500	8,500		12	12			

‡ Distasted, requiring assistance.

§ No assistance required of life-saving crew.

United States Life-Saving Service.—Table of

DISTRICT NO. 2.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1896.					
Aug. 23	One hundred yards northeast of station.	Brant Rock	Small boat .....	.....	.....
Aug. 29	One and three-eighths miles north-northeast of station.	Cuttyhunk	Sc. Jennie, New London, Conn.	Kruse	32
Aug. 30	Three and one-half miles north of station.	Davis Neck	Yacht .....	.....	.....
Sept. 1	One-quarter mile east by north of station.	Cuttyhunk	Slp. Four Brothers, Newport, R. I.	Martin	7
Sept. 3	One-half mile east by south of station.	Orleans	Sc. Lottie S. Haskins, Gloucester, Mass.	Nickerson	58
Sept. 8	Two miles southeast of station.	Manomet Point ..	Catboat Wheaton, Plymouth, Mass.	.....	.....
Sept. 9	Hog Island	Point Allerton.....	Sc. yt. Favorite, Boston, Mass.	Abbott	7
Sept. 10	One-half mile north-northeast of station.	Coskata	Catboat Lillian, Nantucket, Mass.	Eldredge ..	5
Sept. 11	Dogfish Bar	Gay Head	Sc. Louisa Polleys, Gloucester, Mass.	Cavanagh..	73
Sept. 12	Three miles southwest of station.	Knobbs Beach	Sc. Herbert M. Rogers, Boston, Mass.	Geyer	78
Sept. 13	One mile south of station.	Point Allerton.....	Skiff, Hull, Mass.	.....	.....
Sept. 13	One-third mile north of station.	Highland	Sc. Silver Dart, Gloucester, Mass.	Spurr	44
Sept. 14	One mile north-northwest of station.	Peaked Hill Bars ..	Bk. Monte Tabor, Genoa, Italy.	Genero	567
Sept. 19	Two and one-quarter miles west by north of station.	Davis Neck	Catboat Little Comrade.	.....	.....
Sept. 19	One mile east by south of station.	Cuttyhunk	Bk. Fantee, Boston, Mass.	Ulmer	652
Sept. 20	Handkerchief Shoal....	Monomoy	Sc. Edith L. Conley, Chatham, Mass.	Joseph	59
Sept. 25	Five miles east-southeast of station.	Gay Head	Str. Riverside, New Bedford, Mass.	.....	6
Sept. 25	Two and one-half miles southeast by south of station.	Point Allerton.....	Slp. yt. Eureka, Winthrop, Mass.	.....	.....
Oct. 5	One-quarter mile west of station.	City Point	Slp. Domino, Boston, Mass.	.....	.....
Oct. 12	One mile north-northeast of station.	Monomoy	Catboat, Chatham, Mass.	.....	.....
Oct. 12	Three-quarters of a mile west by north of station.	Cuttyhunk	Catboat, Cuttyhunk, Mass.	.....	.....
Oct. 13	Mouth of Ipswich River.	Knobbs Beach	Sc. Wingersheek, York, Me.*	Hasson	65
Oct. 27	Two miles northwest by west of station.	Monomoy	Catboat Nellie, Chatham, Mass.	.....	.....
Nov. 2	One-half mile northeast of station.	City Point	Rowboat .....	.....	.....
Nov. 15	Four miles northeast of station.	Highland	Sc. Maggie Mulvey,† Belfast, Me.	Stockbridge	266
Nov. 16	North Breaker.....	Plum Island	Sc. F. A. Smith, Boston, Mass.	Barnes	77
Dec. 4	One and three-quarters miles southwest of station.	Race Point.....	Sc. Edgar Randall, Salem, Mass.	Lyons	63
Dec. 7	Browns Island Shoals....	Gurnet	Sc. F. G. French, New Haven, Conn.	Look	184
Dec. 9	Two miles south-southwest of station.	Coskata	Sc. Argo, Stonington, Conn.	Lacy	59
Dec. 13	Five miles east-south-east of station.	Gay Head	Slp. Dorothy T., Edgartown, Mass.	Mosher	8
Dec. 14	Bearses Shoal	Monomoy	Sc. Cora C. Meader, Boothbay, Me.	Meader	98

* Dismasted.

casualties, season of 1896-97—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.
Capsized.....		\$15		\$15	\$15		3	3			
New London, Conn., to Edgartown, Mass.		800		800	800		4	4			
Adrift.....		20		20	15	\$5	6	6			
Newport, R. I., to fishing grounds.		200		200	200		3	3			
Boothbay, Me., to fishing grounds.	Fish.....	5,000	\$1,000	6,000	6,000		14	14			
Pleasure trip.....		400		400	400		2	2			
Dragged anchor and stranded.		600		600	600		2	2			
Broke from moorings.		150		150	150						
Gloucester, Mass., to fishing grounds.	Fishermen's supplies.	7,000	3,000	10,000	10,000		15	15			
Ipswich to Boston, Mass.	Sand.....	2,200	100	2,300	1,500	800	4	4			
Fishing trip.....		20		20	20		3	3			
Fishing grounds to Boston, Mass.	Fish.....	1,500	100	1,600		1,600					
Trapani, Italy, to Boston, Mass.	Salt.....	2,000	1,800	3,800		3,800	12	7	5	7	7
Capsized.....		100		100	90	10	2	2			
Boston, Mass., to Norfolk, Va.		5,000		5,000		5,000	5	5		5	10
Gloucester to Chatham, Mass.	Fishing outfit.	2,500	400	2,900	2,900		12	12			
New Bedford to Menemsha Creek, Mass.	Brick, lime, and cement.	1,200	50	1,250	1,250		2	2			
Parted moorings.....		300		300	250	50	3	3			
do.....		600		600	500	100					
Dragged anchor and stranded.		100		100	100		1	1			
		200		200	200						
Ipswich to Boston, Mass.	Sand.....	700	75	775	700	75	3	3			
Chatham, Mass., to fishing grounds.		200		200	190	10	2	2			
Pleasure trip.....		100		100	100		1	1			
South Amboy, N. J., to Gloucester, Mass.	Coal.....	1,000	2,700	3,700	3,200	500	6	6			
Newburyport to Boston, Mass.	Sand.....	2,000	125	2,125	1,960	165	5	5			
Provincetown, Mass., to fishing grounds.		5,000		5,000	5,000		14	14			
Perth Amboy, N. J., to Plymouth, Mass.	Coal.....	8,000	1,000	9,000	9,000		5	5			
Portland, Me., to Nantucket, Mass.	Lumber..	700	500	1,200	400	800	3	3		3	10
New Bedford to Menemsha Creek, Mass.	General...	1,000	300	1,300	1,300		1	1			
Bangor, Me., to New York City.	Lumber...	2,000	650	2,650	2,650		4	4			

† In distress, requiring assistance.

United States Life-Saving Service.—Table of

DISTRICT NO. 2.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1896.					
Dec. 16	Two and one-half miles southeast by east of station.	Point Allerton....	Sc. Ulrica, Parrsboro, Nova Scotia.	Patterson..	298
Dec. 16	One mile north of station.	Fourth Cliff	Sc. Puritan, Boston, Mass.	Harding ...	664
Dec. 16	Two-thirds of a mile west three-quarters north of station.	Cuttyhunk	Catboat, Cuttyhunk, Mass.	.....	.....
Dec. 16	Two miles east of station.	Gay Head.....	Sailboat .....	.....	.....
Dec. 23	Four and one-half miles south of station.	Orleans.....	Sc. Calvin B. Orcutt, Perth Amboy, N. J.	Pearce.....	953
1897.					
Jan. 3	One and one-half miles north by west of station.	Gurnet	Sc. Hattie F. Knowlton,* Boston, Mass.	.....	37
Jan. 8	Two and one-half miles southeast by east of station.	Point Allerton....	Sc. Ulrica, Parrsboro, Nova Scotia.	Patterson ..	298
Jan. 11	Six miles north-northeast of station.	Gay Head.....	Sc. Grace Davis, Portland, Me.	Dodge	401
Jan. 13	Two and one-half miles southwest by west of station.	Gurnet	Sc. Clarissa, Bay of Islands, Newfoundland.	Messervey..	48
Jan. 17	Three miles southeast by east of station.	Point Allerton....	Sc. Julia A. Trubee, Bridgeport, Conn.	Patterson ..	412
Jan. 22	Pasque Island	Gay Head.....	Bk. Isaac Jackson, Portland, Me.	Davis.....	641
Feb. 9	Six miles south by east of station.	.....do	Bk. Tamerlane,† Frederikstad, Norway.	Olsen	921
Feb. 18	Eleven miles east-northeast of station.	.....do	Sc. James D. Dewell, New Haven, Conn.	Chatfield ..	603
Mar. 30	Two and one-half miles south-southeast of station.	Fourth Cliff	Sloop .....	.....	.....
Mar. 30	One-half mile north-northeast of station.	Gurnet	Sc. Florence, Boston, Mass.	Driscoll ...	64
Apr. 9	One and one-quarter miles north-northwest of station.	Plum Island.....	Sc. Newell B. Hawes, Boston, Mass.	Littlefield ..	89
Apr. 9	One and one-half miles southeast of station.	Gurnet	Sc. Bonita, Gloucester, Mass.	Norson	19
Apr. 13	One mile northeast of station.	Point Allerton....	Slp. Hattie,§ Boston, Mass.	Cain	12
Apr. 19	One and one-half miles east-northeast of station.	.....do	Sloop,§ Boston, Mass. ....	.....	.....
Apr. 20	Seven-eighths of a mile northwest by north of station.	Plum Island.....	Sc. Albert H. Harding, Boston, Mass.	Leighton ..	64
Apr. 25	One and one-quarter miles south of station.	Brant Rock.....	Sailboat Zephyr, Duxbury, Mass.	.....	.....
Apr. 28	One mile northwest by west of station.	Wood End.....	Sc. Clifford, Lunenburg, Nova Scotia.	McKenny..	132
May 1	Four and one-quarter miles south by west of station.	Monomoy.....	Sc. Alfareta S. Snare, New York City.	Lawson....	252
May 2	Two and one-half miles east-northeast of station.	Davis Neck.....	Sc. Robert Dority, Brooklin, Me.	Hutchinson	130
May 2	Two and one-half miles east of station.	City Point.....	Sc. Fillmore, Machias, Me.	Pinkham ..	50
May 2	One and one-half miles east of station.	Race Point.....	Sc. Ethel Maud, Boston, Mass.	Shehan	81

* No assistance required of life-saving crew.

† These were wreckers who went on board to get the vessel afloat. Vessel stranded December 16, 1896.

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

casualties, season of 1896-97—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.
Parrsboro, Nova Scotia, to Hoboken, N. J.	Plaster ...	\$17,000	\$600	\$17,600	\$3,500	\$14,100	7	7	...	7	24
Portland, Me., to Glen Cove, N. Y.	Barrels ...	8,000	3,300	11,300	...	11,300	8	8	...	8	19
Dragged anchor and stranded.	...	250	...	250	240	10	...	...	...	...	...
Parted moorings.	...	50	...	50	40	10	...	...	...	...	...
Portland, Me., to Norfolk, Va.	...	40,000	...	40,000	...	40,000	8	...	8	...	...
Fishing cruise.	Fishing gear.	1,000	500	1,500	1,500	...	12	12	...	...	...
...	...	...	...	...	...	...	10	10	...	...	...
South Amboy, N. J., to Portland, Me.	Coal	3,000	2,370	5,370	4,440	930	7	7	...	...	...
Bay of Islands, Newfoundland, to Boston, Mass.	Fish	3,000	1,500	4,500	4,500	...	5	5	...	...	...
Pascagoula, Miss., to Boston, Mass.	Lumber ..	15,000	8,000	23,000	23,000	...	7	7	...	...	...
Buen Ayre, West Indies, to Portland, Me.	Salt	8,000	1,800	9,800	600	9,200	10	10	...	...	...
Queenstown, Ireland, to St. John, New Brunswick.	...do	5,000	1,000	6,000	6,000	...	14	14	...	...	...
Norfolk, Va., to Boston, Mass.	Coal	15,000	2,700	17,700	17,700	...	8	8	...	...	...
Cohasset to Marshfield, Mass.	...	100	...	100	100	...	1	1	...	...	...
Dragged anchor and stranded.	Gravel....	1,000	50	1,050	1,050	...	4	4	...	...	...
Dragged anchor	Sand	2,500	125	2,625	2,625	...	5	5	...	...	...
Provincetown to Gloucester, Mass.	...	530	...	530	...	530	4	4	...	4	4
Fishing trip .....	...	700	...	700	600	100	2	2	...	...	...
...do	Fish	200	15	215	195	20	2	2	...	...	...
Fouled anchor and stranded.	...	1,100	...	1,100	1,100	...	4	4	...	...	...
Sunk at anchor .....	...	25	...	25	15	10	...	...	...	...	...
Porto Rico, West Indies, to Provincetown, Mass.	Sugar	6,000	7,000	13,000	13,000	...	7	7	...	...	...
St. Martins, New Brunswick, to New York City.	Piles	6,000	2,000	8,000	8,000	...	6	6	...	...	...
Sargentville, Me., to New York City.	Paving stone.	2,500	500	3,000	...	3,000	4	4	...	2	2
Calais, Me., to Boston, Mass.	Lumber ..	600	1,000	1,600	1,600	...	1	1	(11)	1	1
Gloucester, Mass., to fishing grounds.	...	3,500	...	3,500	...	3,500	14	14	...	14	17

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

|| One was knocked overboard by jibing of the mainboom at sea.

United States Life-Saving Service.—Table of

DISTRICT NO. 2.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1897.					
May 5	One-half mile northeast of station.	Point Allerton...	Slp. Hawk, Hull, Mass.		
May 6	One and one-half miles southwest of station.	City Point	Rowboat, Boston, Mass.		
May 9	One-quarter mile north of station.	.....do	Slp. Fairplay, Boston, Mass.		
May 9	.....do .....	.....do	Slp. Ethel, Boston, Mass.		
May 9	One mile south of station.	.....do	Sloop, Dorchester, Mass.		
May 11	One and one-half miles north of station.	Point Allerton...	Slp. Uno,* Neponset, Mass.		
May 11	One mile east of station..	.....do	Sc. Boyd and Leeds, Salem, Mass.	Hines.....	69
May 12	One mile northeast of station.	City Point	Sc. M. J. Crosby, La Have, Nova Scotia.	Rafuse.....	76
May 12	One-quarter mile north of station.	.....do	Slp. Edith M., Boston, Mass.		
May 13	.....do .....	.....do	Slp. Uarda, Boston, Mass.		
May 13	One-quarter mile northwest of station.	.....do	Slp. Lillian, Boston, Mass.		
May 20	.....do .....	.....do	Slp. Kite, Boston, Mass.		
May 20	.....do .....	.....do	Slp. May R., City Point, Mass.		
May 23	.....do .....	.....do	Slp. Veronica,† Boston, Mass.		
May 23	One and one-half miles north of station.	Point Allerton...	Slp. Sparkle, Boston, Mass.		
May 23	One and one-quarter miles northwest of station.	.....do	Slp. Vernon, Quincy, Mass.		
May 23	One mile west of station.	Gurnet	Sailboat Flora, Plymouth, Mass.		
May 29	One and one-quarter miles northeast of station.	City Point	Slp. Allianca, Dorchester, Mass.		
May 30	One-quarter mile northeast of station.	.....do	Slp. yt. Ionian, Boston, Mass.	Finder.....	6
June 2	One-half mile east-northeast of station.	Brant Rock	Small boat.....		
June 9	One-quarter mile southeast by east of station.	Cuttyhunk	Sc. Earl of Aberdeen, Parrsboro, Nova Scotia.	Howard	416
June 10	One-quarter mile north-northeast of station.	City Point	Slp. Magic, Boston, Mass.	Mahoney	8
June 10	One and seven-eighths miles south of station.	Cahoons Hollow ..	Sc. A. G. Heisler, Lunenburg, Nova Scotia.	McKinnon	96
June 10	Nauset Bars	Orleans	Sc. Walter Miller, St. John, New Brunswick.	Barton.....	124
June 10	One hundred yards north by east of station.	Cuttyhunk	Small boat belonging to sloop Oneco, New Bedford, Mass.		
June 15	One mile east-northeast of station.	City Point	Slp. Ariel, Boston, Mass.		
June 19	Peases Ledge	Cuttyhunk	Slp. Undine, New Bedford, Mass.		
June 20	Two miles southeast of station.	City Point	Sailboat Kit, Boston, Mass.		
June 24	Three-quarters of a mile northeast by north of station.	Cuttyhunk	Sloop, New Bedford, Mass.		
June 26	One and one-half miles east of station.	City Point	Slp. Empress, City Point, Mass.		
June 27	One-half mile north-northeast of station.	.....do	Rowboat, Boston, Mass.		
	Total .....	.....do			

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

casualties, season of 1896-97—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 accounted at stations.	Days succor afforded.
Fishing trip		\$150	.....	\$150	\$145	\$5	.....	.....	.....	.....	.....
Adrift		35	.....	35	35	.....	.....	.....	.....	.....	.....
Dragged anchor.....		300	.....	300	300	.....	2	2	.....	.....	.....
.....do		300	.....	300	300	.....	3	3	.....	.....	.....
Pleasure trip		75	.....	75	75	.....	3	3	.....	.....	.....
Lying at anchor		150	.....	150	150	.....	3	3	.....	3	3
Fishing banks to Boston, Mass.	Fish	6,000	\$250	6,250	6,250	.....	14	14	.....	.....	.....
Boston to Gloucester, Mass.	.....	3,500	.....	3,500	3,500	.....	5	5	.....	.....	.....
Dragged anchor		300	.....	300	295	5	.....	.....	.....	.....	.....
.....do		150	.....	150	125	25	.....	.....	.....	.....	.....
Adrift		300	.....	300	300	.....	.....	.....	.....	.....	.....
Parted moorings.....		150	.....	150	125	25	.....	.....	.....	.....	.....
.....do		200	.....	200	200	.....	.....	.....	.....	.....	.....
.....do		200	.....	200	195	5	2	2	.....	.....	.....
Fishing trip		200	.....	200	200	.....	6	6	.....	.....	.....
Pleasure trip		350	.....	350	340	10	3	3	.....	.....	.....
Stranded and sunk ..		50	.....	50	.....	50	.....	.....	.....	.....	.....
Capsized.....		1,000	.....	1,000	900	100	3	3	.....	.....	.....
Dragged anchors		800	.....	800	800	.....	1	1	.....	.....	.....
Capsized.....		20	.....	20	20	.....	2	2	.....	.....	.....
Porto Rico, West India, to Boston, Mass.	Sugar.....	15,000	20,000	35,000	35,000	.....	8	8	.....	.....	.....
Dragged anchor		500	.....	500	450	50	.....	.....	.....	.....	.....
New Castle, New Brunswick, to New York City.	Laths.....	3,000	600	3,600	100	3,500	5	5	.....	5	14
St. John, New Brunswick, to New York City.	Lumber ..	3,500	2,500	6,000	4,800	1,200	6	6	.....	6	24
Swamped		200	.....	200	200	.....	4	4	.....	4	4
Pleasure trip		200	.....	200	190	10	2	2	.....	.....	.....
New Bedford to Cuttyhunk, Mass.		200	.....	200	195	5	3	3	.....	3	3
Pleasure trip		200	.....	200	195	5	2	2	.....	2	2
New Bedford, Mass., to Newport, R. I.		100	.....	100	95	5	2	2	.....	.....	.....
Pleasure trip		200	.....	200	200	.....	5	5	.....	.....	.....
.....do		10	.....	10	10	.....	1	1	.....	1	1
.....		293,905	99,985	393,890	266,215	127,675	483	470	13	82	152

† In extreme peril.

United States Life-Saving Service.—Table of
DISTRICT NO. 3.—EMBRACING COASTS OF

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1896.					
July 4	One-half mile west-south-west of Shinnecock Station.	Shinnecock, Tiana, Southampton, and Quogue.	Sc. C. R. R. of N. J., No. 6, New York City.	Varnum	686
July 4	do	Shinnecock	Sc. C. R. R. of N. J., No. 8, New York City.		686
July 6	One-half mile west of station.	Rockaway	Catboat Elmer, Gravesend Bay, N. Y.		
July 13	One-sixth mile east of station.	Coney Island	Slp. Josephine, Patchogue, N. Y.	Abramson	9
July 19	Jones Inlet Bar	Short Beach	Slp. yt. Rhinegold, New York City.	Johnson	13
July 20	Two miles west of station.	Fire Island	Sc. Alsatian, Bath, Me.	Oliver	73
July 30	Three and one-half miles west of station.	Point Judith	Sc. Blue Jay, Gloucester, Mass.	Ellis	29
July 30	Four miles west-south-west of station.	Fire Island	Sc. Edith and May, Machias, Me.	Kelly	128
Aug. 8	Three and one-half miles north-northwest of station.	Brentons Point	Sc. George A. Upton, Gloucester, Mass.	Ellsworth	56
Aug. 16	One-quarter mile east by south of station.	Coney Island	Slp. yt. Gertrude, Sheepshead Bay, N. Y.		
Aug. 19	Two miles northeast of station.	Eatons Neck	Catboat		
Sept. 4	Abreast of station	do	Catboat, New York City		
Sept. 9	Two and one-half miles north-northwest of station.	Brentons Point	Sc. Helen F. Whitten, Gloucester, Mass.	Marshall	13
Sept. 9	One and one-half miles north-northwest of Napeague Station.	Napeague and Hither Plain.	Slp. Maria D., Greenport, N. Y.	Parsons	13
Sept. 9	Two miles northwest of station.	Moriches	Skiff, Eastport, N. Y.		
Sept. 10	One and one-quarter miles west of station.	Point Judith	Catboat, Newport, R. I.		
Sept. 10	Two hundred yards southeast of station.	New Shoreham	Sc. Lady of the Lake, Gloucester, Mass.	Chisholm	11
Sept. 10	Two miles west of station.	Moriches	Catboat Volunteer, East Moriches, N. Y.		
Sept. 18	Five miles north-northwest of station.	New Shoreham	Sc. Emerald, Gloucester, Mass.	Wilson	42
Sept. 19	Two miles west by south of station.	Coney Island	Catboat Lester, Gravesend Bay, N. Y.		
Sept. 20	Cow Cove, north end of Block Island.	New Shoreham and Block Island.	Sc. Bessie M. Devine, Gloucester, Mass.	Devine	126
Sept. 20	One and one-half miles north of station.	Hither Plain	Catboat Grace, Greenport, N. Y.		
Sept. 21	One-quarter mile east by south of station.	Coney Island	Sc. Emma Southard, New York City.	Jayne	72
Oct. 2	Two and three-quarters miles north of station.	Block Island	Sc. Lady of the Lake, Gloucester, Mass.	Chisholm	11
Oct. 11	Four miles northeast of station.	do	Sc. Angie, Bristol, R. I.	Sanders	8
Oct. 11	One mile west-southwest of station.	Short Beach	Catboat, Freeport, N. Y.		
Oct. 12	One hundred and fifty yards southeast of station.	New Shoreham	Slp. Rambler, Newport, R. I.		
Oct. 12	One-half mile east of station.	Fire Island	Slp. Geo. B. McClellan, New London, Conn.	Lampher	21
Oct. 17	Two and three-quarters miles north of station.	Block Island	Sc. Zephyr, Provincetown, Mass.	Manton	49
Oct. 23	Watch Hill Reef	Watch Hill	Sc. Maggie Abbott, Boston, Mass.	Lunn	224
Nov. 15	Two miles west of Fire Island Station.	Fire Island and Oak Island.	Slp. Juliet, New York City.	Helgersson	25

casualties, season of 1896-97—Continued.

RHODE ISLAND AND LONG ISLAND.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days succor afforded.
Port Johnson, N. J., to Providence, R. I.	Coal	\$25,000	\$3,000	\$28,000	\$24,750	\$3,250	4	4	.....	3	12
Port Johnson, N. J., to Boston, Mass.	.....do	25,000	3,500	28,500	.....	28,500	4	4	.....	.....	.....
Gravesend Bay, N. Y., on fishing trip.	.....	300	.....	300	240	60	4	4	.....	3	3
Tottenville to Sheepshead Bay, N. Y.	.....	900	.....	900	900	.....	2	2	.....	.....	.....
Jones Inlet, N. Y., to New York City.	.....	1,500	.....	1,500	1,500	.....	2	2	.....	.....	.....
Calais, Me., to Pat-chogue, N. Y.	Lumber ..	3,000	1,000	4,000	4,000	.....	3	3	.....	.....	.....
Gloucester, Mass., on fishing trip.	Barrels and salt.	1,200	400	1,600	.....	1,600	8	8	.....	8	8
Bath, Me., to Pat-chogue, N. Y.	Lumber ..	6,000	1,620	7,620	7,620	.....	5	5	.....	.....	.....
Fishing trip .....	.....	4,000	.....	4,000	3,970	30	13	13	.....	.....	.....
Pleasure trip .....	.....	300	.....	300	300	.....	3	3	.....	.....	.....
Capsized .....	.....	10	.....	10	10	.....	3	3	.....	3	3
Bridgeport, Conn., to New York City.	.....	150	.....	150	150	.....	4	4	.....	4	4
Fishing trip to Newport, R. I.	Fish	7,000	3,000	10,000	6,000	4,000	16	16	.....	16	48
Parted cables and stranded.	.....	1,000	.....	1,000	1,000	.....	3	3	.....	.....	.....
Capsized. ....	.....	50	.....	50	45	5	1	1	.....	.....	.....
Fishing trip .....	.....	50	.....	50	45	5	.....	.....	.....	.....	.....
Gloucester, Mass., on fishing trip.	Fish and fishing tackle.	500	150	650	650	.....	4	4	.....	.....	.....
Capsized .....	.....	150	.....	150	140	10	.....	.....	.....	.....	.....
Gloucester, Mass., on fishing trip.	Fish, salt, and fishing tackle.	2,500	1,000	3,500	3,500	.....	13	13	.....	.....	.....
Capsized .....	.....	500	.....	500	375	125	3	3	.....	.....	.....
Gloucester, Mass., on fishing trip.	Fish, salt, and fishing tackle.	10,000	1,200	11,200	11,200	.....	17	17	.....	.....	.....
Greenport, N. Y., on fishing trip.	.....	800	.....	800	700	100	2	2	.....	.....	.....
Haverstraw to Sheepshead Bay, N. Y.	Brick	5,000	500	5,500	5,060	440	3	3	.....	.....	.....
Gloucester, Mass., to Block Island, R. I.	Fish	600	30	630	630	.....	4	4	.....	.....	.....
East Greenwich to Block Island, R. I.	.....do	700	80	780	80	700	3	3	.....	3	3
From Freeport, N. Y.	.....	100	.....	100	100	.....	1	1	.....	.....	.....
Newport, R. I., on fishing trip.	Fish	250	50	300	10	290	3	3	.....	3	5
New York City on fishing trip.	Fish and nets.	1,200	1,000	2,200	2,200	.....	6	6	.....	.....	.....
Provincetown, Mass., to Block Island, R. I.	Fish	2,000	300	2,300	2,300	.....	9	9	.....	.....	.....
St. John, New Brunswick, to New York City.	Lumber ..	4,000	2,700	6,700	.....	6,700	6	6	.....	6	6
New York City on fishing trip.	.....	1,000	.....	1,000	.....	1,000	6	6	.....	6	12

United States Life-Saving Service.—Table of
DISTRICT NO. 3.—EMBRACING COASTS OF

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1896.					
Nov. 20	One hundred and fifty yards southeast of station.	New Shoreham ...	Slp. S. R. Packer, Sag Harbor, N. Y.	Gardiner...	11
Nov. 24	Two and three-quarters miles north of station.	Block Island.....	Sc. Four Brothers, Newport, R. I.	Martin	7
Nov. 26	Two and one-quarter miles east of station.	Oak Island	Slp. J. H. Still, Patchogue, N. Y.	Rudolph...	19
Nov. 30	Two miles northeast of station.	Fire Island	Rowboat, Sayville, N. Y.	.....	.....
Dec. 5	One-third mile west of station.	Coney Island	Skiff, Sheepshead Bay, N. Y.	.....	.....
Dec. 9	One-half mile east of station.	Long Beach	Sp. Brenda, Liverpool, England.	Gifford	1, 169
Dec. 10	One-half mile east of Bellport station.	Bellport, Smiths Point, and Blue Point.	Str. Clarissa Radcliffe,* Cardiff, Wales.	.....	2, 460
Dec. 16	One mile northwest of station.	New Shoreham ...	Slp. Sea Serpent, Bridgeport, Conn.	Nichols....	8
Dec. 16	One hundred and fifty yards south-southeast of station.	.....do	Sc. Lady of the Lake, Gloucester, Mass.	Chisholm ..	11
Dec. 16	Three-quarters of a mile south-southeast of station.	.....do	Slp. Sharon, Stonington, Conn.	Raynor	15
Dec. 24	One-half mile west of station.	Lone Hill.....	Rowboat, Bay Shore, N. Y.	.....	.....
1897.					
Jan. 20	Three miles west of station.	Long Beach	Sc. Aurora, Perth Amboy, N. J.	Smith	35
Jan. 21	One-half mile east of Quogue station.	Quogue, Tiana, and Petunk.	Sc. Nahum Chapin, Rockland, Me.	Arey	597
Feb. 3	Three-quarters of a mile south-southeast of station.	New Shoreham ...	Str. Ocean View, Newport, R. I.	Dodge	45
Feb. 11	One-quarter mile north-northwest of station.	.....do	Sc. Cheehegen, Newport, R. I.	Saunders ...	38
Mar. 10	One and one-half miles east-northeast of station.	Rocky Point.....	Bk. Athlon, Windsor, Nova Scotia.	Sprague ...	1, 406
Mar. 23	Jones Inlet Bar	Short Beach	Sc. Wandrian, Parrsboro, Nova Scotia.	Wood.....	311
Apr. 19	One mile north of station.	Point of Woods...	Scow .....	.....	.....
Apr. 19	Two miles west of station.	Rockaway Point..	Str. Walter W., New York City.	Rhode	108
Apr. 27	North of station.	Point of Woods...	Catboat Kite, Blue Point, N. Y.	.....	.....
May 2	One-half mile east-northeast of station.	Coney Island	Sc. Phoebe Ann, New York City.	Chamberlin ..	32
May 4	One and one-half miles east by north of station.	Amagansett	Sc. L. B. Gilchrist, New Bedford, Mass.	.....	1, 158
May 8	One mile north of station.	Rockaway	Catboat, Inwood, N. J.	.....	.....
May 15	Two miles west of station.	Short Beach	Slp. Lucy Bell, Patchogue, N. Y.	Bishop	21
May 22	One mile northeast of station.	Fire Island	Slp. William Johnson, New York City.	Savage	52
May 25	Two and one-half miles south by west $\frac{1}{4}$ west of station.	Coney Island	Str. George L. Garlick and tow, New York City.	Wigmore ...	68
June 3	Three-eighths of a mile east of station.	.....do	Slp. Anna T., Perth Amboy, N. J.	Post.....	14
June 30	One-half mile north-northeast of station.	New Shoreham ...	Sc. M. K. Rawley, St. George, Me.	Harris.....	303
Total .....		.....	.....	.....	.....

* No assistance required of life-saving crew.

casualties, season of 1896-97—Continued.

RHODE ISLAND AND LONG ISLAND—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount lost.	Estimated amount saved.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days succor afforded.
Sag Harbor, N. Y., on fishing trip.	Fish	\$500	\$50	\$550	\$550	.....	2	2	.....	.....	.....
Gloucester, Mass., to Block Island, R. I.	.....	400	.....	400	400	.....	2	2	.....	.....	.....
New York City to Sayville, N. Y.	.....	2,000	.....	2,000	2,000	.....	2	2	.....	.....	.....
Capsized .....	.....	25	.....	25	25	.....	1	1	.....	.....	.....
Fishing trip .....	.....	50	.....	50	50	.....	2	2	.....	.....	.....
Domerara, South America, to New York City.	Sugar	25,000	75,000	100,000	100,000	.....	25	25	.....	.....	.....
Cardiff, Wales, to Baltimore, Md.	.....	65,000	.....	65,000	65,000	.....	29	29	.....	.....	.....
Stamford, Conn., on fishing trip.	Fish and fish in g tackle.	1,000	75	1,075	1,000	\$75	2	2	.....	.....	.....
Gloucester, Mass., on fishing trip.	.....do ..	500	75	575	575	.....	4	4	.....	2	2
Parted cables and stranded.	.....do ..	500	150	650	550	100	3	3	.....	3	3
Sayville to Point of Woods, N. Y.	Supplies ..	25	5	30	30	.....	.....	.....	.....	.....	.....
New York City to East Rockaway, N. Y.	Coal	1,000	260	1,260	1,260	.....	3	3	.....	.....	.....
Baltimore, Md., to Boston, Mass.	.....do ..	15,000	3,100	18,100	.....	18,100	9	.....	9	.....	.....
Sunk at dock .....	.....	3,000	.....	3,000	3,000	.....	.....	.....	.....	.....	.....
Block Island to Providence, R. I.	General....	2,400	200	2,600	2,600	.....	4	4	.....	.....	.....
New York City to Dunkirk, France.	Oil	30,000	48,000	78,000	78,000	.....	17	17	.....	.....	.....
Porto Rico, West Indies, to Boston, Mass.	Molasses ..	8,000	2,400	10,400	10,400	.....	9	9	.....	.....	.....
Adrift	Lumber	100	25	125	125	.....	2	2	.....	.....	.....
Barren Island, N. Y., to New York City.	.....	15,000	.....	15,000	14,500	500	5	5	.....	.....	.....
Lying at anchor .....	.....	650	.....	650	650	.....	.....	.....	.....	.....	.....
Johnson's Inlet to Poughkeepsie, N. Y.	Sand	800	50	850	800	50	4	4	.....	.....	.....
Abandoned in sinking condition.	Coal	7,500	3,500	11,000	.....	11,000	(†)	.....	.....	.....	.....
Capsized .....	.....	100	.....	100	100	.....	4	4	.....	.....	.....
Norwalk, Conn., to Freeport, N. Y.	Oysters....	600	500	1,100	650	450	2	2	.....	.....	.....
New York City to Patchogue, N. Y.	.....	1,000	.....	1,000	1,000	.....	3	3	.....	.....	.....
Towing in New York Bay.	.....	18,000	.....	18,000	15,000	3,000	10	10	.....	.....	.....
Parted cable and stranded.	Fish	1,000	65	1,065	950	115	2	2	.....	.....	.....
St. George, Me., to New York City.	Paving stone.	5,000	3,000	8,000	7,800	200	7	7	.....	.....	.....
.....	.....	308,910	155,985	464,895	384,490	80,405	308	299	9	60	109

† Vessel was abandoned before she came ashore.

United States Life-Saving Service.—Table of

DISTRICT NO. 4.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1896.					
July 3	One and three-quarters miles east of station.	Cape May.....	Sc. Diamond State, Lewes, Del.	.....	.....
July 5	Near the Government dock.	Sandy Hook	Sailboat Francia, New York City.	.....	.....
July 5	One and one-half miles south-southwest of station.	Spermaceti Cove..	Slp. yt. Orestes, Newark, N. J.	Roche.....	16
July 17	One mile east of station.	Avalon	Sc. Penrose, Avalon, N. J.	Townsend ..	10
July 23	One and one-half miles northwest of station.	Cape May.....	Sc. White Cloud, Wilmington, Del.	Reed	9
July 27	Eight miles southwest of station.	Sandy Hook	Slp. Alwilda, Somers Point, N. J.	Seeley	8
July 28	One mile southeast of station.	Hereford Inlet....	Sc. John B. Coyle, Portland, Me.	Welch	685
Aug. 2	One and one-half miles east of station.	Ocean City.....	St. yt. Sybilla, Philadelphia, Pa.	Christopherson.	110
Aug. 8	Three miles east of Cold Spring station.	Cold Spring and Turtle Gut.	Yt. Victor, Holly Beach, N. J.	.....	.....
Aug. 19	One mile north of station.	Bonds	Catboat Elf, Beachhaven, N. J.	.....	.....
Aug. 25	One and one-quarter miles east-northeast of station.	Ocean City.....	Slp. yt. Vala, New York City.	Neilson	9
Sept. 2	One-half mile from station.	Hereford Inlet....	Slp. yt. Naomi, Camden, N. J.	.....	.....
Sept. 5	Point of Sandy Hook....	Sandy Hook	Sc. Saxon, New York City.	Johnson ...	33
Sept. 5	One-half mile north of station.	Hereford Inlet....	Yt. Hereford, Anglesea, N. J.	.....	.....
Sept. 5	One mile south southwest of station.	Turtle Gut.....	Yt. Roxana, Cape May, N. J.	.....	.....
Sept. 7	One mile southwest of station.	Spermaceti Cove..	Str. Pleasure Bay, Perth Amboy, N. J.	Borden	413
Sept. 9	Three-quarters of a mile west of station.	Cape May.....	Sc. Edward M. Hartshorn, Somers Point, N. J.	Adams	29
Sept. 10	One and one-quarter miles south of station.	Little Egg.....	Sc. Bonita, Gloucester, Mass.	Price	19
Sept. 10	One and one-half miles east of station.	Hereford Inlet....	Slp. yt. Naomi, *Camden, N. J.	.....	.....
Sept. 12	One-quarter mile east of station.	Atlantic City.....	Slp. C. F. Wahl, Somers Point, N. J.	Downs.....	13
Sept. 15	Four and one-half miles northeast of station.	Sandy Hook	Sc. Henry P. Mason, Bath, Me.	Percy.....	720
Sept. 19	One mile northwest of station.	Monmouth Beach.	Str. Little Silver, Perth Amboy, N. J.	Edwards ..	428
Sept. 19	One-half mile northeast of station.	Atlantic City.....	Sc. Annie E. Fowler, Somers Point, N. J.	Fifield.....	17
Oct. 3	One-half mile northwest of station.	Sandy Hook	Slp. yt. Louise, Brooklyn, N. Y.	.....	.....
Oct. 12	Hereford Bar	Hereford Inlet and Tathams.	Str. Spartan, Boston, Mass.	Crowell.....	1,596
Oct. 14	One-third mile southwest of station.	Ocean City.....	Yt. Mermaid, South Atlantic City, N. J.	.....	.....
Oct. 22	One and one-quarter miles east-northeast of station.	.....do	Sc. Henrietta Hill, Beaufort, N. C.	Smith.....	51
Oct. 23	One-half mile northwest of station.	Townsend's Inlet.	Catboat, Clermont, N. J.	.....	.....
Oct. 24	Two miles north-north east of station.	Barneget and Forked River.	Catboat Isolde, New Haven, Conn.	.....	.....
Nov. 8	One-half mile south-southeast of station.	Atlantic City.....	Sailboat, Atlantic City, N. J.	.....	.....
Nov. 15	Three-quarters of a mile east of station.	Little Beach.....	Sc. Ella R. Simpson, Wilmington, Del.	Dickerson ..	83
Nov. 22	One and one-quarter miles south of station.	Little Egg.....	Sc. Samuel C. Holmes, Wilmington, Del.	Evans	79

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

casualties, season of 1896-97—Continued.

COAST OF NEW JERSEY.

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.
Parted cable and stranded.	Peaches ..	\$200	\$50	\$250	\$40	\$210	1	1	.....	.....	.....
New York City, cruising.	.....	200	.....	200	200	.....	2	2	.....	.....	.....
Pleasure trip .....	.....	2,500	.....	2,500	2,500	.....	6	6	.....	6	6
Fishing trip .....	.....	800	.....	800	800	.....	6	6	.....	.....	.....
Parted cables and stranded.	Fruit	500	100	600	550	50	3	3	.....	.....	.....
Capsized in squall .....	.....	500	.....	500	400	100	1	1	.....	.....	.....
Philadelphia, Pa., to Portland, Me.	Coal	38,000	5,000	43,000	43,000	.....	8	8	.....	.....	.....
Atlantic City to Longport, N. J.	.....	30,000	.....	30,000	30,000	.....	11	11	.....	.....	.....
Holly Beach to Cape May, N. J.	.....	500	.....	500	500	.....	4	4	.....	.....	.....
Pleasure trip .....	.....	30	.....	30	30	.....	1	1	.....	.....	.....
New York City to Ocean City, N. J.	.....	3,000	.....	3,000	3,000	.....	4	4	.....	.....	.....
Camden to Atlantic City, N. J.	.....	1,000	.....	1,000	1,000	.....	3	3	.....	.....	.....
Fishing trip .....	.....	600	.....	600	.....	600	6	6	.....	6	6
Dragged anchor and stranded.	.....	500	.....	500	500	(†)	.....	.....	.....	.....	.....
Capsized .....	.....	200	.....	200	25	175	6	6	.....	.....	.....
Branchport, N. J., to New York City.	.....	20,000	.....	20,000	19,900	100	515	515	.....	.....	.....
Fishing banks to Delaware Bay.	Fish	500	50	550	265	285	3	3	.....	3	3
Chincoteague, Va., to New York City.	Wood	1,500	225	1,725	1,725	.....	4	4	.....	.....	.....
Camden to Atlantic City, N. J.	.....	1,000	.....	1,000	900	100	1	1	.....	.....	.....
Pleasure trip .....	.....	1,000	.....	1,000	1,000	.....	30	30	.....	.....	.....
Philadelphia, Pa., to Portland, Me.	Coal	6,000	3,000	9,000	9,000	.....	7	7	.....	.....	.....
Branchport, N. J., to New York City.	.....	40,000	.....	40,000	40,000	.....	26	26	.....	.....	.....
Dragged anchor and stranded.	.....	1,200	.....	1,200	1,200	(†)	.....	.....	.....	.....	.....
Cruising .....	.....	500	.....	500	500	.....	5	5	.....	.....	.....
Boston, Mass., to Philadelphia, Pa.	General ..	125,000	150,000	275,000	262,000	13,000	29	29	.....	.....	.....
Broke from moorings.	.....	100	.....	100	75	25	.....	.....	.....	.....	.....
Newbern, N. C., to Somers Point, N. J.	Lumber ..	1,000	300	1,300	1,300	.....	4	4	.....	.....	.....
Capsized .....	.....	20	.....	20	20	.....	3	3	.....	.....	.....
New Haven, Conn., to Florida.	.....	700	.....	700	690	10	3	3	.....	.....	.....
Fishing trip .....	.....	40	.....	40	40	.....	3	3	.....	.....	.....
Milford, Del., to Little Egg Harbor, N. J.	.....	3,000	.....	3,000	3,000	.....	4	4	.....	.....	.....
New York City to Atlantic City, N. J.	Brick	3,000	420	3,420	3,395	25	5	5	.....	.....	.....

† No one on board.

United States Life-Saving Service.—Table of

DISTRICT NO. 4.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1896.					
Nov. 30	One-third of a mile south-east of station.	Toms River	Sc. Bertha Warner, Portland, Me.	Runnell ...	452
Dec. 4	One-half mile north of station.	Atlantic City.....	Sc. Hattie Rebecca, Somers Point, N. J.	Parker	18
Dec. 6	One mile north of station.	Ocean City.....	Sc. John W. Fox, Wilmington, Del.	Jones.....	82
Dec. 9	One mile east of station..	Monmouth Beach.	Skiff, Galilee, N. J .....	.....	.....
1897.					
Jan. 1	One and one-quarter miles southwest of station.	Little Egg.....	Slp. Alfred C. Harmer, Somers Point, N. J.	Endicott...	23
Jan. 7	One mile east of Barnegat Station.	Barnegat, Forked River, and Loveladies Island.	Sc. C. C. Lane, New Haven, Conn.	Johnston ..	322
Jan. 9	One-fifth of a mile south-east of station.	Holly Beach	Fish boat, Holly Beach, N. J.	.....	.....
Jan. 18	One and three-quarter miles northeast of Long Beach Station.	Long Beach and Ship Bottom.	Str. Badsworth, Liverpool, England.	Fox.....	1,992
Jan. 27	One-third of a mile north of station.	Atlantic City.....	Sc. Gertrude T. Browning, Philadelphia, Pa.	Bragg	134
Jan. 28	Two miles northeast of station.	Sea Isle City.....	Sc. Hattie Rebecca, Somers Point, N. J.	Parker	18
Jan. 31	One and one-half miles east-northeast of station.	Avalon	Sc. Alicia B. Crosby, Bath, Me.	Bunker ...	1,114
Feb. 11	One and one-half miles northwest of station.	Cape May	Sc. Lulu, Bridgeton, N. J.	Dexter	6
Mar. 24	One and one-quarter miles north of Monmouth Beach Station.	Monmouth Beach and Seabright.	Sc. Emily E. Johnson, Baltimore, Md.	Keiningham.	122
Mar. 24	One and one-half miles north of station.	Long Beach.....	Str. Saginaw, New York City.	Johnson ...	1,835
Mar. 25	One mile east of station..	Ocean City.....	Sc. A. L. Lee, Somers Point, N. J.	Gaskill	87
May 1	One mile north of station.	Spermaceti Cove..	Sc. E. F. C. Young, Baltimore, Md.	Thomas ...	113
May 7	One-half mile north of station.	Little Egg.....	Sc. Bella Russell, Bridgeton, N. J.	James	222
May 7	One-quarter mile east of station.	Holly Beach	Skiff, Holly Beach, N. J.	.....	.....
May 8	Two miles southeast of Little Egg Station.	Little Egg and Little Beach.	Shp. Francis, New Bedford, Mass.	Smith	2,077
May 14	One mile northwest of station.	Bonds	Sc. Bella Russell, Bridgeton, N. J.	James	222
May 14	One and one-quarter miles southeast of station.	Little Egg.....	Yt. Orville, Atlantic City, N. J.	.....	.....
May 15	One and one-quarter miles south of station.	.....do	Sc. Lizzie Bell, Tucker-ton, N. J.	French	44
May 25	Point of Sandy Hook ...	Sandy Hook	Slp. Claude L., Greenport, N. J.	Rayner	13
June 10	One and one-half miles northwest of station.	Cape May	Slp. Millie K., Cape May, N. J.	.....	.....
June 25	Abreast of station.....	Cold Spring.....	Catboat D. G. Agnew, Philadelphia, Pa.	.....	.....
Total .....		.....	.....	.....	.....

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

casualties, season of 1896-97—Continued.

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 succored at stations.
Fernandina, Fla., to New York City.	Phosphate rock.	\$9,000	\$4,000	\$13,000	.....	\$13,000	7	7	....	7	23
Atlantic City, N. J., on fishing trip.	.....	500	.....	500	\$450	50	3	3	.....	.....	.....
Haverstraw, N. Y., to Ocean City, N. J.	Brick.....	2,500	480	2,980	2,980	.....	4	4	.....	.....	.....
Fishing banks to Galilee, N. J.	.....	50	.....	50	50	.....	1	1	.....	.....	.....
Little Egg Harbor, N. J., to New York City.	Wood.....	1,000	50	1,050	1,050	.....	2	2	.....	.....	.....
Norfolk, Va., to New Haven, Conn.	Pig iron ..	5,000	7,000	12,000	11,000	1,000	7	7	.....	.....	.....
Capsized.....	.....	20	.....	20	20	.....	2	2	.....	2	4
Pernambuco, Brazil, to New York City.	Sugar.....	49,000	84,600	133,600	56,000	77,600	23	23	.....	.....	.....
Newbern, N. C., to Atlantic City, N. J.	Lumber ..	8,000	5,000	13,000	13,000	.....	6	6	.....	.....	.....
Atlantic City, N. J., on fishing trip.	.....	1,500	.....	1,500	1,500	.....	3	3	.....	3	3
Portland, Me., to Philadelphia, Pa.	.....	50,000	.....	50,000	50,000	.....	10	10	.....	.....	.....
Dennis Creek to Cold Spring, N. J.	.....	800	.....	800	800	.....	1	1	.....	.....	.....
Cambridge, Md., to Oyster Bay, N. Y.	Oyster shells.	4,000	300	4,300	.....	4,300	6	6	.....	6	22
Haiti, West Indies, to New York City.	Logwood, coffee, and cotton.	100,000	25,000	125,000	104,400	20,600	33	33	.....	.....	.....
Somers Point, N. J., to Haverstraw, N. Y.	.....	5,000	.....	5,000	5,000	.....	5	5	.....	.....	.....
James River, Va., to Verplancks Point, N. Y.	Wood.....	5,000	475	5,475	.....	5,475	5	5	.....	5	16
Kennebec River, Me., to Beachhaven, N. J.	Ice.....	8,000	500	8,500	8,500	.....	5	5	.....	.....	.....
Capsized.....	.....	50	.....	50	50	.....	1	1	.....	.....	.....
San Francisco, Cal., to New York City.	General...	50,000	250,000	300,000	37,500	262,500	25	25	.....	23	31
Beachhaven to Maurice River, N. J.	.....	2,000	.....	2,000	2,000	.....	5	5	.....	.....	.....
Atlantic City to Little Egg Harbor, N. J.	.....	500	.....	500	485	15	3	3	.....	.....	.....
New Gretna, N. J., to New York City.	Wood.....	1,700	150	1,850	1,850	.....	3	3	.....	.....	.....
Fishing trip.....	.....	1,200	.....	1,200	1,200	.....	2	2	.....	.....	.....
do.....	.....	200	.....	200	150	50	2	2	.....	.....	.....
Philadelphia, Pa., to Longport, N. J.	.....	250	.....	250	250	.....	2	2	.....	.....	.....
.....	.....	588,360	536,700	1,125,060	725,790	399,270	870	870	.....	61	114

United States Life-Saving Service—Table of
DISTRICT NO. 5.—EMBRACING COAST BETWEEN

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1896.					
Aug. 24	Two miles south-south-west of station.	Paramores Beach.	Canoe, Ocean City, Md.	.....	.....
Sept. 1	Two and one-half miles east-southeast of station.	Assateague Beach	Sc. L. A. Rose, Somers Point, N. J.	Rose.....	145
Oct. 2	Two and one-half miles south-southeast of station.	.....do	Sc. Maggie E. Davis, Chincoteague, Va.	Wheaton .	44
Oct. 2	One and one-half miles south-southeast of station.	.....do	Fish boat, Chincoteague, Va.	.....	.....
Oct. 5	One-half mile south of station.	Green Run Inlet.	Fish boat, Green Run, Md.	.....	.....
Oct. 7	Abreast of station.....	Paramores Beach.	Fish boat, Wachapreague, Va.	.....	.....
Oct. 11	One-half mile north of Cape Henlopen Station.	Cape Henlopen and Lewes.	Sc. Luther A. Roby, Greenport, N. Y.	Maloney...	640
Oct. 25	Three-quarters of a mile west of station.	Hog Island	Sc. Janie T. Lewis, Onancock, Va.	Mears	25
Oct. 31	One mile south one-half east of station.	Indian River Inlet	Sc. Emily Belle, Wilmington, Del.	Justice	26
Nov. 2	Two miles southeast of station.	Metomkin Inlet ..	Bateau John W. Cropper, Folly Creek, Va.	.....	.....
Nov. 5	One mile northwest of station.	Ocean City	Slp. Bessie, Ocean City, Md.	.....	.....
Dec. 9	One mile east-northeast of station.	Wallops Beach ...	Sloop, Chincoteague, Va.	.....	.....
Dec. 14	One and three-eighths miles south one-half east of station.	Indian River Inlet	Sc. Addie, Wilmington, Del.	Sympler ...	17
Dec. 20	Dawson Shoal	Wachapreague ...	Slp. Mayflower, Chincoteague, Va.	Read	9
Dec. 23	One mile south of station.	Cobbs Island	Sc. J. G. Connor, * Chincoteague, Va.	Tull	26
Dec. 30	One-half mile west-southwest of station.	Hog Island	Slp. y. Lottie Louise, Hog Island, Va.	.....	.....
1897.					
Jan. 6	One-quarter mile west of station.	Lewes	Slp. Petrel, Salem, N. J.	.....	.....
Jan. 8	One hundred and fifty yards south west of station.	Cobbs Island	Sc. Janie T. Lewis, Onancock, Va.	Mears	25
Jan. 16	One-quarter mile west of station.	Hog Island	Sc. Gen'l J. L. Selfridge, Somers Point, N. J.	Willis	21
Jan. 21	Isaac Shoals	Smiths Island	Sc. Janie T. Lewis, Onancock, Va.	Mears	25
1897.					
Feb. 3	Two miles southwest of station.	Metomkin Inlet ..	Sloop .....	.....	.....
Feb. 19	One-sixth of a mile north by east of station.	Cobbs Island	Naphtha launch Gertrude, New York City.	Kirk.....	18
Feb. 26	One and one-half miles west by north of station.	.....do	Sc. J. R. Moffett, Chincoteague, Va.	Harrison ...	45
Mar. 3	One-half mile west-southwest of station.	Hog Island	Slp. Little Dick, Machipongo, Va.	.....	.....
Mar. 4	Two and one-quarter miles north-northeast of station.	Green Run Inlet.	Bg. Emma L. Shaw, Windsor, Nova Scotia.	Horton	567
Mar. 13	Two miles northeast of station.	Lewes	Sc. Thomas G. Smith, Bridgeton, N. J.	Selover	513
Mar. 25	Three-quarters of a mile south of station.	Wachapreague ...	Slp. Mary Jane, Chincoteague, Va.	Jester	7
Apr. 3	One and three-quarter miles southeast by east of station.	Metomkin Inlet ..	Slp. Maggie Bell, Cape Charles, Va.	Phillips ...	13
Apr. 20	Carters Bar.....	Cobbs Island	Sc. James Ponder, Tuckerton, N. J.	Maxwell...	272
	Total .....	.....	.....	.....	.....

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

casualties, season of 1896-97—Continued.

CAPE HENLOPEN AND CAPE CHARLES.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days succor afforded.
Newport News, Va., to Ocean City, Md.	.....	\$80	.....	\$80	\$80	.....	1	1	.....	1	2
Claremont, Va., to New York City.	Wood.....	2,000	\$1,000	3,000	3,000	.....	5	5	.....	.....	.....
New York City to Chincoteague, Va.	Coal.....	2,000	200	2,200	2,200	.....	5	5	.....	.....	.....
Capsized	.....	35	.....	35	35	.....	2	2	.....	.....	.....
.....do.....	.....	25	.....	25	25	.....	3	3	.....	.....	.....
From Wachapreague, Va.	.....	15	.....	15	10	\$5	5	5	.....	5	5
Cheverie, Nova Scotia, to Philadelphia, Pa.	Plaster...	22,000	1,000	23,000	.....	23,000	8	5	3	5	10
Great Machipongo to Norfolk, Va.	Oysters...	2,000	200	2,200	2,200	.....	4	4	.....	.....	.....
Wilmington to Millville, Del.	Flour.....	1,500	1,000	2,500	2,475	25	2	2	.....	.....	.....
Swamped and sunk.	.....	125	.....	125	120	5	2	2	.....	.....	.....
Dragged anchor and stranded.	.....	300	.....	300	300	.....	1	1	.....	.....	.....
Wachapreague to Chincoteague, Va.	Oysters...	75	25	100	100	.....	2	2	.....	.....	.....
Wilmington to Blackwater, Del.	Flour and coal oil.	600	400	1,000	1,000	.....	2	2	.....	.....	.....
Wachapreague to Chincoteague, Va.	Oysters...	200	25	225	225	.....	2	2	.....	.....	.....
James River, Va., to Parkers Bay, Md.	.....do.....	1,000	250	1,250	1,250	.....	3	3	.....	3	3
Machipongo to Hog Island, Va.	.....	1,200	.....	1,200	1,200	.....	2	2	.....	.....	.....
Fishing trip	.....	100	.....	100	100	.....	3	3	.....	.....	.....
Norfolk to Wachapreague, Va.	.....	2,000	.....	2,000	2,000	.....	3	3	.....	.....	.....
Hog Island to Norfolk, Va.	Oysters...	1,000	500	1,500	1,500	.....	2	2	.....	.....	.....
Norfolk to Hog Island, Va.	.....	1,500	.....	1,500	1,500	.....	3	3	.....	.....	.....
Parted moorings and stranded.	.....	75	.....	75	75	.....	.....	.....	.....	.....	.....
New York City to Florida.	.....	6,000	.....	6,000	6,000	.....	3	3	.....	.....	.....
Indiantown, Va., to Atlantic City, N. J.	Oysters...	2,000	300	2,300	2,300	.....	4	4	.....	.....	.....
Machipongo to Hog Island, Va.	.....do.....	125	50	175	135	40	3	3	.....	.....	.....
Turks Island, West Indies, to Philadelphia, Pa.	Salt.....	5,000	6,500	11,500	.....	11,500	11	11	.....	11	11
Philadelphia, Pa., to Malverns Point, Conn.	Coal.....	8,000	1,200	9,200	7,200	2,000	7	7	.....	.....	.....
Capsized	.....	200	.....	200	200	.....	2	2	.....	2	2
Wachapreague to Chincoteague, Va.	Oysters...	600	40	640	635	5	3	3	.....	.....	.....
Bermuda Hundreds, Va., to New York City.	Railroad ties.	3,000	1,000	4,000	.....	4,000	8	8	.....	8	11
.....	.....	62,755	13,690	76,445	35,865	40,580	101	98	3	35	44

United States Life-Saving Service.—Table of
DISTRICT NO. 6.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1896.					
July 7	Two and one-half miles north-northeast of station.	Gull Shoal.....	Bkn. Henry Norwell, New York City.	Lord.....	534
Aug. 2	One mile northwest of station.	Core Bank.....	Sc. Hugh, Beaufort, N.C.	Golden	16
Sept. 19	Five miles northeast of Ocracoke Station.	Ocracoke and Durants.....	Sc. Henrietta Hill, Beaufort, N. C.	Smith	51
Sept. 20	Four miles northeast of station.	Durants	Sc. F. M. Isabella, Newbern, N. C.	Ballance...	9
Sept. 23	Two and one-half miles north-northwest of station.	Kitty Hawk.....	Str. Fred'k de Barry, New York City.	Lund	395
Sept. 23	Three and one-half miles east-southeast of station.	Portsmouth.....	Sc. Carrie Farson, Newbern, N. C.	Lupton	46
Sept. 26	Two and one-half miles north-northwest of station.	Kitty Hawk.....	Small boat, Norfolk, Va.	.....	.....
Oct. 11	Two miles south by east of station.	Pea Island.....	Sc. E. S. Newman, Stonington, Conn.	Gardiner ..	393
Oct. 11	Three-quarters of a mile south-southwest of station.	Cape Hatteras	Skiff, Cape Hatteras, N. C.	.....	.....
Oct. 11	Five miles northeast of Creeds Hill Station.	Creeds Hill and Cape Hatteras.	Sc. Lady Antrim, Newbern, N. C.	Willis	11
Oct. 11	Two and one-half miles northwest of station.	Portsmouth	Sc. John W. Bell, Wilmington, Del.	Cowdrey ..	91
Nov. 29	One-quarter mile northeast of Little Island Station.	Little Island, Dam Neck Mills, and False Cape.	Sc. City of Philadelphia, Philadelphia, Pa.	Dodd	387
Nov. 29	Four miles southeast of station.	Oak Island.....	Str. Levi Davis, Newark, N. J.	Greer.....	63
Dec. 3	Three miles north of False Cape Station.	False Cape and Little Island.	Str. Walker Armington, Rockland, Me.	Drinkwater	914
Dec. 3	Seven miles west of station.	Ocracoke.....	St. yt. Sybilla, Philadelphia, Pa.	Betz	110
Dec. 3	One mile northeast of station.	Core Bank.....	Sc. Minnie, Beaufort, N. C.	Emery	15
Dec. 15	Loggerhead Shoals	Chicamacomico...	Sailboat Anna Laura, Roanoke Island, N. C.	.....	.....
Dec. 15	Seven miles west-northwest of station.	Durants	Sc. Southern Cross, Newbern, N. C.	Gaskins ...	11
Dec. 16	One and one-half miles northwest by west of station.	.....do	Sc. Gilt Edge, Newbern, N. C.	Gerdeler...	11
Dec. 16	.....do .....	.....do	Fish-boat, Newbern, N. C.	.....	.....
Dec. 17	Two miles north of station.	False Cape.....	Str. Kildonan, Dundee, Scotland.	Renwick ..	2,337
Dec. 23	Three-quarters of a mile north of station.	Cape Lookout.....	Sc. Ida C. Schoolcraft, Somers Point, N. J.	Booye	320
Dec. 24	Two miles north of station.	Ocracoke	Sc. F. M. Isabella, Newbern, N. C.	Rollison ...	9
Dec. 31	One mile north by east of station.	Cape Henry	Str. Willehad, * Bremen, Germany.	Kuhman...	4,998
1897.					
Jan. 1	Two and three-quarter miles south-southeast of Wash Woods Station.	Wash Woods and Currituck Inlet.	Str. Sardinian Prince, Newcastle, England.	Chambers ..	2,453
Jan. 15	One-sixth of a mile east-northeast of Dam Neck Mills Station.	Dam Neck Mills and Seatack.	Str. Haxby, West Hartlepool, England.	Brown.....	3,445
Jan. 15	Two and one-half miles south-southeast of Wash Woods Station.	Wash Woods and Currituck Inlet.	Str. Delmar, London, England.	Roope	2,324
Jan. 16	Two and one-half miles southeast of station.	False Cape	Str. Staffa, West Hartlepool, England.	Ostergard ..	2,146
Jan. 19	Two miles west of station.	Little Kinnakeet ..	Sc. Clipper, Edenton, N. C.	Johnson ...	9
Jan. 27	Frying Pan Shoals	Cape Fear	Str. Ardishaig, London, England.	Bivins	1,788

* No assistance required of life-saving crew.

casualties, season of 1896-97—Continued.

BETWEEN CAPE HENRY AND CAPE FEAR.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days succor afforded.
New York City to Brunswick, Ga.	.....	\$15,000	.....	\$15,000	.....	\$15,000	10	10	.....	9	36
Beanfort to Smiths Creek, N. C.	Shells	400	\$30	430	\$420	10	2	2	.....	.....	.....
Newbern, N. C., to Somers Point, N. J.	Lumber ..	1,500	300	1,800	1,800	.....	4	4	.....	.....	.....
Dragged anchor and stranded.	.....	600	.....	600	600	.....	.....	.....	.....	.....	.....
New York City to Jacksonville, Fla.	.....	25,000	.....	25,000	2,000	23,000	17	17	.....	17	25
Norfolk, Va., to Newbern, N. C.	Coal	1,500	295	1,795	1,745	50	3	3	.....	.....	.....
Capsized.	.....	100	.....	100	100	.....	8	7	1	.....	.....
Providence, R. I., to Norfolk, Va.	.....	8,000	.....	8,000	.....	8,000	9	9	.....	9	69
Parted moorings.	.....	50	.....	50	50	.....	.....	.....	.....	.....	.....
Hatteras to Roanoke Island, N. C.	.....	800	.....	800	785	15	2	2	.....	.....	.....
Norfolk, Va., to Portsmouth, N. C.	Coal	2,500	180	2,680	2,505	175	11	11	.....	7	7
Charleston, S. C., to Philadelphia, Pa.	Phosphate rock.	10,000	2,500	12,500	.....	12,500	7	7	.....	7	41
Savannah, Ga., to Norfolk, Va.	.....	9,000	.....	9,000	.....	9,000	8	8	.....	.....	.....
Providence, R. I., to Newport News, Va.	.....	25,000	.....	25,000	19,000	6,000	13	13	.....	11	22
Parted moorings and stranded.	.....	30,000	.....	30,000	30,000	.....	14	14	.....	.....	.....
.....do	.....	200	.....	200	100	100	.....	.....	.....	.....	.....
Capsized in a gale	.....	150	.....	150	145	5	2	2	.....	2	4
Elizabeth City to Hatteras, N. C.	General...	500	150	650	600	50	6	6	.....	.....	.....
.....do	.....do	500	70	570	560	10	.....	.....	.....	.....	.....
.....do	.....	100	.....	100	100	.....	.....	.....	.....	.....	.....
Glasgow, Scotland, to Newport News, Va.	.....	125,000	.....	125,000	78,740	46,260	34	34	.....	34	34
New York City to Wilmington, N. C.	Guano	12,000	10,000	22,000	22,000	.....	7	7	.....	.....	.....
Ocracoke to Hatteras, N. C.	.....	500	.....	500	500	.....	3	3	.....	.....	.....
Baltimore, Md., to Bremen, Germany.	General...	200,000	165,000	365,000	365,000	.....	65	65	.....	.....	.....
New Orleans, La., to Newport News, Va.	Cotton, grain, silver, and lumber.	45,000	104,190	149,190	149,040	150	30	30	.....	.....	.....
Liverpool, England, to Hampton Roads, Va.	.....	75,000	.....	75,000	74,400	600	24	24	.....	.....	.....
Las Palmas, Canary Islands, to Hampton Roads, Va.	.....	80,000	.....	80,000	63,000	17,000	22	22	.....	.....	.....
New Orleans, La., to Newport News, Va.	Grain	90,000	35,400	125,400	.....	125,400	22	22	.....	.....	.....
Manteo to Big Kinakeet, N. C.	Furniture	250	200	450	450	.....	6	6	.....	.....	.....
Hamburg, Germany, to Savannah, Ga.	Salt	100,000	8,000	108,000	106,000	2,000	24	24	.....	.....	.....

United States Life-Saving Service.—Table of
DISTRICT NO. 6.—EMBRACING COASTS BETWEEN

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1897.					
Jan. 30	Two miles northwest of station.	Cape Henry	Str. Alliance, U. S. Government.	Manney ...	615
Feb. 6	Off Hog Island	Core Bank	Sc. Regulator, Beaufort, N. C.	Gilliken ...	42
Feb. 16	One mile west-southwest of station.	Gull Shoal	Canoe, Wanchesee, N. C.	.....	.....
Feb. 28	One mile west of station.	Core Bank	Skiff, Hunting Quarters, N. C.	.....	.....
Mar. 5	Core Sound, 7 miles west-northwest of station.	.....do	Sc. Frank S. Hall, Wilmington, Del.	Moore	160
Mar. 25	Three and one-quarter miles north of Little Kinnakeet Station.	Little Kinnakeet, Gull Shoal, and Big Kinnakeet.	Slp. Cora Bell, Avon, N. C.	.....	.....
Mar. 31	Three miles west of station.	Little Kinnakeet.	Sharpie Bracebridge Hall, Morehead City, N. C.	.....	.....
Apr. 20	One mile north-northeast of station.	Core Bank	Sc. Minnie, Beaufort, N. C.	Emery	13
Apr. 20	Five-eighths of a mile north of station.	Cape Lookout	Sc. yt. Adrienne, Boston, Mass.	Bown	48
May 1	One mile south-southeast of Nags Head Station.	Nags Head and Bodies Island.	Sc. Geo. M. Adams, Bath, Me.	Wright	641
May 4	Three miles west of station.	Little Kinnakeet.	Sc. Paragon, Big Kinnakeet, N. C.	.....	.....
	Total .....	.....	.....	.....	.....

DISTRICT NO. 7.—EMBRACING COASTS OF SOUTH

1896.					
Aug. 26	Three miles south of station.	Indian River Inlet	Skiff Edith .....	.....	.....
Sept. 9	Three and one-half miles east of station.	Sullivans Island..	Small boat, Sullivans Island, S. C.	.....	.....
Oct. 9	Three miles north-northeast of station.	.....do	Slp. Alice, Mount Pleasant, S. C.	.....	.....
Oct. 27	Seven miles north of station.	Mosquito Lagoon.	Sc. Thistle, St. Augustine, Fla.	.....	.....
Dec. 3	One hundred yards south of station.	Indian River Inlet	Skiff belonging to str. Courtney.	.....	.....
Dec. 4	One mile southwest of station.	Gilberts Bar	Slp. Digester .....	.....	.....
Dec. 13	Seven-eighths of a mile north of station.	Jupiter Inlet	Sc. Two Bachelors, St. Augustine, Fla.	Brownrigg	8
Dec. 24	One mile north of station.	.....do	Naphtha launch Stella, Lake Worth, Fla.	.....	.....
1897.					
Jan. 8	.....do .....	.....do	Naphtha launch, Lake Worth, Fla.	.....	.....
Jan. 18	Drunken Dick Shoal	Sullivans Island..	Sc. Henry Westerman, Charleston, S. C.	Osmundsen.	15
Feb. 5	Four miles north of station.	Jupiter Inlet	Dredge Biscayne .....	.....	.....
Feb. 13	Four miles northwest of station.	Mosquito Lagoon.	Naphtha launch Nemo, Maine.	.....	.....
Mar. 22	One and one-half miles southwest of station.	Sullivans Island..	Str. Iroquois, New York City.	Kimball	2,944
Mar. 30	One mile southwest of station.	.....do	Scow .....	.....	.....
Apr. 4	One-quarter of a mile west of station.	Fort Lauderdale..	Str. Katie, St. Augustine, Fla.	Thompson.	49
Apr. 28	Two miles south-southwest of station.	Sullivans Island..	Sc. Nellie Coleman, Provincetown, Mass.	Ross	161
	Total .....	.....	.....	.....	.....

casualties, season of 1896-1897—Continued.

CAPE HENRY AND CAPE FEAR—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days succor af.
St. Thomas, West Indies, to Newport News, Va.		\$50,000		\$50,000	\$50,000		194	194			
Straits, N. C., to Norfolk, Va.		2,000		2,000	1,950	\$50	4	4			
Manteo to Avon, N. C.		125		125	125		1	1			
Adrift.		50		50	50		(*)				
Newbern to Swansboro, N. C.	Hay, corn, and oats.	5,000	\$75	5,075	5,075		5	5			
Fouled anchor and stranded.		150		150	150						
Elizabeth City to Morehead City, N. C.		775		775	775		5	5		1	1
Parted cable and stranded.		200		200	100	100	6	6		2	2
Miami, Fla., to New Haven, Conn.		5,000		5,000	5,000		6	6			
Boston, Mass., to Fernandina, Fla.		12,000		12,000		12,000	9	9		9	70
Elizabeth City to Big Kinnakeet, N. C.	General...	100	200	300	300		3	3			
		934,050	326,590	1,260,640	983,165	277,475	596	585	1	108	311

CAROLINA, GEORGIA, AND EASTERN FLORIDA.

Adrift		\$20		\$20	\$20						
Capsized		20		20	20		3	1	2	1	1
Meeting Reach to Charleston, S. C.	Wood	175	\$10	185	185		2	2		2	2
Miami to Daytona, Fla.		650		650	650		3	3			
Adrift		20		20	20						
do		200		200	200						
Titusville to Biscayne Bay, Fla.	Miscellaneous.	700	400	1,100	1,075	\$25	4	4			
Lake Worth to Ormond, Fla.	do	1,000	700	1,700	1,700		3	3			
Indian River to Lake Worth, Fla.	Hunting outfit.	1,000	200	1,200	1,000	200	1	1		1	1
Fishing trip to Charleston, S. C.	Fish	650	50	700	690	10	6	6			
Parted hawser and stranded.		40,000		40,000	15,000	25,000	8	8			
New Smyrna to Titusville, Fla.		7,000		7,000	7,000		3	3			
Charleston, S. C., to Jacksonville, Fla.	Merchandise.	75,000	50,000	125,000	125,000		52	52			
Charleston to Ashley River, S. C.	Fertilizer.	250	100	350		350					
Biscayne Bay to New River, Fla.		5,000		5,000	5,000		7	7			
Charleston, S. C., to Kingston, Jamaica.	Lumber	5,000	3,500	8,500	8,500		7	7			
		136,685	54,960	191,645	166,060	25,585	99	97	2	4	4

* No one on board.

United States Life-Saving Service.—Table of

DISTRICT NO. 8.—EMBRACING GULF

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1896.					
July 7	Three-quarters of a mile northwest of station.	Santa Rosa	Slp. Annie, Mobile, Ala.	Murray....	19
July 7	Three and one-half miles southwest of station.	.....do	Sc. Jessie,* Pensacola, Fla.	Holmes	11
July 19	Three miles west of station.	.....do	Bk. Anna Peppina, Fiume, Austria.	Marnesich ..	620
July 20	Four and one-half miles southwest of station.	San Luis.....	Sc. Flora S., Galveston, Tex.	Conley.....	22
Sept. 19	Two miles south-southwest of station.	Galveston	Str. Richmond, Galveston, Tex.	McClosky ..	11
Sept. 23	Eighteen miles southwest of station.	Velasco.....	Sc. William Murray,† Galveston, Tex.	Thompson ..	22
Sept. 24	Four miles west-southwest of station.	San Luis.....	Sc. Nettie, Galveston, Tex.	Specht.....	13
Oct. 17	One mile southwest of station.	Velasco.....	Slp. Hercules, Galveston, Tex.	Bailey	6
Oct. 29	One-half mile south-southwest of station.	Galveston	Slp. Wilhelmina, Brownsville, Tex.	Petersen ...	8
Oct. 29	Eight miles west of station.	San Luis.....	Slp. Hercules, Galveston, Tex.	Bailey	6
Nov. 13	Sixteen miles south-southeast of station.	Galveston	Boat belonging to str. Melbridge, London, England.	.....	.....
Nov. 22	Thirteen miles southwest of station.	Velasco.....	Sc. Andrew Boden, Galveston, Tex.	Bryan	38
Nov. 29	San Luis Island	San Luis.....	Sc. Nettie, Galveston, Tex.	Specht.....	13
Dec. 4	One-half mile west of station.	Santa Rosa	Sc. Irma, Pensacola, Fla.	Conolly	7
Dec. 4	Six miles east of station.	Galveston	Sc. Flower of France,† Port Lavaca, Tex.	Dunbar	25
Dec. 13	Seven miles east of station.	Santa Rosa	Yt. Lady M., Tampa, Fla.	.....	.....
Dec. 19	Five-eighths of a mile northeast of station.	Brazos.....	Boat belonging to st. yt. Reva, New York City.	.....	.....
1897.					
Jan. 3	Three and one-half miles northeast by north of station.	Saluria	Sc. Sea Gull, Port Lavaca, Tex.	Phillips....	19
Jan. 4	.....do .....	.....do	Sc. Cazador, Brashear, La.	Halvorsen ..	32
Jan. 7	Fort Pickens Point.....	Santa Rosa	Sc. James Baird, Philadelphia, Pa.	Booye	391
Jan. 21	Four miles southwest of station.	San Luis.....	Str. Horatio, Galveston, Tex.	McFarland ..	94
Feb. 13	Three and one-half miles south by east of station.	Santa Rosa	Str. Alpha,† Newbern, N. C.	Clark	233
Feb. 13	Three-quarters of a mile southeast of station.	Sabine Pass	Str. Mystery, Brashear, La.	Dozier.....	23
Feb. 23	One mile southwest of station.	Galveston	Slp. yt. Florence, New Orleans, La.	Palmer	11
Feb. 25	Two and one-quarter miles northeast one-half east of station.	Saluria	Barges (8) .....	.....	.....
Mar. 4	One-quarter mile north by east of station.	Santa Rosa	Sc. Jas. P. Collins, Pensacola, Fla.	Tracy	14
Mar. 6	One mile southwest of station.	Galveston	Sc. Puck, Galveston, Tex.	Wilcox	6
Mar. 8	One-half mile north-northeast of station.	.....do	Bk. Westbury, Raumo, Russia.	Teckow	493
Mar. 21	Three-quarters of a mile northeast of station.	Santa Rosa	Yawl Little George, Pensacola, Fla.	.....	.....
Mar. 28	Two miles north of station.	Galveston	Slp. Gladys E., Galveston, Tex.	.....	.....

* Dismasted, requiring assistance.

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

casualties, season of 1896-97—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.
Dragged anchors and stranded.	.....	\$2,000	.....	\$2,000	\$1,700	\$300	9	9	.....	.....	.....
Dragged anchor .....	.....	600	.....	600	450	150	1	1	.....	.....	.....
Loando, Africa, to Pensacola, Fla.	.....	15,000	.....	15,000	.....	15,000	11	11	.....	11	33
Galveston to Brazos River, Tex.	General...	500	\$800	1,300	400	900	2	2	.....	.....	.....
Lying at wharf.....	.....	2,500	.....	2,500	2,500	.....	.....	.....	.....	.....	.....
Galveston to San Bernard River, Tex.	Flour.....	600	800	1,400	1,200	200	2	2	.....	.....	.....
Galveston to Quintana, Tex.	Salt	800	300	1,100	1,100	.....	3	3	.....	.....	.....
San Bernard River to Velasco, Tex.	Cotton seed.	200	40	240	230	10	2	2	.....	1	1
Dragged anchor and stranded.	.....	250	.....	250	250	.....	.....	.....	.....	.....	.....
Matagorda to Galveston, Tex.	.....	200	.....	200	200	.....	1	1	.....	1	1
.....	.....	200	.....	200	200	.....	5	5	.....	.....	.....
San Bernard River to Galveston, Tex.	Cotton and cotton seed.	3,500	2,500	6,000	1,900	4,100	3	3	.....	.....	.....
Broke from moorings and stranded.	General...	800	1,000	1,800	1,790	10	2	2	.....	.....	.....
Pensacola, Fla., to fishing banks.	Ice	800	50	850	850	.....	5	5	.....	.....	.....
Matagorda to Galveston, Tex.	Cotton.....	1,200	750	1,950	1,925	25	2	2	.....	.....	.....
Pensacola to Tampa, Fla.	.....	1,800	.....	1,800	1,800	.....	3	3	.....	.....	.....
Capsized.....	.....	200	.....	200	100	100	5	4	1	.....	.....
Parted cables and stranded.	Cotton....	800	3,000	3,800	1,500	2,300	2	2	.....	2	2
Corpus Christi, Tex., to Lake Charles, La.	.....	1,600	.....	1,600	1,600	.....	2	2	.....	.....	.....
Mobile, Ala., to Pensacola, Fla.	.....	25,000	.....	25,000	25,000	.....	8	8	.....	.....	.....
Galveston to Velasco, Tex.	General ..	3,000	3,000	6,000	6,000	.....	5	5	.....	.....	.....
Mobile, Ala., to Carabelle, Tex.	.....do ..	15,000	15,000	30,000	29,800	200	14	14	.....	.....	.....
Galveston to Beaumont, Tex.	Cement....	900	850	1,750	1,750	.....	3	3	.....	.....	.....
Pleasure trip .....	.....	3,000	.....	3,000	3,000	.....	8	8	.....	.....	.....
Adrift .....	.....	400	.....	400	100	300	.....	.....	.....	.....	.....
Pensacola to Fair Point, Fla.	.....	1,500	.....	1,500	1,500	.....	4	4	.....	.....	.....
Cedar Bayou to Galveston, Tex.	Charcoal..	500	100	600	600	.....	2	2	.....	.....	.....
Galveston, Tex., to St. Petersburg, Russia.	Cotton....	8,000	50,000	58,000	58,000	.....	10	10	.....	.....	.....
Capsized.....	.....	125	.....	125	125	.....	6	4	2	6	12
Bolivar Point to Galveston, Tex.	.....	600	.....	600	550	50	1	1	.....	.....	.....

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

United States Life-Saving Service.—Table of
DISTRICT NO. 8.—EMBRACING GULF COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1897.					
Mar. 28	Two miles southwest of station.	Velasco.....	Sc. Rosalie, Galveston, Tex.	.....	28
Apr. 8	One mile southwest of station.	Galveston	Catboat Pearl W., Bolivar, Tex.	.....
Apr. 8	Pelican Spit .....	.....do	Sc. Hannah, Galveston, Tex.	Canty	9
Apr. 8	One mile southwest of station.	.....do	Slp. Herbert, Galveston, Tex.	.....
Apr. 13	Two and one-half miles southwest of station.	Velasco.....	Sc. Mary A. Hall, New York City.	Pressey.....	381
Apr. 24	Seven miles west-southwest of station.	Galveston	Slp. Gussie, Galveston, Tex.	.....
May 15	North breakers	Brazos.....	Sc. Josephine D., Galveston, Tex.	Barrow	16
May 16	Three miles northwest of station.	Santa Rosa	Catboat J. J. Corbett, Warrington, Fla.	.....
May 23	One mile northwest by north of station.	.....do	Catboat Gracie, Warrington, Fla.	.....
May 31	Three miles north-northwest of station.	.....do .....	.....do .....	.....
	Total .....	.....	.....	.....

DISTRICT NO. 9.—EMBRACING

1896.					
July 2	One and one-quarter miles south-southwest of station.	Erie	Rowboat,* Erie, Pa .....	.....
July 2	Cross dam, Falls of the Ohio.	Louisville	Skiff, Portsmouth, Ohio.	.....
July 4	One and one-half miles north of station.	Cleveland.....	Yht. Ellen, Cleveland, Ohio.	.....
July 7	Seven miles west of station.	.....do	Sc. Brenton,† Cleveland, Ohio.	Albright...	50
July 9	One-half mile northwest of station.	.....do	Yht. No. 18, Cleveland, Ohio.	.....
July 12	Above cross dam, Falls of the Ohio.	Louisville	Flat, Louisville, Ky .....	.....
July 15	One hundred yards northwest of station.	Oswego.....	Slp. May, Oswego, N. Y.	.....
July 26	Fifty yards southwest of station.	Cleveland.....	Yht. Hobo, Cleveland, Ohio.	.....
July 29	Above cross dam, Falls of the Ohio.	Louisville	Shanty boats (2), Cincinnati, Ohio.	.....
July 30	One-quarter mile west of station.	Erie	Fishboat, Erie, Pa .....	.....
July 30	One mile west by south of station.	.....do	Skiff, Erie, Pa .....	.....
July 30	Above cross dam, Falls of the Ohio.	Louisville	Shanty boat, Madison, Ind.	.....
Aug. 1	One-half mile south of station.	Erie	Slp. Reliance, Erie, Pa ..	.....
Aug. 4	One-quarter mile north-east of station.	Ashtabula.....	Rowboat, Ashtabula, Ohio.	.....
Aug. 5	One mile west of station.	Fort Niagara.....	Rowboat, Canada .....	.....
Aug. 5	Above Falls of the Ohio.	Louisville	Skiff, Louisville, Ky .....	.....
Aug. 6	Two hundred and thirty yards east of station.	Fort Niagara.....	Steam launch Nellie, Youngstown, N. Y.	.....
Aug. 8	Above cross dam, Falls of the Ohio.	Louisville	Skiff, Louisville, Ky .....	.....
Aug. 9	.....do .....	.....do	Skiff, Jeffersonville, Ind	.....
Aug. 10	Three-quarters of a mile south-southwest of station.	Erie	Naphtha launch Florence, Erie, Pa.	.....

* In extreme peril.

casualties, season of 1896-97—Continued.

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.
Sunk in squall.....	General...	\$800	\$600	\$1,400	\$1,050	\$350	2	2			
Bolivar to Galveston, Tex.		75		75	75		2	2			
Redfish to Bolivar, Tex.	Shells....	150	10	160	130	30	3	3			
Bolivar Point to Galveston, Tex.		400		400	390	10	2	2			
New York City to Velasco, Tex.	General...	10,000	40,000	50,000	42,000	8,000	7	7			
Capsized.....		75		75	65	10	2	2			
Galveston, Tex., to Tampico, Mexico.		1,000		1,000	1,000		8	8			
Pleasure trip.....		100		100	100		2	2			
Capsized.....		75		75	75		5	5			
do.....		75		75	75		1	1			
		104,325	118,800	223,125	191,080	32,045	155	152	3	21	49

LAKES ERIE AND ONTARIO.

Pleasure trip.....		\$30		\$30	\$30		2	2			
Portsmouth, Ohio, to Portland, Ky.		10		10		\$10	3	3		3	3
Pleasure trip.....		100		100	100		3	3			
Kelleys Island to Cleveland, Ohio.	Gravel....	1,800	\$100	1,900	1,650	250	5	5			
Capsized in harbor...		75		75	75		1	1		1	1
Pleasure trip.....		10		10	10		4	4			
Cruising in harbor...		50		50	50		4	4			
Broke from moorings and stranded.		1,600		1,600	1,580	20					
From Cincinnati, Ohio.	Household furniture.	150	30	180	180		3	3			
Pleasure trip.....		400		400	400		4	4			
do.....		25		25	25		1	1			
Madison to Evansville, Ind.		45		45	45		2	2			
Pleasure trip.....		25		25	25		1	1			
do.....		5		5	5		6	6			
Adrift.....		25		25	25		10	10			
do.....		10		10	10						
Youngstown to Fort Niagara, N. Y.		800		800	800		1	1			
Pleasure trip.....		10		10	10		2	2			
Jeffersonville, Ind., to Louisville, Ky.		10		10	10		4	4			
Pleasure trip.....		1,500		1,500	1,500		5	5			

† In distress, requiring assistance.

United States Life-Saving Service.—Table of

DISTRICT NO. 9.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1896.					
Aug. 10	One-half mile southeast of station.	Buffalo	Sc. M. L. Brech, Kingston, Ontario.	Sutherland	255
Aug. 10	One-half mile northwest of station.	Fairport	Sc. yt. Llewellyn, Fairport, Ohio.		
Aug. 10	Seven miles east of station.	....do	Slp. yt. Euroclydon, Hamilton, Ontario.		
Aug. 10	One-quarter mile southwest of station.	Cleveland	Slp. yt. Myurah, Hamilton, Ontario.		
Aug. 10	One-half mile southwest of station.	....do	Slp. yt. Dinah, Hamilton, Ontario.		
Aug. 10	....do .....	....do	Slp. yt. Vivian, Hamilton, Ontario.		
Aug. 10	One-quarter mile west of station.	....do	Slp. yt. Surprise, Detroit, Mich.		
Aug. 10	Two and one-half miles west of station.	Point Marblehead.	Sailboat Three Links, Marblehead, Ohio.		
Aug. 16	Three and one-half miles southeast of station.	Charlotte	Yht. Elf, Charlotte, N. Y.		
Aug. 17	Three miles east of station.	....do	Sailboat Priscilla, Charlotte, N. Y.		
Aug. 18	One-sixth of a mile northeast of station.	....do	Sailboat, Charlotte, N. Y.		
Aug. 23	One and one-half miles northeast of station.	Erie	Sc. John Schette, Toledo, Ohio.	Johnson	270
Aug. 26	One-quarter mile west of station.	Cleveland	Slp. yt. Alert, Cleveland, Ohio.		
Aug. 30	Two and one-half miles northwest of station.	Charlotte	Slp. yt. Zenobia, Charlotte, N. Y.		
Aug. 30	One-third of a mile northwest of station.	Buffalo	Skiff		
Sept. 6	Kentucky chute, Falls of the Ohio.	Louisville	Skiff, Louisville, Ky.		
Sept. 12	Mouth of Niagara River.	Fort Niagara	Rowboat, Fort Niagara, N. Y.		
Sept. 19	One hundred yards southwest of station.	Cleveland	Slp. yt. Elk, Cleveland, Ohio.		
Sept. 19	One-quarter of a mile north of station.	....do	Sc. Yukon, Cleveland, Ohio.	Forbes	1,603
Sept. 22	....do .....	....do	Sc. Groton, Detroit, Mich.	Christie	352
Sept. 25	Three-quarters of a mile west of station.	Oswego	Yht. Carma, Oswego, N. Y.		
Sept. 26	One and one-half miles northeast of station.	Charlotte	Steam launch No. 119,* Charlotte, N. Y.		
Sept. 28	One mile northwest of station.	Cleveland	Rowboat, Cleveland, Ohio.		
Oct. 2	One-sixth of a mile west of station.	Charlotte	Slp. yt. Creta, Charlotte, N. Y.		
Oct. 3	One hundred feet northwest of station.	Cleveland	Sc. E. C. Roberts, Port Huron, Mich.	Smith	273
Oct. 7	One-half mile west of station.	....do	Slp. yt. Eva, Sandusky, Ohio.		
Oct. 7	One-quarter mile north-northwest of station.	....do	Sc. Ishpeming, Oswego, N. Y.	Ripson	418
Oct. 11	One-half mile northwest of station.	Fairport	Sc. E. J. McVea, Port Huron, Mich.	Chartram	291
Oct. 11	One-quarter mile north of station.	....do	Sc. Charles Spademan, Port Huron, Mich.	Guillette	307
Oct. 19	Mouth of the Niagara River.	Fort Niagara	Bge. T. R. Merritt, St. Catharines, Ontario.		
Oct. 27	One-quarter mile northeast of station.	Charlotte	Yawl, Ogdensburg, N. Y.		
Nov. 1	One-half mile south-southwest of station.	Erie	Sailboat, Erie, Pa.		
Nov. 5	One-half mile northeast of station.	Charlotte	Sc. Antelope, St. Catharines, Ontario.	Ure	334
Nov. 5	Horseshoe Reef.	Buffalo	Sc. C. L. Young, Bay City, Mich.	Kobel	382

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

casualties, season of 1896-1897—Continued.

LAKES ERIE AND ONTARIO—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days succor afforded.
Dragged anchor and stranded.		\$2,500		\$2,500	\$2,500		7	7			
Capsized in harbor .		75		75	40	\$35	3	3			
Hamilton, Ontario, to Cleveland, Ohio.		400		400	350	50	3	3			
Dragged anchor and stranded.		5,000		5,000	5,000		6	6			
do		5,000		5,000	5,000		5	5			
do		5,000		5,000	5,000		7	7			
do		5,000		5,000	5,000		8	8			
Lake Side to East Harbor, Ohio.		250		250	245	5	2	2			
Sea Breeze to Charlotte, N. Y.		300		300	275	25	4	4			
Windsor Beach to Charlotte, N. Y.		25		25	25		1	1			
Pleasure trip		15		15	15		2	2			
Erie, Pa., to Manistee, Mich.	Coal	4,000	\$5,000	9,000	9,000		6	6			
Dragged anchor		1,200		1,200	1,200		2	2			
Capsized		200		200	200		2	2			
do		45		45	45		3	3			
Pleasure trip		15		15	15		2	2			
Niagara, Ontario, to Fort Niagara, N. Y.		10		10	10		2	2			
Broke from moorings.		200		200	200						
Ashland, Wis., to Cleveland, Ohio.	Iron ore	45,000	10,000	55,000	53,000	2,000	7	7			
Dragged anchor and collided.		5,000		5,000	5,000		5	5			
Capsized		50		50	50		3	3			
Pleasure trip		5,000		5,000	5,000		9	9			
Adrift		40		40	40						
Parted moorings		400		400	350	50					
Lying at dock	Lumber	7,000	20,000	27,000	27,000		8	8			
Dragged anchor		2,000		2,000	2,000		5	5			
do	Wheat	9,000	50,000	59,000	58,800	200	9	9			
Cleveland to Ashtabula, Ohio.		6,000		6,000	5,975	25	6	6			
do		6,000		6,000	6,000		6	6			
Niagara to Montreal, Ontario.	Apples	2,000	4,000	6,000	6,000		7	7			
Ogdensburg to Charlotte, N. Y.		50		50	50		4	4			
Capsized.		60		60	60		2	2			
Toronto, Ontario, to Charlotte, N. Y.		6,000		6,000	6,000		7	7			
Escanaba, Mich., to Buffalo, N. Y.	Lumber	10,000	3,100	13,100	6,100	7,000	8	8		8	14

† In distress, requiring assistance.

United States Life-Saving Service.—Table of

DISTRICT NO. 9.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1896.					
Nov. 6	One mile south-southeast of station.	Buffalo	Sc. Typo, Detroit, Mich.	Higgins ...	336
Nov. 6	One-third of a mile west by north of station.	.....do	Sc. Sam Flint, Fort Huron, Mich.	Stephens ..	499
Nov. 8	Twelve miles southwest by west of station.	.....do	Sc. Churchill,* Chicago, Ill.	Williams ...	1,010
Nov. 13	One mile west of station.	Cleveland	Sc. Brenton, Cleveland, Ohio.	Albright ..	50
Nov. 26	Falls of the Ohio.....	Louisville	Flat, Louisville, Ky....		
Dec. 2	One-half mile northeast of station.	Charlotte	Sc. Emerald, St. Catharines, Ontario.	Joyce.....	347
Dec. 4	Two hundred and fifty yards north of station.	Fairport	Sc. H. D. Root, Cleveland, Ohio.	Terrill.....	117
Dec. 21	Falls of the Ohio	Louisville	Shanty boat, Hocking Valley, Ohio.		
Dec. 26	Wing dam, Falls of the Ohio.	.....do	Skiff, Louisville, Ky....		
1897.					
Jan. 12	One-sixth of a mile west of station.	Fort Niagara	Rowboat, Fort Niagara, N. Y.		
Jan. 14	One-half mile west of station.	.....do	Rowboat, Fort Niagara, N. Y.		
Jan. 18	Two sevenths of a mile west of station.	Cleveland	Str. W. L. Wetmore,† Cleveland, Ohio.		
Jan. 18	.....do .....	.....do	Sc. Brunette,† Cleveland, Ohio.		
Feb. 14	Above cross dam, Falls of the Ohio.	Louisville	Shanty boat, Louisville, Ky.		
Feb. 28	Falls of the Ohio.....	.....do	Flat, Louisville, Ky....		
Mar. 30	.....do .....	.....do	Barge, Louisville, Ky....		
Mar. 30	.....do .....	.....do	Barge, Louisville, Ky....		
Mar. 31	Cross dam, Falls of the Ohio.	.....do	Shanty boat, Cincinnati, Ohio.		
Apr. 5	Two miles east of station.	Charlotte	Skiff, Charlotte, N. Y.		
Apr. 11	Falls of the Ohio	Louisville	Flat, Louisville, Ky....		
Apr. 12	One mile west of station.	Fort Niagara	Rowboat, Fort Niagara, N. Y.		
Apr. 16	One-quarter mile north-west of station.	Cleveland	Rowboat No. 21, Cleveland, Ohio.		
Apr. 21	Above cross dam, Falls of the Ohio.	Louisville	Skiff, Louisville, Ky....		
Apr. 27	Below dam, Falls of the Ohio.	.....do	Bge. Johnson Barrett, Cincinnati, Ohio.		
Apr. 30	One-half mile north of station.	Erie	Scow, Buffalo, N. Y....		
May 1	One-fifth mile north of station.	Fairport	Dredge No. 8, Cleveland, Ohio.		
May 5	Two and one-half miles west of station.	Oswego	Sc. W. Y. Emery, Port Burwell, Ontario.	Beard	154
May 6	Below cross dam, Falls of the Ohio.	Louisville	Str. Fulton, Louisville, Ky.	Hurst	53
May 9	One-half mile north of station.	Cleveland	Catboat No. 18, Cleveland, Ohio.		
May 9	Two miles northwest of station.	Point Marblehead	Str. Emmaretta,† Port Clinton, Ohio.		
May 10	Falls of the Ohio	Louisville	St. yt. Ann T., Louisville, Ky.		
May 12	One mile west of station.	Erie	Fish boat Kingfisher, Erie, Pa.		
May 13	Seven miles northwest of station.	Point Marblehead	Str. Cadillac, Marquette, Mich.	Symes	1,264
May 14	One-half mile southeast of station.	Erie	Rowboat, Erie, Pa....		
May 20	Wing dam, Falls of the Ohio.	Louisville	Str. Boaz, Pittsburg, Pa.	Hogue.....	623

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

† Stranded January 18. Got off by tugs, March 9.

casualties, season of 1896-97—Continued.

LAKES ERIE AND ONTARIO—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days succor afforded.
Dragged anchor and stranded.	Wheat....	\$6,000	\$15,000	\$21,000	\$20,850	\$150	7	7			
Alpena, Mich., to Buffalo, N. Y.		12,500		12,500	12,200	300	7	7			
Chicago, Ill., to Buffalo, N. Y.	Rye.....	50,000	30,000	80,000	79,500	500	7	7			
Dragged anchor and stranded.	Apples and beans.	2,000	800	2,800		2,800	5	5		5	5
Adrift.....		500		500	500		10	10			
Charlotte, N. Y., to Toronto, Ontario.	Coal.....	5,000	3,000	8,000	8,000		7	7			
Cleveland, Ohio, to Hamilton, Ontario.	Wire.....	800	4,550	5,350	5,100	250	5	5			
Hocking Valley, Ohio, to Memphis, Tenn.		15		15	15		1	1			
Sunk in harbor.....	Coal.....	10	5	15		15	2	2		2	2
Pleasure trip.....		10		10	10		4	4			
do.....		5		5	5		3	3			
Dragged anchor and stranded.		40,000		40,000	40,000						
do.....		8,000		8,000	8,000		2	2			
Ohio River.....		50		50	50		3	3			
Pleasure trip.....		5		5	5		1	1			
Salt River to Louisville, Ky.	Stock and railroad ties.	900	300	1,200	1,200						
do.....	Lumber.....	800	400	1,200	1,050	150					
Ohio River.....	Household furniture.	65	40	105	105		3	3			
Adrift.....		10		10	10						
In Louisville harbor.	Coal.....	400	40	440	440		6	6			
Pleasure trip.....		15		15	15		2	2			
Fishing trip.....		35		35	35		2	2			
Pleasure trip.....		60		60	60		2	2			
Cincinnati, Ohio, to Cairo, Ill.	Coal and salt.	5,000	200	5,200	5,200						
Parted line and stranded.		1,400		1,400	1,400						
Employed in harbor..		50,000		50,000	45,000	5,000	10	9	1	10	10
Toronto, Canada, to Oswego, N. Y.		2,000		2,000	2,000		6	6			
Employed in harbor..		15,000		15,000	15,000		7	7			
Pleasure trip.....		50		50	50		2	2			
Port Clinton to Sandusky, Ohio.		1,200		1,200	1,125	75	3	3			
Pleasure trip.....		400		400	400		1	1			
do.....		200		200	200		4	4			
Chicago, Ill., to Sandusky, Ohio.	Grain.....	100,000	54,600	154,600	139,600	15,000	16	16			
Adrift.....		20		20	20						
Pittsburg, Pa., to New Orleans, La.		30,000		30,000	29,925	75	25	25			

; Disabled, requiring assistance.

United States Life-Saving Service.—Table of

DISTRICT NO. 9.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1897.					
May 20	Wing dam, Falls of the Ohio.	Louisville	Barges (3), Pittsburg, Pa		
May 27	Below cross dam, Falls of the Ohio.	.....do	Flat, Louisville, Ky		
May 31	Seven miles southeast of station.	Point Marblehead	Str. E. A. Shores, jr., Chicago, Ill.	Brown	520
June 9	Kentucky chute, Falls of the Ohio.	Louisville	Skiff, Louisville, Ky		
June 14	.....do .....	.....do	Skiff, Louisville, Ky		
June 19	Indiana chute, Falls of the Ohio.	.....do	Rowboat, Louisville, Ky		
June 20	Three-quarters of a mile northeast of station.	Charlotte	Slp., Charlotte, N. Y.		
June 20	Indiana chute, Falls of the Ohio.	Louisville	Flat, Louisville, Ky		
June 25	Three and one-half miles northwest by north of station.	Fort Niagara	Str. David W. Rust, Toledo, Ohio.	Leaver	884
June 25	Above cross dam, Falls of the Ohio.	Louisville	Launch Restless, Toledo, Ohio.		
June 26	Two-sevenths of a mile west of station.	Erie	Catboat Barber Shop, Erie, Pa.		
June 26	Two hundred yards southwest of station.	Cleveland	Catboat Freak, Cleveland, Ohio.		
June 27	One mile northwest of station.	.....do	Slp. yt. Alert,* Cleveland, Ohio.		
June 29	One mile east-northeast of station.	.....do	Raft		
June 29	Three-quarters of a mile north-northwest of station.	.....do	Catboat, Cleveland, Ohio.		
	Total .....	.....do .....	.....do		

DISTRICT NO. 10.—EMBRACING

1896.					
July 2	One mile north of station.	Duluth	Str. L. L. Lyon, Duluth, Minn.	Brickly	77
July 15	One-sixth of a mile east of station.	Muskallonge Lake	Yht. Dream, Deer Park, Mich.		12
July 18	Two miles northeast of station.	Bois Blanc	Str. Swallow, Detroit, Mich.	Quinlin	257
July 18	.....do .....	.....do	Sc. Surprise, Chicago, Ill.	O'Brien	223
July 25	Three miles northeast of station.	Sturgeon Point	Skiff		
July 27	Black River Island .....	.....do	Str. Fayette, Marquette, Mich.	Disher	322
July 27	Two miles east of station.	Vermilion Point ..	Sc. Saveland, Detroit, Mich.	Money	689
July 27	.....do .....	.....do	Str. Byron Whitaker, Detroit, Mich.	Ames	1,405
July 27	One mile east of station.	.....do	Str. Monteaige, Oswego, N. Y.	Griffin	1,273
July 30	Two and one-half miles northwest of station.	Grindstone City ..	Schooner, Port Austin, Mich.		
Aug. 11	Six miles north of station.	Ship canal	Str. Norseman,† Port Huron, Mich.	Carr	660
Aug. 18	Two miles south-southwest of station.	Bois Blanc	Sailboat Ivy M., Bois Blanc, Mich.		
Aug. 22	One-half mile northwest of station.	Duluth	Catboat, Duluth, Minn.		
Aug. 26	Five miles west of Crisp station.	Crisps and Two Heart River.	Sc. Phineas S. Marsh, Cleveland, Ohio.	Somerville.	543
Aug. 29	Three-quarters of a mile west of station.	Duluth	Launch Cracker Jack,† West Superior, Wis.		

* Dismasted, requiring assistance.

† No one on board.

casualties, season of 1896-97—Continued.

LAKES ERIE AND ONTARIO—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days succor afforded.
In tow of steamer....	Coal.....	\$2, 200	\$3, 100	\$5, 300	.....	\$5, 300	.....	.....	.....	.....	.....
Cap sized and swamped.	5	.....	5	\$5	.....	4	4	.....	.....	.....
Milwaukee, Wis., to Chicago, Ill.	Salt.....	35, 000	200	35, 200	35, 200	.....	13	13	.....	.....	.....
Pleasure trip.....	5	.....	5	5	.....	2	2	.....	.....	.....
.....do.....	15	.....	15	15	.....	3	3	.....	.....	.....
.....do.....	10	.....	10	10	.....	1	1	.....	.....	.....
.....do.....	150	.....	150	150	.....	2	2	.....	.....	.....
.....do.....	5	.....	5	5	.....	2	2	.....	.....	.....
Toledo, Ohio, to Ogdensburg, N. Y.	Corn.....	18, 000	7, 500	25, 500	25, 500	.....	14	14	.....	.....	.....
Toledo, Ohio, to Mississippi River.	1, 800	.....	1, 800	1, 800	.....	3	3	.....	.....	.....
Pleasure trip.....	150	.....	150	150	.....	2	2	.....	.....	.....
.....do.....	50	.....	50	50	.....	3	3	.....	.....	.....
.....do.....	1, 000	.....	1, 000	800	200	8	8	.....	.....	.....
Adrift.....	5	.....	5	5	.....	2	2	.....	.....	.....
Fishing trip.....	50	.....	50	50	.....	2	2	.....	.....	.....
.....	530, 410	211, 965	742, 375	702, 890	39, 485	426	425	1	29	35

LAKES HURON AND SUPERIOR.

Duluth, Minn., for a tow.	.....	\$7, 000	.....	\$7, 000	\$7, 000	.....	5	5	.....	.....	.....
Parted cables and stranded.	.....	1, 500	.....	1, 500	1, 500	(†)	.....	.....	.....	.....	.....
Cheboygan, Mich., to Tonawanda, N. Y.	Lumber	4, 000	\$2, 000	6, 000	5, 850	\$150	11	11	.....	.....	.....
.....do.....	.....do.....	2, 500	3, 000	5, 500	5, 500	.....	6	6	.....	.....	.....
Adrift.....	.....	10	.....	10	10	.....	.....	.....	.....	.....	.....
Buffalo, N. Y., to Grand Marais, Mich.	.....	12, 000	.....	12, 000	12, 000	.....	12	12	.....	.....	.....
Two Harbor, Minn., to Detroit, Mich.	Iron ore..	15, 000	35, 000	50, 000	50, 000	.....	7	7	.....	.....	.....
.....do.....	.....do.....	75, 000	40, 000	115, 000	115, 000	.....	24	24	.....	.....	.....
Duluth, Minn., to Kingston, Ontario.	Wheat....	50, 000	32, 000	82, 000	82, 000	.....	25	25	.....	.....	.....
Stranded and sunk..	.....	60	.....	60	55	5	1	1	.....	.....	.....
Duluth, Minn., to Chicago, Ill.	Lumber....	30, 000	7, 000	37, 000	33, 000	4, 000	14	14	.....	.....	.....
Cheboygan to Bois Blanc, Mich.	.....do.....	200	10	210	205	5	8	8	.....	.....	.....
.....	Ale.....	50	10	60	60	.....	2	2	.....	.....	.....
Portage Entry, Mich., to Buffalo, N. Y.	Stone.....	15, 000	9, 500	24, 500	.....	24, 500	9	9	.....	9	22
Duluth, Minn., to West Superior, Wis.	.....	500	.....	500	500	.....	2	2	.....	.....	.....

† Disabled, requiring assistance.

United States Life-Saving Service.—Table of

DISTRICT NO. 10.—EMBRACING LAKES

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1896.					
Aug. 30	Four and one-half miles northwest of Pointe aux Barques station.	Pointe aux Barques and Grindstone city.	Str. State of Michigan, Detroit, Mich.	Dale	736
Aug. 30	One mile west-southwest of station.	Duluth	Yht. King of the Bowery, Duluth, Minn.	.....
Sept. 7	Two hundred yards northeast of station.	Two Heart River.	Fish boat, Traverse City, Mich.	.....
Sept. 19	One-half mile southwest of station.	Marquette.....	Slp. yt. Keewaden, Marquette, Mich.	.....
Sept. 19	One and one-quarter miles south-southwest of station.	.....do	Sc. Criss Grover, Marquette, Mich.	Daniels	133
Sept. 21	Three miles southwest of station.	Middle Island	Sc. Horace H. Badger, Toledo, Ohio.	Brown	264
Sept. 25	Three miles south of station.	Ottawa Point.....	Sc. A. C. Keating, † Port Huron, Mich.	.....	326
Sept. 30	One-quarter mile southeast of station.	Sand Beach	Slp. yt. Samoa, Detroit, Mich.	.....
Sept. 30	One and one-half miles northwest of station.	Ottawa Point.....	Sc. H. D. Root, Cleveland, Ohio.	Farrell	117
Oct. 5	Two miles west of station.	Middle Island	Sc. Presto, Chicago, Ill.	Baker	184
Oct. 16	Three-quarters of a mile west-northwest of station.	Duluth	Launch Cracker Jack, † West Superior, Wis.	.....
Oct. 17	Two and one-half miles east of station.	Hammonds Bay ..	Fish boat, Cheboygan, Mich.	.....
Oct. 18	Three quarters of a mile west-southwest of station.	Middle Island	Small boat, Middle Island, Mich.	.....
Oct. 19	One mile east-northeast of station.	Ottawa Point.....	Sc. Red Cloud, Sandusky, Ohio.	Galarno ...	9
Oct. 19	Nine miles north-northwest of station.	Middle Island	Sc. John T. Mott, Detroit, Mich.	Henderson..	325
Oct. 27	Five and one-half miles northwest of station.	.....do	Str. Trio, Sandusky, Ohio.	Gunderson	17
Oct. 29	One-quarter mile southwest of station.	Marquette.....	Scows (3) .....	.....
Oct. 30	One mile west of station.	Ottawa Point.....	Sc. Julia, Port Huron, Mich.	Mokely	37
Nov. 2	Two hundred yards southeast of station.	Sand Beach .....	.....do .....	.....do	37
Nov. 5	Four miles southeast of station.	Pointe aux Barques.	Sc. A. J. McBrier, Detroit, Mich.	Jones	111
Nov. 8	Seven and one-half miles west of station.	Bois Blanc.....	Fish boat Sea Gull, Cheboygan, Mich.	.....
Nov. 11	Two miles northeast of station.	.....do	Lighter, Cheboygan, Mich.	.....
Nov. 11	Two miles southeast of station.	Ship Canal.....	Str. B. W. Arnold, Port Huron, Mich.	Neil	944
Nov. 22	Charity Island Shoal, sixteen miles south of station.	Ottawa Point.....	Str. Sanilac, Port Huron, Mich.	Hannan....	310
1897.					
Apr. 9	One mile northeast of station.	.....do	Sc. W. T. Chappell, † Port Huron, Mich.	Kundsen ..	40
Apr. 19	Two miles north-northwest of station.	Thunder Bay Island.	Sc. Anna P. Grover, † Grand Haven, Mich.	Bonnah	247
Apr. 19	Sixteen miles east-southeast of station.	Hammonds Bay...	Sc. John A. Francomb, Detroit, Mich.	Christison	658
Apr. 23	Three-quarters of a mile west of station.	Duluth	St. Launch Comfort, Duluth, Minn.	.....
Apr. 24	Whitefish Point, 10 miles east of station.	Vermilion Point ..	Str. Eber Ward, Detroit, Mich.	McIntosh..	1,344
Apr. 25	One mile west of station.	Duluth	Slp. yt. Duluth, Minn.	.....

* No one on board.

† In distress, requiring assistance.

*casualties, season of 1896-97—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 Point St. Ignace, Mich.	Merchandise.	\$25,000	\$2,000	\$27,000	\$26,000	\$1,000	67	67	.....	.....	.....
Pleasure trip .....	.....	200	.....	200	200	.....	5	5	.....	.....	.....
Traverse City to Munising, Mich.	Miscellaneous.	150	90	240	240	.....	2	2	.....	1	1
Broke from moorings.	.....	1,500	.....	1,500	1,495	5	(*)	.....	.....	.....	.....
Dragged anchor .....	.....	1,400	.....	1,400	1,400	.....	5	5	.....	.....	.....
Detour, Mich., to Lorain, Ohio.	Cedar.....	3,000	2,000	5,000	4,000	1,000	7	7	.....	.....	.....
Kelleys Island, Ohio, to Bay City, Mich.	Limestone	1,500	1,100	2,600	2,600	.....	6	6	.....	.....	.....
Dragged anchor .....	.....	800	.....	800	800	.....	2	2	.....	.....	.....
Georgian Bay, Ontario, to Bay City, Mich.	Lumber ..	1,800	900	2,700	2,300	400	5	5	.....	1	1
Cheboygan to Detroit, Mich.	Cedar posts.	1,500	600	2,100	2,100	.....	7	7	.....	.....	.....
Duluth, Minn., to West Superior, Wis.	.....	500	.....	500	495	5	2	2	.....	.....	.....
Cheboygan to Spences Dock, Mich.	.....	100	.....	100	100	.....	2	2	.....	.....	.....
Capsized.....	.....	75	.....	75	75	.....	4	4	.....	1	1
Kelleys Island, Ohio, to East Tawas, Mich.	.....	300	.....	300	275	25	2	2	.....	2	2
Bruce Mines, Ontario, to Cleveland, Ohio.	Paving stones.	4,500	550	5,050	5,050	.....	7	7	.....	.....	.....
Detroit, Mich., to Sheboygan, Wis.	.....	1,000	.....	1,000	1,000	.....	3	3	.....	.....	.....
Adrift.....	.....	5,000	.....	5,000	5,000	.....	(*)	.....	.....	.....	.....
Dragged anchor and stranded.	Lumber ..	300	175	475	475	.....	2	2	.....	.....	.....
In Sand Beach Harbor.	.....	300	.....	300	300	.....	3	3	.....	.....	.....
Alpena, Mich., to Sandusky, Ohio.	Laths.....	2,000	600	2,600	1,900	700	10	10	.....	.....	.....
Parted chain and stranded.	.....	75	.....	75	70	5	.....	.....	.....	.....	.....
.....do.....	.....	200	.....	200	200	.....	.....	.....	.....	.....	.....
Port Huron, Mich., to Duluth, Minn.	Coke.....	45,000	1,600	46,600	46,600	.....	15	15	.....	.....	.....
Erie, Pa., to East Saginaw, Mich.	Coal	10,000	2,500	12,500	11,850	650	12	12	.....	3	6
Alpena to Forester, Mich.	Lumber..	700	300	1,000	980	20	4	4	.....	.....	.....
Dragged anchor	Coal	2,500	1,200	3,700	3,700	.....	6	6	.....	.....	.....
Parted line and stranded.	.. do	30,000	1,820	31,820	16,440	15,380	7	7	.....	.....	.....
Duluth, Minn., to West Superior, Wis.	.....	500	.....	500	500	.....	1	1	.....	.....	.....
Buffalo, N. Y., to Lake Linden, Mich.	General...	80,000	20,000	100,000	100,000	.....	20	20	.....	.....	.....
Capsized.....	.....	75	.....	75	75	.....	3	3	.....	.....	.....

; Disabled, requiring assistance.

United States Life-Saving Service.—Table of

DISTRICT NO. 10.—EMBRACING LAKES

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1897.					
Apr. 26	Three-quarters of a mile east of station.	Sand Beach.....	Str. Saturn, Kingston, Ontario.	Anderson..	571
Apr. 26	Three-quarters of a mile southeast of station.	.....do	Sc. Muskoka, Kingston, Ontario.	Gallagher ..	454
May 22	North Point	Thunder Bay Island.	Sc. Result, Detroit, Mich.	French	11
May 29	Poe Reef, 4 miles south of station.	Bois Blanc	Str. Ionia, Detroit, Mich.	Steward ...	1,287
June 3	Three miles southwest of station.	Ottawa Point.....	Pile driver.....	.....	.....
June 5	One-half mile southwest of station.	Duluth	Catboat Tidy, Duluth, Minn.	.....	.....
June 9	Four miles southwest of station.	Middle Island	Str. Richard Martini, Detroit, Mich.	Trombley..	300
June 12	Three miles south of station.	Duluth	Fish boat, Iron River, Wis.	.....	.....
June 21	Three miles west-northwest of station.	Ottawa Point	Sloop, U. S. Government.	.....	.....
June 26	Five miles north of station.	Bois Blanc	Sc. White Foam, Grand Haven, Mich.	Todd	18
	Total .....	.....	.....	.....	.....

DISTRICT NO. 11.—EMBRACING

1896.					
July 1	One-third mile west of station.	Grand Haven.....	Str. Joe, Grand Haven, Mich.	Bradley ...	38
July 4	One mile northeast of station.	South Chicago.....	Slp. yt. Pilot, * Chicago, Ill.	.....	.....
July 4	One-half mile north of station.	Milwaukee	St. launch Irene, * Milwaukee, Wis.	.....	.....
July 4	One mile southeast of station.	Sheboygan.....	Str. Brazil, Buffalo, N. Y.	Gibson	2,187
July 5	One-sixth of a mile west-southwest of station.	Manistee	Skiff, Manistee, Mich.	.....	.....
July 6	One-quarter of a mile west-northwest of station.	South Haven	Rowboat, South Haven, Mich.	.....	.....
July 12	One and one-half miles northeast of station.	Kenosha.....	Yawl belonging to sc. A. Bradley, Chicago, Ill.	.....	.....
July 13	Near Wind Point.....	Racine.....	Skiff, Racine, Wis.	.....	.....
July 15	One hundred and fifty yards west of station.	Pentwater.....	Sc. Jessie Winter, Grand Haven, Mich.	Sell	56
July 17	One mile south of station.	Grande Pointe au Sable.	Sc. Una, Grand Haven, Mich.	Camp	44
July 18	Two miles south-southwest of station.	Racine.....	Sailboat Alabama Coon, St. Joseph, Mich.	.....	.....
July 20	Four miles west of station.	Baileys Harbor...	Str. Horace A. Tuttle, Cleveland, Ohio.	Young	1,585
July 20	Two and one-half miles north of station.	North Manitou Island.	Sc. Grace M. Flier, Chicago, Ill.	Gunderson	237
July 22	One-half mile northeast of station.	Chicago	Canoe, Chicago, Ill.	.....	.....
July 27	Two and one-half miles south of station.	Plum Island.....	Str. Waverly, Sandusky, Ohio.	Hendrick ..	1,104
July 27	Abreast of station.....	Racine.....	Fishboat Two Brothers, Racine, Wis.	.....	.....
July 27	One hundred and twenty-five yards west of station.	Grande Pointe au Sable.	Str. Mator, Cleveland, Ohio.	.....	2,311
Aug. 3	Eleven miles northeast of Point Betsey station.	Point Betsey and Frankfort.	Sc. Wollin, Milwaukee, Wis.	Webb.....	49

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

*casualties, season of 1896-97—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.
Kingston, Ontario, to Bay City, Mich.	.....	\$25,000	.....	\$25,000	\$25,000	.....	14	14	.....	.....	.....
do .....	.....	20,000	.....	20,000	19,000	\$1,000	8	8	.....	.....	.....
Detroit to Detour, Mich.	.....	1,000	.....	1,000	900	100	2	2	.....	2	10
Cheboygan to Detroit, Mich.	Iron ore ..	60,000	\$1,500	61,500	61,500	.....	14	14	.....	.....	.....
Adrift .....	.....	25	.....	25	25	.....	.....	.....	.....	.....	.....
Pleasure trip .....	.....	40	.....	40	40	.....	1	1	.....	.....	.....
Turnbulls Landing, Mich., to Buffalo, N. Y.	C e d a r posts.	6,000	2,000	8,000	8,000	.....	9	9	.....	.....	.....
Iron River, Wis., to Duluth, Minn.	.....	150	.....	150	150	.....	2	2	.....	.....	.....
Capsized .....	.....	75	.....	75	75	.....	5	5	.....	.....	.....
Sunk at dock	Coal	200	85	285	260	25	1	1	.....	.....	.....
.....	.....	545,285	167,540	712,825	663,850	48,975	391	391	.....	21	45

LAKE MICHIGAN.

Grand Haven to Muskegon, Mich.	.....	\$3,000	.....	\$3,000	\$3,000	.....	4	4	.....	.....	.....
Pleasure trip .....	.....	250	.....	250	240	\$10	7	7	.....	.....	.....
do .....	.....	200	.....	200	200	.....	5	5	.....	.....	.....
Erie, Pa., to Sheboygan, Wis.	Coal	164,000	\$14,000	178,000	178,000	.....	18	18	.....	.....	.....
Capsized .....	.....	15	.....	15	15	.....	1	1	.....	.....	.....
do .....	.....	40	.....	40	40	.....	1	1	.....	.....	.....
Adrift .....	.....	40	.....	40	40	.....	1	1	.....	.....	.....
do .....	.....	10	.....	10	10	.....	1	1	.....	.....	.....
Manistee to South Haven, Mich.	Salt and shingles.	500	300	800	800	.....	3	3	.....	.....	.....
Hamlin to Holland, Mich.	Lumber ..	500	275	775	645	130	4	4	.....	.....	.....
Capsized .....	.....	35	.....	35	35	.....	3	3	.....	3	3
Milwaukee, Wis., to Escanaba, Mich.	.....	80,000	.....	80,000	77,000	3,000	24	24	.....	.....	.....
Spanish River, Canada, to Chicago, Ill.	Lumber ..	5,000	4,000	9,000	9,000	.....	9	9	.....	.....	.....
Capsized .....	.....	35	.....	35	35	.....	2	2	.....	.....	.....
Escanaba, Mich., to South Chicago, Ill.	Iron ore ..	30,000	2,500	32,500	32,000	500	14	14	.....	.....	.....
Collided and sunk at dock.	.....	*350	.....	350	280	70	.....	.....	.....	.....	.....
South Chicago, Ill., to Marquette, Mich.	.....	150,000	.....	150,000	150,000	.....	16	16	.....	.....	.....
Glen Haven, Mich., to Milwaukee, Wis.	Slabs	500	200	700	690	10	4	4	.....	.....	.....

United States Life-Saving Service.—Table of

DISTRICT NO. 11.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1896.					
Aug. 3	One-quarter mile south of station.	Old Chicago	Flatboat, Chicago, Ill. ....	.....	.....
Aug. 5	Six miles west of station.	White River	Sc. Una, Grand Haven, Mich.	Kemp	44
Aug. 6	Two hundred yards south of station.	Kenosha	Scow, Kenosha, Wis. ....	.....	.....
Aug. 8	One mile south of station.	Grande Pointe au Sable.	Sc. Magdalena, Grand Haven, Mich.	Ludwig ...	74
Aug. 8	Eight miles north of station.	Milwaukee	Str. Joseph C. Suit, Grand Haven, Mich.	Lewis	152
Aug. 8	Twenty-five miles south of station.	Baileys Harbor ...	Sc. Emeline, Chicago, Ill.	Abrahamson.	128
Aug. 9	Two and three-quarters miles north of station.	Plum Island	Slp. yt. Chetopa, Chicago, Ill.	Fox	7
Aug. 11	One mile east of station.	Racine	Skiff, Racine, Wis. ....	.....	.....
Aug. 13	One mile southeast of station.	South Chicago	Slp. yt. Lark,* South Chicago, Ill. ....	.....	.....
Aug. 17	One-fifth of a mile west of station.	South Haven	Slp. Alice, South Haven, Mich. ....	.....	.....
Aug. 18	One-third miles southwest of station.	Grand Haven	Sc. Nellie Johnson, Grand Haven, Mich.	Johnson ...	41
Aug. 22	One mile southeast of station.	North Manitou Island.	Sc. Delos De Wolf, Chicago, Ill.	Bonnah ...	308
Aug. 23	One-third mile west of station.	Grand Haven	Naphthalaunch, Grand Rapids, Mich. ....	.....	.....
Aug. 23	One and one-half miles east of station.	Old Chicago	Rowboat,† Chicago, Ill. ....	.....	.....
Aug. 25	One-quarter of a mile southeast of station.	North Manitou Island.	Str. Helen,† Detroit, Mich.	Cusick	26
Aug. 25	Four miles south of station.	Frankfort	Sc. J. L. Green, Grand Haven, Mich.	Jackson ...	90
Aug. 25	One hundred yards southwest of station.	Kewaunee	Boat belonging to Sc. Madonna. ....	.....	.....
Aug. 30	One mile east of station.	Chicago	Rowboat, Chicago, Ill. ....	.....	.....
Sept. 2	Seventy yards northwest of station.	Milwaukee	Sailboat .....	.....	.....
Sept. 5	One-third of a mile east of station.	Racine	Sailboat, Racine, Wis. ....	.....	.....
Sept. 16	One-quarter mile west of station.	Frankfort	Str. Hilton, Milwaukee, Wis.	Cook	166
Sept. 20	One and one-half miles southeast of station.	Milwaukee	Slp. Lettie May, Milwaukee, Wis. ....	.....	.....
Sept. 21	One-half mile southwest of station.	South Haven	Slp. Auditor, Benton Harbor, Mich. ....	.....	.....
Sept. 21	One-half mile east of station.	Old Chicago	Sc. Chas. E. Wyman, Milwaukee, Wis.	Christianson.	235
Sept. 21	do	do	Str. Myrtle M. Ross, Grand Haven, Mich.	Smith	156
Sept. 21	One hundred yards south of station.	Milwaukee	Slp. Irene, Chicago, Ill.	Cannedy ...	21
Sept. 25	One-half mile east of station.	Holland	Yacht, Macatawa, Mich. ....	.....	.....
Sept. 27	One hundred and thirty yards southwest of station.	South Haven	Sc. Magdalena, Grand Haven, Mich.	Ludwig ...	74
Sept. 28	One mile west of station.	do	Slp. Alice, South Haven, Mich. ....	.....	.....
Sept. 30	One mile southeast of station.	Milwaukee	Sc. Sumatra, Cleveland, Ohio.	Johnson ...	845
Oct. 2	Three-eighths of a mile southwest of station.	South Haven	Sc. Day Spring,§ Grand Haven, Mich.	Ludwig ...	87
Oct. 4	Seventy yards north of station.	Two Rivers	Str. Maggie Sanborn, Grand Haven, Mich.	Lafond ...	21
Oct. 9	One-quarter mile east of station.	Old Chicago	Sc. Waleska, Milwaukee, Wis.	Ludwig ...	71

* Dismasted, requiring assistance.

† In great peril.

casualties, season of 1896-97—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.
Capsized		\$15		\$15	\$15		4	4			
South Haven to Ludington, Mich.		1,000		1,000	940	\$60	3	3			
Capsized		5		5	5		1	1			
South Haven to Michigan City, Ind.	Lumber ..	600	\$300	900	900		4	4			
Saugatuck, Mich., to Milwaukee, Wis.	Fruit	6,000	200	6,200	6,200		9	9			
Pine Lake, Mich., to Kenosha, Wis.	Bark	800	890	1,690		1,690	4	4		4	12
Menomonee, Wis., to North Manitou Island, Mich.		1,800		1,800	1,800		5	5			
Adrift		10		10	10		1	1			
Pleasure trip		250		250	230	20	5	5			
....do		40		40	40		1	1			
Beaver Island to Grand Haven, Mich.	Cedar posts.	1,000	150	1,150	1,150		4	4			
Alabaster, Mich., to Chicago, Ill.	Lime and cement.	3,000	5,000	8,000	8,000		7	7			
Pleasure trip		800		800	800		7	7			
....do		50		50	50		2	2			
Dragged anchor and stranded.		5,000		5,000	5,000		2	2			
Lying at pier	Wood	2,000	250	2,250	2,100	150	5	5			
Capsized		5		5	5		1	1			
Pleasure trip		40		40	40		2	2			
Capsized		20		20	15	5	3	3			
....do		35		35	35		2	2			
Frankfort, Mich., to Milwaukee, Wis.	Lumber ..	12,000	900	12,900	12,885	15	9	9			
Capsized		100		100	100		5	5			
South Haven to Benton Harbor, Mich.		25		25	25		2	2			
In Chicago Harbor ..	Cedar posts.	5,000	1,600	6,600	6,300	300	7	7			
Chicago, Ill., to South Haven, Mich.	Merchandise.	7,000	500	7,500	7,200	300	10	10			
Buffalo, N. Y., to Chicago, Ill.		1,200		1,200	1,200		5	5			
Capsized		150		150	150		2	2			
Ludington to South Haven, Mich.	Timber ..	900	1,400	2,300	2,300		3	3			
Adrift		40		40	40		1	1			
South Chicago, Ill., to Fort Williams, Canada.	Steel rails.	18,000	65,000	83,000	65,000	18,000	7	3	4	1	1
St. Joseph to Manistee, Mich.		1,000		1,000	1,000		3	3			
Sunk at dock		1,000		1,000	1,000						
South Haven, Mich., to Chicago, Ill.	Fruit	1,000	800	1,800	1,600	200	4	4			

† In distress and in danger of stranding, requiring the assistance of the life-saving crew.

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

United States Life-Saving Service.—Table of

DISTRICT NO. 11.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1896.					
Oct. 9	One hundred and thirty yards west of station.	Kewaunee	Scow Joseph S. William, Sturgeon Bay, Wis.	.....	.....
Oct. 11	Jackson Reef, 8 miles from station.	Baileys Harbor ...	Str. Mary Groh, Port Huron, Mich.	Bowen	139
Oct. 17	One-half mile south of station.	Muskegon	Yht. Ida, Muskegon, Mich.	.....	.....
Oct. 19	One and one-half miles north of station.	Old Chicago	Scow, Chicago, Ill. ....	.....	.....
Oct. 19	.....do .....	.....do	Str. Relief, Chicago, Ill..	Houck	34
Oct. 19	Four miles north of station.	.....do	Steamer, no name, Chicago, Ill.	.....	.....
Oct. 19	Two-sevenths of a mile southeast of station.	Two Rivers	Scow No. 2, Two Rivers, Wis.	.....	.....
Oct. 20	One mile northeast of station.	Sheboygan	Sloop, Sheboygan, Wis..	.....	.....
Oct. 21	Ten miles north of station.	South Haven	Sc. Mishicott, Grand Haven, Mich.	Spooner ...	73
Oct. 23	Two miles northeast of station.	Chicago	Str. Aragon, Cleveland, Ohio.	.....	1,450
Oct. 24	One-eighth of a mile north of station.	Michigan City	Skiff, Michigan City, Ind.	.....	.....
Oct. 25	Three-quarters of a mile from station.	Plum Island	Sc. Mary A. Gregory, Milwaukee, Wis.	Olsen	88
Nov. 2	Entrance to canal	Sturgeon Bay Canal.	Sc. R. Kanters, Holland, Mich.	Blake	164
Nov. 3	Seven miles north of station.	Two Rivers	Sc. Walhalla, Milwaukee, Wis.	Thronsen ..	114
Nov. 5	One hundred and fifty yards west of station.	South Haven	Sc. Magdalena, Grand Haven, Mich.	Ludwig ...	74
Nov. 9	One hundred and thirty yards west of station.	Grand Haven	Sc. Lena Behm,* Grand Haven, Mich.	Behm	34
Nov. 10	One-half mile west of station.	.....do	Sc. Robert Howlett, Grand Haven, Mich.	Tremple ...	166
Nov. 12	Two and one-half miles northwest of station.	Plum Island	Sc. Madonna, Milwaukee, Wis.	Christian-son.	77
Nov. 13	One mile east of station..	Old Chicago	Str. L. B. Johnson, Chicago, Ill.	Cullinan ...	43
Nov. 14	One mile southeast of station.	Chicago	Rowboat, Chicago, Ill..	.....	.....
Nov. 14	One-third of a mile east-southeast of station.	Kewaunee	Sc. Elida, † Milwaukee, Wis.	Christian-son.	192
Nov. 15	Four and one-half miles north of station.	Old Chicago	Scow, Chicago, Ill. ....	.....	.....
Nov. 16	Fourteen miles south of Kewaunee Station.	Kewaunee and Two Rivers.	Str. Lansing, Detroit, Mich.	Miner	1,611
Nov. 25	One hundred and thirty yards east of station.	South Haven	Rowboat, South Haven, Mich.	.....	.....
Dec. 4	One-quarter mile south of station.	Old Chicago	Rowboat, Chicago, Ill..	.....	.....
Dec. 4	One and one-half miles north of station.	Milwaukee	Small boat, Milwaukee, Wis.	.....	.....
1897.					
Jan. 9	Five miles south-southeast of station.	Old Chicago	Str. Rosaline, ‡ Chicago, Ill.	Kuhler	39
Mar. 19	One-half mile west of station.	Sheboygan	Sc. Petrel, Milwaukee, Wis.	Nelson	78
Mar. 19	.....do .....	.....do	Str. M. and M., Marquette, Mich.	.....	30
Mar. 19	.....do .....	.....do	Sc. Cynthia Gordon, Milwaukee, Wis.	.....	45
Mar. 19	.....do .....	.....do	Sc. R. H. Becker, Milwaukee, Wis.	.....	141
Mar. 20	One mile northeast of station.	Grand Haven	Sc. Mary Dykes, Grand Haven, Mich.	.....	.....

* Required the assistance of the life-saving crew to prevent her from stranding.

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

casualties, season of 1896-97—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.
Sturgeon Bay to Milwaukee, Wis.	Lumber ..	\$300	\$1,800	\$2,100	\$2,100	.....	2	2	.....	.....	.....
Port Huron, Mich., to Milwaukee, Wis.	.....	7,000	.....	7,000	6,820	\$180	13	13	.....	.....	.....
Grand Haven to Muskegon, Mich.	Apples ...	1,000	20	1,020	1,000	20	2	2	.....	.....	.....
Adrift	Sand	2,000	25	2,025	2,025	.....	.....	.....	.....	.....	.....
do .....	.....	4,000	.....	4,000	4,000	.....	3	3	.....	.....	.....
In Chicago Harbor ..	.....	3,000	.....	3,000	3,000	.....	2	2	.....	.....	.....
Dragged anchor and stranded.	.....	1,500	.....	1,500	.....	1,500	3	3	.....	.....	.....
Adrift .....	.....	500	.....	500	500	.....	3	3	.....	.....	.....
Chicago, Ill., to South Haven, Mich.	Apples ...	1,200	25	1,225	850	375	4	4	.....	.....	.....
Escanaba, Mich., to South Chicago, Ill.	Iron ore ..	60,000	18,000	78,000	78,000	.....	17	17	.....	.....	.....
Capsized .....	.....	5	.....	5	5	.....	2	2	.....	2	2
Dragged anchors ...	.....	2,000	.....	2,000	2,000	.....	1	1	.....	.....	.....
Manistique, Mich., to Michigan City, Ind.	Laths	1,500	3,000	4,500	4,405	95	7	7	.....	.....	.....
Gills Pier, Mich., to Milwaukee, Wis.	Wood	1,000	150	1,150	820	330	5	5	.....	.....	.....
Manistee to Benton Harbor, Mich.	Lumber ...	900	750	1,650	1,450	200	4	4	.....	.....	.....
Holland to Grand Haven, Mich.	.....	800	.....	800	800	.....	3	3	.....	.....	.....
Chicago, Ill., to Grand Haven, Mich.	.....	1,500	.....	1,500	1,500	.....	6	6	.....	.....	.....
Sheboygan to Detroit Harbor, Wis.	Flour and hay.	1,200	300	1,500	1,375	125	4	4	.....	.....	.....
Sunk in harbor .....	.....	6,000	.....	6,000	5,000	1,000	5	5	.....	3	3
Adrift .....	.....	40	.....	40	40	.....	1	1	.....	.....	.....
Frankfort, Mich., to Milwaukee, Wis.	Wood	4,000	400	4,400	4,340	60	6	6	.....	.....	.....
Adrift .....	.....	50	.....	50	50	.....	.....	.....	.....	.....	.....
Buffalo, N. Y., to Milwaukee, Wis.	Coal	70,000	11,000	81,000	74,800	6,200	16	16	.....	.....	.....
Pleasure trip .....	.....	20	.....	20	20	.....	1	1	.....	.....	.....
Adrift .....	.....	15	.....	15	15	.....	.....	.....	.....	.....	.....
do .....	.....	20	.....	20	20	.....	1	1	.....	.....	.....
do .....	.....	5,000	.....	5,000	5,000	.....	16	16	.....	.....	.....
do .....	.....	2,500	.....	2,500	2,490	10	.....	.....	.....	.....	.....
do .....	.....	500	.....	500	480	20	.....	.....	.....	.....	.....
do .....	.....	2,500	.....	2,500	2,500	.....	.....	.....	.....	.....	.....
do .....	.....	300	.....	300	295	5	2	2	.....	.....	.....
Sunk at dock .....	.....	300	.....	300	295	5	2	2	.....	.....	.....

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

United States Life-Saving Service.—Table of

DISTRICT NO. 11.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1897.					
Mar. 28	One mile southeast of station.	Chicago	Rowboat No. 5, Chicago, Ill.	.....	.....
Apr. 1	One-quarter of a mile south of station.	Old Chicago	Str. Josie Davidson, Chicago, Ill.	Davidson ..	28
Apr. 4	One and one-quarter miles northeast of station.	Chicago	Rowboat, Chicago, Ill.	.....	.....
Apr. 16	One-quarter mile south of station.	Pentwater	Sc. Ingeborg M. Forrest, Chicago, Ill.	Schmidt ...	152
Apr. 16	Two hundred yards west of station.	Holland	Sc. H. M. Avery, Grand Haven, Mich.	Smith	34
Apr. 16	One-sixth of a mile from station.	Kenosha	Sc. Contest, Milwaukee, Wis.	Anderson ..	97
Apr. 16	One mile south-southeast of station.	Racine	Sc. M. Capron, Grand Haven, Mich.	Olsen	170
Apr. 18	One-third of a mile northwest of station.	Ludington	Sc. Charles N. Ryan, Milwaukee, Wis.	Gillard	412
Apr. 20	One-sixth of a mile south of station.	Beaver Island ...	Str. Ciccoe, Grand Haven, Mich.	Left	25
Apr. 29	Two miles north of station.	Milwaukee	Scow Racine, Wis.	.....	.....
Apr. 29	.....do	Sheboygan	Sc. Wollin, Milwaukee, Wis.	Webb	49
Apr. 29	Five miles north of station.	Two Rivers	Sc. Lookout, Chicago, Ill.	Oleson	226
May 6	Two and one-half miles south one-half east of station.	Beaver Island ...	Slp. yt. Marion,* Chicago, Ill.	Wheeler ...	8
May 8	Seventy yards southwest of station.	Kewaunee	Skiff, Kewaunee, Wis.	.....	.....
May 10	Two miles east of station.	Milwaukee	Fish boat, Milwaukee, Wis.	.....	.....
May 12	One-third of a mile east of station.	Evanston	Slp. Mate, Evanston, Ill.	.....	.....
May 14	One-quarter of a mile south of station.	Grand Haven	Skiff, Grand Haven, Mich.	.....	.....
May 19	One-half mile south of station.	Grande Pointe au Sable.	Sc. Waleska, Grand Haven, Mich.	Ludwig ...	72
May 21	Whale Back Shoal	Plum Island	Sc. Aloha, Marquette, Mich.	Elliott	522
May 21	.....do .....	.....do	Str. James H. Shrigley, Buffalo, N. Y.	Foley	460
May 22	One hundred and seventy-five yards east of station.	Sheboygan	Rowboat, Sheboygan, Wis.	.....	.....
May 23	One and one-half miles southeast of station.	.....do	Rowboats (2), Sheboygan, Wis.	.....	.....
May 23	Two and one-half miles north of station.	Plum Island	Sc. Pride, Milwaukee, Wis.	Klingenberg.	83
May 27	One-quarter mile northeast of station.	North Manitou Island.	Pile driver, North Manitou Island, Mich.	.....	.....
June 3	Three-quarters of a mile east of station.	Old Chicago	Catboat, Chicago, Ill.	.....	.....
June 4	One and one-half miles north-northeast of station.	Plum Island	Small boat, Detroit, Mich.	.....	.....
June 11	Two hundred yards south of station.	South Chicago ...	Str. M. G. Hausler, Chicago, Ill.	Newberg ..	73
June 17	Five-eighths of a mile southeast of station.	White River	Sailboat .....	.....	.....
June 17	One mile west-northwest of station.	South Haven	Canoe .....	.....	.....
June 18	Two Rivers Harbor	Two Rivers	Sc. Elizabeth, Marquette, Mich.	Peterson ...	26
June 19	Two miles southeast of station.	Racine	Skiff, Racine, Wis.	.....	.....

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

casualties, season of 1896-97—Continued.

LAKE MICHIGAN—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days succor afforded.
Adrift		\$40		\$40	\$40						
Sunk in harbor	Merchandise.	2,500	\$2,000	4,500	2,000	\$2,500	2	2		2	2
Pleasure trip		40		40	40		2	2			
Parted line and stranded.	Lumber ..	1,800	500	2,300	125	2,175	5	5			
Ludington to South Haven, Mich.	do	700	500	1,200	880	320	3	3		2	6
Manistee, Mich., to Racine, Wis.	do	2,000	1,000	3,000	2 400	600	4	4		4	4
Milwaukee, Wis., to Grand Traverse Bay, Mich.		1,200		1,200	1,200		5	5			
Chicago, Ill., to Ludington, Mich.		5,000		5,000		5,000	6	6		6	12
Fishing trip		2,400		2,400	2,400		6	6			
Struck breakwater ..	Timber ...	600	200	800	800		4	4			
Frankfort, Mich., to Milwaukee, Wis.	Slabs and potatoes.	600	125	725	45	680	5	5		5	5
Chicago, Ill., to Masonville, Mich.		2,000		2,000		2,000	7	7		7	7
Petoskey to Beaver Island Harbor, Mich.		600		600	565	35	6	6			
Careened near dock ..		10		10	10		3	3			
Capsized		100		100	100		2	2			
Pleasure trip		50		50	50		4	4			
Fishing trip		10		10	10		1	1			
Manistee to South Haven, Mich.	Shingles ..	800	450	1,250	1,250		3	3		3	3
Menominee, Mich., to Tonawanda, N. Y.	Lumber ...	15,000	16,000	31,000	31,000		7	7			
do	do	28,000	12,000	40,000	40,000		14	14			
Capsized		5		5	5		2	2			
Adrift		15		15	15		3	3			
Milwaukee to Detroit Harbor, Wis.	Merchandise.	1,000	1,000	2,000	2,000		4	4			
Adrift		25		25	25		3	3			
Pleasure trip		25		25	25		5	5			
do		20		20	20		3	3			
On fire at dock		10,000		10,000	9,950	50	1	1			
Pleasure trip		60		60	60		1	1			
do		5		5	5		1	1			
Horse Shoe Bay to Sheboygan, Wis.	Wood	400	100	500	500		3	3			
Pleasure trip		10		10	10		4	4			

United States Life-Saving Service.—Table of

DISTRICT NO. 11.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1897.					
June 20	Three miles southeast of station.	Muskegon	Canoe .....	.....	.....
June 24	Two and one-half miles northwest of station.	Plum Island	Sc. Emily and Eliza, Milwaukee, Wis.	Condy	64
June 25	Whale Back Shoal.....	.....do	Str. Powauke, Milwaukee, Wis.	Christian- sen.	310
	Total .....	.....	.....	.....	.....

DISTRICT NO. 12.—EMBRACING

1896.					
July 3	Clatsop Spit	Point Adams	Fish boat, Astoria, Oreg.	.....	.....
July 4	.....do .....	.....do	Fish boat, * Astoria, Oreg.	.....	.....
July 5	.....do .....	.....do	Fish boat, * Astoria, Oreg.	.....	.....
July 10	One mile south-southeast of station.	Cape Disappointment.	Barge, Fort Canby, Wash.	.....	.....
July 14	Near Pigeon Point, 39 miles south-southeast of station.	Fort Point.....	Str. Columbia, New York City.	Clark.....	3,616
July 16	Peacock Spit.....	Cape Disappointment.	Fish boat, Astoria, Oreg.	.....	.....
July 20	One mile southeast of station.	.....do	Fish boat, Astoria, Oreg.	.....	.....
Aug. 8	One and one-half miles north of station.	Fort Point.....	Skiff, San Francisco, Cal.	.....	.....
Sept. 5	One mile south-southeast of station.	Cape Disappointment.	Barge, Fort Canby, Wash.	.....	.....
Sept. 18	One and one-quarter miles southeast of station.	Humboldt Bay ...	Steam launch and tow, † Eureka, Cal.	.....	.....
Oct. 17	One-quarter mile northwest of station.	Cape Disappointment.	Scow, Astoria, Oreg.	.....	.....
Oct. 19	One mile northeast of station.	.....do	Skiff, Ilwaco, Wash.	.....	.....
Oct. 20	Two miles southwest of station.	Cape Arago	Str. Arago, San Francisco, Cal.	Reed	947
Nov. 3	Two miles southeast of station.	Cape Disappointment.	Str. Claude B. Hanthorn, Astoria, Oreg.	Hanthorn..	30
Nov. 16	One mile north of station.	Fort Point.....	Naphtha launch, † San Francisco, Cal.	.....	.....
Dec. 1	One and one-half miles north-northeast of station.	Golden Gate Park.	Fish boat, San Francisco, Cal.	.....	.....
Dec. 5	One and one-half miles north of station.	Fort Point.....	Barge, San Francisco, Cal.	.....	.....
Dec. 7	Three-quarters of a mile south of station.	Golden Gate Park.	Fish boat, San Francisco, Cal.	.....	.....
Dec. 14	Three-quarters of a mile west of station.	Coquille River....	Sc. Bessie K., San Francisco, Cal.	Erickson ..	98
Dec. 16	One-half mile northwest of station.	.....do	Sc. Antelope, San Francisco, Cal.	Anderson..	124
Dec. 19	Seven miles south of station.	Ilwaco Beach	Bk. Potrimpos, Hamburg, Germany.	Hellwege ..	1,246
Dec. 25	Two miles south of station.	Golden Gate Park.	Fish boat, San Francisco, Cal.	.....	.....
1897.					
Jan. 9	Three-quarters of a mile northwest of station.	Coquille River....	Sc. Moro, San Francisco, Cal.	Jorgensen ..	111
Feb. 1	Two miles north of station.	Yaquina Bay	Small boat, * South New- port, Oreg.	.....	.....

* In great peril.

† In dangerous position, requiring the assistance of the life-saving crew.

casualties, season of 1896-97—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.
Capsized.....	.....	\$50	.....	\$50	\$50	.....	1	1	.....	.....	.....
Jackson Harbor to Milwaukee, Wis.	Wood.....	1,200	\$245	1,445	1,270	\$175	3	3	.....	.....	.....
Menominee to Garth, Mich.	.....	10,000	.....	10,000	10,000	.....	14	14	.....	.....	.....
.....	.....	771,275	167,855	939,130	891,010	48,120	515	511	4	42	60

PACIFIC COAST.

Fishing trip.....	Fish nets.	\$250	\$350	\$600	\$600	.....	2	2	.....	.....	.....
.....do.....	.....do.....	125	225	350	350	.....	2	2	.....	.....	.....
.....do.....	.....do.....	125	250	375	250	\$125	2	2	.....	.....	.....
Pleasure trip.....	.....	200	.....	200	200	.....	3	3	.....	.....	.....
Acapulco, Mexico, to San Francisco, Cal.	Mercha- dise.	600,000	80,000	680,000	.....	680,000	152	152	.....	.....	.....
Capsized.....	Fishing gear.	200	250	450	200	250	2	.....	2	.....	.....
Fishing trip.....	.....do.....	200	500	700	700	.....	2	2	.....	2	2
.....do.....	.....	125	.....	125	125	.....	2	2	.....	2	2
Fort Canby to Ilwaco, Wash.	.....	200	.....	200	200	.....	7	7	.....	.....	.....
Eureka to Fields Landing, Cal.	Shooks...	1,100	150	1,250	1,250	.....	3	3	.....	.....	.....
Adrift.....	.....	2,500	.....	2,500	2,500	.....	.....	.....	.....	.....	.....
.....do.....	.....	40	.....	40	40	.....	.....	.....	.....	.....	.....
Coos Bay, Oreg., to San Francisco, Cal.	Coal and merchan- dise.	100,000	3,000	103,000	.....	103,000	31	18	13	.....	.....
Astoria, Oreg., to Fort Canby, Wash.	.....	5,000	.....	5,000	5,000	.....	19	19	.....	.....	.....
Sausalito to San Francisco, Cal.	.....	700	.....	700	700	.....	2	2	.....	.....	.....
Fishing trip.....	.....	60	.....	60	60	.....	2	1	1	.....	.....
Parted moorings.....	Rock.....	800	650	1,450	1,450	.....	1	1	.....	.....	.....
Capsized.....	.....	50	.....	50	50	.....	2	1	1	1	1
San Francisco, Cal., to Coquille River, Oreg.	.....	12,000	.....	12,000	11,700	300	8	8	.....	.....	.....
San Francisco, Cal., to Coquille City, Oreg.	Merchan- dise.	8,000	1,000	9,000	9,000	.....	6	6	.....	.....	.....
Manzanillo, Mexico, to Portland, Oreg.	.....	50,000	.....	50,000	.....	50,000	19	19	.....	.....	.....
Fishing trip.....	.....	50	.....	50	50	.....	1	1	.....	1	1
Bandon, Oreg., to San Francisco, Cal.	Miscella- neous.	16,000	750	16,750	16,675	75	10	10	.....	.....	.....
.....	.....	20	.....	20	20	.....	2	2	.....	.....	.....

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

United States Life-Saving Service.—Table of

DISTRICT NO. 12.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1897.					
Mar. 29	One-half mile southeast of station.	Humboldt Bay ...	Sailboat, U. S. Government.	.....	.....
Apr. 4	One and one-half miles southeast of station.	.....do	Str. Laguna, San Francisco, Cal.	Petersen ...	186
Apr. 6	One mile east-southeast of station.	Cape Arago	Sailboat, Empire City, Oreg.	.....	.....
Apr. 12	One mile south of station.	Cape Disappointment.	Fish boat, Ilwaco, Wash.	.....	.....
Apr. 16	One hundred yards east of station.	.....do	Skiff, Fort Canby, Wash.	.....	.....
Apr. 19	Four miles north of station.	Humboldt Bay ...	Slp. Annie, Eureka, Cal.	.....	.....
May 1	Two and three-quarter miles north by east of station.	Yaquina Bay	Sailboat, Newport, Oreg.	.....	.....
May 14	Abreast of station	Cape Disappointment.	Fish boat, Chinook, Wash.	.....	.....
May 30	Four miles southwest of station.	Fort Point	Fish boats (2). San Francisco, Cal.	.....	.....
June 2	Seven miles northwest of station.	Point Adams	Fish boat, Astoria, Oreg.	.....	.....
June 2	.....do .....	.....do	Fish boat, Astoria, Oreg.	.....	.....
June 2	Two and one-quarter miles south of station.	Coquille River ...	Skiff, Bandon, Oreg.	.....	.....
June 8	One and one-half miles south of station.	Cape Disappointment.	Fish boat, Astoria, Oreg.	.....	.....
June 18	Peacock Spit .....	.....do	Fish boat, Astoria, Oreg.	.....	.....
	Total .....	.....	.....	.....	.....

RECAPITUL

Districts.	Total number of disasters.	Total value of vessels.	Total value of cargoes.
District No. 1	40	\$242,260	\$41,720
District No. 2	103	293,905	99,985
District No. 3	59	308,910	155,985
District No. 4	57	588,360	536,700
District No. 5	29	62,755	13,690
District No. 6	41	934,050	326,590
District No. 7	16	136,685	54,960
District No. 8	40	104,325	118,800
District No. 9	104	530,410	211,965
District No. 10	55	545,285	167,540
District No. 11	117	771,275	167,855
District No. 12	38	824,535	91,025
Aggregate	699	5,342,755	1,986,815

casualties, season of 1896-97—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.
Capsized		\$100		\$100	\$100		1	1			
Fields Landing to Los Angeles, Cal.	Lumber...	25,000	\$2,500	27,500	27,500		15	15			
Capsized		40		40	40		1	1			
Fishing trip	Fishing gear.	200	300	500	500		2	2			
Adrift		15		15	15						
Fouled anchor and stranded.		200		200	180	\$20					
Capsized		25		25	25		2	2			
.....		200		200	200		1	1			
Capsized	Crabs.....	400	50	450	450		3	3			
do	Fish nets.	110	250	360	360		2	2			
Fishing trip	do	70	200	270	50	220	2	2		2	2
do		30		30	15	15	2	2			
do	Fishing gear.	200	300	500	500		2	2			
do	do	200	300	500	500		3	3			
.....		824,535	91,025	915,560	81,555	834,005	316	299	17	8	8

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.
\$283,980	\$199,205	\$84,775	193	193		3	3	4
393,880	266,215	127,675	483	470	13	89	159	14
464,895	354,490	80,405	308	299	9	72	121	7
1,125,060	725,790	399,270	870	870		68	123	5
76,445	55,865	40,580	101	98	3	41	52	3
1,260,640	983,165	277,475	586	585	1	136	343	6
191,645	166,060	25,585	99	97	2	20	24	
223,125	191,080	32,045	155	152	3	32	72	4
742,375	702,890	39,485	426	425	1	31	37	1
712,825	663,850	48,975	391	391		25	49	1
939,130	891,010	48,120	515	511	4	57	86	6
915,560	81,555	834,005	316	299	17	13	13	3
7,329,570	5,291,175	2,038,395	4,443	4,390	53	* 587	* 1,082	54

* These figures include 116 persons to whom succor was given who were not on the vessels embraced in the tables, and 151 days of such succor, as follows:

District No. 1, 3 persons 3 days.	District No. 8, 11 persons 23 days.
District No. 2, 7 persons 7 days.	District No. 9, 2 persons 2 days.
District No. 3, 12 persons 12 days.	District No. 10, 4 persons 4 days.
District No. 4, 7 persons 9 days.	District No. 11, 15 persons 26 days.
District No. 5, 6 persons 8 days.	District No. 12, 5 persons 5 days.
District No. 6, 28 persons 32 days.	
District No. 7, 16 persons 20 days.	
Total... 116	151

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, 1897.

APPROPRIATION—LIFE-SAVING SERVICE, 1897.

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, 800. 00	
New Jersey, District No. 4	1, 800. 00	
Delaware, Maryland, and Virginia, District No. 5	1, 600. 00	
Virginia and North Carolina, District No. 6	1, 800. 00	
South Carolina, Georgia, and Florida, District No. 7	1, 500. 00	
Gulf of Mexico, District No. 8	1, 600. 00	
Lakes Ontario and Erie, District No. 9	1, 800. 00	
Lakes Huron and Superior, District No. 10	1, 800. 00	
Lake Michigan, District No. 11.....	1, 800. 00	
Washington, Oregon, and California, District No. 12	1, 800. 00	
Assistant superintendent, Rhode Island and Long Island, District No. 3.....	1, 200. 00	
		\$21, 700. 00

For salaries of 262 keepers of life-saving and lifeboat stations and of houses of refuge, including the old Chicago Station 228, 600. 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; commutation of quarters for officers of the Revenue-Cutter Service detailed for duty in the Life-Saving Service; for carrying out the provisions of sections 7 and 8 of the act approved May 4, 1882; for draft animals, and their maintenance; and contingent expenses, including freight, storage, repairs to apparatus, labor, medals, stationery, newspapers for statistical purposes, advertising, and miscellaneous expenses that can not be included under any other head, of life-saving stations on the coasts of the United States..... 1, 248, 290. 00

Total 1, 498, 590. 00

EXPENDITURES.

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

District No. 1, September 7, 1896, to June 30, 1897	\$1, 304. 35
District No. 2, July 1, 1896, to June 30, 1897.....	1, 600. 00
District No. 3, July 1, 1896, to June 30, 1897.....	1, 800. 00

District No. 4, July 1, 1896, to June 30, 1897.....	\$1, 800. 00	
District No. 5, July 1, 1896, to June 30, 1897.....	1, 600. 00	
District No. 6, July 1, 1896, to June 30, 1897.....	1, 800. 00	
District No. 7, July 1, 1896, to June 30, 1897.....	1, 500. 00	
District No. 8, July 1, 1896, to June 30, 1897.....	1, 600. 00	
District No. 9, July 1, 1896, to June 30, 1897.....	1, 800. 00	
District No. 10, July 1, 1896, to June 30, 1897.....	1, 800. 00	
District No. 11, July 1, 1896, to June 30, 1897.....	1, 800. 00	
District No. 12, July 1, 1896, to June 30, 1897.....	1, 800. 00	
Salary of assistant superintendent, District No. 3, from July 1, 1896, to June 30, 1897.....	1, 200. 00	
		\$21, 404. 25
Salaries of 251 keepers, Districts Nos. 1 to 12, inclusive, quarter ending September 30, 1896.....	55, 555. 44	
Salaries of 251 keepers, Districts Nos. 1 to 12, inclusive, quarter ending December 31, 1896.....	55, 655. 69	
Salaries of 250 keepers, Districts Nos. 1 to 12, inclusive, quarter ending March 31, 1897.....	55, 284. 50	
Salaries of 252 keepers, Districts Nos. 1 to 12, inclusive, quarter ending June 30, 1887.....	55, 802. 06	
		222, 297. 69
Pay of surfmen in District No. 1, from August 1, 1896, to May 31, 1897.....	47, 231. 87	
Pay of surfmen in District No. 2, from August 1, 1896, to June 30, 1897.....	103, 077. 93	
Pay of surfmen in District No. 3, from August 1, 1896, to May 31, 1897.....	148, 250. 00	
Pay of surfmen in District No. 4, from August 1, 1896, to May 31, 1897.....	161, 800. 00	
Pay of surfmen in District No. 5, from August 1, 1896, to May 31, 1897.....	69, 382. 90	
Pay of surfmen in District No. 6, from August 1, 1896, to May 31, 1897.....	126, 050. 00	
Pay of surfmen in District No. 7, from August 1, 1896, to May 31, 1897.....	3, 600. 00	
Pay of surfmen in District No. 8, from August 1, 1896, to May 31, 1897.....	29, 400. 00	
Pay of surfmen in District No. 9, from July 1, 1896, to June 30, 1897.....	45, 619. 10	
Pay of surfmen in District No. 10, from July 1 to Decem- ber 12, 1896, and from April 7 to June 30, 1897.....	63, 929. 55	
Pay of surfmen in District No. 11, from July 1 to Decem- ber 5, 1896, and from April 1 to June 30, 1897.....	102, 762. 44	
Pay of surfmen in District No. 12, from July 1, 1896, to June 30, 1897.....	72, 000. 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.....	118. 61	
Pay of volunteer surfmen for assistance to the keepers and crews of certain stations at wrecks which occurred dur- ing the active season:		
District No. 4.....	\$12. 00	
District No. 7.....	66. 00	
District No. 8.....	8. 00	
District No. 11.....	31. 00	
		117. 00
Pay of surfmen for services at wrecks which occurred at periods when crews were not required to reside at the stations:		
District No. 1.....	\$54. 00	
District No. 2.....	60. 00	
District No. 3.....	30. 00	
District No. 4.....	72. 00	
District No. 6.....	30. 00	
District No. 9.....	9. 00	
District No. 11.....	77. 00	
		332. 00
		973, 671. 40

Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882	\$13,891.68	
Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882	988.78	
Pay of widows and others under the provisions of section 8 of the act approved May 4, 1882	6,089.80	
		<u>\$20,970.26</u>
Apparatus	19,374.09	
Books, charts, stationery, advertising, etc	1,394.54	
Care of stations pending appointment of keepers	419.87	
Commutation of quarters for officers of the Revenue-Cutter Service detailed for duty in the Life-Saving Service	5,604.84	
Compensation for special services, labor, etc	25,124.42	
Draft animals	7,066.85	
Equipments	11,090.46	
Freight, packing, storage, telegraphing, etc	5,186.29	
Fuel and water for stations	18,459.44	
Furniture	5,164.59	
Medals	93.20	
Protection of stations	1,548.34	
Rebuilding, repair, and improvement of stations	29,624.36	
Removal of stations	5,374.00	
Rents	4,863.52	
Repairs to apparatus, equipments, and furniture	2,721.38	
Sites for stations	623.29	
Subsistence of persons rescued from wrecked vessels	135.50	
Supplies	13,003.97	
Transporting apparatus to and from wrecks, from stations where horses are not kept	210.00	
Traveling expenses of officers	10,992.57	
		<u>168,075.52</u>
Total expenditures from appropriation "Life-Saving Service, 1897"	1,406,419.22	
Balance of available funds July 1, 1897	92,170.78	
		<u>1,498,590.00</u>

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

Unexpended balance July 1, 1896	\$105,400.33
To which repayments have been made amounting to	10,580.69
	<u>115,981.02</u>

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

"Life-Saving Service, 1896," available as above	<u>\$115,981.02</u>
Salaries of keepers, District No. 1, April 1 to June 30, 1896	2,100.00
Pay of surfmen, District No. 1, April 1 to May 31, 1896	\$4,965.00
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	1,011.34
Pay of surfmen for services at wrecks which occurred at periods when crews were not required to reside at the stations:	
District No. 1	\$12.00
District No. 2	18.00
District No. 5	24.00
District No. 8	18.00
District No. 11	9.00
	<u>81.00</u>

Pay of volunteer surfman for assistance to the keeper and crew at a wreck which occurred during the active season:

District No. 12 (Ilwaco Beach station)	\$3.00	
		\$6,060.34
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882	8,670.08	
Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882	450.25	
Pay of widows and others under the provisions of section 8 of the act approved May 4, 1882	1,905.64	11,025.97
Apparatus	4,539.21	
Books, charts, stationery, advertising, etc.	358.48	
Commutation of quarters for officers of the Revenue-Cutter Service detailed for duty in the Life-Saving Service....	40.00	
Compensation for special services, labor, etc.	1,205.67	
Draft animals	2.00	
Equipments	5,374.42	
Freight, packing, storage, telegraphing, etc.	1,183.70	
Fuel and water for stations	109.11	
Furniture	26.80	
Rebuilding, repair, and improvement of stations	30,389.40	
Removal of stations	500.00	
Rents	1,220.51	
Repairs to apparatus, equipments, and furniture	69.69	
Subsistence of persons rescued from wrecked vessels....	41.30	
Supplies	170.48	
Transporting apparatus to and from wrecks from stations where horses are not kept	125.00	
Traveling expenses of officers	925.32	
		46,281.09
Total expenditures from appropriation "Life-Saving Service, 1896"		65,467.40
Balance of available funds July 1, 1897		50,513.62
		115,981.02

There also remained unexpended at the beginning of the fiscal year from appropriation of 1895, the following:

"Life-Saving Service, 1895," \$41,086.19

The expenditures from this balance during the year, made in payment of indebtedness standing over from the fiscal year ending June 30, 1895, were as follows:

"Life-Saving Service, 1895," available as above	\$41,086.19
Pay of keeper, Forge River Station, Third district, July 1 to August 12, 1894	\$105.15
Pay of surfmen:	
Burnt Island Station, District No. 1, 2 between October 3 and November 2, 1894	\$114.45
Brigantine Station, District No. 4, May 24 to 31, 1895	15.48
	\$129.93
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	180.00
	\$309.93
Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882	453.66
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882	688.22
	1,141.88

Apparatus	\$11, 140. 50
Books, charts, stationery, advertising, etc	20. 75
Equipments	4. 03
Freight, packing, storage, telegraphing, etc	3. 32
Rebuilding, repair and improvement of stations	58. 63
Transporting apparatus to and from wrecks, from stations where horses are not kept	9. 00
	<u>\$11, 236. 23</u>

Total expenditures from appropriation "Life-Saving Service, 1895" ..\$12, 793. 19

Balance unexpended June 30, 1897..... 28, 293. 00

This unexpended balance of \$28,293 was carried to the surplus fund June 30, 1897.

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, 1897, 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, 1896	\$6, 212. 93
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	155. 78

Total available funds 6, 368. 71

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, 1897, were therefore as follows:

"Life-Saving Service, 1897"	\$1, 406, 419. 22
"Life-Saving Service, 1896"	65, 467. 40
"Life-Saving Service, 1895"	12, 793. 19
	<u>1, 484, 679. 81</u>

Less the following:

Repayment to appropriation "Life-Saving Service, 1896"	\$10, 580. 69
Excess of deposits, appropriation "Rebuilding and Improving Life-saving Stations (proceeds of sales)".	155. 78

10, 736. 47

Total net expenditures of the Service..... 1, 473, 943. 34

There remained standing to the credit of the respective appropriations at the close of the fiscal year ending June 30, 1897, available as heretofore stated, the following balances:

"Life-Saving Service, 1897"	\$92, 170. 78
"Life-Saving Service, 1896"	50, 513. 62
"Life-Saving Service, 1895"	28, 293. 00
"Site, Long Branch Life-Saving Station"	13, 946. 24
"Rebuilding and Improving Life-saving Stations (proceeds of sales)"...	6, 368. 71

12359—23

The foregoing statement of the net expenditures for the maintenance of the Life-Saving Service for the fiscal year ending June 30, 1897, differs from the expenditures by warrants in the following particulars:

Net expenditures by warrants..... \$1, 465, 082. 04

To which should be added the following amounts, as shown on page 354 of the report for 1896, viz:

In hands of George A. Bartlett, disbursing clerk, June 30, 1896—

“Life-Saving Service, 1896”..... \$5, 887. 41

“Life-Saving Service, 1895”..... 363. 15

In hands of J. M. Richardson, disbursing agent, June 13, 1896, the date of his death (not deposited June 30, 1897)..

7, 174. 17

13, 424. 73

1, 478, 506. 77

Less the following amounts:

In the hands of the disbursing clerk June 30, 1897—

“Life-Saving Service, 1897”..... 4, 519. 00

“Life-Saving Service, 1896”..... 44. 43

4, 563. 43

Net expenditures from appropriations for the year..... 1, 473, 943. 34

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, 1897”..... \$37, 780. 00

EXPENDITURES.

Compensation of officers and employees in office of Life-Saving Service.....

\$36, 727. 44

Amount unexpended

1, 052. 56

37, 780. 00

**INSTRUCTIONS TO MARINERS IN CASE
OF SHIPWRECK.**

355

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.

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.

RESCUE WITH THE BREECHES BUOY OR LIFE CAR.

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

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

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

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

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

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

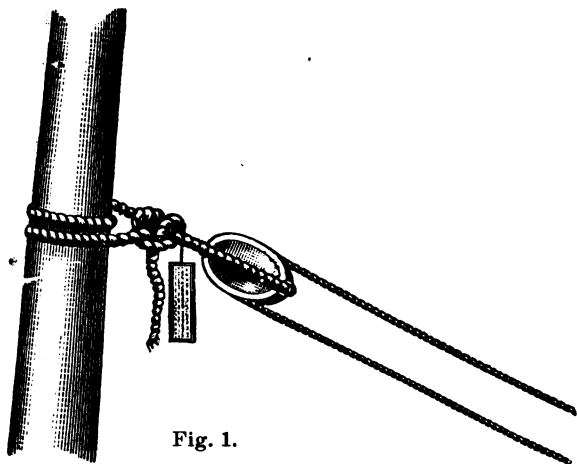


Fig. 1.

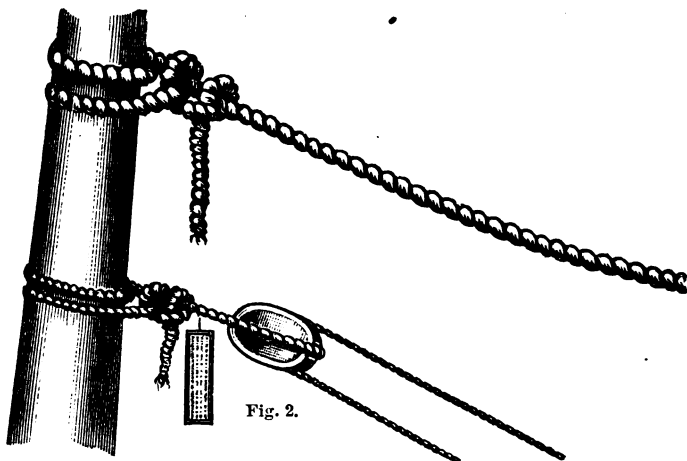
As soon as your signal is seen a three-inch hawser will be bent on to the whip and hauled off to your ship by the life-saving crew.

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."

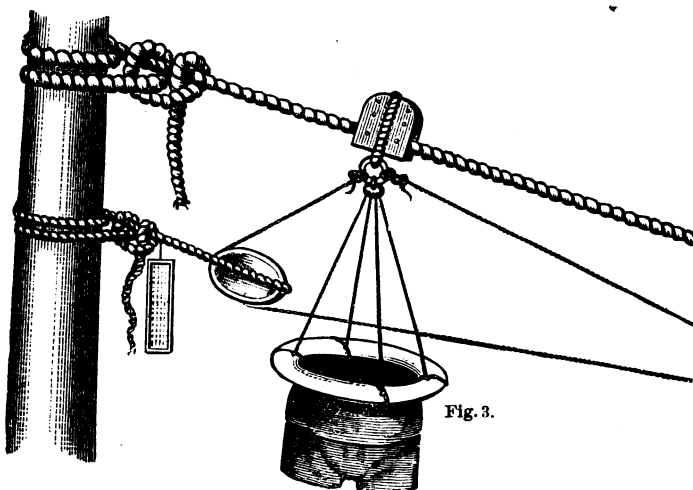
These instructions being obeyed, the result will be as shown in Figure 2.



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.



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

the hatch on the outside by the hatch bar and hook, signal as before, and the buoy or car will be hauled ashore. This 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.

**LIST OF LIFE-SAVING DISTRICTS AND
STATIONS IN THE UNITED STATES.**

363

LIFE-SAVING DISTRICTS AND STATIONS.

FIRST DISTRICT.

COASTS OF MAINE AND NEW HAMPSHIRE.

Name of station.	State.	Locality.	Approximate position.*	
			Latitude, north.	Longitude, west.
Quoddy Head.....	Me	Carrying Point Cove	44 48 40	66 58 50
Cross Island.....	Me	Off 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 of 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.....	1½ 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
City Point	Mass ...	Floating station in Dorchester Bay, Boston Harbor.....		
Point Allerton.....	Mass ...	1 mile west of Point Allerton	42 18 20	70 54 00
North Scituate.....	Mass ...	2¼ miles south of Minots Ledge light	42 14 00	70 45 30
Fourth Cliff.....	Mass ...	South end of Fourth Cliff, Scituate	42 09 30	70 42 10
Brant Rock	Mass ...	On Green Harbor Point.....	42 05 30	70 38 40
Gurnet	Mass ...	4½ miles northeast of Plymouth.....	42 00 10	70 36 10
Manomet Point	Mass ...	6¼ miles southeast of Plymouth.....	41 55 30	40 32 40
Wood End	Mass ...	½ mile east of light.....	42 01 15	70 11 30
Race Point.....	Mass ...	1½ miles northeast of Race Point light	42 04 45	70 13 15
Peaked Hill Bars	Mass ...	2½ miles northeast of Provincetown.....	42 04 40	70 09 50
High Head	Mass ...	3¼ miles northwest of Cape Cod light	42 03 55	70 06 50
Highland	Mass ...	¾ mile northwest of Cape Cod light	42 02 55	70 04 20
Pamet River.....	Mass ...	3¼ miles south of Cape Cod light	42 00 00	70 01 15
Cahoons Hollow	Mass ...	2½ miles east of Wellfleet	41 56 45	69 59 05
Nauset	Mass ...	1¼ miles south of Nauset lights	41 50 40	69 56 45
Orleans	Mass ...	Abreast of Ponchet Island	41 45 35	69 55 55
Chatham	Mass ...	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 ...	2¼ 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
Gay Head	Mass ...	Near light	41 21 04	70 50 08
Cuttyhunk	Mass ...	Near east end Cuttyhunk Island.....	41 25 25	70 54 45

* Obtained from latest Coast Survey charts.

THIRD DISTRICT.

COASTS OF RHODE ISLAND AND LONG ISLAND.

Name of station.	State.	Locality.	Approximate position.	
			Latitude, north.	Longitude, west.
			° ' "	° ' "
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
Rocky Point	N. Y.	Near Rocky Point, Long Island Sound, about 4 miles northerly from Greenport ..	41 08 20	72 21 10

* Station destroyed by sudden gale while being moved across the water to new site.

FOURTH DISTRICT.
COAST OF NEW JERSEY.

Name of station.	State.	Locality.	Approximate position.	
			Latitude, north.	Longitude, west.
			° ' "	° ' "
Sandy Hook	N. J.	On bay side, $\frac{1}{2}$ mile south of point of Hook ..	40 27 51	74 00 27
Spermaceti Cove.....	N. J.	$2\frac{1}{2}$ 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.	$2\frac{1}{2}$ 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.	$2\frac{1}{2}$ 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.	$1\frac{1}{4}$ miles south of Seaside Park.....	39 53 40	74 05 00
Cedar Creek.....	N. J.	$5\frac{1}{8}$ 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.	$2\frac{1}{2}$ miles south of Barnegat Inlet.....	39 43 50	74 07 20
Harvey Cedars.....	N. J.	$5\frac{1}{2}$ 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.	$1\frac{1}{8}$ miles north of Beach Haven	39 35 00	74 13 20
Bonds	N. J.	$2\frac{1}{4}$ 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.	$5\frac{1}{2}$ miles north of Absecon light	39 25 30	74 20 30
South Brigantine	N. J.	$3\frac{1}{2}$ 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.	$2\frac{3}{4}$ miles south of Absecon Light.....	39 20 50	74 27 40
Great Egg	N. J.	$6\frac{1}{2}$ 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.	$3\frac{1}{2}$ miles north of Corson Inlet	39 14 50	74 36 50
Corson Inlet.....	N. J.	Near the Inlet, north side.....	39 13 10	74 38 20
Sea Isle City	N. J.	$3\frac{1}{4}$ miles north of Townsend Inlet.....	39 09 40	74 41 05
Townsend Inlet	N. J.	Near the Inlet, north side.....	39 07 30	74 42 45
Avalon	N. J.	$3\frac{1}{2}$ miles southwest from Ludlam Beach light..	39 05 50	74 43 10
Tathams	N. J.	$2\frac{1}{2}$ 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.	$\frac{1}{2}$ 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.	$2\frac{1}{2}$ miles west of Cape May City.....	38 56 40	74 58 10

FIFTH DISTRICT.

COASTS OF DELAWARE, MARYLAND, AND VIRGINIA.

(CAPE HENLOPEN TO CAPE CHARLES.)

Name of station.	State.	Locality.	Approximate position.	
			Latitude, north.	Longitude, west.
Lewes	Del	2 miles west from Cape Henlopen light	38 46 50	75 07 10
Cape Henlopen	Del	$\frac{1}{2}$ 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	$1\frac{1}{2}$ 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	$13\frac{1}{2}$ miles northeast of Assateague light	38 04 30	75 12 50
Pope's Island	Va	10 miles northeast of Assateague light	38 00 20	75 15 40
Assateague Beach	Va	$1\frac{1}{2}$ miles south of Assateague light	37 53 40	75 21 40
Wallops Beach	Va	$1\frac{1}{2}$ 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
Parramore 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	$\frac{3}{4}$ mile southeast of Cape Henry light	36 55 10	75 59 50
Seatack	Va	$5\frac{1}{2}$ 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	$5\frac{1}{2}$ miles north of Currituck Beach light	36 27 30	75 50 40
Whales Head	N. C	$\frac{7}{8}$ mile north of Currituck Beach light	36 23 20	75 49 40
Poyners Hill	N. C	$6\frac{1}{2}$ miles south of Currituck Beach light	36 17 10	75 48 00
Caffey's Inlet	N. C	$10\frac{1}{2}$ miles south of Currituck Beach light	36 13 40	75 46 20
Paul Gamiels Hill	N. C	5 miles north of Kitty Hawk	36 08 00	75 43 50
Kitty Hawk	N. C	On the beach abreast of north end of Kitty Hawk Bay	36 03 50	75 41 30
Kill Devil Hills	N. C	$4\frac{1}{2}$ 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	$\frac{7}{8}$ mile northeast of Bodie Island light	35 49 40	75 33 20
Oregon Inlet	N. C	$\frac{1}{2}$ 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	$\frac{1}{2}$ 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	$11\frac{1}{2}$ miles south of New Inlet	35 29 50	75 28 40
Little Kinnakeet	N. C	$11\frac{1}{2}$ miles north of Cape Hatteras light	35 25 00	75 29 10
Big Kinnakeet	N. C	$5\frac{1}{2}$ 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

SIXTH DISTRICT—Continued.

COASTS OF VIRGINIA AND NORTH CAROLINA—Continued.

(CAPE HENRY TO OAK ISLAND.)

Name of station.	State.	Locality.	Approximate position.	
			Latitude, north.	Longitude, west.
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
Core Bank	N. C.	On Core Bank, opposite Hunting Quarters, about halfway between Ocracoke Inlet and Cape Lookout.	34 51 30	76 18 30
Cape Lookout	N. C.	1½ miles south of Cape Lookout light	34 36 30	76 32 20
Cape Fear	N. C.	On Smiths Island, Cape Fear	33 50 30	77 57 20
Oak Island	N. C.	West side mouth Cape Fear River.....	33 53 20	78 01 20

SEVENTH DISTRICT.

COASTS OF SOUTH CAROLINA, GEORGIA, AND EASTERN FLORIDA.

Sullivans Island.....	S. C.	At Moultrieville, Sullivans Island, at north end of harbor jetty.	32 45 30	79 51 05
Smiths Creek *	Fla.	20 miles south of Matanzas Inlet	29 26 10	81 06 15
Mosquito Lagoon *	Fla.	On beach outside the lagoon	28 51 30	80 46 20
Chester Shoal *	Fla.	11 miles north of Cape Canaveral	28 36 40	80 35 50
Cape Malabar †				
Bethel Creek *	Fla.	16 miles north of Indian River Inlet.....	27 40 00	80 21 20
Indian River Inlet *	Fla.	South side of inlet	27 29 45	80 17 50
Gilberts Bar *	Fla.	At Saint Lucie Rocks, 2 miles north of Gil- berts Bar Inlet.	27 12 00	80 09 50
Jupiter Inlet	Fla.	1 mile south of inlet	26 55 40	80 04 00
Orange Grove *	Fla.	5½ miles south of Lake Worth, 27 miles south of Lake Worth Inlet, and 37 miles south of Jupiter.	26 27 30	80 03 20
Fort Lauderdale †	Fla.	4 miles north of New River Inlet.....	26 08 00	80 06 00
Biscayne Bay †	Fla.	6 miles north of Norris Cut.....	25 54 10	80 08 00

* House of refuge. No crew employed.

† Discontinued March 30, 1891.

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.	2½ 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

NINTH DISTRICT.

LAKES ERIE AND ONTARIO.

Name of station.	State.	Locality.	Approximate position.	
			Latitude, north.	Longitude, west.
Big Sandy	N. Y.	North side mouth of Big Sandy Creek, Lake Ontario.	0 1 "	0 1 "
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.		

* Destroyed by fire.

TENTH DISTRICT.

LAKES HURON AND SUPERIOR.

Sand Beach	Mich ...	Inside Sandbeach Harbor, Lake Huron		
Pointe aux Barques ..	Mich ...	Near light, Lake Huron		
Grindstone City	Mich ...	About 2 miles northeast of Port Austin, and about 2 miles southeast of Port Austin Reef light, 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, $\frac{1}{4}$ mile from north end, on east bank.		
Duluth	Minn ...	On Minnesota Point, Upper Duluth		

**ELEVENTH DISTRICT.
LAKE MICHIGAN.**

Name of station.	State.	Locality.	Approximate position.	
			Latitude, north.	Longitude, west.
			° ' "	° ' "
Beaver Island	Mich	Near light		
North Manitou Island	Mich	Near Pickards Wharf		
Point Betsie	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		
Saint Joseph	Mich	In the harbor, north side		
Michigan City	Ind	East side entrance of harbor		
South Chicago	Ill	North side entrance of Calumet Harbor		
Chicago	Ill	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		
Baileys Harbor	Wis	On easterly side of harbor		
Plum Island	Wis	Near northeast point of island, 2 miles north-west of Pilot Island light		

**TWELFTH DISTRICT.
PACIFIC COAST.**

Neah Bay*	Wash.	.....	
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, $\frac{1}{2}$ mile northeast of light	46 16 40	124 03 00
Point Adams	Oreg.	$\frac{3}{4}$ mile southeast of Fort Stevens	46 12 00	123 57 00
Yaquina Bay	Oreg.	About 1 mile south of harbor entrance	44 35 30	124 04 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	$3\frac{1}{2}$ miles north of light	38 02 20	122 59 30
Bolinas Bay †	Cal	.....	
Fort Point	Cal	$\frac{1}{4}$ mile east of light	37 48 10	122 27 50
Golden Gate Park	Cal	On beach in Golden Gate Park, San Francisco, $\frac{1}{2}$ mile south Point Lobos	37 46 10	122 30 30
Southside	Cal	$3\frac{1}{2}$ miles south of Golden Gate Park Life-Saving Station	37 43 18	122 30 18

* Discontinued December 17, 1890.

† Destroyed by fire.

**DIRECTIONS FOR RESTORING THE
APPARENTLY DROWNED.**

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DIRECTIONS FOR RESTORING THE APPARENTLY DROWNED.

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

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

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

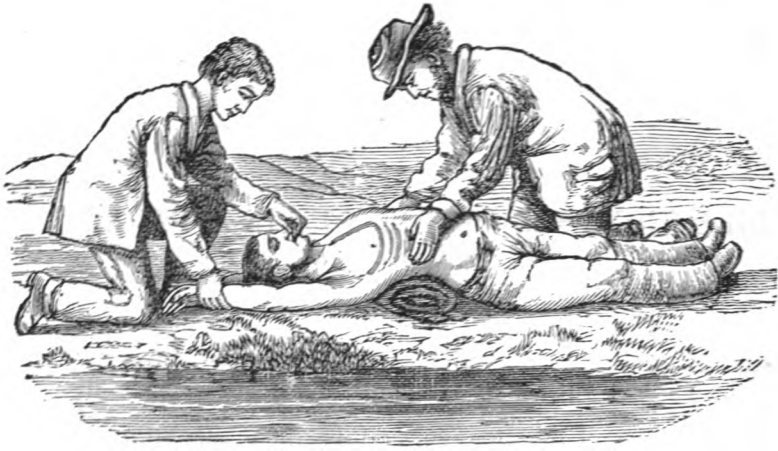


FIG. II.—Showing the position and action of the operator, in alternately producing artificial expiration and inspiration of air.

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 last-named two positions are not, however, absolutely essential to success. Kneel beside or astride the patient's hips, and with the balls of the thumbs resting on either side of the pit of the stomach, let the fingers fall into the grooves between the short ribs, so as to afford the best grasp of the waist. Now, using your knees as a pivot, throw all your weight forward on your hands and at the same time squeeze the waist between them, as if you wished to force everything in the chest upward out of the mouth; deepen the pressure while you can count slowly one, two, three; then suddenly let go with a final push, which springs you back to your first kneeling position. Remain erect on your knees while you can count one, two, three; then repeat the same motions as before at a rate gradually increased from four or five to fifteen times in a minute, and continue thus this bellows movement with the same regularity that is observable in the natural motions of breathing which you are imitating. If natural breathing be not restored after a trial of the bellows movement for the space of three or four minutes, then turn the patient a second time on the stomach, as directed in Rule II, rolling the body in the opposite direction from that in which it was first turned, for the purpose of freeing the air passages from any remaining water. Continue the artificial respiration from one to four hours, or until the patient breathes, according to Rule III; and for awhile, after the appearance of returning life, carefully aid the first short gasps until deepened into full breaths. Continue the drying and rubbing, which should be unceasingly practiced from the beginning by the assistants, taking care not to 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 arm-pits, 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.

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, 1897.

REMARKS EXPLANATORY OF THE WRECK STATISTICS FOR THE YEAR 1896-97.

The following is the twenty-fourth 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.

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. *Foundering*s—Embracing foundering 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, 1896.

Since the publication of the annual statement for the fiscal year ending June 30, 1896, information has been received of the occurrence of disasters during the year to eighty-one American vessels, involving the loss of forty-seven lives; also the loss of twenty lives on seventeen 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.
Foundering s:						
Vessels	6			1	2	9
Tonnage	520			13	1,041	1,574
Passengers						
Crews	14				26	40
Lives lost	1					1
Strandings :						
Vessels	14	2	7		1	24
Tonnage	6,276	249	10,737		1,457	18,719
Passengers		2			1	3
Crews	111	15	80		20	226
Lives lost					21	21
Collisions :						
Vessels	6		2		4	12
Tonnage	1,842		2,694		4,612	9,148
Passengers	25				8	33
Crews	26		24		47	97
Lives lost					7	7

Disasters to vessels and divisions in which they occurred—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	3	10	6	11	36
Tonnage	805	3,007	11,214	1,850	6,068	22,944
Passengers		186	12		1	199
Crews	32	92	139	63	101	427
Lives lost					18	18
Totals:						
Vessels	32	5	19	7	18	81
Tonnage	9,443	3,256	24,645	1,863	13,178	52,385
Passengers	25	188	12		10	235
Crews	183	107	243	63	194	790
Lives lost	1				46	47
Vessels totally lost:						
Vessels	13	1	1	1	6	22
Tonnage	3,093	77	1,444	13	3,494	8,121
Passengers					9	9
Crews	51	6	10		85	152
Lives lost	1				46	47
Vessels damaged:						
Vessels	19	4	18	6	12	59
Tonnage	6,350	3,179	23,201	1,850	9,684	44,264
Passengers	25	188	12		1	226
Crews	132	101	233	63	109	638
Lives lost						
Vessels not damaged:						
Vessels			2	6	9	17
Tonnage			3,848	2,416	9,077	15,341
Passengers				161	3	164
Crews			35	158	147	340
Lives lost			2	6	12	20
Aggregate:						
Vessels	32	5	21	13	27	98
Tonnage	9,443	3,256	28,493	4,279	22,255	67,726
Passengers	25	188	12	161	13	399
Crews	183	107	278	221	341	1,130
Lives lost	1		2	6	58	67

Of the lives lost, reported above, seven were lost from the steamer *Nansemond*, of Baltimore, Md., while in collision with the Spanish steamer *Mexico*, off the coast of Venezuela, on December 21, 1895; seven were lost from the schooner *Seventy-six*, of Kadiak, Alaska, which sailed from Wooded Island for Kayak Island, Alaska, on December 11, 1895, since which time she has not been heard from; eleven were lost from the bark *Havana*, of New York, which sailed from Philadelphia, Pa., for Havana, Cuba, on February 2, 1896, since which time she has not been heard from; one was lost from the schooner *Wasp*, of Crisfield, Md., which foundered in Chesapeake Bay on March 20, 1896; twenty-one were lost from the ship *City of Philadelphia*, of Philadelphia, Pa., which stranded near Port Stanley, Falkland Islands, about May 14, 1896, and twenty were lost from vessels sustaining no damage, as follows: Six were lost by the capsizing of dories while attending trawls; twelve fell overboard; one fell into hold, and one was washed overboard.

As the foregoing could not properly be included in the report for the fiscal year just closed, the general summary table of the previous year, amended so as to include the particulars furnished by the wreck reports relative to the disasters mentioned above, is reprinted. The table will

be convenient for comparison with the corresponding table in the statements of the present and other years:

Summary of disasters to vessels which occurred on and near the coasts and on the rivers of the United States, and to American vessels at sea and on the coasts of foreign countries, during the year ending June 30, 1896.

Nature of disaster, etc.	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
FOUNDERSINGS.						
Number of vessels.....	40	.....	20	20	10	90
Tonnage of vessels partially damaged.....	1,834	.....	532	597	.....	2,963
Tonnage of vessels totally lost.....	3,912	.....	6,644	4,883	4,036	19,475
Value of vessels.....dollars.....	207,565	.....	204,400	232,925	139,900	784,790
Value of cargoes.....do.....	55,495	.....	105,205	8,250	42,650	211,600
Loss to vessels.....do.....	166,690	.....	186,500	169,825	139,900	662,915
Loss to cargoes.....do.....	35,240	.....	92,905	7,200	42,650	177,995
Insurance on vessels.....do.....	96,500	.....	100,495	48,000	74,650	319,645
Insurance on cargoes.....do.....	25,000	.....	56,600	.....	9,850	91,450
Laden.....	28	.....	15	4	8	55
In ballast.....	12	.....	5	16	2	35
Unknown whether laden or not.....	.....	.....	.....	.....	.....	.....
Wrecks involving total loss.....	23	.....	17	13	10	63
Casualties involving partial and unknown damage.....	17	.....	3	7	.....	27
Number of passengers.....	2	.....	.....	13	19	34
Number in crews.....	144	.....	117	74	106	441
Total on board.....	146	.....	117	87	125	475
Number of lives lost.....	17	.....	10	17	14	58
STRANDINGS.						
Number of vessels.....	165	22	126	17	56	388
Tonnage of vessels partially damaged.....	54,652	3,446	121,291	7,932	6,735	194,056
Tonnage of vessels totally lost.....	19,301	5,494	9,708	394	14,142	49,039
Value of vessels.....dollars.....	5,853,735	390,725	6,703,500	374,800	532,600	13,855,360
Value of cargoes.....do.....	2,777,060	229,950	1,611,330	77,100	371,705	5,067,145
Loss to vessels.....do.....	848,330	289,725	632,730	57,000	368,130	2,195,915
Loss to cargoes.....do.....	292,330	148,285	251,130	13,125	71,570	776,440
Insurance on vessels.....do.....	2,651,385	141,500	4,854,250	150,500	231,255	8,028,890
Insurance on cargoes.....do.....	301,350	42,250	651,785	61,900	45,450	1,102,735
Laden.....	114	15	101	10	41	281
In ballast.....	51	6	25	7	15	104
Unknown whether laden or not.....	.....	.....	.....	.....	.....	.....
Wrecks involving total loss.....	90	14	26	2	36	168
Casualties involving partial and unknown damage.....	75	8	100	15	20	218
Number of passengers.....	605	71	62	289	10	1,037
Number in crews.....	1,813	211	1,456	267	562	4,309
Total on board.....	2,418	282	1,518	556	572	5,346
Number of lives lost.....	12	1	2	.....	28	43
COLLISIONS.						
Number of vessels.....	220	10	101	42	26	399
Tonnage of vessels partially damaged.....	130,549	11,729	112,897	18,094	29,040	302,309
Tonnage of vessels totally lost.....	5,166	.....	2,574	599	1,334	9,853
Value of vessels.....dollars.....	8,289,650	490,000	5,717,000	1,036,000	780,500	16,313,150
Value of cargoes.....do.....	813,110	38,000	821,460	211,675	507,295	2,391,540
Loss to vessels.....do.....	492,740	15,525	333,620	44,730	133,700	930,315
Loss to cargoes.....do.....	51,255	40	8,845	1,590	128,800	190,030
Insurance on vessels.....do.....	3,322,300	6,000	3,455,500	180,500	492,600	7,456,900
Insurance on cargoes.....do.....	718,980	11,000	373,210	5,075	48,000	1,156,265
Laden.....	91	7	65	19	14	196
In ballast.....	90	2	23	15	2	132
Unknown whether laden or not.....	39	1	13	8	10	71
Wrecks involving total loss.....	15	.....	7	1	4	27
Casualties involving partial and unknown damage.....	205	10	94	41	22	372
Number of passengers.....	3,590	165	1,347	649	98	5,749
Number in crews.....	2,396	159	1,216	602	301	4,674
Total on board.....	5,986	324	2,463	1,251	399	10,423
Number of lives lost.....	15	.....	10	5	13	43
OTHER CAUSES.						
Number of vessels.....	114	13	111	118	161	517
Tonnage of vessels partially damaged.....	49,985	6,836	93,468	24,916	93,191	268,396
Tonnage of vessels totally lost.....	3,331	161	4,588	10,988	23,900	42,968
Value of vessels.....dollars.....	6,085,875	491,600	5,729,450	2,013,125	6,549,225	20,869,275
Value of cargoes.....do.....	409,505	93,350	550,910	397,700	3,034,070	4,485,535
Loss to vessels.....do.....	354,605	40,350	428,845	858,649	1,014,010	2,696,450
Loss to cargoes.....do.....	80,390	800	91,470	49,420	651,595	873,675
Insurance on vessels.....do.....	3,449,425	223,000	3,502,800	621,500	2,438,675	10,235,400
Insurance on cargoes.....do.....	209,195	30,000	168,050	49,295	1,126,590	1,583,130
Laden.....	51	5	65	42	14	311
In ballast.....	63	8	46	76	128	205

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.						
Unknown whether laden or not.....					1	1
Wrecks involving total loss.....	21	3	16	42	46	128
Casualties involving partial and unknown damage.....	93	10	95	76	115	389
Number of passengers.....	1,301	218	50	1,072	711	3,352
Number in crews.....	1,232	192	1,262	1,785	2,412	6,883
Total on board.....	2,533	410	1,312	2,857	3,123	10,235
Number of lives lost.....	20		9	28	168	225
RECAPITULATION.						
Number of vessels.....	539	45	358	197	253	1,392
Laden.....	284	27	246	75	211	843
In ballast.....	216	16	99	114	31	476
Unknown whether laden or not.....	39	2	13	8	11	73
Wrecks involving total loss.....	149	17	66	58	96	386
Casualties involving partial and unknown damage.....	390	28	292	139	157	1,006
Number of passengers.....	5,498	454	1,359	2,023	838	10,172
Number in crews.....	5,585	562	4,051	2,728	3,381	16,307
Total on board.....	11,083	1,016	5,410	4,751	4,219	26,479
Number of lives lost.....	64	1	31	50	223	* 369
Total tonnage vessels partially damaged.....	237,020	22,011	328,188	51,539	128,966	767,724
Total tonnage vessels lost.....	31,710	5,655	23,694	13,864	43,412	121,335
Aggregate.....	268,730	27,666	351,882	68,403	172,378	889,059
Total value of vessels.....dollars..	20,436,825	1,372,325	18,354,350	3,656,850	8,002,225	51,822,575
Total value of cargoes.....do.....	4,055,170	361,300	3,088,905	694,725	3,955,720	12,155,820
Aggregate.....do.....	24,491,995	1,733,625	21,443,255	4,351,575	11,957,945	63,978,395
Total losses to vessels.....do.....	1,772,365	345,600	1,581,695	1,130,195	1,655,740	6,485,595
Total losses to cargoes.....do.....	459,215	149,125	443,850	71,335	894,615	2,018,140
Aggregate.....do.....	2,231,580	494,725	2,025,545	1,201,530	2,550,355	8,503,735
Total insurance on vessels.....do.....	9,519,610	370,500	11,913,045	1,000,500	3,237,180	26,040,835
Total insurance on cargoes.....do.....	1,254,525	83,250	1,249,645	116,270	1,229,890	3,933,580
Aggregate.....do.....	10,774,135	453,750	13,162,690	1,116,770	4,467,070	29,974,415

* In addition to the number of lives lost here reported, 304 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 673.

COMPARATIVE STATEMENT.

The subjoined table shows, 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 1895-96 and 1896-97, with the percentage of increase or decrease of the latter compared with the former:

	1895-96.	1896-97.	Per cent of—
Number of vessels involved:			
Atlantic and Gulf coasts.....	507	517	Increase, 1.97
Pacific coast.....	40	48	Increase, 20.00
Great Lakes.....	339	229	Decrease, 32.45
Rivers.....	190	149	Decrease, 21.57
At sea and in foreign waters.....	235	206	Decrease, 12.34
Aggregate.....	1,311	1,149	Decrease, 12.35
Value of vessels and cargoes:			
Atlantic and Gulf coasts.....dollars..	24,126,125	15,768,905	Decrease, 34.64
Pacific coast.....do.....	1,287,275	3,537,335	Increase, 174.78
Great Lakes.....do.....	19,839,365	14,757,455	Decrease, 25.62
Rivers.....do.....	4,277,375	3,001,650	Decrease, 29.83
At sea and in foreign waters.....do.....	11,351,345	10,668,560	Decrease, 6.02
Aggregate.....do.....	60,881,485	47,733,905	Decrease, 21.60

Comparative statement—Continued.

	1895-96.	1896-97.	Per cent of—
Losses to vessels and cargoes:			
Atlantic and Gulf coasts.....dollars..	2,097,385	2,398,150	Increase, 14.34
Pacific coast.....do.....	466,925	1,651,880	Increase, 253.78
Great Lakes.....do.....	1,915,670	1,282,880	Decrease, 33.03
Rivers.....do.....	1,179,230	758,955	Decrease, 35.64
At sea and in foreign waters.....do.....	2,233,405	1,964,755	Decrease, 12.03
Aggregate.....do.....	7,892,615	8,056,620	Increase, 2.08
Tonnage of vessels involved:			
Atlantic and Gulf coasts.....	259,287	247,507	Decrease, 4.54
Pacific coast.....	24,410	42,038	Increase, 72.22
Great Lakes.....	327,237	208,823	Decrease, 36.19
Rivers.....	66,540	51,960	Decrease, 21.93
At sea and in foreign waters.....	159,200	159,123	Decrease, .05
Aggregate.....	836,674	709,450	Decrease, 15.21
Tonnage of vessels totally lost:			
Atlantic and Gulf coasts.....	28,617	30,544	Increase, 6.73
Pacific coast.....	5,578	13,470	Increase, 141.48
Great Lakes.....	22,250	13,436	Decrease, 39.61
Rivers.....	16,851	9,755	Decrease, 42.11
At sea and in foreign waters.....	39,918	33,673	Decrease, 15.64
Aggregate.....	113,214	100,878	Decrease, 10.90

On the 30th of June, 1897, the total number of registered, enrolled, and licensed vessels belonging to the United States was 22,633, with a total tonnage of 4,769,020. Of this number, 1,096 vessels, having a total tonnage of 626,817, met with casualties during the year, being 4.84 per cent of the total number.

The following exhibit shows the number of steam and sailing vessels, canal boats and barges, registered, enrolled, and licensed belonging to the United States on June 30, 1897, the number of each class which met with disasters during the year, and the ratio of casualties to the number of vessels:

Classification.	Number of vessels belonging to the United States.	Number of casualties to vessels.	Ratio of casualties to number of vessels.
Steam vessels.....	6,599	484	As 1 to 13.63
Sailing vessels.....	13,904	573	As 1 to 24.27
Canal boats.....	650	2	As 1 to 325.00
Barges.....	1,480	37	As 1 to 40.00
Total.....	22,633	1,096	As 1 to 20.65

During the year 340 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.

Forty-seven foreign vessels, having an aggregate tonnage of 70,766, 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 11,867.

In addition to the lives lost in the disasters to vessels which are embraced in the tables, 264 persons perished by drowning or by accident on board out of crews employed on 246 different vessels. In these

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

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

Fiscal year.	Number of casualties.	Number of persons on board.	Number of lives lost.	Ratio of lives lost to number on board.	Ratio of lives lost to number of casualties.
1875-76	1,553	18,134	* 878	As 1 to 20.65	As 1 to 1.77
1876-77	1,547	22,307	* 826	As 1 to 27.00	As 1 to 1.87
1877-78	1,483	21,531	* 644	As 1 to 33.43	As 1 to 2.30
1878-79	1,545	23,353	* 730	As 1 to 31.99	As 1 to 2.12
1879-80	1,624	26,491	* 469	As 1 to 56.48	As 1 to 3.46
1880-81	1,528	24,286	* 623	As 1 to 38.98	As 1 to 2.45
1881-82	1,514	25,712	* 502	As 1 to 51.22	As 1 to 3.02
1882-83	1,416	25,197	* 539	As 1 to 46.75	As 1 to 2.63
1883-84	1,647	26,561	* 807	As 1 to 32.91	As 1 to 2.04
1884-85	1,407	29,584	* 335	As 1 to 88.31	As 1 to 4.20
1885-86	1,650	25,680	* 576	As 1 to 44.58	As 1 to 2.86
1886-87	1,494	23,992	* 529	As 1 to 45.35	As 1 to 2.82
1887-88	1,461	22,717	* 538	As 1 to 42.22	As 1 to 2.72
1888-89	1,468	25,097	* 638	As 1 to 39.34	As 1 to 2.30
1889-90	1,419	28,331	* 548	As 1 to 51.70	As 1 to 2.59
1890-91	1,431	33,734	* 447	As 1 to 75.64	As 1 to 3.20
1891-92	1,496	23,924	* 646	As 1 to 37.03	As 1 to 2.32
1892-93	1,421	26,059	* 397	As 1 to 65.64	As 1 to 3.58
1893-94	1,551	31,687	* 664	As 1 to 47.72	As 1 to 2.33
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
1896-97	1,149	20,712	* 299	As 1 to 69.27	As 1 to 3.84

* 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 occurring at sea and in foreign waters being excluded:

Fiscal year.	Number of casualties.	Number of persons on board.	Number of lives lost.	Ratio of lives lost to number on board.	Ratio of lives lost to number of casualties.
1875-76	1,139	13,487	* 501	As 1 to 26.92	As 1 to 2.27
1876-77	1,023	15,977	* 278	As 1 to 57.47	As 1 to 3.68
1877-78	1,083	16,785	* 403	As 1 to 41.65	As 1 to 2.69
1878-79	1,044	16,245	* 222	As 1 to 73.18	As 1 to 4.70
1879-80	1,265	21,691	* 170	As 1 to 127.59	As 1 to 7.44
1880-81	1,171	19,713	* 272	As 1 to 72.47	As 1 to 4.31
1881-82	1,203	20,495	* 241	As 1 to 85.04	As 1 to 4.99
1882-83	1,090	20,623	* 328	As 1 to 62.88	As 1 to 3.32
1883-84	1,246	20,364	* 327	As 1 to 62.28	As 1 to 3.81
1884-85	1,066	24,302	* 107	As 1 to 227.12	As 1 to 9.96
1885-86	1,269	21,076	* 266	As 1 to 79.23	As 1 to 4.77
1886-87	1,196	20,538	* 302	As 1 to 68.00	As 1 to 3.96
1887-88	1,175	18,635	* 235	As 1 to 79.30	As 1 to 5.
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
1896-97	943	17,005	* 120	As 1 to 141.71	As 1 to 7.86

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

STATISTICAL TABLES FOR THE FISCAL YEAR ENDING JUNE 30, 1897.

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, 1897, showing the NUMBER and VALUE of VESSELS and CARGOES and amount of LOSS to same where known.

Month.	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 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.....	41	\$1,418,530	2	19	\$290,495	2	2	39	\$151,655	4	14	\$16,690	.....	9
August.....	18	311,500	1	8	65,885	1	1	17	52,740	2	2	1,050	.....	8
September.....	67	1,439,925	8	34	227,890	2	7	64	185,135	11	19	18,585	.....	24
October.....	41	1,003,100	4	34	312,855	3	4	38	124,750	17	21	70,800	.....	16
November.....	52	1,117,100	8	34	432,140	3	8	49	193,725	11	16	16,810	.....	28
December.....	54	1,083,400	4	32	287,160	3	4	52	340,775	6	18	33,095	.....	21
January.....	41	1,877,025	6	28	748,935	3	5	39	414,245	7	21	160,085	.....	14
February.....	24	378,235	1	12	44,450	3	1	23	18,925	2	5	540	.....	13
March.....	26	879,500	2	20	271,665	.....	1	26	96,815	1	8	15,640	.....	8
April.....	40	706,600	3	20	249,540	.....	3	38	77,745	5	9	12,240	.....	13
May.....	40	756,650	6	17	305,670	1	6	38	119,105	8	12	228,470	.....	12
June.....	27	1,186,580	1	17	424,075	.....	1	25	41,930	3	9	6,650	.....	9
Total.....	471	12,128,145	46	265	3,640,790	15	43	448	1,817,545	67	154	580,605	1	168

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

TABLE 2.—Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1897, 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 master, etc.	Number of lives lost.
July.....	15	24	2	2	43	2,666	14,089	779	444	2
August.....	6	11	1	1	19	739	14,053	85	105	.....
September.....	19	45	7	4	75	3,082	22,342	833	672	20
October.....	16	22	4	3	45	1,879	19,706	464	333	9
November.....	12	37	8	3	60	2,302	23,539	651	465	1
December.....	16	36	4	2	58	5,236	14,425	53	413	12
January.....	15	26	1	5	47	6,966	38,387	206	525	15
February.....	2	21	1	1	25	34	11,235	9	127	.....
March.....	6	21	.....	1	28	1,599	14,416	238	319	8
April.....	11	27	3	2	43	835	13,720	195	276	3
May.....	11	27	5	3	46	4,594	16,802	13	274	4
June.....	5	20	1	2	28	612	14,249	272	277	1
Total.....	134	317	37	29	517	30,544	216,963	3,798	4,230	75

TABLE 3.—Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1897, 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 ves- sels and car- goes reported not insured.		Number of ves- sels and car- goes, whether insured or not, unknown.		Vessels in ballast.	
	Vessels.		Cargoes.		Total amount of insurance.	Ves- sels.	Car- goes.	Ves- sels.		Car- goes.
	Num- ber.	Amount.	Num- ber.	Amount.						
July	16	350,400	10	225,650	576,050	22	5	5	8	20
August	6	217,000	4	61,010	278,010	10	3	3	3	9
September	31	473,400	12	130,320	603,720	32	16	12	15	32
October	19	624,900	10	274,960	899,860	16	7	10	10	14
November	18	543,135	8	116,310	659,445	27	10	15	24	18
December	20	482,050	16	40,405	522,455	26	7	12	16	19
January	14	273,120	8	137,870	410,990	15	3	18	25	11
February	9	111,400	1	15,000	126,400	12	6	4	6	12
March	10	440,000	2	25,800	465,800	12	10	6	9	7
April	22	410,125	7	29,265	439,390	9	6	12	10	20
May	23	430,200	6	42,100	472,300	13	6	10	12	22
June	15	627,000	3	389,000	1,016,000	8	6	5	9	10
Total	203	4,982,730	87	1,487,690	6,470,420	202	85	112	151	194

TABLE 4.—*Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1897, distinguishing the NATURE of each casualty.*

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered	4	12	3	3	1	3	1	3	8	5	1	40	
Stranded	16	6	27	16	18	25	21	5	6	7	14	8	169
Collided	8	8	29	16	28	20	14	9	14	16	21	10	193
Capsized	1	1	2	2	5	1	2	1	1	1	2	5	
Damage to hull, masts, rigging, etc.	1	3	4	3	3	1	1	1	2	1	2	16	
Damage to machinery	2	3	4	3	3	1	1	1	2	1	2	20	
Explosion of boilers and bursting of steam pipes	1	1	1	1	1	1	1	1	1	1	1	4	
Explosion of gasoline and petroleum	1	1	1	1	1	1	1	1	1	1	1	2	
Fire	2	2	1	3	5	2	5	1	2	7	3	35	
Ice	1	1	1	1	1	1	3	1	1	1	1	4	
Lightning	1	1	1	1	1	1	1	1	1	1	1	1	
Sprung a leak	1	1	1	1	3	1	1	1	1	1	1	3	
Struck bridge, sunken wreck, wharf, etc.	6	1	1	1	3	2	1	1	1	1	2	17	
Water-logged	1	1	1	1	1	1	1	1	1	1	1	1	
Miscellaneous	1	1	1	2	1	1	1	1	1	1	1	7	
Total	43	19	75	45	60	58	47	25	28	43	46	28	517

TABLE 5.—*Abstract of returns of disasters (excluding collisions) to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1897, distinguishing the CAUSE of each disaster.*

Class and cause of disaster.	Foundering.	Strandings.	Other causes.	Missing vessels.	Total.
CLASS 1.—Causes connected with the weather:					
Calms, currents and tides		5			5
Darkness		6			6
Fog		25	1		26
Gales, hurricanes, etc.	12	58	28		98
Heavy sea	3	3	5		11
Lightning			1		1
Snowstorms		11			11
Total	15	108	35		158
CLASS 3.—Causes connected with navigation and seamanship:					
Errors of masters, officers, and crews	1	23	1		25
Errors of pilots		2	1		3
Total	1	25	2		28
CLASS 4.—Causes connected with machinery or boilers:					
Damage to machinery			20		20
Explosion of boilers and bursting of steam pipes			3		3
Explosion of gasoline and petroleum			2		2
Total			25		25
CLASS 5.—Other causes:					
Absence of lights or buoys		8			8
Capsized	4				4
Fire			35		35
Ice			4		4
Misstayd		6			6
Sprung a leak	19	5	2		26
Struck bridge, rock, sunken wreck, wharf, etc.		6	10		16
Miscellaneous		10	2		12
Unknown	1	1			2
Total	24	36	53		113
Aggregate	40	169	115		324

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

TABLE 6.—*Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1897, 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.....	.....	.....	.....	.....	6	2	.....	.....	4	2	4	1	19
Bad management.....	.....	2	1	2	3	2	.....	.....	1	1	.....	1	13
Carelessness.....	.....	.....	.....	.....	4	.....	.....	3	1	.....	.....	.....	10
Darkness.....	.....	2	2	2	2	.....	2	.....	.....	2	.....	.....	12
Fault of other vessel.....	3	2	7	6	6	1	5	.....	1	2	4	3	40
Fault of tug towing.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Fog.....	2	.....	6	.....	.....	2	2	.....	4	4	3	4	27
High and baffling winds.....	.....	.....	11	.....	.....	6	.....	.....	.....	.....	.....	.....	17
Misunderstanding signals.....	.....	.....	.....	.....	1	.....	.....	2	2	2	.....	.....	7
Snowstorms.....	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	2
Tides, currents, etc.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	2
Unavoidable.....	.....	.....	.....	2	.....	2	.....	.....	.....	.....	.....	.....	4
Want of proper lights.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	3
Miscellaneous.....	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	2
Unknown.....	3	1	2	4	6	1	5	3	1	3	4	1	34
Total.....	8	8	29	16	28	20	14	9	14	16	21	10	193

TABLE 7.—*Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1897, 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.....	5	2	3	3	5	4	.....	5	.....	2	1	.....	30
Barks.....	1	.....	3	.....	.....	.....	4	.....	1	.....	.....	.....	9
Barkentines.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Brigs.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Brigantines.....	1	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	2
Canal boats.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Ferryboats.....	.....	.....	2	1	2	1	1	2	2	1	4	3	19
Schooners.....	23	8	38	25	28	39	22	10	14	19	19	12	257
Scows.....	.....	.....	1	.....	.....	.....	1	.....	.....	.....	1	.....	3
Ships.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	2	.....	3
Sloops.....	.....	.....	5	3	3	.....	1	1	1	3	2	1	20
Steamers.....	10	8	18	11	21	13	17	7	9	17	16	12	159
Steam canal boats.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....	.....	.....	2
Steam yachts.....	1	1	1	.....	.....	.....	.....	.....	.....	.....	1	.....	4
Yachts.....	.....	.....	2	.....	.....	1	.....	.....	.....	.....	.....	.....	3
Unknown.....	.....	.....	1	.....	.....	.....	1	.....	.....	1	.....	.....	3
Total.....	43	19	75	45	60	58	47	25	28	43	46	28	517

TABLE 8.—Abstract of returns of disasters to foreign vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1897, showing NATIONALITY and DESCRIPTION, and distinguishing those TOTALLY LOST and those PARTIALLY DAMAGED.

Nationality and rig.	July.		August.		Septem-ber.		October.		Novem-ber.		Decem-ber.		Janu-ary.		Febru-ary.		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.	
Austrian bark	1												1				1								1		1
British barks													1				1								2		2
British brigantine													1				1								1		1
British schooners	1						1		2		1		2												6		7
British steamers		1					1		1		1		2				1							1		2	10
Dutch bark													1												1		1
Dutch steamer																					1						1
French frigate							1																		1		1
German steamers											1		1												1		2
Haytian brig	1																								1		1
Italian barks													1												1		1
Norwegian bark																									1		1
Norwegian steamer																									1		1
Total	2	1	1	1	1	1	1	2	2	2	1	3	5	10			2				1		2	1	15	24	39
Aggregate	3	1	2	3	4	4	4	4	4	4	4	4	15				2		1		2		2	2	30		

TABLE 9.—Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1897, showing the TONNAGE and distinguishing the number of those TOTALLY LOST and those PARTIALLY DAMAGED.

Burden of vessels.	July.		August.		Sep-tember.		October.		Novem-ber.		Decem-ber.		Janu-ary.		Febru-ary.		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.	7	8	3	1	13	12	9	3	4	4	3	5	4	1	2	4	3	6	7	5	2	5	1	1	58	55	113
Over 50 and not exceeding 100 tons.	1	4	2	3	3	2	2	2	4	5	5	10	2	2	5	5	1	4	3	8	3	6	2	7	22	67	89
Over 100 and not exceeding 200 tons.	3	4	1	1	6	6	2	3	1	14	2	10	1	4	1	1	1	1	3	7	3	6	1	3	17	61	78
Over 200 and not exceeding 300 tons.	1	1	1	1	2	1	3	1	3	4	2	3	1	2	1	1	2	1	1	1	1	2	1	2	7	23	30
Over 300 and not exceeding 400 tons.	1	1	2	1	5	5	1	3	1	5	3	1	2	3	2	3	1	1	1	1	3	1	1	2	3	26	29
Over 400 and not exceeding 500 tons.	1	4	1	1	5	5	1	3	1	2	1	4	6	6	3	2	2	1	1	1	1	1	1	5	3	31	34
Over 500 and not exceeding 600 tons.	1	1	1	1	1	1	1	2	1	1	2	1	1	1	1	1	1	1	1	1	1	1	2	2	5	12	17
Over 600 and not exceeding 700 tons.	2	1	1	1	3	1	1	1	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	8	6	14	
Over 700 and not exceeding 800 tons.	1	1	1	1	1	1	1	1	1	1	1	1	2	1	2	2	1	1	1	1	1	1	1	1	5	5	15
Over 800 and not exceeding 900 tons.	1	1	1	1	1	1	1	1	1	1	1	1	2	1	3	3	1	1	1	1	1	1	1	3	10	13	10
Over 900 and not exceeding 1,000 tons.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	7	7	13	13
Over 1,000 and not exceeding 1,100 tons.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	7	8
Over 1,100 and not exceeding 1,200 tons.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	1	2	2	1	7	7	9
Over 1,200 and not exceeding 1,300 tons.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	1	7
Over 1,300 and not exceeding 1,400 tons.	3	3	2	2	4	4	4	4	5	5	5	2	1	10	1	1	4	1	3	3	1	3	3	3	2	44	46
Over 1,400 tons.	1	1	1	3	3	3	3	3	6	6	1	1	2	2	2	1	1	1	1	1	2	2	2	2	19	19	19
Unknown.																											
Total.	15	28	6	13	19	56	16	29	12	48	16	42	15	32	2	23	6	22	11	32	11	35	5	23	134	383	517
Aggregate	43	19	75	45	60	58	47	25	28	43	46	28	517														

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

TABLE 10.—*Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1897, showing the number of vessels and distinguishing AGE.*

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years.....	5	2	7	5	7	10	10	4	3	2	4	5	64
Over 5 and not exceeding 10 years.....	12	1	9	6	6	8	10	4	7	6	4	6	69
Over 10 and not exceeding 15 years.....	7	4	15	7	12	8	6	1	5	6	10	2	83
Over 15 and not exceeding 20 years.....	8	1	9	2	6	3	3	4	5	4	6	2	53
Over 20 and not exceeding 25 years.....	5	1	11	6	9	11	9	4	3	9	4	8	80
Over 25 and not exceeding 30 years.....	7	4	7	8	3	3	4	2	3	5	9	2	57
Over 30 and not exceeding 35 years.....	5	2	3	4	3	5	2	2	1	3	2	3	35
Over 35 and not exceeding 40 years.....	1	3	3	2	3	3	1	2	1	1	1	1	18
Over 40 and not exceeding 45 years.....	2	1	2	2	2	2	1	1	1	3	1	1	15
Over 45 and not exceeding 50 years.....	2	1	1	2	2	2	1	1	1	2	2	1	9
Over 50 years.....	1	1	1	1	1	1	2	1	1	2	3	1	7
Unknown.....	1	1	7	3	7	1	2	1	1	2	3	1	27
Total.....	43	19	75	45	60	58	47	25	28	43	46	28	517

TABLE 11.—*Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1897, showing the number of vessels and distinguishing their CARGOES.*

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast.....	20	9	32	14	18	19	11	12	7	20	22	10	194
Chemicals.....	1	1	1	1	1	1	1	1	1	1	1	1	11
Coal.....	4	4	3	4	6	12	4	6	1	5	3	5	57
Cotton, cotton seed, etc.....	1	1	1	1	1	3	1	1	1	1	1	1	15
Fertilizers.....	1	1	1	2	3	1	2	1	1	3	1	1	14
Fish, oysters, etc.....	2	1	9	3	1	2	3	1	4	1	3	3	32
Fruits, nuts, etc.....	1	1	1	1	1	1	1	1	1	1	1	1	11
Grain.....	1	1	1	1	1	1	1	1	1	1	1	1	11
Hides, furs, etc.....	1	1	1	1	1	1	1	1	1	1	1	1	11
Ice.....	1	1	1	1	1	1	1	1	1	1	1	1	11
Iron and iron ore.....	1	1	1	1	1	1	1	1	1	1	1	1	11
Lime.....	1	1	1	1	1	1	1	1	1	1	1	1	11
Logwood.....	1	1	1	1	1	1	1	1	1	1	1	1	11
Lumber, timber, etc.....	7	2	9	6	9	8	5	3	4	2	2	5	62
Merchandise (general).....	3	1	4	4	3	4	7	1	4	2	2	1	36
Petroleum.....	1	1	1	1	1	1	1	1	1	1	1	1	11
Provisions.....	1	1	1	1	1	1	1	1	1	1	1	1	11
Salt.....	1	1	1	1	1	1	1	1	1	1	1	1	11
Sand, plaster, etc.....	1	1	1	1	1	1	1	1	1	1	1	1	11
Stone, brick, etc.....	1	1	1	1	1	1	1	1	1	1	1	1	11
Sugar, molasses, etc.....	1	1	1	1	1	1	1	1	1	1	1	1	11
Wood.....	1	1	1	1	1	1	1	1	1	1	1	1	11
Miscellaneous.....	1	1	1	1	1	1	1	1	1	1	1	1	11
Unknown.....	2	1	7	5	8	4	6	1	1	3	6	2	46
Total.....	43	19	75	45	60	58	47	25	28	43	46	28	517

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

Nature of casualties.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.*	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Foundering.....	40	2,664	876	3,540	25	15	.....	21	19	20	151	171	25
Strandings.....	169	19,064	47,642	66,706	115	54	.....	79	90	159	1,273	1,432	26
Vessels collided.....	193	3,204	129,125	132,329	87	63	43	11	182	2,378	1,661	4,039	14
Other causes.....	115	5,612	39,320	44,932	53	62	.....	23	92	1,241	1,145	2,386	10
Total.....	517	30,544	216,963	247,507	280	194	43	134	383	3,798	4,230	8,028	75

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

PACIFIC COAST.

TABLE 13.—Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1897, 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.....	4	\$644,000	...	2	\$84,000	...	...	4	\$609,750	...	...	1	\$4,000	...	1
August.....	5	370,000	...	3	19,500	...	...	5	78,450	...	...	1	15,000	...	2
September.....	5	308,200	...	3	205,035	...	...	5	35,210	...	...	2	195,000	...	1
October.....	7	467,500	1	4	29,000	1	1	7	104,800	...	1	1	3,000	...	5
November.....	5	495,000	...	2	11,500	...	...	4	445,500	...	1	1	10,500	...	1
December.....	4	67,500	...	1	...	...	...	4	55,000	...	...	1	400	...	...
January.....	1	3,000	...	...	...	...	...	1	3,000	...	...	...	...	...	...
February.....	3	430,000	...	3	23,000	...	...	2	26,500	...	...	1	300	...	2
March.....	6	195,000	...	5	83,500	1	...	5	17,000	...	1	1	500	...	5
April.....	4	47,000	...	3	7,600	1	...	4	25,350	...	...	2	980	...	2
May.....	1	6,000	...	...	...	...	...	...	...	...	...	...	...	...	...
June.....	2	40,600	...	...	...	...	...	2	20,400	...	...	...	...	...	...
Total.....	47	3,073,800	1	26	463,555	3	1	45	1,422,230	.....	3	11	229,650	.....	19

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

TABLE 14.—Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1897, 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 master, etc.	Total number of lives lost.
July	3	1	.....	.....	4	3,800	1,567	62	135	.....
August	1	4	.....	.....	5	960	2,148	100	106	1
September	1	4	.....	.....	5	670	3,441	64	108	.....
October	1	6	1	.....	8	947	8,057	116	151	13
November	2	2	.....	1	5	5,314	1,196	35	108	6
December	2	2	.....	.....	4	1,271	196	.....	37	.....
January	1	.....	.....	.....	1	22	.....	.....	.....	.....
February .....	.....	3	.....	.....	3	.....	5,761	15	83	.....
March	1	4	.....	1	6	56	3,736	42	128	.....
April	2	2	.....	.....	4	430	413	7	44	.....
May .....	.....	1	.....	.....	1	.....	67	.....	5	.....
June .....	.....	2	.....	.....	2	.....	1,986	.....	11	.....
Total	14	31	1	2	48	13,470	28,568	441	916	20

TABLE 15.—Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1897, showing the number of VESSELS and CARGOES INSURED and UNINSURED, and the AMOUNT of INSURANCE where known.

Months.	Number of vessels and cargoes reported to be insured and the amount of insurance.				Number of vessels and cargoes reported not insured.		Number of vessels and cargoes, whether insured or not, unknown		Vessels in ballast.	
	Vessels.		Cargoes.		Total amount of insurance.	Vessels.	Cargoes.	Vessels.		Cargoes.
	Num-ber.	Amount.	Num-ber.	Amount.						
July .....	.....	.....	.....	.....	.....	3	1	1	1	2
August	2	\$103,200	.....	.....	\$103,200	2	1	1	2	2
September	2	232,000	2	\$142,500	374,500	3	1	.....	.....	2
October	5	248,800	.....	.....	248,800	2	3	1	3	3
November	1	270,000	.....	.....	270,000	3	2	1	.....	3
December	2	4,500	.....	.....	4,500	2	1	.....	.....	3
January	1	1,500	.....	.....	1,500	.....	.....	.....	.....	1
February	2	400,000	.....	.....	400,000	1	3	.....	.....	.....
March	2	3,000	1	2,000	5,000	3	2	1	3	.....
April	2	4,400	1	1,000	5,400	2	1	.....	2	.....
May .....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
June .....	.....	.....	.....	.....	.....	1	.....	1	.....	2
Total ...	19	1,267,400	4	145,500	1,412,900	23	15	6	11	18

TABLE 16.—*Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1897, 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	2	2	1	2	2		3	1	4	1	1	22
Collided		2	2	6	2				4				16
Fire			1	1		1	1					1	5
Ice		1											1
Sprung aleak	1								1				1
Struck pile, wharf, etc.					1	1							3
Total	4	5	5	8	5	4	1	3	6	4	1	2	48

TABLE 17.—*Abstract of returns of disasters (excluding collisions) to vessels on the PACIFIC coast during the year ending June 30, 1897, distinguishing the CAUSE of each disaster.*

Class and cause of disaster.	Foundering.	Strandings.	Other causes.	Missing vessels.	Total.
CLASS 1. —Causes connected with the weather:					
Calms, currents, and tides		5			5
Fog		7	1		8
Gales, hurricanes, etc.		4	1		5
Total		16	2		18
CLASS 3. —Causes connected with navigation and seamanship:					
Error of masters, officers, and crews		1			1
Total		1			1
CLASS 5. —Other causes:					
Fire			5		5
Heavy sea		1			1
Ice		1	1		2
Struck pile, wharf, etc.			2		2
Miscellaneous		2			2
Unknown		1			1
Total		5	8		13
Aggregate		22	10		32

NOTE.—Class 2 includes disasters arising from causes connected with vessel, equipments, or stowage. Class 4 includes disasters arising from causes connected with machinery or boilers. No casualties are reported in these classes.

TABLE 18.—*Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1897, 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.
Fog		2	2	4									8
High and baffling winds				2									2
Tides, currents, etc									2				2
Unavoidable					2				2				4
Total		2	2	6	2				4				16

TABLE 19.—*Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1897, showing the number of vessels and distinguishing their DESCRIPTION.*

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Barks			1	1	1	1			2				6
Brigantines	1												1
Schooners	1		2	2	1	1				2	1		10
Ships												1	1
Sloops												1	1
Steamers	2	5	2	5	3	2	1	3	4	2			29
Total	4	5	5	8	5	4	1	3	6	4	1	2	48

TABLE 20.—*Abstract of returns of disasters to foreign vessels on the PACIFIC coast during the year ending June 30, 1897, showing NATIONALITY and DESCRIPTION and distinguishing those TOTALLY LOST and those PARTIALLY DAMAGED.*

Nationality and rig.	October.		November.		December.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
British barks			1				1		1
German barks					1		1		1
Norwegian steamers		1						1	1
Total		1	1		1		2	1	3
Aggregate	1		1		1		3		

TABLE 21.—Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1897, showing the TONNAGE and distinguishing the number of those TOTALLY LOST and those PARTIALLY DAMAGED.

Burden of vessels.	July.		August.		Septem-ber.		October.		Novem-ber.		Decem-ber.		Janu-ary.		Febru-ary.		March.		April.		May.		June.		Total.		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						3	4	1
Over 50 and not exceeding 100 tons.....							1				1								1						2	3	4
Over 100 and not exceeding 200 tons.....	1						1		1		1							1		1					1	3	4
Over 200 and not exceeding 300 tons.....							1											1							1	2	3
Over 300 and not exceeding 400 tons.....							1											1							1	2	3
Over 400 and not exceeding 500 tons.....							1		1		1							1							1	2	3
Over 500 and not exceeding 600 tons.....							2																		1	2	3
Over 600 and not exceeding 700 tons.....											1							1							1	2	3
Over 700 and not exceeding 800 tons.....											1							1							1	2	3
Over 800 and not exceeding 900 tons.....											1							1							1	2	3
Over 900 and not exceeding 1,000 tons.....																		1							1	2	3
Over 1,000 and not exceeding 1,100 tons.....																		1							1	2	3
Over 1,100 and not exceeding 1,200 tons.....																		1							1	2	3
Over 1,200 and not exceeding 1,300 tons.....											1														1	2	3
Over 1,300 and not exceeding 1,400 tons.....							2											1							1	2	3
Over 1,400 tons.....	1	1				1												1							1	2	3
Unknown.....																											
Total.....	3	1	1	4	1	4	1	7	2	3	2	2	1				3	1	5	2	2		1		2	14	48
Aggregate.....	4		5		5		8		5		4		1			3	6		4		1		2		48		

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

TABLE 22.—*Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1897, showing the number of vessels and distinguishing AGE.*

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years.....	2	2	2	2	...	1	...	...	1	...	...	1	11
Over 5 and not exceeding 10 years.....	...	1	1	1	4	2	...	3	2	1	1	...	17
Over 10 and not exceeding 15 years.....	...	1	1	3	...	...	...	...	1	1	...	...	7
Over 15 and not exceeding 20 years.....	...	...	...	...	...	1	1	...	1	...	...	1	4
Over 20 and not exceeding 25 years.....	1	1	...	...	...	...	...	...	...	1	...	...	3
Over 25 and not exceeding 30 years.....	...	...	1	...	...	...	...	...	...	1	...	...	2
Over 30 and not exceeding 35 years.....	...	...	...	1	1	...	...	...	1	...	...	...	2
Over 35 and not exceeding 40 years.....	...	...	...	1	...	...	...	...	...	...	...	...	1
Over 40 and not exceeding 45 years.....	1	...	...	...	...	...	...	...	...	...	...	...	1
Over 45 and not exceeding 50 years.....	...	...	...	...	...	...	...	...	...	...	...	...	...
Over 50 years.....	...	...	...	...	...	...	...	...	...	...	...	...	...
Unknown.....	...	...	...	...	...	...	...	...	...	...	...	...	...
Total.....	4	5	5	8	5	4	1	3	6	4	1	2	48

TABLE 23.—*Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1897, 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	2	2	3	3	1	...	...	...	1	2	18
Coal.....	...	...	...	1	1	...	...	...	...	...	...	...	4
Fish, oysters, etc.....	...	...	1	...	...	...	...	...	...	...	...	...	1
Grain.....	...	1	...	...	...	...	...	...	2	...	...	...	3
Gold and silver ore.....	...	1	...	...	...	...	...	...	...	...	...	...	1
Ice.....	...	...	1	2	...	...	...	...	1	1	...	...	1
Lumber, timber, etc.....	...	...	...	...	...	...	...	...	1	...	...	...	4
Merchandise (general).....	1	1	1	2	1	...	...	1	3	3	...	...	13
Whalebone.....	1	...	...	...	...	1	...	...	3	...	...	...	1
Miscellaneous.....	...	...	...	...	...	...	...	...	...	...	...	...	1
Unknown.....	...	...	...	1	...	...	...	...	...	...	...	...	1
Total.....	4	5	5	8	5	4	1	3	6	4	1	2	48

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.....	22	13,423	9,639	23,062	16	6	...	12	10	224	526	750	19
Vessels collided.....	16	...	12,932	12,932	10	5	1	...	16	182	298	480	1
Other causes.....	10	47	5,997	6,044	3	7	...	2	8	35	92	127	...
Total.....	48	13,470	28,568	42,038	29	18	1	14	34	441	916	1,357	20

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

GREAT LAKES.

TABLE 25.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1897, showing the NUMBER and VALUE of VESSELS and CARGOES and amount of LOSS to same where known.

Months.	Total value of vessels.		Number of vessels, value		Total value of cargoes.		Number of cargoes, value		Unknown whether laden or		Loss to vessels.		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.	Unknown whether laden or	Unknown whether laden or	Number.	Amount.	Number of vessels damaged, amount unknown.*	Number of vessels damaged, amount unknown.*	Number.	Amount.	Number of cargoes totally lost, amount unknown.	Number of cargoes totally lost, amount unknown.	
July.....	23	\$987,100	16	\$73,100	1	.....	1	.....	22	\$53,660	.....	.....	1	.....	6	\$16,700	.....	.....	11
August.....	28	1,089,300	19	385,280	1	.....	1	.....	24	152,850	.....	.....	5	.....	5	13,400	.....	.....	16
September.....	36	2,827,500	25	284,330	1	.....	1	.....	35	184,835	.....	.....	13	.....	13	29,960	.....	.....	11
October.....	27	1,601,600	15	306,850	1	.....	1	.....	26	224,050	.....	.....	1	.....	5	10,225	.....	.....	11
November.....	27	1,084,300	22	220,615	1	.....	1	.....	24	123,750	.....	.....	4	.....	14	33,405	.....	.....	9
December.....	8	375,810	4	144,300	.....	.....	.....	.....	8	27,160	.....	.....	.....	.....	2	2,550	.....	.....	2
January.....	1	20,000	.....	.....	.....	.....	.....	.....	1	3,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
February.....	3	304,600	1	12,000	.....	.....	.....	.....	2	2,200	.....	.....	1	.....	.....	.....	.....	.....	1
March.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
April.....	25	691,900	1	290,200	.....	.....	.....	.....	24	54,505	.....	.....	2	.....	11	13,625	.....	.....	10
May.....	28	1,647,675	15	1,172,685	1	.....	1	.....	26	208,445	.....	.....	3	.....	3	75,520	.....	.....	14
June.....	19	1,067,500	9	185,800	.....	.....	.....	.....	16	47,950	.....	.....	3	.....	.....	.....	.....	.....	9
Total.....	225	11,697,285	146	3,060,170	5	.....	5	.....	208	1,087,405	.....	.....	21	.....	59	195,475	.....	.....	94

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

TABLE 26.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1897, 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 master, etc.	Number of lives lost.
July	5	17	.....	1	23	1,340	16,064	170	278	4
August	3	21	1	4	29	1,063	22,138	98	380	1
September	7	28	.....	1	36	2,307	35,837	154	634	4
October	4	22	.....	1	27	3,495	28,782	8	351	.....
November	5	19	1	3	28	1,687	21,909	5	276	9
December	1	7	.....	.....	8	43	6,786	.....	66	.....
January	1	1	.....	.....	1	.....	305	.....	.....	.....
February	1	1	.....	1	3	12	5,608	5	41	.....
March .....	.....	.....	.....	.....	26	936	15,442	.....	225	.....
April	5	19	1	1	26	936	15,442	.....	225	.....
May	2	24	1	2	29	2,141	25,729	4	412	.....
June	1	15	.....	3	19	412	16,787	574	307	.....
Total	34	174	4	17	229	13,436	195,387	1,018	2,970	18

TABLE 27.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1897, 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 ves- sels and car- goes reported not insured.		Number of ves- sels and car- goes, whether insured or not, unknown.		Vessels in ballast.	
	Vessels.		Cargoes.		Total amount of insur- ance.	Vessels.	Cargoes.	Vessels.		Cargoes.
	Num- ber.	Amount.	Num- ber.	Amount.						
July	14	\$769,915	6	\$36,200	\$806,115	9	3	2	8	6
August	15	771,700	6	21,275	792,975	12	3	2	12	8
September	18	1,882,865	11	215,915	2,098,780	17	5	1	10	10
October	15	1,086,200	6	87,200	1,173,400	10	1	2	9	11
November	15	788,500	6	83,300	871,800	10	4	3	13	5
December	5	342,000	.....	.....	342,000	3	2	.....	2	4
January	1	16,000	.....	.....	16,000	.....	.....	.....	.....	1
February .....	.....	.....	.....	.....	.....	2	.....	1	1	2
March .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
April	8	476,425	6	34,150	510,575	14	7	4	8	5
May	20	1,278,675	7	259,900	1,538,575	8	2	1	8	12
June	13	700,300	5	100,200	800,500	5	2	1	2	10
Total ...	124	8,112,580	53	838,140	8,950,720	90	29	15	73	74

TABLE 28.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1897, 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	1	1	...	...	...	...	2	...	...	9
Stranded	9	5	15	10	10	3	...	...	...	15	6	6	79
Collided	8	14	8	6	6	...	...	...	...	4	12	8	68
Capsized .....	...	1	...	...	...	...	...	2	...	...	...	...	1
Damage to hull, masts, rigging, etc. ....	...	...	...	...	2	...	...	...	...	2	1	...	5
Damage to machinery .....	...	4	1	2	...	...	...	...	...	...	...	...	12
Fire	2	3	...	3	4	4	1	...	...	...	3	3	25
Ice .....	...	...	...	...	1	1	...	1	...	...	...	...	2
Sprung a leak	1	...	2	...	...	...	...	...	...	...	...	...	4
Struck pier, bridge, sunken wreck, etc.	1	1	5	3	2	...	...	...	...	2	2	...	16
Waterlogged	1	...	...	1	1	...	...	...	...	...	...	...	2
Miscellaneous .....	...	...	2	2	1	...	...	...	...	1	...	...	6
Total	23	29	36	27	28	8	1	3	...	26	29	19	229

TABLE 29.—Abstract of returns of disasters (excluding collisions) to vessels on the GREAT LAKES during the year ending June 30, 1897, distinguishing the CAUSE of each disaster.

Class and cause of disaster.	Founders.	Strandings.	Other causes.	Missing vessels.	Total.
CLASS 1.—Causes connected with the weather:					
Calms, currents, and tides .....	...	1	...	...	1
Darkness .....	...	7	2	...	9
Fog .....	...	16	...	...	16
Gales, hurricanes, etc.	5	21	11	...	37
Heavy sea .....	...	2	1	...	3
Snowstorms .....	...	5	...	...	5
Total	5	52	14	...	71
CLASS 2.—Causes connected with vessels, equipments, or stowage:					
Defective chart .....	...	1	...	...	1
Total .....	...	1	...	...	1
CLASS 3.—Causes connected with navigation and seamanship:					
Error of masters, officers, and crews .....	...	5	...	...	5
Error of pilots .....	...	1	...	...	1
Total .....	...	6	...	...	6
CLASS 4.—Causes connected with machinery or boilers:					
Damage to machinery .....	...	...	12	...	12
Total .....	...	...	12	...	12
CLASS 5.—Other causes:					
Absence of lights or buoys .....	...	2	...	...	2
Fire .....	...	...	25	...	25
Ice .....	...	1	2	...	2
Sprung a leak	4	1	4	...	9
Struck bridge, pier, rock, sunken wreck, etc. ....	...	6	14	...	20
Miscellaneous .....	...	7	2	...	9
Unknown .....	...	4	...	...	4
Total	4	20	47	...	71
Aggregate	9	79	73	...	161

TABLE 30.—*Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1897, showing the number of vessels COLLIDED and distinguishing the CAUSE of each disaster.*

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Accidental	4	4	...	1	4	...	...	2	...	2	4	3	24
Bad management.....	...	...	...	...	...	...	...	...	...	...	1	2	3
Darkness	2	2	2	1	1	...	...	...	...	...	2	1	11
"Fault of other vessels" .....	...	4	2	...	...	...	...	...	...	2	...	...	6
Fog .....	...	2	...	...	...	...	...	...	...	...	...	...	2
High and baffling winds .....	...	...	...	...	...	...	...	...	...	...	...	...	2
Mistook lights	2	2	2	...	...	...	...	...	...	...	...	...	6
Misunderstanding signals .....	...	...	...	1	...	...	...	...	...	2	...	...	3
Tides, currents, etc. ....	...	...	2	...	...	...	...	...	2	...	...	...	5
Unavoidable .....	...	...	...	3	1	...	...	...	...	1	...	...	5
Unknown .....	...	...	...	...	...	...	...	...	...	...	...	...	5
Total	8	14	8	6	6	...	...	2	...	4	12	8	68

TABLE 31.—*Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1897, 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	8	10	16	9	1	...	...	...	...	15	4	2	78
Schooners	15	17	19	17	15	3	1	3	...	11	23	16	142
Steamers .....	...	...	...	...	...	...	...	...	...	...	1	1	2
Steam canal boats .....	...	1	1	...	...	...	...	...	...	...	1	...	3
Steam yachts .....	...	1	...	...	...	...	...	...	...	...	...	...	1
Yacht .....	...	...	...	...	1	...	...	...	...	...	...	...	1
Unknown .....	...	...	...	...	...	...	...	...	...	...	...	...	1
Total	23	29	36	27	28	8	1	3	...	26	29	19	229

TABLE 32.—*Abstract of returns of disasters to foreign vessels on the GREAT LAKES during the year ending June 30, 1897, showing NATIONALITY and DESCRIPTION and distinguishing those TOTALLY LOST and those PARTIALLY DAMAGED.*

Nationality and rig.	April.		Total.	
	Total loss.	Partial loss.	Total loss.	Partial loss.
British schooner .....	...	1	...	1
British steamer .....	...	1	...	1
Total .....	...	2	...	2
Aggregate	2	...	2	...

TABLE 33.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1897, showing the TONNAGE and distinguishing the number of those TOTALLY LOST and those PARTIALLY DAMAGED.

Burden of vessels.	July.		August.		Septem-ber.		October.		Novem-ber.		Decem-ber.		Jan-uary.		Feb-ruary.		March.		April.		May.		June.		Total.		Aggregate.		
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.			
Not exceeding 50 tons.....	1	1	2	1	1	1	1	1	1	2	1	2	1	1	1	1	1	1	1	2	1	3	2	2	7	16	23		
Over 50 and not exceeding 100 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	7	8	10		
Over 100 and not exceeding 200 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	7	9	16		
Over 200 and not exceeding 300 tons.....	1	1	3	1	2	3	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	16	19	
Over 300 and not exceeding 400 tons.....	1	1	1	2	1	4	1	5	1	2	1	1	1	1	1	1	1	1	1	3	2	3	1	4	22	26	26		
Over 400 and not exceeding 500 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	1	1	1	1	2	11	13	13	
Over 500 and not exceeding 600 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	6	8	8	
Over 600 and not exceeding 700 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	7	9	9	9	
Over 700 and not exceeding 800 tons.....	1	1	2	1	1	1	1	1	1	3	1	3	1	1	1	1	1	1	1	1	1	1	1	2	5	6	7	7	7
Over 800 and not exceeding 900 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	5	6	6	6	6
Over 900 and not exceeding 1,000 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	5	6	6	6
Over 1,000 and not exceeding 1,100 tons.....	1	1	1	1	1	1	1	1	1	2	1	1	1	1	1	1	1	1	1	1	2	2	1	4	4	4	4	4	4
Over 1,100 and not exceeding 1,200 tons.....	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	1	3	1	5	5	5	5	5	5	5
Over 1,200 and not exceeding 1,300 tons.....	1	2	1	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	2	3	1	3	2	11	11	11	11	11	11
Over 1,300 and not exceeding 1,400 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	1	7	6	2	8	8	8	8	8
Over 1,400 tons.....	5	6	6	11	1	9	1	9	6	1	3	1	1	1	1	1	1	1	2	3	1	7	6	2	53	55	55	55	55
Unknown.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	3	3	3	3	3
Total.....	5	18	3	26	7	29	4	23	5	23	1	7	1	1	1	2	1	1	5	21	2	27	1	18	34	195	229	229	
Aggregate.....	23	29	36	27	28	8	1	3	26	29	19	229							26		29		19						

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

TABLE 34.—*Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1897, showing the number of vessels and distinguishing AGE.*

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years.....	2	7	10	6	4	3	...	1	...	4	8	4	49
Over 5 and not exceeding 10 years.....	8	6	7	12	8	1	1	...	...	5	8	3	49
Over 10 and not exceeding 15 years.....	12	4	5	5	5	2	...	...	...	12	3	5	33
Over 15 and not exceeding 20 years.....	1	1	1	3	...	1	...	...	...	5	2	1	15
Over 20 and not exceeding 25 years.....	12	1	5	3	3	1	...	2	...	3	3	5	27
Over 25 and not exceeding 30 years.....	6	7	3	4	4	1	...	...	...	12	3	...	29
Over 30 and not exceeding 35 years.....	1	12	12	12	3	...	...	...	1	1	2	1	14
Over 35 and not exceeding 40 years.....	...	1	12	1	...	...	...	...	2	2	...	...	6
Over 40 and not exceeding 45 years.....	...	...	1	1	...	...	...	...	2	...	...	...	4
Over 45 and not exceeding 50 years.....	1	...	...	...	...	...	...	...	...	2	...	...	1
Over 50 years.....	...	...	...	...	...	...	...	...	...	...	1	...	...
Unknown.....	...	...	...	...	1	...	...	...	...	...	...	...	2
Total.....	23	29	36	27	28	8	1	3	...	26	29	19	229

TABLE 35.—*Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1897, 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	10	11	5	4	1	2	...	5	12	10	74
Coal.....	6	4	4	3	6	...	...	...	...	4	2	...	29
Chemicals.....	...	...	...	...	...	...	...	...	...	...	1	...	1
Copper ore.....	...	...	...	...	...	...	...	...	...	...	1	...	1
Fruit.....	1	2	...	...	1	1	...	...	...	...	...	...	2
Grain.....	1	2	6	2	2	2	...	...	...	5	3	2	25
Iron and iron ore.....	3	3	4	1	1	...	...	...	1	1	1	4	18
Lumber, timber, etc.....	4	7	7	3	8	...	...	...	7	6	1	1	43
Merchandise (general).....	1	2	2	1	2	...	...	...	...	...	2	1	11
Provisions.....	...	...	3	...	...	...	...	...	1	...	...	...	4
Salt.....	...	...	...	...	1	1	...	...	...	...	...	...	2
Sand, plaster, etc.....	...	1	...	...	...	...	...	...	...	...	...	...	1
Stone, brick, etc.....	1	1	1	1	...	...	...	...	...	...	...	1	5
Wood.....	...	1	1	1	1	...	...	...	2	...	...	...	6
Miscellaneous.....	1	...	...	1	...	...	1	...	...	...	...	...	3
Unknown.....	...	1	...	...	1	...	...	...	...	1	1	...	4
Total.....	23	29	36	27	28	8	1	3	...	26	29	19	229

TABLE 36.—*Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June, 30, 1897, 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	9	3	11	9	6	...	1	...	...	3	6	5	53
Lake Huron	1	5	3	...	3	...	...	...	...	3	6	1	22
Lake Michigan	6	7	12	11	13	5	...	3	...	13	11	4	85
Lake Ontario	1	...	2	...	...	...	...	...	...	...	...	...	3
Lake Superior	2	3	1	3	4	2	...	...	...	3	1	4	22
Lake Saint Clair	2	3	2	...	...	...	...	...	...	3	...	1	9
Straits of Mackinac .....	...	2	...	2	1	...	...	...	...	1	1	...	7
Detroit River	1	...	...	...	1	...	...	...	...	...	1	4	7
Sain' Clai. River .....	...	2	1	...	...	...	...	...	...	...	...	...	3
Saint Marys River .....	...	5	3	2	...	1	...	...	...	...	2	...	13
Welland Canal	1	...	1	...	...	...	...	...	...	2	1	...	5
Total	23	29	36	27	28	8	1	3	...	26	29	19	229

TABLE 37.—*Summary—GREAT LAKES.*

Nature of casualties.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.*	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Foundering	9	2,346	101	2,447	8	1	.....	7	2	4	46	50	13
Strandings	79	2,558	76,617	79,175	60	19	.....	13	66	77	913	990	...
Vessels collided	68	3,485	68,384	71,869	36	28	4	4	64	743	1,023	1,766	1
Other causes	73	5,047	50,285	55,332	47	26	.....	10	63	194	988	1,182	4
Total	229	13,436	195,387	208,823	151	74	4	34	195	1,018	2,970	3,988	18

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

RIVERS.

TABLE 38.—*Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1897, 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.*	Loss to cargoes.	Number of cargoes totally lost, amount unknown.	Number of cargoes not damaged, or damage unknown.
	Number.	Amount.		Number.	Amount.			Number.	Amount.		Number.	Amount.	
July.....	16	\$438,600	—	10	\$53,875	—	—	16	\$108,820	—	0	\$30,775	4
August.....	9	135,000	—	5	78,000	—	—	9	106,280	—	4	43,475	1
September.....	23	303,850	1	7	10,520	2	1	22	51,200	—	3	2,950	6
October.....	16	155,300	—	7	84,130	1	—	16	52,450	2	6	37,900	2
November.....	6	105,900	—	2	17,000	—	—	6	15,155	—	3	1,100	3
December.....	8	135,050	—	6	54,860	—	—	7	18,450	1	3	260	—
January.....	11	195,265	1	2	21,000	—	—	10	82,325	2	2	7,665	1
February.....	10	113,105	—	1	500	3	1	10	42,665	—	2	300	4
March.....	18	527,200	1	7	110,000	1	1	17	61,325	2	2	300	7
April.....	9	76,300	—	6	20,100	1	—	9	22,500	—	1	200	6
May.....	7	65,300	1	4	7,625	—	—	7	32,035	1	3	8,550	1
June.....	12	266,160	—	7	26,950	—	—	9	30,400	3	2	1,200	5
Total.....	145	2,517,090	4	64	484,560	8	3	138	629,575	11	34	129,380	40

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

TABLE 39.—*Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1897, 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 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	7	9	.....	.....	16	1, 166	4, 498	187	329	.....
August	5	4	.....	.....	9	3, 788	547	59	168	.....
September	7	15	2	.....	24	874	5, 988	63	173	.....
October	6	10	.....	.....	16	738	2, 744	91	260	.....
November	3	3	.....	.....	6	159	1, 764	63	157	.....
December	4	3	.....	1	8	171	2, 982	94	173	.....
January	7	3	1	1	12	944	2, 645	42	115	3
February	6	4	.....	.....	10	806	1, 311	2	188	.....
March	5	12	1	1	19	326	7, 916	233	323	1
April	2	7	.....	.....	9	274	2, 196	200	218	3
May	1	6	1	.....	8	321	5, 676	11	74	.....
June	3	6	.....	3	12	188	3, 938	165	235	.....
Total	56	82	5	6	149	9, 755	42, 205	1, 210	2, 422	7

TABLE 40.—*Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1897, showing the number of VESSELS and CARGOES INSURED and UNINSURED, and the AMOUNT of INSURANCE, where known.*

Months.	Number of vessels and cargoes reported to be insured, and the amount of insurance.				Total amount of insurance.	Number of ves- sels and car- goes r eported not insured.		Number of ves- sels and car- goes, whether insured or not, unknown.		Vessels in ballast.
	Vessels.		Cargoes.			Vessels.	Cargoes.	Vessels.	Cargoes.	
	Num- ber.	Amount.	Num- ber.	Amount.						
July	9	\$241, 500	4	\$45, 700	\$287, 200	7	3	.....	3	6
August	2	23, 000	2	30, 500	53, 500	7	2	.....	1	4
September	7	115, 700	.....	.....	115, 700	13	8	..... 4	2	14
October	11	66, 800	.....	.....	66, 800	3	3	..... 2	5	8
November	3	26, 800	.....	.....	26, 800	3	1	.....	1	4
December	3	26, 000	.....	.....	26, 000	5	5	.....	1	2
January	7	97, 200	.....	.....	97, 200	3	.....	..... 2	3	9
February	6	55, 000	.....	.....	55, 000	4	.....	.....	3	6
March	7	225, 000	1	80, 000	305, 000	11	4	..... 1	4	10
April	3	45, 500	.....	.....	45, 500	5	3	..... 1	4	2
May	1	6, 000	1	1, 250	7, 250	7	3	.....	4	4
June	8	109, 000	.....	.....	109, 000	3	3	..... 1	4	5
Total...	67	1, 037, 500	8	157, 450^	1, 194, 950	71	36	11	31	74

TABLE 41.—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1897, distinguishing the NATURE of each casualty.

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered	4	3	2	1	1	...	2	1	2	1	...	...	17
Stranded	5	...	5	2	1	...	...	1	...	...	...	...	20
Collided .....	...	...	8	2	...	2	2	...	5	2	2	5	29
Capsized .....	...	...	...	...	...	...	...	...	1	...	...	...	2
Damage to hull, masts, rigging, etc.	...	...	2	...	...	...	...	...	...	...	...	...	1
Damage to machinery	1	1	...	...	1	1	...	...	2	2	...	2	11
Explosion of boilers and bursting of steam pipes .....	...	...	...	...	...	1	...	...	...	...	...	...	1
Fire	1	1	2	4	2	4	4	1	2	2	2	5	30
Ice .....	...	...	...	...	...	...	2	3	...	...	...	...	5
Struck bridge, rock, snag, wharf, etc.	5	4	5	6	1	...	...	4	3	2	1	...	31
Miscellaneous .....	...	...	1	...	...	...	...	...	1	...	...	...	2
Total	16	9	24	16	6	8	12	10	19	9	8	12	149

TABLE 42.—Abstract of returns of disasters (excluding collisions) to vessels on the RIVERS of the United States during the year ending June 30, 1897, distinguishing the CAUSE of each disaster.

Class and cause of disaster.	Foundering.	Strandings.	Other causes.	Missing vessels.	Total.
CLASS 1.—Causes connected with the weather:					
Calms, currents, and tides .....	...	2	2	...	4
Gales, hurricanes, etc.	4	5	5	...	14
Snowstorms .....	...	1	...	...	1
Total	4	8	7	...	19
CLASS 3.—Causes connected with navigation and seamanship:					
Error of masters, officers, and crew	2	...	1	...	3
Error of pilots .....	...	2	...	...	2
Total	2	2	1	...	5
CLASS 4.—Causes connected with machinery or boilers:					
Damage to machinery .....	...	...	11	...	11
Explosion of boiler and bursting of steam pipes .....	...	...	1	...	1
Total .....	...	...	12	...	12
CLASS 5.—Other causes:					
Absence of lights or buoys .....	...	1	...	...	1
Capsized	1	...	...	...	1
Fire .....	...	...	30	...	30
Ice .....	...	...	5	...	5
Sprung a leak	8	...	1	...	9
Struck bridge, rock, snag, wharf, etc.	2	5	27	...	34
Miscellaneous .....	...	4	...	...	4
Total	11	10	63	...	84
Aggregate	17	20	83	...	120

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

TABLE 43.—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1897, 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
Bad management.....												3	3
Darkness.....			2										2
Error of judgment.....				1									1
"Fault of other vessel".....				1			1			2			4
Fault of tug towing.....			2								2		4
Fog.....						2							2
High and baffling winds.....			4									2	6
Misunderstanding signals.....									2				2
Unknown.....							1		2				3
Total.....			8	2		2	2		6	2	2	5	29

TABLE 44.—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1897, showing the number of vessels and distinguishing their DESCRIPTION.

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Barges.....		2	1									1	4
Canal boats.....			1										1
Schooners.....	1		5	3	1	1	2		1	2	2	1	19
Sloops.....		1	1										3
Steamers.....	15	6	16	13	5	7	10	10	18	6	6	10	122
Total.....	16	9	24	16	6	8	12	10	19	9	8	12	149

TABLE 45.—Abstract of returns of disasters to foreign vessels on the RIVERS of the United States during the year ending June 30, 1897, showing NATIONALITY and DESCRIPTION, and distinguishing those TOTALLY LOST and those PARTIALLY DAMAGED.

Nationality and rig.	January.		March.		May.		Total.	
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.
British steamers.....				1		1		2
Norwegian steamers.....		1						1
Total.....		1		1		1		3
Aggregate.....	1		1		1		3	

TABLE 46.—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1897, showing the TONNAGE and distinguishing the number of those TOTALLY LOST and those PARTIALLY DAMAGED.

Burden of vessels.	July.		August.		Septem-ber.		October.		Novem-ber.		Decem-ber.		Jann-ary.		Febru-ary.		March.		April.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
Not exceeding 50 tons	2	3	2	2	6	3	1	1	2	2	2	2	2	1	3	2	3	2	2	2	1	1	1	1	21	12	33
Over 50 and not exceeding 100 tons	1	1	1	1	1	2	3	1	1	1	1	2	1	3	2	1	1	1	1	1	1	1	3	1	16	15	31
Over 100 and not exceeding 200 tons	4	1	1	1	1	3	1	3	1	1	2	2	2	1	1	3	1	1	1	1	1	1	2	8	11	19	
Over 200 and not exceeding 300 tons	1	1	1	1	1	2	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	10	14	
Over 300 and not exceeding 400 tons	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	6	7	
Over 400 and not exceeding 500 tons	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	8	9	
Over 500 and not exceeding 600 tons	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	1	1	1	1	1	1	1	2	1	8	9	
Over 600 and not exceeding 700 tons	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	6	6	
Over 700 and not exceeding 800 tons	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	3	
Over 800 and not exceeding 900 tons	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	4	
Over 900 and not exceeding 1,000 tons	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	5	
Over 1,000 and not exceeding 1,100 tons	2	1	1	1	1	1	1	1	1	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	5	5	
Over 1,100 and not exceeding 1,200 tons	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	4	
Over 1,200 and not exceeding 1,300 tons	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	1
Over 1,300 and not exceeding 1,400 tons	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	
Over 1,400 tons	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	
Unknown.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Total.....	7	9	5	4	7	17	6	10	3	3	4	4	7	5	6	4	5	14	2	7	1	7	3	9	56	83	149
Aggregate.....	16	9	9	9	24	16	16	16	6	6	8	12	12	10	10	19	9	19	9	8	8	12	12	149			

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

TABLE 47.—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1897, showing the number of vessels and distinguishing AGE.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years.....	4	3	5	4	...	1	2	1	4	3	3	5	35
Over 5 and not exceeding 10 years.....	3	5	3	4	1	1	4	5	3	1	1	5	35
Over 10 and not exceeding 15 years.....	4	...	3	3	3	1	...	2	3	1	2	...	21
Over 15 and not exceeding 20 years.....	6	1	3	3	3	3	5	2	4	2	...	1	28
Over 20 and not exceeding 25 years.....	...	...	4	1	...	...	...	...	1	...	1	...	7
Over 25 and not exceeding 30 years.....	...	...	3	1	...	...	1	...	3	1	1	...	9
Over 30 and not exceeding 35 years.....	...	...	3	1	...	2	...	...	2	...	...	1	9
Over 35 and not exceeding 40 years.....	...	...	1	1	...	...	...	...	...	...	...	...	1
Over 40 and not exceeding 45 years.....	...	...	2	...	...	...	...	...	...	...	...	...	2
Over 45 and not exceeding 50 years.....	...	...	...	...	...	...	...	...	...	...	...	...	...
Over 50 years.....	...	...	...	...	...	...	...	...	...	1	...	...	1
Unknown.....	...	...	1	...	...	...	...	...	...	...	...	...	1
Total.....	16	9	24	16	6	8	12	10	19	9	8	12	149

TABLE 48.—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1897, 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	4	14	8	4	2	9	6	10	2	4	5	74
Coal.....	...	...	1	1	...	...	1	1	...	...	1	2	5
Cotton, cotton seed, etc.....	...	...	1	2	...	...	1	1	...	...	...	...	5
Fertilizers.....	...	...	...	...	...	...	...	...	1	1	...	...	2
Fish, oysters, etc.....	...	...	...	1	...	...	...	...	...	...	...	...	1
Grain.....	3	2	...	...	...	...	...	...	1	...	...	...	6
Lime.....	...	...	...	...	...	...	...	...	...	1	...	...	1
Live stock.....	...	...	...	...	1	...	...	...	...	...	...	1	2
Lumber, timber, etc.....	...	...	1	1	...	...	...	...	2	1	...	...	4
Merchandise (general).....	1	3	2	...	1	1	1	2	2	2	...	1	16
Provisions.....	...	...	1	...	...	2	...	...	2	1	...	...	6
Silver ore.....	1	...	...	...	...	...	...	...	...	1	2	...	3
Stone, brick, etc.....	...	...	2	...	...	...	...	...	...	...	...	...	2
Sugar, molasses, etc.....	1	...	...	...	...	...	...	...	1	...	...	...	2
Tar.....	1	...	...	...	...	...	...	...	...	1	1	...	3
Wood.....	...	...	1	...	...	...	...	1	...	...	...	1	4
Miscellaneous.....	3	...	...	3	...	1	...	...	2	...	...	1	10
Unknown.....	...	...	1	...	...	...	1	1	...	...	...	...	3
Total.....	16	9	24	16	6	8	12	10	19	9	8	12	149

TABLE 49.—*Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1897, distinguishing the RIVERS on which they occurred.*

Rivers.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Amite, Louisiana.....								1					1
Arkansas.....								1					1
Big Sandy, Kentucky.....						1			1				2
Black, Arkansas.....		1											1
Chattahoochee.....									1	1			2
Columbia.....	2				1			1					4
Cumberland, Tennessee.....			1					1		1			3
Delaware.....			2	2		1	1		2	1	3	4	16
Escambia, Florida.....	4								1	1			4
Hudson.....			1		1	1			1	1			5
Indian, Florida.....		1									1		2
James, Virginia.....	1									2			3
Kanawha, Great, West Virginia.....				1									1
Kanawha, Little, West Virginia.....		1						1					2
Kentucky.....									1				1
Kootenai, Montana.....											2		2
Mississippi.....	3	4	2	2	3	1	6	3	6	2		4	36
Missouri.....	1							1	1		1		4
Monongahela, Pennsylvania.....	1			1			1	1	1			1	3
Ogeechee, Florida.....			1										1
Ohio.....	1	2	1	2			1	2	3			1	13
Ocklockonee, Florida.....										1			1
Ocmulgee, Georgia.....							1						1
Pascagoula, Mississippi.....	1												1
Pawtucket, R. I.....												1	1
Penobscot.....				1									1
Pontchatoula.....							1						1
Potomac.....			9	1					2				12
Rappahannock, Virginia.....				1									1
Raritan, New Jersey.....			3										3
St. Johns, Florida.....			1			1						1	3
St. Lawrence.....	2												2
Sacramento, California.....						2							2
San Joaquin, California.....						1							1
San Jacinto, Texas.....					1								1
Savannah, Georgia.....			1										1
Sunflower, Mississippi.....				1									1
Suwanee, Florida.....			2										2
Taunton, Massachusetts.....			1								1		1
Waccamaw, South Carolina.....													1
Willamette.....				1									1
White, Arkansas.....				1			1						2
Yazoo, Mississippi.....	1			1									2
Total.....	16	9	24	16	6	8	12	10	19	9	8	12	149

TABLE 50.—*Summary—RIVERS of the United States.*

Nature of casualties.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.*	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Foundering.....	17	993	313	1,306	1	16	.....	11	6	2	57	59	.....
Strandings.....	20	521	6,067	6,588	15	5	.....	5	15	161	275	436	.....
Vessels collided.....	29	157	18,141	18,298	12	14	3	3	26	160	243	403	.....
Other causes.....	83	8,084	17,684	25,768	44	39	.....	37	46	887	1,847	2,734	5
Total.....	149	9,755	42,205	51,960	72	74	3	56	93	1,210	2,422	3,632	7

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

AT SEA AND IN FOREIGN WATERS.

TABLE 51.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1897, 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.		Loss to vessels.		Number of vessels totally lost, 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.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	
July.....	17	\$286,500	1	\$81,845	14	\$81,845	1	\$81,845	16	\$109,500	.....	.....	10	\$43,945	.....	.....	5
August.....	6	146,000	1	55,050	4	55,050	1	55,050	6	126,100	.....	.....	1	5,000	.....	.....	4
September.....	21	448,500	1	236,060	15	236,060	1	236,060	21	135,150	.....	.....	7	13,875	.....	.....	10
October.....	31	2,406,000	2	1,632,460	25	1,632,460	1	1,632,460	32	228,430	.....	.....	13	33,335	.....	.....	13
November.....	16	202,625	1	285,650	11	285,650	1	285,650	16	98,955	.....	.....	1	7,150	.....	.....	5
December.....	30	434,650	1	182,465	27	182,465	1	182,465	30	187,415	.....	.....	7	64,140	.....	.....	12
January.....	28	926,200	2	639,870	22	639,870	1	639,870	28	163,900	.....	.....	15	127,695	.....	.....	10
February.....	11	166,000	1	130,175	8	130,175	1	130,175	11	69,685	.....	.....	2	61,000	.....	.....	7
March.....	12	491,000	.....	.....	9	299,000	.....	.....	12	108,830	.....	.....	4	38,100	.....	.....	6
April.....	5	543,000	.....	.....	2	41,000	.....	.....	4	26,800	.....	.....	2	41,000	.....	.....	2
May.....	14	573,300	1	313,910	8	313,910	1	313,910	14	99,715	.....	.....	4	51,410	.....	.....	5
June.....	4	44,000	.....	.....	3	103,300	1	103,300	4	22,900	.....	.....	3	100,725	.....	.....	1
Total.....	195	6,667,775	11	4,000,785	148	4,000,785	7	4,000,785	194	1,377,380	.....	.....	84	587,375	.....	.....	80

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

TABLE 52.—Abstract of returns of disasters to American vessels AT SEA and in FOREIGN WATERS during the year ending June 30, 1897, 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 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	9	7	1	1	18	3,636	8,375	7	165	.....
August	3	3	1	.....	7	5,168	2,244	1	92	11
September	7	14	1	.....	22	2,334	12,113	4	241	33
October	10	22	1	.....	31	4,061	34,067	445	863	15
November	8	8	1	.....	17	2,401	4,010	6	131	8
December	12	18	1	.....	31	3,795	14,187	5	324	32
January	11	17	2	.....	30	3,604	21,866	5	418	29
February	4	7	1	.....	12	2,406	5,753	.....	90	1
March	5	7	.....	.....	12	2,356	7,163	121	181	32
April	2	2	.....	1	5	694	6,537	60	189	5
May	5	9	1	.....	15	1,800	8,306	59	240	13
June	1	3	.....	.....	4	1,418	828	14	46	.....
Total	77	117	10	2	206	33,673	125,449	727	2,980	179

TABLE 53.—Abstract of returns of disasters to American vessels AT SEA and in FOREIGN WATERS during the year ending June 30, 1897, 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 ves- sels and cargoes reported not insured.		Number of ves- sels and cargoes, whether insured or not, unknown.		Vessels in ballast.
	Vessels.		Cargoes.		Total amount of insur- ance.	Vessels.	Cargoes.	Vessels.	Cargoes.	
	Num- ber.	Amount.	Num- ber.	Amount.						
July	10	136,800	6	30,420	167,220	5	.....	3	9	3
August	5	51,000	2	3,050	54,050	.....	.....	2	4	1
September	15	195,600	10	217,840	413,440	4	.....	3	7	5
October	23	1,817,625	10	526,600	2,344,225	5	2	5	14	7
November	12	91,850	5	233,500	325,350	3	2	2	5	5
December	23	148,585	9	71,005	219,590	5	8	3	11	3
January	19	519,780	9	186,150	705,910	4	3	7	13	5
February	8	47,950	4	27,675	75,625	1	2	3	3	3
March	9	326,000	5	63,205	389,205	1	.....	2	5	2
April	3	18,670	1	40,000	58,670	1	1	1	2	1
May	10	389,300	4	91,160	480,460	3	.....	2	5	6
June	1	4,000	.....	.....	4,000	1	1	2	3	.....
Total ...	138	3,747,140	65	1,490,605	5,237,745	33	19	35	81	41

TABLE 54.—*Abstract of returns of disasters to American vessels AT SEA and in FOREIGN WATERS during the year ending June 30, 1897, 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	2	3	1	2	4	1	1	2	1	19	
Stranded	9	2	4	2	7	4	6	4	2	2	5	1	48
Collided	6	2	4	4	2	2	4	2	2	2	4	8	34
Abandoned			1	3	3	3	1						8
Damage to hull, masts, rigging, etc.	1	1	7	15	3	16	10	5	4	1	1		64
Damage to machinery			1	2			1				1		5
Explosion of boilers and bursting of steam pipes						1	1					1	1
Fire						1	1				1	1	4
Ice							1						1
Never heard from			2	2		2	1		1				8
Sprung a leak			1	1	1			1	1		1		6
Struck sunken wreck, etc.					2								2
Water-logged				1					1				2
Miscellaneous					1	1	1					1	4
Total	18	7	22	33	17	31	30	12	12	5	15	4	206

TABLE 55.—*Abstract of returns of disasters (excluding collisions) to American vessels AT SEA and in FOREIGN WATERS during the year ending June 30, 1897, distinguishing the CAUSE of each disaster.*

Class and cause of disaster.	Foundering.	Strandings.	Other causes.	Missing vessels.	Total.
CLASS 1. —Causes connected with the weather:					
Calms, currents, and tides		11			11
Darkness		1			1
Fog		7			7
Gales, hurricanes, etc.	9	12	58		79
Heavy sea			15		15
Lightning			1		1
Snowstorms		1			1
Total	9	32	74		115
CLASS 2. —Causes connected with vessels, equipments, or stowage:					
Defective hull, masts, rigging, etc.			1		1
Error in chronometer		1			1
Error in compass		1			1
Total		2	1		3
CLASS 3. —Causes connected with navigation and seamanship:					
Errors of masters, officers, and crews ..		4	1		5
Errors of pilots		1			1
Total		5	1		6
CLASS 4. —Causes connected with machinery or boilers:					
Damage to machinery			5		5
Explosion of boilers and bursting of steam pipes ..			1		1
Total			6		6
CLASS 5. —Other causes:					
Capsized	2				2
Fire			4		4
Ice			1		1
Mistayed		3			3
Sprung a leak	7	1	1		9
Struck rock, wreck, etc.		1	1		2
Want of proper lights		1			1

TABLE 55.—*Abstract of returns of disasters (excluding collisions) to American vessels AT SEA and in FOREIGN WATERS during the year ending June 30, 1897, distinguishing the CAUSE of each disaster—Continued.*

Class and cause of disaster.	Foundering.	Strandin	Other causes.	Missing vessels.	Total.
CLASS 5.—Other causes—Continued.					
Water-logged.....	1		6		7
Miscellaneous.....		3	2		2
Unknown.....				8	11
Total.....	10	9	15	8	42
Aggregate.....	19	48	97	8	172

TABLE 56.—*Abstract of returns of disasters to American vessels AT SEA and in FOREIGN WATERS during the year ending June 30, 1897, showing the number of vessels COLLIDED and distinguishing the CAUSE of each disaster.*

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Accidental.....							1						1
Bad management.....	1												1
Carelessness.....			1	1									2
Darkness.....	2												2
"Fault of other vessel".....	1	1	1	1		1	1	1			1		8
Fog.....	2								2	2			6
Heavy sea.....				2									2
High and baffling winds.....					2	1	2	1			2		2
Unknown.....		1	2		2	1	2	1			1		10
Total.....	6	2	4	4	2	2	4	2	2	2	4		34

TABLE 57.—*Abstract of returns of disasters to American vessels AT SEA and in FOREIGN WATERS during the year ending June 30, 1897, 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		2	2		5	2	2			4	2	24
Barkentines.....	1		4	1	1	1	1	1		1			13
Brigs.....	1		1	1		1	1		1		2		8
Brigantines.....					1								1
Ferryboats.....			1										1
Schooners.....	12	4	12	19	13	23	14	7	6	2	6		118
Ships.....		3	1	2	1				2	1		1	12
Sloops.....					1								1
Steamers.....	2		1	7		1	7	1	3	1	2	1	26
Unknown.....				1									1
Total.....	18	7	22	33	17	31	30	12	12	5	15	4	206

TABLE 58.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1897, showing the tonnage and distinguishing the number of those totally lost and those partially damaged.

Burden of vessels.	July.		August.		Septem-ber.		October.		Novem-ber.		Decem-ber.		Janu-ary.		Febru-ary.		March.		April.		May.		June.		Total.		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	1	1	2	1	1	3	1	1	3	2	1	2	2	1	1	1	1	1	1	1	1	6	11	6		
Over 50 and not exceeding 100 tons.....	1	1	1	1	1	2	2	1	2	1	1	4	3	1	1	1	1	1	1	1	1	1	1	1	7	11	23		
Over 100 and not exceeding 200 tons.....	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	1	1	1	1	1	1	14	9	23		
Over 200 and not exceeding 300 tons.....	2	1	1	1	1	1	3	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	12	23		
Over 300 and not exceeding 400 tons.....	2	1	1	1	1	1	1	1	2	2	1	3	2	1	1	1	1	1	1	1	1	1	1	1	8	13	21		
Over 400 and not exceeding 500 tons.....	1	1	1	1	1	1	1	2	2	1	1	2	2	1	1	1	1	1	1	1	1	1	1	1	1	8	13	21	
Over 500 and not exceeding 600 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	1	3	1	1	1	1	1	1	1	5	1	6	10	
Over 600 and not exceeding 700 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	1	2	1	1	1	1	1	1	1	2	7	9	10	
Over 700 and not exceeding 800 tons.....	1	2	1	1	1	3	1	1	1	1	1	2	1	2	2	1	2	1	1	1	1	1	1	1	3	5	8	1	
Over 800 and not exceeding 900 tons.....	1	1	1	1	1	1	1	1	1	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	8	1
Over 900 and not exceeding 1,000 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	4	1	1
Over 1,000 and not exceeding 1,100 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	1	1	1	1	1	1	1	1	4	4	1	1
Over 1,100 and not exceeding 1,200 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	3	5
Over 1,200 and not exceeding 1,300 tons.....	1	1	1	1	1	1	1	1	1	1	1	2	1	2	1	1	1	1	1	1	1	1	1	1	1	3	3	5	3
Over 1,300 and not exceeding 1,400 tons.....	1	1	1	1	1	2	8	1	1	1	1	2	7	3	1	1	1	1	1	1	1	1	1	1	4	26	30	30	
Over 1,400 tons.....	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2
Unknown.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Total.....	9	9	3	4	7	15	10	23	8	9	12	19	11	19	4	8	5	7	2	3	5	10	1	3	77	129	206		
Aggregate.....	18	7	7	7	33	22	33	17	31	30	15	5	4	206															

NOTE.—In the columns of "Partial loss" in this table are included the casualties in which the vessels sustained no damage, for the number of which see appropriate column in Table 52.

TABLE 59.—*Abstract of returns of disasters to American vessels AT SEA and in FOREIGN WATERS during the year ending June 30, 1897, showing the number of vessels and distinguishing AGE.*

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years.....	1		1	7	4	5	3	1	3	2		1	28
Over 5 and not exceeding 10 years.....	5	1	5	8	3	4	6	2	2	1	4		41
Over 10 and not exceeding 15 years.....	4	4	3	9	5	5	9	6	2	1	3		51
Over 15 and not exceeding 20 years.....	1	2	3	4	3	3	6	1	2			1	29
Over 20 and not exceeding 25 years.....	1		4	3		8	4	2	2	1	1	1	27
Over 25 and not exceeding 30 years.....	3		3	1	1	6	1		1		3	1	20
Over 30 and not exceeding 35 years.....	1		2										3
Over 35 and not exceeding 40 years.....											1		1
Over 40 and not exceeding 45 years.....	2						1						3
Over 45 and not exceeding 50 years.....			1										1
Over 50 years.....				1	1								2
Unknown.....													
Total.....	18	7	22	33	17	31	30	12	12	5	15	4	206

TABLE 60.—*Abstract of returns of disasters to American vessels AT SEA and in FOREIGN WATERS during the year ending June 30, 1897, showing the number of vessels and distinguishing their CARGOES.*

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast.....	3	1	5	7	5	3	5	3	2	1	6		41
Asphalt.....			1										2
Coal.....	4	1	4		1	4	3	1	1		2	1	22
Cotton, cotton seed, etc.....			1										1
Explosives.....												1	1
Fertilizers.....				1	1	1	1						4
Fish, oysters, etc.....				1	1	6	4			1			13
Fruit, coffee, nuts, spices, etc.....	1		1	1	1	1							5
Grain.....			1			2	1						4
Gold ore.....											1		1
Logwood.....				1		1							2
Lumber, timber, etc.....	8	1	3	9	5	9	1	4	2			1	43
Merchandise (general).....		1	2	5	1	1	2		3	2	2		19
Petroleum.....	1	1	2		1			2				1	8
Provisions, etc.....				1			1						2
Salt.....	1			2		1	2						6
Sand, plaster, etc.....		1				1							2
Sugar, molasses, etc.....			1	1			5		3	1			12
Whale oil, etc.....				1				1			1		2
Miscellaneous.....							2	1	1				5
Unknown.....		1	1	2	1	1	3	1			1		11
Total.....	18	7	22	33	17	31	30	12	12	5	15	4	206

TABLE 61.—*Summary—At sea and in foreign waters.*

Nature of casualties.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.*	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Foundering.....	19	8,948	.....	8,948	17	2	.....	19	.....	2	182	184	44
Strandings.....	48	13,284	12,287	25,571	34	14	.....	34	14	72	555	627	4
Vessels collided.....	34	1,166	35,931	37,097	15	9	10	4	30	81	502	583	5
Other causes.....	105	10,275	77,231	87,506	89	16	.....	20	85	572	1,741	2,313	126
Total.....	206	33,673	125,449	159,122	155	41	10	77	129	727	2,980	3,707	179

* 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, 1897.*

Coasts, etc.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Atlantic and Gulf coasts.....	39	7,838	50,771	58,609	19	6	14	15	24	4	312	316	5
Pacific coast.....	3	2,771	3,270	6,041	.....	2	1	2	1	.....	46	46	.....
Great Lakes.....	2	.....	2,260	2,260	.....	1	1	.....	2	.....	8	8	.....
Rivers.....	3	.....	3,856	3,856	1	.....	2	.....	3	4	8	12	.....
Total.....	47	10,609	60,157	70,766	20	9	18	17	30	8	374	382	5

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	Aggregate.
Total value vessels involved.....	\$848,400	\$120,000	\$20,000	\$8,000	\$996,400
Total value cargoes involved.....	369,755	.....	.....	2,000	371,755
Aggregate.....	1,218,155	120,000	20,000	10,000	1,368,155
Total losses to vessels.....	419,560	120,000	1,000	6,000	546,560
Total losses to cargo.....	161,735	.....	.....	2,000	163,735
Aggregate.....	581,295	120,000	1,000	8,000	710,295
Total insurance on vessels.....	9,500	.....	.....	.....	9,500
Total insurance on cargoes.....	.....	.....	.....	.....	.....
Aggregate.....	9,500	.....	.....	.....	9,500
Total tonnage vessels totally lost.....	7,838	2,771	.....	.....	10,609
Total tonnage vessels damaged.....	50,771	3,270	2,260	3,856	60,157

TABLE 63.—GENERAL SUMMARY.

Nature of casualties.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Value of vessels.	Value of cargoes.	Losses to vessels.	Losses to cargoes.	Insurance on vessels.	Insurance on cargoes.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total losses.	Casualties involving partial and unknown damage.	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Foundering:																		
Atlantic and Gulf coasts.....	40	2,664	876	\$115,750	\$8,060	\$70,865	\$20,145	\$60,000	\$26,135	25	15	...	21	19	20	151	171	25
Pacific coast.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Great Lakes.....	9	2,346	101	54,200	81,210	47,700	15,110	11,500	70,000	8	1	...	7	2	4	46	50	13
Rivers.....	300	993	313	74,800	300	53,670	30,500	30,500	10,185	17	2	...	11	6	2	57	59	...
At sea and in foreign waters.....	19	8,948	...	208,500	47,505	208,500	47,505	58,950	...	...	...	...	19	...	2	182	194	44
Total.....	85	14,951	1,200	453,250	159,075	380,735	83,060	140,950	106,330	51	34	...	58	27	28	438	464	82
Strandings:																		
Atlantic and Gulf coasts.....	169	10,064	47,642	2,374,635	649,735	773,175	183,000	677,300	285,495	115	54	...	79	90	159	1,273	1,432	26
Pacific coast.....	22	13,423	9,639	2,053,600	349,600	1,346,550	229,250	1,048,600	143,500	16	6	...	12	10	224	526	750	19
Great Lakes.....	79	2,558	78,617	4,098,875	1,902,220	301,490	43,560	3,221,975	392,235	60	19	...	13	66	77	913	990	...
Rivers.....	20	521	6,067	454,050	71,790	53,175	31,340	212,500	36,450	15	5	...	5	5	15	161	275	436
At sea and in foreign waters.....	48	13,284	12,287	1,022,425	507,580	507,605	229,335	381,390	119,250	34	14	...	34	14	72	555	627	4
Total.....	338	48,850	152,252	9,993,585	3,480,925	2,981,995	716,485	5,541,765	986,930	240	98	...	143	195	693	3,542	4,235	49
Vessels collided:																		
Atlantic and Gulf coasts.....	193	3,204	129,125	5,820,860	1,947,435	375,040	76,110	2,114,025	508,565	87	63	...	43	11	237	1,661	4,039	14
Pacific coast.....	16	...	12,932	746,200	110,535	140,230	...	166,000	...	10	5	...	1	16	182	288	480	1
Great Lakes.....	68	3,485	68,384	4,435,900	413,800	346,850	82,300	2,844,665	176,285	36	28	...	4	64	743	1,023	1,766	1
Rivers.....	29	157	18,141	701,550	15,050	41,860	500	227,000	...	12	14	...	3	3	26	160	403	2
At sea and in foreign waters.....	34	1,166	35,931	1,455,500	341,100	85,815	45,500	606,100	145,400	15	9	...	10	4	30	81	502	5
Total.....	340	8,012	264,513	13,160,010	2,827,920	863,795	204,410	5,957,790	830,250	160	119	...	61	318	3,544	3,727	7,271	23
Other causes:																		
Atlantic and Gulf coasts.....	115	5,612	39,320	3,816,900	1,013,530	598,405	301,350	2,131,405	687,485	53	62	...	23	92	1,241	1,145	2,886	10
Pacific coast.....	10	47	5,997	274,000	3,400	61,450	2,000	52,800	2,000	3	7	...	2	8	35	92	127	...
Great Lakes.....	73	5,047	50,285	3,118,310	662,940	391,365	54,505	2,034,440	199,620	47	28	...	10	63	194	988	1,182	4
Rivers.....	83	8,094	17,684	1,286,690	397,420	490,870	97,240	587,500	121,000	44	39	...	37	46	887	1,847	2,734	5
At sea and in foreign waters.....	105	10,275	77,231	3,931,350	3,104,000	575,460	265,035	2,700,700	1,215,760	89	16	...	20	85	572	1,741	2,813	126
Total.....	386	29,065	190,517	12,477,250	5,181,890	2,107,610	718,530	7,506,845	2,195,875	236	150	...	92	294	2,929	5,813	8,742	145
Grand total.....	1,149	100,878	608,572	36,084,095	11,649,810	6,334,135	1,722,485	19,147,350	4,119,385	687	401	...	61	315	7,194	13,518	20,712	299

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.....	517	30,544	216,963	247,507	280	194	43	154	383	3,798	4,230	8,028	75
Pacific coast.....	48	13,470	28,568	42,038	29	18	1	14	34	441	916	1,357	20
Great Lakes.....	229	13,436	195,387	208,823	151	74	4	34	195	1,018	2,970	3,988	18
Rivers.....	149	9,755	42,205	51,960	72	74	3	56	93	1,210	2,422	3,632	7
At sea and in foreign waters.....	206	33,673	125,449	159,122	155	41	10	77	129	727	2,980	3,707	179
Total.....	1,149	100,878	608,572	709,450	687	401	61	315	834	7,194	13,518	20,712	299

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Aggregate.
Total value vessels involved.....	\$12,128,145	\$3,073,800	\$11,697,285	\$2,517,090	\$6,667,775	\$36,084,095
Total value cargoes involved.....	3,640,760	463,535	3,060,170	484,560	4,000,785	11,649,810
Aggregate.....	15,768,905	3,537,335	14,757,455	3,001,650	10,668,560	47,733,905
Total losses to vessels.....	1,817,545	1,422,230	1,087,405	629,575	1,377,350	6,334,135
Total losses to cargoes.....	580,605	229,650	196,475	129,380	587,375	1,722,485
Aggregate.....	2,398,150	1,651,880	1,283,880	758,955	1,964,755	8,056,620
Total insurance on vessels*.....	4,962,730	1,267,400	8,112,580	1,037,500	3,747,140	19,147,350
Total insurance on cargoes*.....	1,487,690	145,500	938,140	157,450	1,490,605	4,119,385
Aggregate.....	6,470,420	1,412,900	9,050,720	1,194,950	5,237,745	23,266,735
Total tonnage vessels totally lost.....	30,544	13,470	13,436	9,755	33,673	100,878
Total tonnage vessels damaged.....	216,963	28,568	195,387	42,205	125,449	608,572

* The amount of insurance is on 550 vessels and on 217 cargoes.

† In addition to the number of lives lost here reported, 264 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 563.

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, 1897, in four divisions, viz: (1) Foundering; (2) Stranding; (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.
1896.											
July 10	Little Wissahickon.	American barge	377	Buffalo, N. Y.	East Saginaw, Mich.	Total	Coal	1	7	3	Lake Erie.
Aug. 13	Willie Rosenfeld.	American ship	2,455	New York	San Francisco, Cal.	do	General	27	7	7	At sea.
Aug. 28	Patrician	do	1,254	Newcastle, N. S. W.	Littleton, New Zealand.	do	Coal	15	15	1	Do.
Sept. 21	Mary T. Kimball	American brig	477	Mobile, Ala.	Guantanamo, Cuba.	do	Coal and cross-ties.		8	5	Do.
Sept. 23	Gov. Jas. Y. Smith.	American schooner	321	Wilmington, N. C.	Ponce, Porto Rico.	do	Lumber	7	7	5	Do.
Sept. 26	Mamie Oe	do	17	Savannah, Ga.	Wilmington Island, Ga.	do	Ballast	7	3	3	Ossabaw Sound, Ga.
Sept. 29	Rosalie	do	15	Cedar Key, Fla.	Sponge fishing.	Partial	Sponges	12	4	4	Horsehoe Bay, Fla.
Sept. 29	Robert Turner	American steamer	35	Savannah, Ga.	Beaufort, S. C.	do	Ballast	3	5	4	Mouth of Savannah River, Ga.
Sept. 29	Capitol	American schooner	27	Washington, D. C.	Wicomico, Va.	Total	do	3	3	3	Chesapeake Bay.
Sept. 30	Simatra	do	845	South Chicago, Ill.	Fort William, Ont.	do	Steel rails	7	4	4	Lake Michigan.
Nov. 7	Wankesha.	do	310	Ludington, Mich.	Chicago, Ill.	do	Salt	7	6	6	Off Muskegon, Mich., Lake Michigan.
Nov. —	Governor Hall	do	590	Philadelphia, Pa.	Savannah, Ga.	do	Coal	8	8	8	At sea.
Dec. 2	Frank M. Noyes.	do	154	San Andreas, Cal.	Baltimore, Md.	do	Cocoanuts and oranges.	1	7	7	Do.
Dec. 10	Freestone.	do	71	Amboy, N. J.	Greenport, N. Y.	do	Coal	3	3	3	Long Island Sound.
Dec. 10	Edwin Booth	do	46	Pensacola, Fla.	Fishing bank.	do	Fish	8	3	3	At sea.
1897.											
Jan. 3	Commodore.	American steamer	178	Jacksonville, Fla.	Cienfuegos, Cuba.	do	Munitions of war.		27	8	Do.
Mar. 28	Amelia	American sloop.	7	St. Andrews Bay	Pensacola, Fla.	do	Oysters.	7	2	8	Pensacola Har, Fla.
June 5	Willie	American steamer		Sayreville, N. J.	Perth Amboy, N. J.	No damage.	Ballast	3	1	1	Raritan Bay, N. J.

Totals: Vessels, 18; tonnage, 7,179; total losses, 15; partial losses, 2; no damage, 1; number of passengers, 19; number in crews, 163; number of lives lost, 83.

(2) STRANDINGS.

1896. Aug. 15	Gov. Goodwin	American ship	1,469	New York	Chefoo, China	Total	Petroleum	20	2	Princes Island, Strait of Sunda.
Sept. 14	Monte Tabor	Italian bark	567	Trapani, Italy	Boston, Mass.	do	Salt	12	5	Peaked Hill Bar, Cape Cod, Mass.
Oct. 9	Carrie E. Look	American schooner	530	New York	Jacksonville, Fla.	Partial	do	8	1	Mouth of St. Johns River, Fla.
Oct. 11	Luther A. Roby	do	640	Cheverie, N. S.	Philadelphia, Pa.	Total	Plaster	8	3	Cape Henlopen, Del.
Oct. 20	Arago	American steamer	947	Empire City, Oreg.	San Francisco, Cal.	do	Coal	7	25	Coos Bay Jetty, Oreg.
Nov. 22	San Benito	do	3,789	Tacoma, Wash.	do	do	do	43	6	Point Arena, Cal.
Dec. 23	Calvin E. Orcutt	American schooner	953	Portland, Me.	Norfolk, Va.	do	Ballast	8	8	Chatham, Cape Cod, Mass.
1897. Jan. 21	Yosemite	do	122	St. Lawrence, New- foundland	Gloucester, Mass.	do	Fish	10	2	Ram Island, near Rockport, N. S.
Jan. 21	Nshum Chapin	do	597	Baltimore, Md.	Boston, Mass.	do	Coal	9	9	Quogue, Long Island, N. Y.

Totals: Vessels, 9; tonnage, 9,604; total losses, 8; partial losses, 1; number of passengers, 7; number in crews, 143; number of lives lost, 49.

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.
1896.											
July 16	No name*	Skiff				Unknown			1	1	Ohio River.
July 18	No name†	Sailboat				do			1	1	New York Harbor.
July 21	No name‡	Rowboat				do			1	1	Delaware River.
Aug. 9	Azalea	American steam yacht.	75	Detroit, Mich.	Mackinac Island, Mich.	Partial	Ballast	8	10	2	St. Clair River.
Aug. 13	No name§	Yawl				Unknown			1	1	Mississippi River.
Aug. 15	No name||	Skiff				do			1	1	Near Grindstone Island, St. Lawrence River.
Aug. 20	Utopia	American steamer	424	Seattle, Wash.	Tacoma, Wash.	Partial	Gold and silver ore.		18	1	Puget Sound, Wash.
Aug. 27	No name¶	Sailboat				Unknown			2	1	Narragansett Bay, R. I.
Sept. 7	No name	Skiff				do			1	1	East River, N. Y.
Sept. 10	Mertis H. Perry	American schooner	62	Lyingin Harbor		Partial	Salt, fish, and ice.	14	1	1	Vineyard Sound, Mass.
Oct. 16	Niagara	American steamer	37	Hoboken, N. J.	New York	do	Ballast	6	5	4	New York Harbor.
Nov. 13	Post Boy	American schooner	171	Port Reading, N. J.	Saco, Me.	do	Coal		6	1	Near Faulkners Island, Long Island Sound.
Dec. 15	Grace K. Green	do	406	Philadelphia, Pa.	New Haven, Conn.	Total	do		8	1	Near Long Branch, N. J.
1897.											
Jan. 6	Job T. Wilson	American steamer	53	Baltimore, Md.	Dredging grounds	do	Ballast	1	7	2	Baltimore Harbor, Md.
Jan. 28	Argo	do	48	New Orleans, La.	Port Eads, Miss.	do	do	7	7	2	Mississippi River.
Apr. 5	Mad Anthony	American schooner	48	Verplancks Point, N. Y.	Bayonne, N. J.	Partial	Brick	4	3	1	New York Harbor.
Apr. 9	Nellie Smith	American barkentine	587	Sagua, Cuba.	New York	Total	Sugar		8	5	At sea.
May 4	D. S. Arrott	American steamer	94	St. George, N. Y.	Brooklyn, N. Y.	Partial	Ballast		7	1	New York Harbor.
May 9	Annie E. Rudolph	American schooner	195	Philadelphia, Pa.	Boston, Mass.	Total	Iron pipe		5	3	Nauset, Mass.
June 23	Hattie M. Graham	do	141	Gloucester, Mass.	Fishing trip	No damage.	Ballast		18	1	Near Block Island, R. I.

* Collision with steamer Telegraph.
† Collision with ferryboat Kingston.
‡ Collision with steamer Florence.

§ Collision with tow of steamer Future City.
|| Collision with steamer Alert.

¶ Collision with steamer Mount Hope.
** Collision with ferryboat Bouvery Bay.

Totals: Vessels, 20; tonnage, 2,351; total losses, 5; partial losses, 7; no damage or damage unknown, 8; number of passengers, 13; number in crews, 125; number of lives lost, 32.

(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.	Crew.	Lives lost.	Place of disaster.	Nature of casualty.
1896.												
July 1	Sailor boy	Am. sc.	328	Aberdeen, Wash.	San Francisco, Cal.	No dam- age.	Unknown	.....	8	1	At sea	Thrown overboard while hoisting sail.
July 1	Jessie	Am. str.	74	New Orleans Harbor	.....	do	do	.....	14	1	New Orleans La.	Jumped overboard.
July 2	William Storie	do	439	Lying at wharf	.....	do	do	.....	.....	.....	Boston, Mass.	Fell overboard while intoxicated.
July 4	E. P. Dawson	do	49	Pleasure trip	.....	do	Ballast	.....	2	2	Tennessee River	Fell overboard while fighting.
July 4	U. K. Riggs	do	123	do	.....	do	do	.....	16	1	Arkansas River	Fell overboard.
July 5	Samuel F. Hodge	do	587	Cleveland, Ohio.	Prescott, Ontario.	Total	Wire	.....	17	1	Lake Ontario	Vessel destroyed by fire.
July 6	Willie	Am. slp.	11	.....	Norfolk, Va.	No dam- age.	Potatoes	.....	3	1	Norfolk Harbor, Va.	Fell overboard.
July 11	Lake Palmyra	Am. str.	141	Vicksburg, Miss.	Davis Bend, Miss.	do	Ballast	.....	.....	1	Mississippi River	Fell overboard in passing from steamer to a barge.
July 11	Aida	Am. st. y.	38	White Stone, N. Y.	Greenport, N. Y.	Partial	do	.....	6	1	Long Island Sound	Bursting of steam pipe.
July 12	Alda	Am. st. bge.	74	Lying at dock	.....	No dam- age.	Unknown	.....	.....	1	Cairo, Ill., Missis- sippi River.	Fell overboard.
July 13	S. O. Co. of N. Y., No. 10.	Am. bge.	90	do	.....	Partial	Petroleum	.....	.....	1	New York Harbor	Explosion of petro- leum.
July 13	Nense	Am. str.	720	Newbern, N. C.	Elizabeth City, N. C.	No dam- age.	Miscellane- ous.	25	19	1	Pamlico Sound	Jumped overboard while insane.
July 15	Andaste	do	1,574	Sault Ste. Marie	Toledo, Ohio.	do	Iron ore	.....	19	1	St. Marys River	Fell overboard while lashing anchor.
July 16	D. H. Pike	do	466	St. Louis, Mo.	Peoria, Ill.	do	Merchandise	12	35	1	Illinois River	Fatally scalded by bursting of steam pipes.
July 18	Rowena Lee	do	358	.....	Memphis, Tenn.	do	Unknown	47	.....	1	Mississippi River	Walked overboard.
July 19	Henrietta	do	49	Cincinnati, Ohio	New Richmond Ohio	do	Ballast	42	5	1	Ohio River	Fell overboard.
July 23	Virginia	do	1,607	Milwaukee, Wis.	Chicago, Ill.	do	Unknown	1,274	75	1	Chicago, Ill.	Do.
July 23	F. C. A. Denkman.	do	183	.....	.....	do	do	.....	.....	1	Rock Island Rapids, Mississippi River.	Do.
July 25	Stella Wilds	do	289	New Orleans, La.	Donaldsonville, La.	do	do	10	32	1	Mississippi River	Fell overboard while intoxicated.
July 25	Ciscoe	do	25	Muskegon, Mich.	Whitehall Mich.	do	Ballast	.....	4	1	Lake Michigan	Fell overboard.
July 26	Henry M. Stanley	Am. sc.	118	Gloucester, Mass.	Grand Banks	do	Unknown	.....	18	1	At sea	Capsizing of over- loaded dory.
July 26	Putnam	Am. str.	316	Boston, Mass.	Plymouth, Mass.	do	Ballast	.....	11	1	Near Scituate, Mass.	Fell overboard.
July 26	Pocahontas	do	814	Richmond, Va.	Norfolk, Va.	do	Unknown	.....	.....	1	James River, Va.	Do.

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.	Crew.	Lives lost.	Place of disaster.	Nature of casualty.
1896.												
July 27	Columbia	Ferryboat	389	Camden, N. J.	Philadelphia, Pa.	No damage.	Unknown	6	1	1	Delaware River	Jumped overboard.
July 28	Odelema	Am. str.	150	Excursion trip		do	Ballast	200	6	1	St. Lawrence River.	Fell overboard while scuttling.
July 28	Vulcan	Am. st. y.	20	Pleasure trip		do	do	21	2	1	St. Clair River	Fell overboard.
July 29	Gem	Am. sc.	565	Boston, Mass.	Gardiner, Me.	do	do	8	1	1	Kennebec River, Me.	Fell overboard from small boat.
July 30	Knight No. 2	Am. str.	248	Sacramento, Cal.	Mokelumne River	do	Unknown	19	1	1	Isleton, Mokelumne River.	Fell overboard while attempting to go ashore on a ladder.
Aug. 1	Ira H. Owen	do	1,753	Superior, Wis.	Fairport, Ohio	do	Iron ore	4	17	1	Fairport Harbor, Ohio.	Fell into hold.
Aug. 1	City of the Straits.	do	812	Cleveland, Ohio	Put in Bay, Ohio.	do	Ballast	712	45	1	Lake Erie	Fell overboard while climbing ladder.
Aug. 1	Big Kanawha	do	213	Louisville, Ky.	Carrollton, Ky.	do	Groceries	50	24	1	Ohio River	Fell overboard.
Aug. 3	Charles P. Minch	Am. sc.	408	Port Huron, Mich.	Portage Entry, Mich.	do	Ballast	8	1	1	Lake Huron	Fell overboard while walking on rail.
Aug. 4	E. R. Blake	do	201	Elk Rapids, Mich.	Chicago, Ill.	do	Bar.	6	1	1	Lake Michigan	Fell overboard.
Aug. 6	James G. Blaine	Am. str.	298	Pittsburg, Pa.	Morgantown, W. Va.	do	Ballast	9	35	1	Monongahela River.	Knocked overboard while in wheel-house.
Aug. 7	Oakland	do	629	St. Louis, Mo.	New Orleans, La.	do	Unknown	36	1	1	Mississippi River	Jumped overboard in delirium.
Aug. 7	City of Osceola	do	665	Memphis, Tenn.	Ashport, Tenn.	do	do	50	65	1	do	Fell overboard.
Aug. 9	Viva	do	30	Chicago, Ill.	Chicago, Ill.	do	Ballast	30	4	1	Chicago, Ill.	Do.
Aug. 13	Columbia	do	264	Louisville, Ky.	Fern Grove, Ind.	do	do	7	1	1	Ohio River	Jumped overboard.
Aug. 16	Agnes L. Potter	Am. sc.	265	Sault Ste. Marie	Chicago, Ill.	do	Lumber	7	1	1	Lake Michigan	Knocked overboard by boom.
Aug. 16	Pup	Am. str.	14	Muskegon, Mich.	Saugatuck, Mich.	do	Unknown	3	1	1	do	Fell overboard.
Aug. 16	Sallie I'on	Am. sc.	550	Salem, Mass.	Searsport, Me.	do	Ballast	1	8	1	Near Baker Island, Mass.	Do.
Aug. 17	R. G. Stewart	Am. str.	198	Sand Beach, Mich.	Lexington, Mich.	do	Miscellaneous.	75	6	1	Lake Huron	Supposed to have walked overboard.
Aug. 20	Resolute	do	208	New Orleans, La.	Prophets Island, Mississippi River.	do	Unknown	29	1	1	Mississippi River	Fell overboard.
Aug. 20	Miami	do	3,020	Baltimore, Md.	Mobile, Ala.	do	Ballast	167	50	1	At sea.	Fell into hold.
Aug. 25	T. C. Walker	do	702	San Francisco, Cal.	Stockton, Cal.	do	Mercandise.	167	50	1	San Pablo Bay, Cal.	Jumped overboard.

Aug. 25	John K. Speed	.....do	1,090	Memphis, Tenn.	Cincinnati, Ohio	.....do	Miscellaneous.	58	56	1	Ohio River.	Fell overboard while scrubbing jack-staff.
Aug. 26	Lyda	.....do	108	Excursion trip		.....do	Ballast			1	Great Kanawha River, W. Va.	Fell overboard from barge in tow.
Aug. 26	Hard Cash	.....do	249	Tombigbee River	Mobile, Ala.	.....do	Unknown	18	46	1	Tombigbee River, Ala.	Supposed to have jumped overboard.
Aug. 28	Maria Ashby	Am. s.	71	Freeport, Va.	Elkton, Md.	.....do	.....do	1	4	1	Elk River, Md.	Fell overboard while intoxicated.
Aug. 29	William H. May	.....do	363	Jacksonville, Fla.	New York.	Partial.	Lumber		7	1	At sea.	Washed overboard.
Aug. 29	John Jones	.....do	386	Chicago, Ill.	Cedar River	.....do	Ballast		7	1	Chicago Harbor, Ill.	Jumping from pier to a barge in tow, fell overboard.
Sept. 2	Eva Belle	.....do	20	Baltimore, Md.	Chester River, Md.	.....do	Unknown		2	1	Chesapeake Bay.	Fell overboard.
Sept. 3	City of Saint Louis	Am. str.	1,614	St. Louis, Mo.	New Orleans, La.	.....do	Miscellaneous.	63	90	1	Mississippi River.	Fell overboard from barge in tow.
Sept. 4	Topeka	.....do	1,376	Chicago, Ill.		.....do	Grain		16	1	Chicago, Ill.	Fatally injured by falling into hold.
Sept. 6	Lady Dora	Am. sc.	15	New York	San Francisco, Cal.	.....do	Unknown		22	1	San Luis Pass, Tex.	Fell from aloft to deck.
Sept. 8	St. David	Am. ship	1,596	New York		.....do	General			1	At sea.	Fell overboard.
Sept. 8	Hazel Oneita	Am. sc.	110	Cape Broyle, N. F.	Gloucester, Mass.	.....do	Unknown		18	1	do	Dory capsized.
Sept. 9	San Marcos	Am. str.	2,839	Galveston, Tex.	New York.	.....do	.....do	15	44	1	do	Jumped overboard.
Sept. 9	Edward M. McLaughlin	.....do	67	Millstone, Conn.	.....do	.....do	.....do		4	1	New York Harbor.	Fell overboard.
Sept. 11	Frank W. Howe	Am. sc.	573	Boston, Mass.	Brunswick, Ga.	.....do	Ballast		8	1	At sea.	Washed overboard.
Sept. 13	Hattie J. Durham	Am. slip	7	Norfolk, Va.	James River, Va.	.....do	Oysters		2	1	James River, Va.	Knocked overboard by mainsheet.
Sept. 13	A. P. Emerson	Am. sc.	244	St. John, N. B.	New York.	.....do	Lumber		67	1	At sea.	Fell overboard.
Sept. 14	John S. Hopkins	Am. str.	753	Evansville, Ind.	Paducah, Ky.	.....do	Ballast	332	47	1	Ohio River.	Lost overboard from barge in tow.
Sept. 14	Bay City	Ferryboat	1,283	San Francisco, Cal.	Oakland, Cal.	.....do	Unknown		14	1	San Francisco, Cal.	Jumped overboard.
Sept. 15	George E. Bowdoin	Am. sc.	58	Great Wilcomico, Va.	Elkton, Md.	.....do	.....do		4	1	Chesapeake Bay.	Fell overboard.
Sept. 15	Monhagan	.....do	1,030	Philadelphia, Pa.	Bangor, Me.	.....do	.....do		9	1	Penobscot River.	Fell overboard while boarding vessel.
Sept. 16	Ivy	.....do	143	San Francisco, Cal.	Eureka, Cal.	.....do	.....do		7	1	Off Golden Gate, Cal.	Drawn overboard while slacking mainsheet.
Sept. 16	Dauntless	Ferryboat	301	Philadelphia, Pa.	Gloucester, N. J.	.....do	Ballast		6	1	Delaware River.	Jumped overboard.
Sept. 16	T. L. Sturtevant	Am. str.	121	New York		.....do	Unknown		6	1	New York Harbor.	Fatally scalded.
Sept. 17	May Flint	Am. ship	3,577	.....do	San Francisco, Cal.	.....do	.....do		30	1	At sea.	Fell overboard from aloft.
Sept. 17	Nipigon	Am. str.	627	Chassell, Mich.	Ogdensburg, N. Y.	.....do	Lumber		15	1	Welland Canal.	Struck by fender hook and fatally injured.
Sept. 18	John Harper	.....do	1,932			.....do	Ballast			1	Fairport Harbor, Ohio.	Fell into hold.
Sept. 20	Clara	Am. sc.	8	Belfast, Me.	Matineus, Me.	.....do	Unknown		2	1	At sea.	Lost overboard.
Sept. 20	Sprudel	Am. str.	67	Buffalo, N. Y.		.....do	Ballast	85	4	1	Lake Erie.	Fell overboard.
Sept. 20	Edmund	Am. str.	15	Lying at dock		.....do	.....do			1	Evansville, Ind., Ohio River.	Do.

TABLE 64.—*Wrecks and Casualties on and near the Coasts and on the Rivers of the United States, etc.—Continued.*

(4) OTHER CAUSES—Continued.

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1896.												
Sept. 23	Harry Smith.....	Am. bg.....	520	West Indies.....	Carteret, N. J.....	No dam- age.....	Ballast.....	8	2	At sea.....	Carried overboard with main boom.
Sept. 27	Foxhall.....	Am. str.....	843	Belize, British Honduras, New York.....	New Orleans, La.....	.....do.....	Unknown.....	11	28	1	.....do.....	Lost overboard at night.
Sept. —	Thomas J. Stewart.....	Am. bkn.....	889	.....do.....	Boston, Mass.....	Total.....	Coal.....	1	10	11	.....do.....	Never heard from.
Sept. —	W. W. Story.....	Am. sc.....	52	.....do.....	Fishing trip.....	.....do.....	Ballast.....	12	25	12	.....do.....	Do.
Oct. 1	Argand.....	Am. str.....	96	Parkersburg, W. Va.....	Wheeling, W. Va.....	No dam- age.....	Unknown.....	170	25	1	Ohio River.....	Fell overboard.
Oct. 3	Eleanor.....	.....do.....	34	Excursion trip.....	Baltimore, Md.....	.....do.....	Ballast.....	60	36	1	Barren River, Ky.....	Jumped overboard.
Oct. 6	Charlotte.....	.....do.....	1,747	Norfolk, Va.....	.....do.....	.....do.....	Unknown.....	.....	.....	1	Baltimore Harbor, Md.....	Do.
Oct. 6	Mary A. Fernan- dez.....	Am. sch.....	49	Lying at wharf.....	.....do.....	.....do.....	.....do.....	.....	3	1	Petaluma, Cal.....	Fell overboard.
Oct. 10	Lizzie Lee.....	Am. slp.....	7	.....do.....	New York.....	.....do.....	.....do.....	.....	10	1	Hampton Roads, Va.....	Do.
Oct. 10	Addie Morrill.....	Am. bkn.....	655	Rosario, S. A.....	New York.....	.....do.....	.....do.....	.....	14	1	At sea.....	Washed overboard.
Oct. 11	William M. Gaff- ney.....	Am. sc.....	75	New York.....	Fishing trip.....	.....do.....	Ballast.....	.....	.....	.....	.....do.....	Slipped overboard.
Oct. 13	Florence E. Stream.....	.....do.....	95	Gloucester, Mass.....	La Have Bank.....	.....do.....	Unknown.....	.....	18	1	.....do.....	Washed overboard.
Oct. 13	Winner.....	.....do.....	185	Harrington, Me.....	New London, Conn.....	.....do.....	Lumber.....	6	.....	.....	.....do.....	Lost overboard.
Oct. 13	Belvedere.....	Am. str.....	440	Unalaska, Alaska.....	Whaling voyage.....	.....do.....	Unknown.....	45	.....	.....	.....do.....	Killed by a whale.
Oct. 15	James C. Leonard.....	Am. slp.....	22	Baltimore, Md.....	Oyster grounds.....	.....do.....	Ballast.....	8	.....	.....	Chesapeake Bay.....	Fell overboard.
Oct. 15	Thomas E. Bell.....	Am. sc.....	39	.....do.....	.....do.....	.....do.....	.....do.....	.....	11	.....	.....do.....	Do.
Oct. 18	Tokio.....	.....do.....	1,385	Chicago, Ill.....	Cleveland, Ohio.....	.....do.....	Unknown.....	8	.....	.....	Cleveland, Ohio.....	Fell into hold.
Oct. 18	Raymond.....	Am. str.....	67	Stephensport, Ind.....	New Albany, Ind.....	.....do.....	.....do.....	.....	17	1	Ohio River.....	Fell overboard.
Oct. 19	Joseph S. Cleve- land.....	Am. sc.....	31	Eastern Bay, Md.....	Baltimore, Md.....	.....do.....	.....do.....	.....	10	1	Eastern Bay, Md.....	Drawn overboard by jib.
Oct. 20	Orbit.....	.....do.....	31	Baltimore, Md.....	Magothy River, Md.....	.....do.....	.....do.....	.....	10	1	Chesapeake Bay.....	Fell overboard.
Oct. 20	Venus.....	.....do.....	6	Towing in harbor.....	Bishop's Head, Md.....	.....do.....	.....do.....	.....	4	.....	.....do.....	Do.
Oct. 23	William Howe.....	Am. str.....	33	San Francisco, Cal.....	Honolulu, Hawaii.....	Total.....	Ballast.....	.....	.....	.....	New York Harbor.....	Explosion of boiler.
Oct. 25	Alden Besse.....	Am. bk.....	842	.....do.....	.....do.....	No dam- age.....	Unknown.....	5	14	1	At sea.....	Fell overboard from aloft.
Oct. 27	Frank Wood.....	Am. str.....	270	Milwaukee, Wis.....	St. Joseph, Mich.....	.....do.....	.....do.....	.....	15	1	Lake Michigan.....	Fell overboard while intoxicated.
Oct. 29	Mabel Comeaux.....	.....do.....	398	New Orleans, La.....	New Hope, La.....	.....do.....	.....do.....	50	26	1	New Orleans, La.....	Fell overboard.
Oct. 30	M. P. Grace.....	Am. ship.....	1,928	Baltimore, Md.....	San Francisco, Cal.....	.....do.....	.....do.....	.....	25	1	At sea.....	Do.
Oct. 31	Top Gallant.....	Am. bk.....	1,280	Port Townsend, Wash.....	Port Pirie, Australia.....	.....do.....	.....do.....	.....	16	1	.....do.....	Fell from aloft to deck.

Oct. —	Leland.....	Am. sc.....	366	Cheboygan, Mich.....	Cleveland, Ohio.....	do.....	do.....	do.....	1	Lake Erie.....	Jumped overboard.
Oct. —	Cora H. Hanson.....	do.....	526	Brunswick, Ga.....	New York.....	Total.....	Lumber.....	8	8	At sea.....	Never heard from.
Oct. —	Anna V. Lamson.....	do.....	538	Hyannis, Mass.....	Jacksonville, Fla.....	do.....	Ballast.....	7	7	do.....	Do.
Nov. 3	Lizzie Brewster.....	do.....	100	Salem, Mass.....	Catahi, Mo.....	No dam- age.....	do.....	3	1	Near Libby Island, Me.....	Fell overboard from jibboom.
Nov. 3	Lewis H. Giles.....	do.....	135	Gloucester, Mass.....	Grand Bank.....	do.....	do.....	18	1	At sea.....	Capsizing of dory.
Nov. 4	James A. Whiting.....	do.....	36	Baltimore, Md.....	Oyster grounds.....	do.....	Miscellane- ous.....	12	1	Chesapeake Bay.....	Fell overboard.
Nov. 4	Hudson.....	do.....	742	Pittsburg, Pa.....	Cincinnati, Ohio.....	do.....	do.....	20	35	Ohio River.....	Do.
Nov. 6	Thomas Purcell, jr.....	Am. str.....	50	Jersey City, N. J.....	do.....	do.....	Unknown.....	7	1	New York Harbor.....	Fatally scalded.
Nov. 7	Josephine Smith.....	Am. slip.....	16	Muddy Creek, Va.....	Potomac River.....	do.....	Ballast.....	9	1	Chesapeake Bay.....	Fell overboard.
Nov. 9	Lucie Wheatley.....	Am. sc.....	190	Philadelphia, Pa.....	Norfolk, Va.....	do.....	Unknown.....	6	1	Near Lambert's Point, Va.....	Do.
Nov. 13	Alphabet.....	Am. slip.....	35	Baltimore, Md.....	Black Walnut Cove, Md.....	do.....	do.....	10	1	Chesapeake Bay.....	Do.
Nov. 13	S. Pizzati.....	Am. str.....	948	Celba, Honduras.....	New Orleans, La.....	do.....	Fruit.....	7	2	At sea.....	Washed overboard in a gale.
Nov. 13	Ark.....	do.....	295	Pittsburg, Pa.....	do.....	do.....	Unknown.....	25	1	Ohio River.....	Caught in the ma- chinery and killed.
Nov. 14	Saxon.....	do.....	2, 948	Marquette, Mich.....	Buffalo, N. Y.....	do.....	Iron ore.....	20	1	Buffalo, N. Y., Lake Erie.....	Fell overboard while in excited.
Nov. 14	A. E. Andrews.....	Am. slip.....	11	Choptank River, Md.....	Cambridge, Md.....	do.....	Unknown.....	7	1	Chesapeake Bay.....	Knocked overboard by boom.
Nov. 15	Altoona.....	Am. str.....	64	Towing in harbor.....	do.....	do.....	Ballast.....	6	1	Schuykill River, Pa.....	Fell overboard.
Nov. 16	Charles H. Mer- chant.....	Am. sc.....	283	Everett, Wash.....	San Francisco, Cal.....	do.....	Lumber.....	8	1	At sea.....	Washed overboard while furling sail.
Nov. 17	Hudson.....	Am. str.....	78	Albany, N. Y.....	do.....	do.....	Ballast.....	8	1	Hudson River.....	Fatally scalded by bursting of steam- pipe.
Nov. 19	John L. Ludding, con.....	Am. sc.....	36	Holland Straits, Md.....	Oyster grounds.....	do.....	Unknown.....	11	1	Chesapeake Bay.....	Knocked overboard by jibboom.
Nov. 20	H. K. Bedford.....	Am. str.....	140	Pittsburg, Pa.....	Charlestown, W. Va.....	do.....	Miscellane- ous.....	23	24	Ohio River.....	Walked overboard while working
Nov. 20	Charles Hanson.....	Am. sc.....	192	Grays Harbor, Wash.....	San Francisco, Cal.....	do.....	Unknown.....	7	1	At sea.....	Washed off the jib- boom.
Nov. 22	Aldine.....	do.....	253	San Andres, U. S. Colombia.....	New York.....	do.....	do.....	2	1	San Andres, U. S. Colombia.....	Capsizing of small boat.
Nov. 28	Selwyn Eddy.....	Am. str.....	2, 846	Cleveland, Ohio.....	Duluth, Minn.....	do.....	Coal, iron, etc.....	19	1	Lake Superior.....	Fell overboard.
Nov. 29	Swallow.....	Am. bk.....	327	Cape Town, Africa.....	Whaling voyage.....	do.....	Unknown.....	36	1	At sea.....	Lost overboard.
Nov. 30	City of Kalamazoo.....	Am. str.....	729	Lying at dock.....	Partial.....	do.....	Ballast.....	24	3	South Haven, Mich.....	Vessel on fire.
Nov. —	Vilora H. Hopkins.....	Am. bk.....	977	New York.....	Port Elizabeth, South Africa.....	No dam- age.....	General.....	1	1	At sea.....	Lost overboard.
Dec. 2	Bayard Hopkins.....	Am. sc.....	270	Canso, N. S.....	do.....	do.....	Unknown.....	14	1	do.....	Do.
Dec. 9	J. W. Collins.....	do.....	79	Vicksburg, Miss.....	La Have Bank.....	do.....	Fish.....	35	2	do River, Miss.....	Bursting of steam- pipe.
Dec. 9	Hibernia.....	Am. str.....	157	Baltimore, Md.....	Tallahatchee River.....	do.....	Merchan- dise.....	12	1	Chesapeake Bay.....	Fell overboard.
Dec. 9	G. A. Kirwan.....	Am. sc.....	45	New York.....	Point Lookout, Md.....	do.....	Unknown.....	25	1	New York Harbor.....	Jumped overboard.
Dec. 11	Chautauqua.....	Ferryboat.....	654	do.....	Jersey City, N. J.....	do.....	do.....	25	1	do.....	do.....

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1896.											
Dec. 13	Dirigo	Am. ship	3,005	New York	San Francisco, Cal.	No damage.	Unknown	1	32	At sea	Fell from aloft to deck.
Dec. 15	Charles Morford	Am. sc.	363	Boston, Mass.	Baltimore, Md.	do	do	7	1	do	Washed overboard.
Dec. 15	Bessie May	Am. ship	10	Crisfield, Md.	Farmington, Md.	do	Ballast	5	1	Chesapeake Bay	Fell overboard.
Dec. 15	Grayling	Am. sc.	121	Boothbay, Me.	Fishing banks	Partial	Fish	20	1	At sea	Killed by heavy sea.
Dec. 15	Elenora	do	89	Gloucester, Mass.	Georges Bank	do	Ballast	16	1	do	Washed overboard.
Dec. 16	Eugene H. Brown	do	18	Philadelphia, Pa.	Wheelton, Va.	No damage.	Unknown	3	1	Chesapeake Bay	Fell overboard while securing sails.
Dec. 17	Fredonia	do	115	Lockport, N. S.	La Have Banks	Total	Fish	23	2	At sea	One was washed overboard; the other fatally crushed by heavy sea.
Dec. 17	Lapland	Am. bk.	649	Newport, Wales	Pará, S. A.	No damage.	Coal	11	1	do	Fell overboard while reefing sail.
Dec. 19	Storm King	Am. str.	183	New York	Boston, Mass.	do	Ballast	12	1	Boston Harbor, Mass.	Knocked overboard by hawser.
Dec. 19	Gypsy	do	213	Independence, Oreg.	Harrisburg, Oreg.	do	General	16	1	Willamette River, Oreg.	Lost overboard.
Dec. 20	Hannah	Am. sc.	9	Shell Reef, Tex.	Galveston, Tex.	do	Unknown	2	1	Galveston Bay, Tex.	Fell overboard.
Dec. 21	Lydia A. Clayville	do	10	Oxford, Md.	Choptank River, Md.	do	do	6	1	Choptank River, Md.	Knocked overboard by crank handle.
Dec. 21	Longfellow	Am. str.	94	Evansville, Ind.	Green River, Ky.	do	do	10	1	Green River, Ky.	Fell overboard.
Dec. 21	Primus	do	17	Palatka, Fla.	Wakala, Fla.	do	Ballast	3	1	St. Johns River, Fla.	Do.
Dec. 26	Lizzie Griffin	Am. sc.	107	Gloucester, Mass.	Fishing banks	do	Unknown	18	2	At sea	Lost from dory while attending trawls.
Dec. 26	Luisa D	do	95	San Francisco, Cal.	Sealing voyage	do	Ballast	21	1	do	Fell overboard.
Dec. 26	Crescent	Am. str.	240	New Orleans, La.	Vauluse, Ark.	do	Unknown	66	1	Nine Mile Point, La., Mississippi River.	Do.
Dec. 28	Sarah Elizabeth	Am. sc.	9	Cambridge, Md.	Choptank River, Md.	do	do	7	1	Chesapeake Bay	Struck by dredge handle and fatally injured.
Dec. —	May Williams	do	549	Philadelphia, Pa.	Charleston, S. C.	Total	Coal	8	8	At sea	Never heard from.
Dec. 1897.	Alta	do	534	Shanghai, China.	Puget Sound	do	Ballast	1	10	do	Do.
Jan. 2	Isaac Jackson	Am. bk.	641	Bonair, West Indies	Portland, Mo.	No damage.	Unknown	10	1	do	Fell from aloft.
Jan. 3	North Bend	Am. bk.	376	Willapa Harbor, Wash.	San Francisco, Cal.	do	Lumber	8	1	do	Fell overboard.

Jan. 8	Mertis H. Perry.	Am. sc.	62	Boston, Mass.	Fishing grounds.	do	do	Ballast	14	do	Chesapeake Bay	Capizing of dory.
Jan. 10	Bertha May	Am. alp.	10	Baltimore, Md.	Honga River, Md.	do	do	do	6	do	do	Lost overboard at night.
Jan. 10	Horace B. Parker	Am. sc.	99	Gloucester, Mass.	Georges Bank	do	do	Unknown	20	1	At sea	Fell overboard from main boom.
Jan. 11	Annie C. Hall	do	89	Boston, Mass.	do	do	do	Ballast	16	1	do	Washed overboard.
Jan. 11	Atlas	do	1,724	Galveston, Tex.	Boston, Mass.	do	do	Cotton	6	1	do	Jumped overboard.
Jan. 11	Norman	do	366	Barbadoes, West Indies.	Apalachicola, Fla.	do	do	Unknown	7	1	do	Killed by falling of the mizen top-mast.
Jan. 17	Edward A. Perkins.	do	91	Gloucester, Mass.	Fishing banks	do	do	Ballast	18	1	Near Cape Ann, Mass.	Knocked overboard by main gaff.
Jan. 18	Jenny Greenbank	do	90	Portsmouth, Mo.	Rockland, Me.	Partial	do	do	1	3	Near Cape Neddick, Me.	Vessel capsized.
Jan. 18	Flirt of the Wave.	do	36	Honga River, Md.	Oyster grounds.	No damage.	do	Unknown	9	1	Chesapeake Bay	Fell overboard while shortening sail.
Jan. 19	Ocean Bird	do	22	Rock Point, Md.	Crisfield, Md.	do	do	Ballast	5	2	do	Swamping of yawl while throwing anchor.
Jan. 22	Idaho.	do	42	Baltimore, Md.	Patuxent River, Md.	do	do	Unknown	3	1	do	Fell overboard.
Jan. 24	Potter	Am. alp.	10	Lying in harbor	do	do	do	do	6	1	Choptank River.	Died from exposure in small boat.
Jan. 27	Peankishaw No. 108.	Am. str.	53	Evansville, Ind.	Hartford, Ky.	Total	do	General	3	15	Ohio River	Vessel crushed by ice.
Jan. 27	Agnes E. Downes	Am. sc.	81	Horse Head, Me.	Fishing trip	No damage.	do	Unknown	16	1	At sea	Fell overboard.
Jan. 28	Hattie Evelyn.	do	70	Gloucester, Mass.	Georges Bank	do	do	do	13	1	do	Washed overboard.
Jan. 28	James G. Blaine	do	103	Georges Bank	Boston, Mass.	do	do	Fish	18	2	do	do
Jan. 29	A. M. Burnham	do	63	do	Gloucester, Mass.	do	do	do	12	1	do	do
Jan. 29	Helen G. Wells	do	95	Fishing trip	do	Partial	do	do	17	1	do	do
Jan. 29	J. W. Collins	do	79	Gloucester, Mass.	Browns Bank.	No damage.	do	Unknown	14	1	do	Fell overboard.
Jan. 30	Biscayne	do	51	Jacksonville, Fla.	Biscayne Bay, Fla.	Total	do	Miscellaneous.	5	3	Near Indian River Inlet, Fla.	Vessel struck wreck- age and sunk.
Jan. 4	Lizzie J. Greenleaf	do	93	Gloucester, Mass.	Banks Quero.	do	do	Fish	18	18	At sea	Never heard from.
Feb. 5	Hattie E. Worcester.	do	118	do	Grand Bank	No damage.	do	Unknown	18	1	do	Washed overboard.
Feb. 5	Samuel H. Nickerson.	Am. bk.	755	Salt Cay, Turks Island.	Baltimore, Md.	do	do	do	11	1	Santos, Brazil	Fell overboard while intoxicated.
Feb. 5	Yazonia	Am. str.	63	Vicksburg, Miss.	Coldwater, Mich.	do	do	do	1	1	Tallahatchee River, Miss.	Supposed to have walked overboard while asleep.
Feb. 6	Ruth	do	515	Portland, Oreg.	Corvallis, Oreg.	do	do	Ballast	23	1	Willamette River, Oreg.	Fell overboard.
Feb. 8	John K. Kirkham.	Am. sc.	38	Norfolk, Va.	Harbor Island, N. C.	do	do	do	3	1	Pamlico Sound, N. C.	Fell overboard from jib boom.
Feb. 10	Point Arena	Am. str.	224	Point Arena, Cal.	San Francisco, Cal.	do	do	Unknown	15	17	At sea	Fell overboard while putting out side lights.
Feb. 10	Edward A. Perkins.	Am. sc.	91	Gloucester, Mass.	Grand Bank	do	do	Ballast	18	2	do	Capizing of dory while attending trawls.

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.	Crew.	Lives lost.	Place of disaster.	Nature of casualty.
1897.												
Feb. 10	Ruth	Am. str ..	515	Portland, Oreg.	Corvallis, Oreg.	No damage.	Merchandise .....	.....	21	1	Corvallis, Oreg.	Fell overboard from steamer Gypsy, lying alongside. Lost overboard. Sent in small boat for assistance and never returned. Fell overboard. Lost overboard.
Feb. 11	Harvest Queen .....	.....do ..	846	Astoria, Oreg.	Portland, Oreg. ....	.....do ..	Ballast .....	.....	15	1	Columbia River	Lost overboard.
Feb. 16	Enterprise .....	.....do ..	32	Chenamus, B. C.	Port Townsend, Wash. ....	.....do ..	.....do ..	4	3	2	Stewart Island, Wash., Washing- ton Sound.	Sent in small boat for assistance and never returned. Fell overboard. Lost overboard.
Feb. 17	Enma	Am. sc.	35	New York	Fishing trip .....	.....do ..	Unknown .....	.....	9	1	At sea	Fell overboard.
Feb. 17	Nimbus .....	.....do ..	884	.....do ..	Montevideo, Uruguay. ....	.....do ..	.....do ..	.....	.....	1	.....do ..	Lost overboard.
Feb. 17	Harvest Queen	Am. str ..	846	Astoria, Oreg.	Portland, Oreg. ....	.....do ..	Ballast .....	.....	14	1	Columbia River	Supposed to have fallen overboard. Washed overboard. Lost overboard.
Feb. 18	Arlington	Am. bkn ..	565	Philadelphia, Pa.	Lisbon, Portugal ..	Partial damage.	Petroleum .....	.....	9	1	At sea	Lost overboard.
Feb. 19	Edmund Pinney	Am. bk ..	751	Port of Spain, W. I.	New York	No damage.	Asphalt .....	.....	11	1	.....do ..	Lost overboard.
Feb. 20	Reliance	Am. sc.	65	San Francisco, Cal.	Point Arena, Cal. ....	.....do ..	Unknown .....	.....	4	1	.....do ..	Fell overboard.
Feb. 22	Ramona	Am. str ..	251	Independence, Oreg.	Portland, Oreg. ....	.....do ..	Ballast	9	10	1	Willamette River, Oreg.	Do.
Feb. 24	Apalachee .....	.....do ..	164	Columbus, Ga.	Apalachicola, Fla. ....	.....do ..	Unknown .....	.....	30	1	Chattahoochee River.	Fell overboard while repairing wheel. Thrown overboard by rolling of vessel.
Feb. 24	G. L. Daboll	Am. sc.	49	Pensacola, Fla.	Fishing trip .....	.....do ..	Fish .....	.....	8	1	At sea	Do.
Feb. 26	Virginia	Am. str ..	628	Pittsburg, Pa.	Cincinnati, Ohio ....	.....do ..	Miscellaneous.	47	73	1	Ohio River	Fell overboard.
Mar. 7	Carrier Dove	Am. sc.	85	Gloucester, Mass.	Georges Bank .....	.....do ..	Unknown .....	.....	14	1	At sea	Do.
Mar. 7	Harry Smith	Am. brig ..	520	Turks Island, W. I.	Boston, Mass. ....	.....do ..	Salt .....	.....	9	1	.....do ..	Do.
Mar. 10	Atlantic City	Ferryboat ..	422	Philadelphia, Pa.	Camden, N. J. ....	.....do ..	Unknown	6	1	1	Delaware River	Jumped overboard.
Mar. 14	Hawk	Am. str ..	141	Bellaire, Ohio.	Pittsburg, Pa.	Partial damage.	Ballast	16	1	1	Ohio River	Vessel capsized.
Mar. 16	Marjorie	Am. sc.	1,460	Portsmouth, N. H. ....	.....do ..	No damage.	.....do ..	.....	10	1	Near Jerries Point, N. H.	Fatally injured by falling from rigging to deck.
Mar. 17	Margaret	Am. str ..	329	Gloucester, Mass.	New Madrid, Mo. ....	.....do ..	.....do ..	.....	10	1	Mississippi River	Fell overboard.
Mar. 17	Edward Trevo	Am. sc.	93	New York	Georges Bank .....	.....do ..	.....do ..	.....	14	1	At sea	Do.
Mar. 18	El Dorado	Am. str ..	3,331	.....do ..	New Orleans, La. ....	.....do ..	General	38	1	1	.....do ..	Do.
Mar. 24	Pilgrim .....	.....do ..	3,484	.....do ..	Fall River, Mass. ....	.....do ..	Unknown	192	1	1	Long Island Sound, N. Y.	Lost overboard.

Mar. 25	Archibald Fontie.	Am. sc....	64	San Francisco, Cal.	Walters Landing, Cal.	.....do.....	.....do.....	5	1	Walters Landing, Sonoma County, Cal.	Fell overboard from small boat.	
Mar. 26	William H. Smith	.....do.....	27	Hampton, Va	James River, Va	.....do.....	.....do.....	5	1	James River, Va.	Sinking of overloaded small boat.	
Mar. 26	Rattler	.....do.....	98	San Francisco, Cal.	Sealing voyage	.....do.....	.....do.....	28	1	At sea	Washed overboard.	
Mar. 27	Sea Fox	.....do.....	111	Fishing grounds	Liverpool, N. S.	.....do.....	.....do.....	20	1	Liverpool, N. S.	Do.	
Mar. 29	John N. Ingalls	Am. shp	1,682	San Francisco, Cal.	Nanaimo, B. C.	.....do.....	.....do.....	18	1	Departure Bay, B. C.	Fell into hold.	
Mar. 31	Orin N. Ingalls	Am. sc....	95	San Blas, Mexico	San Francisco, Cal.	.....do.....	.....do.....	6	1	At sea	Killed by blow from tackle block.	
Mar. —	Sarnaria	Am. shp	1,509	Seattle, Wash.	.....do.....	Total	Coal	3	18	.....do.....	Never heard from.	
Mar. —	General Siglin	Am. sc....	86	San Francisco, Cal.	Kodiak, Alaska	.....do.....	Merchandise	5	6	.....do.....	Do.	
Mar. —	Sintram	Am. shp	1,531	Baltimore, Md.	San Francisco, Cal.	.....do.....	Unknown	22	1	Chesapeake Bay	Fell overboard from aloft while intoxicated.	
Apr. 1	J. F. C. Griggs	Am. str....	175	Chattahoochee, Fla.	Columbus, Ga.	Partial	Groceries, etc.	20	35	Chattahoochee River	Vessel struck snag and sunk.	
Apr. 4	Geneva	Am. bgne	496	Sydney, New South Wales.	San Francisco, Cal.	No damage.	Unknown	.....	8	1	At sea	Fell overboard from aloft.
Apr. 4	Eleanor	Am. sc....	372	Lying at wharf	.....do.....	.....do.....	.....do.....	.....	7	1	Havana, Cuba	Fell overboard while intoxicated.
Apr. 8	William E. Morley	.....do.....	124	Argyle, N. S.	Western Bank, N. F.	.....do.....	Fish	.....	18	2	At sea	Lost in a dory while fishing.
Apr. 10	Top Gallant	Am. bk	1,280	Newcastle, New South Wales.	San Francisco, Cal.	.....do.....	Unknown	.....	16	1	.....do.....	Fell from aloft to deck.
Apr. 17	J. S. Blazier	Am. str....	88	Detroit, Mich	Lake St. Clair	.....do.....	Ballast	.....	3	1	Lake St. Clair	Lost overboard.
Apr. 19	Emily E. Burton	Am. sc....	88	Suffolk, Va	Washington, D. C.	.....do.....	Lumber	.....	5	1	Nansemond River, Va.	Caught in foresheet and thrown overboard.
Apr. 19	John J. Hill	Am. str....	974	Chicago, Ill.	Kingston, Ontario	.....do.....	Corn	.....	14	1	Straits of Mackinac, Mich.	Lost overboard.
Apr. 22	Lizzie Griffin	Am. sc....	107	Gloucester, Mass	Grand Bank	.....do.....	Unknown	.....	18	2	At sea	Lost in a dory while attending trawls.
Apr. 26	Bay City	Am. str....	136	Apalachicola, Fla.	Columbus, Ga.	.....do.....	Miscellaneous	10	26	1	Apalachicola, Fla.	Fell overboard while intoxicated.
Apr. 27	Sam B. Wiggins	Ferryboat	365	St. Louis, Mo	East St. Louis, Ill.	.....do.....	Unknown	10	7	1	Mississippi River	Jumped overboard.
Apr. 27	Wanderer	Am. str....	108	Norfolk, Va.	Newport News, Va.	Total	Ballast	.....	11	2	Hampton Roads	Vessel destroyed by fire.
Apr. 28	Sunrise	Am. sc....	26	Milwaukee, Wis	Port Washington, Wis.	No damage.	.....do.....	.....	4	1	Lake Michigan	Lost overboard.
Apr. 29	St. Joseph	Am. str....	277	.....	.....	.....do.....	Unknown	.....	.....	1	Mississippi River	Vessel pierced by snag, which overturned a barrel of hot water, fatally scalding one of the crew.
May 2	Fillmore	Am. sc....	50	Calais, Me	Boston, Mass	.....do.....	Lumber	.....	2	1	Near Marblehead, Mass.	Knocked overboard by jilbing of mainsail.
May 2	Jim Montgomery	Am. str....	32	Pleasure excursion	.....	.....do.....	Ballast	.....	.....	1	Ohio River	Fell overboard from barge in tow.

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.	Crew.	Lives lost.	Place of disaster.	Nature of casualty.
1897.												
May 3	Whitesboro.....	Am. str.....	196	Port Costa, Cal.....	Greenwood, Cal.....	No damage.	Unknown	.....	15	1	Greenwood Landing, Cal.....	Capsizing of small boat.
May 3	Decatur H. Miller.....	do.....	2,296	Savannah, Ga.....	Baltimore, Md.....	do.....	do	10	20	1	At sea.....	Jumped overboard.
May 6	Jennett.....	Am. sc.....	329	Manistique, Mich.....	Buffalo, N. Y.....	do.....	Lumber	.....	6	1	Port Colborne, Canada, Lake Erie.....	Do.
May 6	Violet.....	Am. slp.....	13	Charleston, S. C.....	.....	do.....	Unknown	.....	3	2	South Edisto River, S. C.....	Sinking of a small boat.
May 8	E. B. Sutton.....	Am. ship.....	1,827	Honolulu, Hawaii.....	Delaware Bay, Del.....	do.....	Sugar	.....	24	1	At sea.....	Lost overboard in a gale.
May 8	Hetty Agnes.....	Am. str.....	83	Boston, Mass.....	.....	do.....	Unknown	.....	4	1	Boston Harbor.....	Capsizing of boat while throwing anchor.
May 8	Lafourche.....	do.....	398	New Orleans, La.....	Thibodeauxville, La.....	do.....	do	3	40	1	Bayou Lafourche, La.....	Fell overboard.
May 9	Leona.....	do.....	3,329	New York.....	Galveston, Tex.....	Partial	General	39	50	13	At sea.....	Vessel on fire.
May 10	Wash Honshell.....	do.....	135	Cincinnati, Ohio.....	New Orleans, La.....	No damage.	Unknown	.....	17	1	New Orleans, La.....	Fell overboard.
May 12	Redbluff.....	do.....	246	Sacramento, Cal.....	Redbluff, Cal.....	do.....	do	.....	34	1	Sacramento River, Cal.....	Do.
May 13	Col. T. G. Sparks.....	do.....	396	Lying at landing.....	.....	do.....	do	.....	.....	1	Bayou Sara, La., Mississippi River.....	Do.
May 14	Lizzie Smith.....	Am. sc.....	77	Provincetown, Mass.....	Fishing trip.....	do.....	Ballast	.....	17	1	Near Cape Henlopen, Del.....	Knocked overboard by sails.
May 15	Eliza.....	Am. str.....	158	Pittsburg, Pa.....	Morgantown, W. Va.....	do.....	Unknown	40	10	1	Monongahela River, W. Va., Monongahela River.....	Walked overboard from a flat in tow.
May 15	Flora Temple.....	do.....	48	Jacksonville, Fla.....	.....	do.....	Ballast	.....	6	1	St. Johns River, Fla.....	Fell overboard.
May 15	James G. Blaine.....	do.....	298	Pittsburg, Pa.....	Morgantown, W. Va.....	do.....	do	6	37	1	Johnson Landing, W. Va., Monongahela River.....	Fell overboard from gang plank.
May 18	Ora Lee.....	do.....	189	Cairo, Ill.....	Memphis, Tenn.....	do.....	Unknown	23	42	1	Mississippi River.....	Lost overboard.
May 20	William Hayward.....	Am. sc.....	40	Choptank River, Md.....	Baltimore, Md.....	do.....	do	.....	3	1	Magdohy River, Chesapeake Bay.....	Thrown overboard by jibing of boom.
May 21	J. C. Atlee.....	Am. str.....	88	Memphis, Tenn.....	Forked Deer River, Tenn.....	do.....	do	.....	12	1	Mississippi River.....	Fell overboard while intoxicated.
May 22	Ida E. Comly.....	Am. sc.....	208	Baltimore, Md.....	Norfolk, Va.....	do.....	do	.....	5	1	Chesapeake Bay.....	Fell overboard from masthead.
May 25	Henry L. Clark.....	Ferryboat.....	287	St. Louis, Mo.....	East St. Louis, Ill.....	do.....	do	4	7	1	Mississippi River.....	Jumped overboard.

June 3	Zip McCoy	Am. str.	146	Helena, Ark.	New Orleans, La.	do	do	Ballast	11	2	One fell overboard, the other was drowned in attempting to save him.
June 3	Bluff City	do	893	St. Louis, Mo.	do	do	do	Merchandise	25	36	Small boat carried under barge.
June 3	Acapulco	do	2,572	Panama, U. S. C.	San Francisco, Cal.	do	do	do	82	78	Fell overboard.
June 5	Bluff City	do	893	St. Louis, Mo.	New Orleans, La.	do	do	do	21	42	Rolled overboard while asleep.
June 6	Minnie Schneider	do	33	Lying at landing	do	do	do	Unknown .....	...	5	Fell overboard from a barge alongside.
June 6	Falls City	do	223	Louisville, Ky.	Shaker Ferry, Ky.	do	do	Tobacco and stock	40	37	Fell overboard while intoxicated.
June 9	C. C. Clark	do	150	Lying at dock	do	do	do	Ballast .....	...	7	Fell overboard while stepping to steam or from barge alongside.
June 15	Joseph Henry	U. S. str.	453	Memphis, Tenn.	Cairo, Ill.	do	do	do .....	...	39	Fell overboard while in wheelhouse.
June 18	George C. A. Traverser	Am. sc.	132	Hampton, Va.	Baltimore, Md.	do	do	Unknown .....	...	4	Thrown overboard by breaking of davits while inside of yawl.
June 22	Creole	Am. str.	3,949	New York	New Orleans, La.	do	do	do	70	60	Jumped overboard.
June 23	Marion	Sp. y.	15	Higganum, Conn.	Hartford, Conn.	do	do	Ballast .....	...	2	Fell overboard from small boat.
June 25	Robert L. Fryer	Am. str.	1,811	Two Harbors, Minn.	Buffalo, N. Y.	do	do	Iron ore	16	1	Jumped overboard.
June 26	Fannie	Am. sc.	51	New York	New Bedford, Mass.	do	do	Unknown	3	1	Fell overboard.
June 26	St. Louis	Ferryboat	1,273	Jersey City, N. J.	New York	Partial	Partial	Ballast	250	17	Bursting of steam-pipe.
June 28	Joseph Rowe	Am. sc.	134	Gloucester, Mass.	Grand Bank	No damage.	No damage.	Unknown .....	...	18	Capsting of dory while attending trawls.

Totals: Vessels, 265; tonnage, 127,626; total losses, 15; partial losses, 13; no damage, 237; number of passengers, 4,613; number in crews, 4,143; number of lives lost, 399.

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, 1897, involving LOSS OF LIFE.*

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
Foundering:						
Vessels.....	6	.....	3	.....	8	17
Tonnage.....	172	.....	1,532	.....	5,475	7,179
Passengers.....	17	.....	.....	.....	2	19
Crews.....	32	.....	21	.....	107	160
Lives lost*.....	25	.....	13	.....	44	82
Strandings:						
Vessels.....	5	2	.....	.....	2	9
Tonnage.....	3,287	4,736	.....	.....	1,581	9,604
Passengers.....	.....	7	.....	.....	7	7
Crews.....	45	68	.....	.....	30	143
Lives lost*.....	26	19	.....	.....	4	49
Collisions:						
Vessels.....	8	1	1	1	1	12
Tonnage.....	1,066	424	75	48	597	2,210
Passengers.....	1	.....	8	4	.....	13
Crews.....	55	18	10	7	8	98
Lives lost*.....	14	1	1	2	5	23
Other causes:						
Vessels.....	7	.....	2	3	16	28
Tonnage.....	1,683	.....	1,316	369	9,253	12,621
Passengers.....	251	.....	.....	23	49	323
Crews.....	42	.....	41	66	238	387
Lives lost*.....	10	.....	4	5	126	145
Totals:						
Vessels.....	26	3	6	4	27	66
Tonnage.....	6,208	5,160	2,923	417	16,906	31,614
Passengers.....	269	7	8	27	51	362
Crews.....	174	86	72	73	383	788
Lives lost*.....	75	20	18	7	179	299
Vessels totally lost:						
Vessels.....	14	2	4	2	21	43
Tonnage.....	3,725	4,736	2,119	101	12,344	23,025
Passengers.....	15	7	.....	7	12	41
Crews.....	88	68	38	22	264	480
Lives lost*.....	54	19	14	3	161	251
Vessels damaged:						
Vessels.....	12	1	2	2	6	23
Tonnage.....	2,483	424	804	316	4,562	8,589
Passengers.....	254	.....	8	20	39	321
Crews.....	86	18	34	51	119	308
Lives lost*.....	21	1	4	4	18	48
Vessels not damaged:						
Vessels.....	61	8	27	78	72	246
Tonnage.....	17,575	2,715	21,758	23,984	49,114	115,146
Passengers.....	198	171	2,201	1,582	168	4,320
Crews.....	711	131	343	1,414	1,187	3,786
Lives lost.....	64	9	27	83	81	264
Aggregate:						
Vessels.....	87	11	33	82	99	312
Tonnage.....	23,783	7,875	24,681	24,401	66,020	146,760
Passengers.....	467	178	2,209	1,609	219	4,682
Crews.....	885	217	415	1,487	1,570	4,574
Lives lost.....	139	29	45	90	260	563

* Exclusive of lives lost on vessels not damaged.

NOTE.—Of the 299 lives lost on vessels sustaining material damage, 69 were lost on steamers and 230 on sailing vessels, as follows: Atlantic and Gulf coasts, steamers 16, sailing vessels 59; Pacific coast, steamers 20, sailing vessels none; Great Lakes, steamers 5, sailing vessels 13; Rivers, steamers 7, sailing vessels none; At Sea, steamers 21, sailing vessels 158.

TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years.*

ATLANTIC AND GULF COASTS.*

Name of place.	Fiscal year ending June 30—										Total.
	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	
MAINE.											
Bald Head Cliff.....						1					1
Blue Hill Bay:											
Black Island.....									1		1
Blue Hill Harbor.....			1					1			2
Ellsworth.....										1	1
Orono Island.....								1			1
Tinkers Island.....				1							1
York Narrows.....									1		1
Blue Hill Bay approaches:											
Brimstone Ledge, near Burnt Coat Harbor.....	1										1
Burnt Coat Harbor.....		1									1
Great Duck Island.....					1						1
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
Damiscope Island.....	1							1			2
McKowns Point.....			1								1
Southport Island.....			1							1	2
Spruce Point.....					1		1				2
Squirrel Island.....								1			1
Cape Elizabeth.....					1		1				2
Broad Cove.....								1			1
High Head.....	1										1
Maxwells Point.....				1			1				2
Portland Head.....	1									1	2
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		2
Folly Island.....	1				1	1					3
Goat Island.....									1		1
Old Prince, The.....	1										1
Timber Island.....		1									1
Trotts Island.....											1
Cape Small Point.....							1				1
Bald Head Rocks.....								2			2
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 Islands and Reef.....							1			2	3
Haddock Rock, Broad Sound.....						1					1
Half Way Rock.....			1								1
Harpwell.....				1				1			2
Horse Island Harbor.....						1					1
Junk of Pork.....				2							2
Long Island.....	1										1
Peaks Island.....					1						1
Ragged Island.....		1									1
Ram Island.....						1					1
Richmonds Island.....	1	2						1			4
White Head Passage.....			1								1
Cobscook Bay:											
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.....	1	1	1	1	1	1	1		1		8
Bakers Island and Bar.....				2	2		3			1	8
Hadlock's Point.....	1										1
Hardings Ledge.....					1						1
Cutler and approaches.....	1	3	2	1		1				2	10

* In a few instances the number of stranded vessels in this table does not agree with those reported in the annual report of the previous year, having been increased by wreck reports received since the publication of the last report.

TABLE 66.—List of places on the 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.
	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	
MAINE—continued.											
Damariscotta River and approaches:											
Bristol Neck		1									1
Fishermans Island		1				1					2
Heron Island, Outer				1							1
Hypocrite Ledge		1									1
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					2		1	2	2	1	8
Eastport Harbor				1							1
Gleasons Cove		1									1
Eggemoggin Reach										1	1
Byards Point									1		1
Channel Rock							1				1
Crow Island										1	1
Harbor Island			1								1
Triangles, The							1				1
White Island										1	1
Fishermans Island Passage. (See Moosabec Reach.)											
Fletchers Neck		5		2			2	8	1		18
Fox Island Thoroughfare:											
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
Bluff Head										1	1
Coxs Head											
Dix Island				1							1
Hunniwells Beach				1	3	4	3				11
Hunniwells Point			3			1	1				5
Indian Point						1					1
Jacks Rock				1			1				2
Long Island				1							1
Marrs Island							1				1
Parkers Flats				1		1					2
Perkins Island and Ledges				1			1				2
Pond Island						1					1
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						2
Lubec Narrows					1		2				3
Machias Bay:						2					2
Bare Island											
Chances Island			1								1
Cross Island				3		1					4
Dogfish Ledges										1	1
Fosters Island				1				1			2
Howards Bay						1		1			2
Libbey Islands		1		1	2	1	1	1	1		7
Machias						1					1
Ram Island				1							1
Salt Island		1									1
Starboard Island					1	1					2

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.
	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	
MAINE—continued.											
Machias Bay, Little						1					1
Double Headed or Double Shot Islands			1							1	2
Old Man Island			1								1
Moosabee Reach:											
Bar Island							1				1
Beals Island				1							1
Brownsey Island and Ledges, Fishermans Island											
Passage					1	2	1				4
Crumple Island, Fishermans Island Passage			1				1				2
Egg Rock, Fishermans Island Passage			1								1
Fishermans Island						1		1			2
Goose Island				1							1
Great Wass 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
Sand Ledge										1	1
Sawyers Cove	3						1				4
Sea Duck Rock, Fishermans Island Passage	1										1
Steel Harbor Island										2	2
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
Sea Wall							1				1
Southwest Harbor	1	2		2				1	1		7
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					2						2
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	5						1		1	8
Howies Rock										1	1
Hurricane Ledge					1	1			1		3
Long Ledge, Seal Harbor	3		1		1					1	6
Lower Gangway Ledge		2									2
Munroe Island						1	1				2
Northwest Ledge				1							1
Nortons Island and Ledges			1	1							3
Otter Island Ledge				1		1	2				4
Racklifts Island, Seal Harbor						1	1				2
Seal Harbor	1	1	3	1	1	2			2	1	12
Sheep Island Bar						1	1	1	1		4
Spruce Head Island	1	2			1			4	2	1	11
Sunken Ledge	1										1
Upper Gangway Ledges			1							2	3
Weskeag River (mouth of)						1					1
White Head Island			3	1		2	1		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		1	5

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.
	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	
MAINE—continued.											
Narragansus 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
Long Island.....								1			1
Ragged Island.....					1				1		2
Seal Island.....			1								1
Vinal Haven Island.....							1	1			2
Vinal Haven Island, Carvers Harbor.....		1									1
Vinal Haven Island, Roberts Harbor.....					1		1				2
Penobscot Bay, East:											
Bear Island.....										1	1
Castine.....								1			1
Colt Head Island.....								1			1
Crow Island.....								1			1
Sandy Point.....								1			1
Western Island.....				1							1
Penobscot Bay, West:											
Bantam Ledge.....								1			1
Camden.....						2				1	3
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
Outer Green Island Ledges.....	1										1
Owls Head.....		1						2			3
Ragged Island.....								1			1
Roaring Bull Ledges.....			1								1
Rockland.....	2	2			2	2		1			9
Rockport.....			1		1			1			3
Seal Ledge.....								1			1
Searsport.....		1	1								2
Seven Hundred Acre Island.....				1							1
Sunken Pond Ledges.....							1				1
Ten-Pound Island.....			1								1
Two-Bush Reef.....							2				2
Pigeon Hill Bay:											
Egg Rock.....			1								1
Green Island.....								1			1
Petit Menan Island.....						2			2		4
Pleasant Bay approaches:											
Green Island.....		1									1
Nashs Island.....			1					1			2
Pot Rock.....						1					1
Portland Harbor:											
Breakwater Point.....								1			1
Cushings Point.....		1									1
House Island.....										1	1
Spring Point Ledge.....	1		1								2
Portsmouth Harbor (Maine side):											
Fishing Islands.....		1	1	1							3
Gerrish Island.....		1	1				1	2		1	6
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		1	4
Prospect Harbor.....				1							1
Indian Harbor.....										1	2
Old Man, The.....		2									2
Quoddy Roads.....						1		1			2
Black Rock.....	2										2
Crowells Ledge.....	1								1		2

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.
	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	
MAINE—continued.											
Quoddy Roads—Continued.											
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	2	1	1	2		2	1			10
Old Orchard Beach.....	1										1
Scarboro Beach.....								1			1
Stage Island.....						3			1		4
Strattons Island and rocks near.....				1							1
Whales Back, The.....									1		1
Wood Island.....	2	1			2				1		6
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.....		3									3
Georges Islands.....						2			1		3
Harts Island Bar and Ledges.....			1		2	1		2	2	1	9
Herring Gut.....							1	1			2
Hoopers Island.....							2	1	1		4
McGees Island.....						1		1	1		3
Mosquito Island.....			1	1	2		1				5
Old Cilley Ledge.....				1							1
Port Clyde.....		1				1		1	6	1	10
Sheepscot Bay and River:											
Barbers 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						2
Harts Neck.....			1						1		2
Long Cove.....	1										1
Southern Island.....		1			1					1	3
Wells Beach:											
Fishing Rocks.....								1			1
West Quoddy Head. (See Quoddy Roads.)											
Whealers Bay.....						1				1	2
Calf Island.....						1					1
Clarks Island.....	1									1	2
High Island Ledge.....	1										1
Norton Island Ledges.....			1								1
York River and approaches:											
Harris Point Ledge.....		1									1
Stones Rock.....			1								1
York Harbor.....										1	1
York Ledge.....				1	2				1	1	5
NEW HAMPSHIRE.											
Hampton:											
Hampton Beach.....									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
Rye Beach.....	1								1		2
Wallis Sands.....					1						1

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
	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	
MASSACHUSETTS.											
Beverly Bay.....						1				1	2
Boston Bay and Harbor.....				1	1	1		2	3	2	10
Black Rock Channel.....								1			1
Brewsters, The.....		1				1		2	1		5
Broad Sound.....							1				1
Castle Island.....				1			1			1	3
Cohasset Harbor.....		1									1
Deer Island.....		1	1					1			3
Devils Back.....		1		1		1		1			4
Fawn Bar.....					1						1
Gallups Island.....										1	1
Georges Island.....			2		3	1		1		2	9
Graves, The.....		1									1
Great Fawn Bar.....							1				1
Hardings Ledge.....		3		1		2			1	1	8
Hog Island.....		1		1							3
Hull Beach.....		1									1
Long Island.....									1		1
Lovells Island.....	1	1	2				1				5
Middle Ground.....			1								1
Nantasket Beach.....			2				1	1		1	5
Neponset.....								1			1
Nixs Mate.....							2		1	1	4
Pleasant Beach.....		1									1
Point Allerton.....		1	1				1			2	5
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
Gull Island.....										1	1
Hen and Chickens.....				1							1
Moshers Point.....		1									1
Nashawena Island.....									1		1
New Bedford Harbor.....		1									1
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.....	2	2		1			1	4		1	11
Halibut Point.....								1		1	2
Kettle Island.....									1		1
Lanesville.....	1	2	1				1	1			6
Londoner, The (near Thatchers Island).....			2	1				1			4
Milk Island.....		1	1								2
Normans Woe.....								1			1
Pigeon Cove.....		1			1						2
Rockport.....					1	1	1				3
Salvages, The (off Rockport).....			1		1	1					2
Straitsmouth Island.....		1									1
Ten-Pound Island.....		1									1
Cape Cod:											
Bearses Shoal.....	2	1		2			3		3	1	12
Cahoons Hollow.....		1							2		5
Chatham.....	1		1			2					5
Chatham Bar.....	2	4	4	2	2	1	1	1	1		18
Highland Light.....						1				1	2
Monomoy Point.....	1		1	2				1			5

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.
	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	
MASSACHUSETTS—continued.											
Cape Cod—Continued.											
Nauset Beach	1		1	2	3	1	1		3	2	14
Orleans Beach	3		1	1				2	1	2	10
Pamet River			1					2			3
Peaked Hill Bar	2	2		1		1	2	1	1	2	12
Pollock Rip	2	1		5	1	3	4	5	2	1	24
Race Point	2	5	3	3	1	6	2	2	4	2	30
Shovelful Shoal	1	1	3	5			4	4	2		20
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
North Dennis					1						1
Provincetown		2			3	6	3			2	16
Sandwich	1	1									2
South Truro	1										1
Wellfleet			2	1							3
Wood End				3					1	1	5
Yarmouth Flats				1							1
Duxbury Beach:											
Brant or Green Harbor Point	2										2
Fall River								1			1
Gurnet Point					1					2	3
Ipswich Bay:											
Essex Bar								1			1
Ipswich Bar	1	1		1	2	1	1	1	3	2	13
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					2	6
Cedar Tree Neck		1					1				2
Chappaquiddick Point		1					1				2
Chilmark							1		1		2
Cottage City							1				1
East Chop							1				1
Edgartown	2	2	1	3	4	3	1		1		17
Gay Head				2			1	1		1	5
Gay Head, Devil's Bridge					1						1
Menemsha Bight		1	2		1	1	1			2	8
No Mans Land							1				1
Old Man Ledge								1			1
Toms Shoal											1
Vineyard Haven	1	1	4		3	3	3	1	1	7	24
West Chop	1		1	4		1	1	1			9
Nahant Bay:											
Egg Rock							1				1
Nahant			1			1		1			3
Phillips Point	1										1
Swampscott				1							1
Nantucket:											
Bar and bay	2									1	3
Coskata							1			2	3
East side of			1								1
Great Point and Great Rip	1	3	3				3		2		12
Nantucket Shoals	2		1		2		1				6
Nantucket Sound:											
Bishop and Clerks Shoal			3							1	4
Chatham Roads						1		1			2
Common Flats (near Chatham Roads)	1	2					3	2			8
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	3	5	1	6	3	6	3	5	1	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			6
Hyannis Roads, Middle Ground	1										1
Kill Pond Bar			1				1	2			4

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.

Fiscal year ending June 30—											Total.
Name of place.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	
MASSACHUSETTS—continued.											
Nantucket Sound—Continued.											
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.....	1		1	4			1		1	1	9
Plum Island Point.....										1	1
Salisbury Point.....						1	2		1		4
Plum Island.....		1		1	1	3	1	4	4		15
Plymouth Bay:											
Browns Bank, or Browns Island.....	1	1				5		2	2	1	12
Dicks Flat.....									1		1
Plymouth.....		2			1	1	1			1	6
Salem Harbor and approaches:											
Bakers Island and Shoals.....							1	1		2	4
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			1			3
Salisbury Beach.....									1		1
Scituate.....											
First Cliff.....		4	1	2	1						8
Fourth Cliff.....	2						1				5
North Scituate.....						1	1			2	1
Vineyard Sound:											
Cuttyhunk Island.....	2	3	3	5	2	2		1		1	19
Falmouth.....	1	1									2
Hedge Fence Shoal.....	2									3	5
L'Homme à Dieu Shoal.....		2	1	4	1		1		1		10
Middle Ground.....										1	1
Nashawena Island.....	2	1					1	2		2	8
Naushon Island.....			1		1		3	2		1	8
Nobska Point.....	1		1								2
Nonamesset Island.....				1							1
Pasque Island.....		3		2	5				1	4	15
Quicks Hole.....			1								1
Robinsons Hole.....		1			1	1	1	1			5
Sow and Pigs.....		1		1		1	1		1	1	6
Squash Meadow Shoals.....							1				1
Succonesset Shoal.....						1					1
Tarpaulin Cove.....				3	1	2		2		1	9
Woods Holl.....			1	1	1	1	1		2		7
RHODE ISLAND.											
Block Island:											
Black Rock.....			1								1
Block Island Breakwater.....	1	1		1	1			5		5	14
East side of.....	6		2		2	1		1			12
Northwest shore of.....									1	1	2
Salt Pond.....										1	1
Sandy Point.....								3		2	5
South and southwest shore of.....			1				1				2
West side of.....	1		1			1		1		3	7
Charlestown Beach.....					2				1		3
Green Hill Point.....						1					1
Narragansett Bay:											
Bishop Rock.....							1				1
Black Point.....				1							1
Bonnet Point.....											1
Boston Neck.....							1				1
Brentons Point and Reef.....				1				1		1	3
Butter Ball Rock.....				1	1						1
Caseys Point.....					1						1
Castle Hill.....									1		1
Church Point.....								1			1
Clump Rocks.....							1				1

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.
	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	
RHODE ISLAND—continued.											
Narragansett Bay—Continued.											
Coasters Harbor Island					1						1
Coddington Point			1								1
Conanicut Island			2								2
Conimicut Point									1		1
Dutch Island		1		2	1	2	1	1			8
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
Portsmouth					1						1
Plum Beach Shoal	1										1
Providence River										1	1
Prudence Island				2							2
Rose Island		1			1		1	1			4
Sachuest Neck and Beach									2		2
Sakonnet Point				1							1
Sisters, The						2					2
Tiverton										1	1
Warrens Point, Elishas Ledge	1										1
Watsons Pier								1			1
Whale Rock						1					1
Point Judith	2	3	1			1	1		4	2	14
Three miles west of	1					1					2
Squid Ledge			1								1
Quonochontaug Beach		1						2			3
Watch Hill		3		1	2	2	1		1	1	11
Catumb Reef				2				1			3
Napatree Point	1	2	4	2	1		1	2	2		15
Sugar Reef			1						1		2
CONNECTICUT.											
Black Rock Harbor							1				1
Branford Harbor									1		1
Branford Reef					1		1				2
Bridgeport	1						1		1		3
Connecticut River (mouth of):											
Blackhall Point			1								1
Cornfield Point				1		1					2
Cornfield Point Shoal							1				1
Saybrook Bar				2					2	1	5
Fishers Island Sound:											
Bartletts Reef	1										1
Groton Long Point		1				1					2
Latimers Reef			1		1		1				3
Noank (near)					1						1
Quiamagog Cove							1				1
Grants Neck						1					1
Greenwich				1			2		1		4
Guilford			1			1	1				3
Long Island Sound (near the coast of Connecticut):											
Bartletts Reef (near light-vessel)			1								1
Captains Islands		1			1					1	3
Cows, The										1	1
Faulkners Island					1				1		2
Goose Island (near Faulkners Island)						1					1
Long Sand Shoal				1				2			3
Norwalk Islands			1	2	1	1	1			1	7
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

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.
	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	
CONNECTICUT—continued.											
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
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						1	3
Stonington Harbor.....									2		2
Stratford Bar.....			1								1
Stratford Beach.....	1										1
NEW YORK.											
Block Island Sound:								3			3
Fort Pond Bay.....										1	1
Gardiners Island.....			1		1						3
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					2					3
Factory Rock.....			1								1
Governors Island.....				2	1					1	4
Hell Gate.....	1	1	5	4			1		2	2	16
Hell Gate, Flood Rock.....	2		1					1			4
Hell Gate, Halletts Point.....	1							1			2
Hell Gate, Mill Rock.....						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	1	4
Middle Ground, near Lawrence Point.....		1	1								2
Newtown Creek (mouth of).....							1				1
North Brother.....				1							2
Randalls Island.....		1						1			2
Reef off Tenth street, New York City.....				1							1
Rikers Island.....		1									1
Rock off East Fifty-sixth street, New York City.....					1						1
South Brother, The.....	1	1									2
Sunken Meadows, The.....	1	2				1			2		6
Wards Island.....					1						1
Gardiners Bay:											
Gardiners Island. (See Block Island Sound.)											
Long Beach Bar.....	1						1				2
Sag Harbor.....									2		2
Long Island (outside):											
Amagansett.....							1			1	2
Coney Island.....		5	2			2	4	1	4	3	21
Coney Island (Sheepshead Bay).....										1	1
Ditch Plain.....		1									1
East Hampton Beach.....							1				1
Fire Island Beach.....		2	1	1	2	3	2	2	1	2	16
Fire Island Beach (Great South Bay).....						3			1		4
Fire Island Inlet.....	7	6	2	1	2			5	5	5	33
Hog Island Inlet.....	1					1					2
Jamaica Bay.....				1							1
Jones Beach.....		1	3		1						5
Long Beach.....				1		2	3	2		1	9
Mecox.....							1				1
Montauk Point.....	1	1	1			1	1				5
Moriches Beach.....			1				1	1			3
Napeague.....	3	1			1	1	1	1		1	9
New, or Jones Inlet.....		1	2	3	3	1	2	4		3	19

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.
	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	
NEW YORK—continued.											
Long Island (outside)—Continued.											
Oak Island	1							1			2
Petunk						1					1
Quogue										1	1
Rockaway and Far Rockaway Beach		1		1	1			1	1	1	6
Rockaway Inlet and Shoals	2	6	3	2	2		1	6	1	3	26
Shinnecock Beach					1		1	2		4	8
Smiths Point							1				1
Zachs Inlet							1	1	1		3
Long Island Sound:											
Baiting Hollow Beach		1									1
Big Tom Rock									1		1
Browns Hills		1	1								2
City Island										1	1
Cold Spring Harbor									1		1
Cow or Manhasset Bay								1			1
Davenport or Davids Island							1			1	2
Duck Pond Point			1								1
Eatons Neck	1	5	2		1	1		3	1		14
Execution Rocks		1					1				2
Fishers Island	2	2			1	1	1	4	1	2	14
Glen Cove					1						1
Great Gull Island								1		1	2
Hallocks Landing			1								1
Hart Island			1	1		1		1		1	5
Hewletts Point					1						1
Hortons Point				1						1	2
Huntington	1		1								2
Larchmont					2						2
Little Gull Island				1	1			1			3
Lloyds Neck		1			1	1	1			2	6
Matinecock 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
Orient Shoal										1	1
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	1		1	1	1			1		1	6
Prospect Point				1				1			2
Race Point (near)			1								1
Race Rock			1								1
Rye Point					1	1			1		3
Sands Point			1		1		1	1			4
Seal Rocks (near Fishers Island)	1										1
Throgs Point		1									1
Valiant Rock			1								1
Wading River	1										1
Wicopasset 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		2
Castle Point							1				1
East Bank		1								1	2
Ellis Island							1			1	2
Gedney Channel								1			1
Great Kills							1				1
Oyster Island			2								2
Princess Bay			1					1			1
Robbins Reef											1
Romer Shoal	1	1	2	4	3	1	1	6	3	1	23
Staten Island	2				1		1				4
West Bank		1	1					1	2		5

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.
	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	
NEW JERSEY.											
Absecon Beach.....			1	1							2
Absecon Inlet.....	6	7	1		4	1	5	4	6	2	36
Atlantic City.....			1			3	2			3	9
Barnegat Bay.....	1			1							2
Barnegat Inlet.....	10		4	1	2	5	1	2	2	1	28
Brigantine Beach and Shoals.....	1		2		3	2	2	2	2	1	15
Cape May.....	2	2		2	1			1	2	3	13
Cold Spring Inlet.....	2	3						1	1		7
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
Miah Maull Shoal.....										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.....		2	5		2	2	3	1	3	5	23
Hereford Inlet.....	3	2	6	6	3		6	2		2	30
Highlands.....			1				1	1	3		6
Island Beach.....	3	2	3		1	1	1		2		13
Leaming Beach.....			1								1
Little Egg Harbor.....	1									1	2
Little Egg Harbor Inlet or New Inlet.....	3	3	3	4	1	3	3	3	1	4	28
Long Beach.....	2	1				2	1	1	2	2	11
Long Branch.....		1	1	1		1			1		5
Ludlam Beach.....										1	1
Monmouth Beach.....				1		1		1	2	1	6
Pecks Beach.....	1					1		1	1		4
Port Monmouth.....			1								1
Raritan Bay:											
Keyport.....		1	3				2				6
Point Comfort.....			1					1			2
Red Bank.....		1						1			2
Sandy Hook.....	4	6	4	2	2	5	6	1	8	4	49
False Hook.....		2				1					3
Flynn's Knoll.....	2	2	1			1					6
Horse Shoe.....								1			1
Swash Channel (west side).....	1										1
Seabright.....						2				1	3
Shrewsbury River.....									1		1
Squan Beach.....	1				1	2	1	1			6
Tatham.....								1	1		2
Toms River.....										1	1
Townsend's Inlet.....	2		1						3	2	8
Turtle Gut Inlet.....				1					1	1	3
Wreck Pond Inlet.....	1										1
DELAWARE.											
Cape Henlopen.....	1	4	4		1	4	1			1	16
Hen and Chicken Shoal.....	2		1	1		1	1				6
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							2
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	2	1		2	2	1	3		1	13
Indian River Inlet.....	2		2	5	5	1	2			2	19
Lewes.....	19	4	21	2			3	1	1		51
Rehoboth Beach.....	2	1	1				1				5

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.
	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	
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
Crisfield Harbor	1										1
Curtis Point								1			1
Dells Island	1										1
Devils Woodyard								1			1
Fishing Bay							1				1
Hacketts Point					1					1	2
Herring Bay		1		1			2	1			5
Hills Point	1										1
Holland Island									1		1
Honga River									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			1	1	1		1		1	7
Patuxent River (mouth of)				1							1
Point Lookout				1							1
Point No Point	1			1					1		3
Rock Hall (off)			1								1
Rock Point	1										1
Sandy Point				1							1
Sharps Island Bar					1	2					3
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
Wades Point (Eastern Bay)	1									1	2
Fenwick Island				2			1	1			4
Fenwick Island Shoals					1						1
Green Run Inlet	1		1							1	3
North Beach				2	1		2		1		6
Ocean City	1		1								2
VIRGINIA.											
Assateague Island				2	1	2		2			7
Fishing Point								2		1	3
Cape Charles		1		1							2
Cape Henry	1	2	4	4	4		3	2	3	2	25
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
Great Wicomico 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			1		4
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
Stingray Point										1	1
Tangier Island	1										1
Willoughby Spit	3					1				1	5
Wolf-Trap Shoal, Mobjack Bay						1					1
York River (mouth of)		1									1
York Spit			1	1							2

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
	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	
VIRGINIA—continued.											
Chincoteague Inlet.....	2	1	2	2	2	3	2	1	.....	.....	15
Chincoteague Shoals (off Fishing Point).....	.....	.....	.....	.....	1	1	.....	1	2	.....	5
Cobbs Island.....	.....	1	2	1	1	1	1	.....	.....	1	8
Carters Shoals.....	2	2	.....	2	3	1	1	1	2	1	15
Sand Shoal Inlet.....	.....	1	2	7	.....	2	1	1	2	1	17
Dam Neck Mills.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	2
Elizabeth River:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pinners Point.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Western Branch (mouth of).....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
False Cape.....	1	1	.....	.....	.....	3	.....	.....	1	2	8
False Cape, Pebble Shoals.....	.....	.....	.....	.....	.....	.....	.....	.....	2	1	3
Fishermans Island (near Cape Charles).....	.....	2	2	.....	1	.....	.....	1	.....	.....	6
Great Machipongo Inlet.....	2	.....	.....	1	1	3	.....	2	1	2	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.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
Hampton Flats.....	1	.....	.....	1	.....	1	.....	.....	.....	2	6
Nansemond River (mouth of).....	.....	5	.....	.....	.....	.....	.....	1	.....	.....	2
Newport News.....	.....	.....	.....	.....	.....	.....	1	1	.....	.....	2
Old Point Comfort.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	2
Pagan Creek (mouth of James River).....	.....	1	.....	.....	1	.....	.....	.....	.....	.....	1
Pig Point.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Rip Raps.....	1	.....	.....	.....	.....	.....	1	.....	.....	.....	2
Sewalls Point.....	.....	1	.....	.....	.....	.....	.....	.....	1	.....	1
White Shoal (mouth of James River).....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Hog Island.....	.....	4	2	.....	2	1	1	.....	.....	.....	10
Little Island.....	3	.....	1	.....	.....	1	1	.....	.....	1	7
Little Machipongo Inlet.....	.....	.....	.....	.....	.....	.....	.....	1	1	.....	2
Lynn Haven Bay.....	1	1	2	.....	.....	.....	.....	.....	2	1	7
Metomkin Beach.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Metomkin Inlet.....	.....	.....	3	1	1	.....	1	.....	4	.....	10
Myrtle Island.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Paramore Beach.....	.....	1	.....	1	1	.....	.....	.....	.....	.....	3
Ship Shoals.....	.....	1	.....	.....	.....	1	1	.....	.....	.....	3
Smiths Island.....	3	1	.....	1	.....	.....	.....	.....	.....	.....	5
Isaacs Shoals.....	1	2	3	1	1	.....	.....	1	2	1	12
Nautilus Shoal.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Virginia Beach.....	3	3	1	1	1	.....	2	.....	.....	1	12
Wachapreague Inlet.....	1	.....	.....	.....	2	.....	.....	2	2	.....	7
Dawson Shoals.....	3	2	1	1	.....	2	.....	.....	1	1	11
Wallops Beach.....	.....	.....	.....	1	.....	.....	2	.....	1	.....	4
NORTH CAROLINA											
Albemarle Sound:											
Big Island.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Bull Bay.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Croatan.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Flatty Creek Bar.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Pasquotank River (mouth of).....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Perquimans River (mouth of).....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Powels Point.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	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	.....	.....	.....	.....	.....	2
Big Kinnakeet (also see Pamlico Sound).....	1	2	.....	.....	.....	.....	.....	1	.....	.....	4
Bodies Island (also see Pamlico Sound).....	.....	.....	1	1	1	.....	1	1	2	1	8
Bogue Island and Inlet.....	1	.....	.....	.....	2	.....	2	.....	.....	.....	5
Cape Fear, Frying Pan Shoals.....	1	.....	1	1	.....	2	2	3	1	1	12
Cape Fear River (mouth of).....	1	2	2	1	.....	4	.....	3	1	1	15
Cape Hatteras.....	.....	3	1	.....	.....	1	.....	.....	.....	.....	5
Diamond Shoals (inner and outer).....	.....	3	1	.....	.....	1	1	.....	3	1	10
Hatteras Roads.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Cape Lookout.....	.....	.....	.....	1	.....	3	.....	1	.....	2	7
Cape Lookout Shoals.....	.....	.....	1	.....	1	.....	3	.....	.....	.....	5
Chicamacomico.....	.....	1	1	1	.....	.....	1	1	.....	.....	5
Core Beach.....	1	1	1	.....	.....	.....	1	.....	.....	2	6
Core Sound.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1

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.
	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	
NORTH CAROLINA—continued.											
Currituck Beach	1	2	2	2	...	1	2	...	...	2	12
Currituck Sound								2			2
Currituck Sound, Long Point									1		1
Drum Inlet										1	1
Durants (also see Pamlico Sound)			1					1			2
Gull Shoal (also see Pamlico Sound)				1	1					1	3
Hatteras Inlet (also see Pamlico Sound)	2	4		1	3	2	1	2	1		19
Kill Devil Hills								2			2
Kitty Hawk						1				1	2
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		1	5
New Inlet			1	1			1		1		4
New River Inlet			1				1				2
Ocracoke Inlet				1			1	1		1	4
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
Chicamacomico								1			1
Durants					1					1	2
Gull Island and Shoal	1			1				1	1		4
Hatteras Inlet			1	1		2			1	2	7
Howard Reef								1			1
Kings Point										1	1
Jennett Landing										1	1
Little Kinnakeet	1	1		1	2				1	1	7
Log Shoal					1						1
Long Shoal					1						1
Moores Inlet	1										1
Neuse River		2						1		1	4
Ocracoke Inlet								2		2	4
Olivers Reef	2	2		1			3	1			9
Royal Shoals								1	2		2
Portsmouth Island			1								1
Rich Inlet							1				1
Shallotte Inlet	1							1			2
Wash Woods								1		1	2
SOUTH CAROLINA.											
Beaufort							1				1
Bulls Bay							1				1
Calibogue Sound										1	1
Daufuskie Island					1		1				2
Cape Romain							1				1
Capers Island							1				1
Charleston		1	1	1		1	4				8
Charleston Bar	1	1		1	4	1	3	1		2	14
Drunken Dick Shoal				1	1			1	1	1	5
Pumpkin Hill Shoal						1					1
Edisto Island		1									1
Georgetown Breakers		3		1			1	2		1	8
Kiawah Island							1				1
Little River Inlet		1							1		2
Long Island							1		1		2
Morris Island				1						1	2
North Island Beach			2								2
Page Island							1				1
Pine Island Beach							1				1
Port Royal Bar	1						1			1	3
St. Helena Sound and approaches	1						1				2
St. Phillips Island										1	1
South Island				1			1				2
Stone Inlet									1		1
Winyah Bay								1			1
Youngs Island							1				1

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.
	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	
GEORGIA.											
Altamaha Sound						1					1
Brunswick										1	1
Cumberland Island and Shoals						1					1
Pelican Shoal				1							1
Doboy Sound and approaches	1			2		2		1		1	7
Little Wassaw Island										1	1
Ossabaw Island			1								1
Pumpkin Hammock, North River						1					1
St. Catherines Island			1	1							2
St. Simons Bar	1		1	2	1	2				1	8
St. Simons Sound, Colonels Island										1	1
Sapelo Sound and approaches	1	1				1	1	1			5
Savannah River (mouth of)			1		1		3			1	6
Tybee Island		1							1	1	3
Wilmington River (mouth of)								1			1
Wolf Island Spit				1		1					2
FLORIDA.											
Apalachicola Bay:											
Carrabelle								1			1
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
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	1	4
Marquesas Key							1				1
Maryland Shoal									1		1
Middle Ground								1			1
Pickle Reef							1				1
Pulaski Shoals					2		1				3
Rebecca Shoals		1				1				1	3
Tennessee Reef			1					2		1	4
Tortugas	3	1	1	1	1	1	1	2	1	1	13
Washerwoman Shoal		1									1
Western Dry Docks					2						2
Fort Pickens Point						1				1	2
Gull Point Bar							1				1
Hillsboro Inlet								1			1
Indian River, Eau Gallie							2				2
Indian River Inlet								2			2
Twenty miles north of	1										1
Jupiter Inlet	6	1	2		2	3	3	2	5	1	25
Lake Worth Beach											1
Lake Worth Inlet						3		2			5
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			1	5
New River Inlet (8 miles north of)	1		1								2
Orange Grove (8 miles south of)					1						1
Ormund										1	1
Pablo Beach									1		1
Palm Beach										1	1
Pensacola Bar				1		2	2		1		6
Pensacola Bay					1		4			4	9
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

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.
	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	
FLORIDA—continued.											
St. Johns Bar.....			1			1	1		1	2	6
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	2	11
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
D'Olives Bay.....							1				1
Dixie Island.....					1	1					2
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
MISSISSIPPI.											
Mississippi Sound:											
Bayou Coden.....							1				1
Gaveline Bayou.....							1				1
Gulfport.....									1		1
Horn Island.....		1	1			1	1			1	5
Pascagoula.....							3				3
Point aux Chines.....							1				1
Ship Island.....			1		1			2	1	1	6
LOUISIANA.											
Calcasien Bar.....	1					1	1	1	1	1	6
Chandeleur Island.....		1	3	1	1		1				7
Grand Island.....							1				1
Grand Lake.....							1				1
Lake Pontchartrain:											
Bayou St. John light.....										1	1
Little Woods.....									1		1
Schofield Bay, West Bay.....							1				1
Ship Shoal light (18 miles northeast of).....		1									1
Tiger Shoal.....									1		1
Timbalier Island.....										1	1
TEXAS.											
Aransas Pass.....	3					1	1		2		7
Boca Chica.....							1				1
Bolivar Beach.....		1				2					3
Brazos River (mouth of).....		1				1	2	3		2	9
Brazos Santiago.....	1		4	2	2	2			2	1	14
Galveston Bar.....		1	5	2	3	3	2	6	4	3	29
Galveston Bay.....						1		1	1	1	4
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.....					1						1
Matagorda Island.....		1	1				1		1		4
Matagorda Peninsula.....								1		1	2
Mustang Island.....		2		1	1						4
Padre Island.....			1	1				1	2		5
Pass Cavallo.....	2	3	1		2	1		2		2	13
Pelican Island.....	1										1
Sabine Pass.....	1	1	2	1		1	1	4	1	1	13
East of.....				1					1		2
St. Joseph Island.....				1		2					4
San Bernard Bar.....					2	1	1			1	5
San Luis Pass.....				1			1	3	6	5	16

TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.*

PACIFIC COAST.*

Name of place.	Fiscal year ending June 30—										Total.
	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	
ALASKA TERRITORY.											
Admiralty Island.....			1								1
Agrepin Bay.....							1				1
Amia Island.....							1				1
Anchor Point, Cooks Inlet.....								1			1
Barren Island.....										1	1
Cape Fairweather.....			1								1
Cape Smith (Bering Sea).....			1								1
Chignik Bay.....				1							1
Coal Bay.....				1							1
Cooks Inlet.....						1					1
Douglas Island.....	1										1
Geese Island, Kadiak Island.....								1			1
Harkanock.....			1								1
Kalgin Island, Cooks Inlet.....			1								1
Karluc, Kadiak Island.....	1								1		2
Kayak Island.....						1	1				2
Kadiak Island.....								1			1
Lituya Bay.....						1			1		2
Loring, Naha Bay, Revilla—Gigedo Islands.....			1								1
Marosco Bay.....						1					1
Middleton Island.....					1						1
Morozovia Bay.....			1								1
Neva Point.....				1							1
Nunivak Island.....		1									1
Ounga Island.....		1	1								2
Pirates Cove.....		1									1
Point Barrow (reef near).....		2			1						3
Point Hope.....		1		1						1	3
Point Houghton.....		1									1
Port Clarence Harbor.....									1		1
Pribiloff Islands.....					1						1
Prince William Sound.....							1				1
Return Reef, Midway Island.....								1			1
St. Lawrence Island.....				1							1
St. Paul Harbor.....							1				1
Sand Point.....						1					1
Sankin Island.....				1							1
Sannak Islands:											
Hennings Rock.....			1		1						2
Shelikof Strait.....										1	1
Shumagin Islands.....				1							1
Sitka (near).....								1			1
Tongass.....									1		1
Tugidak Island.....			1							1	2
Unalaska.....								1			1
Wrangell 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
Grays Harbor.....					2			1			3
Fifteen miles north of.....				1							1
Five miles north of.....										1	1
Nine miles north of.....		1									1
North Spit.....								1			1
Iiwaco Beach.....										1	1
Long Beach.....									1		1
Puget Sound.....						2					2
Admiralty Head.....	1										1
Anderson Island.....			1								1
Gig Harbor.....			1								1
Marrowstone Point.....				1	1				1		3
Millers Point.....			1								1
Ossete River (mouth of).....				1							1
Point Hudson.....	1										1
Point No Point.....									1		1

* In a few instances the number of stranded vessels in this table does not agree with those reported in the annual report of the previous year, having been increased by wreck reports received since the publication of the last report.

TABLE 66.—*List of places on the 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.
	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	
WASHINGTON—continued.											
Puget Sound—Continued.											
Point Wilson		1		1		1			1	1	5
Port Townsend					1			1	2	1	5
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
Queetsu River (mouth of)								1			1
Shoalwater Bay	1		2					2			5
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
Deception Pass			1		1					1	3
Fidalgo Island				1							1
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
Clatsop Spit	1										1
Sand Island								1			1
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			1	10
Coquille River (mouth of)			2		2	2	1		2	3	12
Nehalem River (mouth of)	1								1	1	3
Point Adams							1	1			2
Port Orford	1										1
Rogue River Bar		1		1							2
Rogue River Reef			1								1
Siuslaw River (mouth of)					1			2			3
Tillamook Bar		1				2					3
Umpqua Bar			1		2	2			2		7
Yaquina Bar	1	1	1			1					4
CALIFORNIA.											
Albion River (mouth of)	1					1	3				5
Bodega Bar							1				1
Bowens Landing, Mendocino County	1						1				2
Cambria								1			1
Cape Mendocino				1							1
Caspar				1						1	2
Crescent City		1		1					1		3
Drakes Bay	1			1							2
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	2			6
Fort Point	1	1	1			2	1		1		7
Mile Rocks	1	1									2
Point Cavallo					1						1

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.
	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	
CALIFORNIA—continued.											
Golden Gate—Continued.											
Point Diablo				1							1
Point Lobos		1	1		1						3
Presidio Shoal						1					1
Hardy Creek										1	1
Hueneme, Ventura County										1	1
Humboldt Bar	2	2	1	1	1			1	2	1	11
Humboldt Peninsula			1								1
Klamath River (mouth of)				1	1						2
Little River (mouth of)					1						1
Lompoc Landing			1								1
Mendocino							1				1
Monterey Harbor								1			1
Navarro River (mouth of)	2				1						3
New Haven, Mendocino County			2								2
Newport							1				1
Noyo, Mendocino County						1					1
Pigeon Point										1	1
Point Arena		4	1		1				2	1	9
Thirteen miles south of			1								3
Point Bonita	1						1	1			3
Point Conception							1				1
Point Gorda									1		1
Point Montara Reef (near)					1						1
Point New Year									1		1
Point Reyes		2						1		1	4
Point Sur							1				1
Point Vincent				1			1				2
Pyramid Point										1	1
Redondo Beach							2		2		4
Rockport					1			1			2
Russian Landing, Sonoma County		1				1		1			3
Salina River (mouth of)					1						1
San Buenaventura	1		1								2
San Diego Bay	2										2
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
Santa Barbara			1								1
Santa Barbara Islands:											
San Clemente Island						1					1
San Miguel Island								1			1
Santa Catalina Island				1			1				2
Santa Cruz Island										1	1
Santa Cruz Point, Needle Rock								1			1
Santa Rosa Island						1		1			2
Sanders Reef, below Point Arena	1										1
Shelter Cove, Humboldt Bay			1								1
Smiths Point, Marin County		1									1
Smiths River (mouth of)						1			1		2
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	1										1

GREAT LAKES.*

NOTE.—This list includes, also, places on the Canadian shore where American vessels have stranded.

LAKE ONTARIO.											
Bath, Ontario										1	1
Bear Creek, N. Y.				1							1
Big Sandy Creek, N. Y.	2	3	1	1	1	2		1			11
Big Stony Creek (mouth of)	1										1

* In a few instances the number of stranded vessels in this table does not agree with those reported in the annual report of the previous year, having been increased by wreck reports received since the publication of the last report.

TABLE 66.—*List of places on the 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.
	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	
LAKE ONTARIO—continued.											
Braddocks Point.....						1					1
Charity Shoal.....										1	1
Charlotte.....		1		1	1		1		1	2	7
Fourteen miles east of.....	1										1
Fair Haven.....					1						1
Feather Bed Shoals, St. Lawrence River.....											1
Ford Shoal.....	1										1
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	2
Oak Orchard Reef.....		1					1				1
Ontario, N. Y.....						1					1
Oswego.....				1		4	2	2		1	10
Seven miles west of.....		1		1							2
Pigeon Island, Canada.....				1			2				3
Port Dalhousie, Ontario.....				2							2
Port Ontario, N. Y.....								1			1
Sandy Creek, N. Y.....									1		1
Six Town Point, N. Y.....									1		1
Stony Island.....						1					1
Wellington, Canada.....							1				1
Wolf, or Long Island, Long Point, Canada.....		1									1
LAKE ERIE.											
Ashtabula, Ohio.....			1	1	2	2		2			8
Avon Point, Ohio.....		1			2						3
Ballast Island Reef.....	1			1							2
Bar Point, Canada.....		1			2		1	1		1	6
Black River, Ohio.....											1
Buffalo, N. Y.....	1	1	1	2	4		3			5	17
Cedar Point, Maumee Bay, Ohio.....							1			1	2
Cedar Point, Sandusky Bay, Ohio.....	1		2					1		1	5
Chick-e-nolee Reef, Canada.....											1
Cleveland, Ohio.....	1		2	2		5		3	3	5	21
Colchester Reef, Canada.....					1	1	1				4
Conneaut, Ohio.....									1	2	4
Dover Bay, Ohio.....		1				1					1
Dunkirk.....				1							1
Elk Creek, Pa.....	1										1
Erie, Pa.....		2		2	1	2	3	1	1		12
Fairport, Ohio.....		2	2	1					1	1	7
Fort Erie, Canada.....											1
Hen and Chickens Island, Canada.....					1						1
Horse Shoe Reef.....	1	2	2		3	1	3	3		1	16
Huron, Ohio.....							1				1
Kelleys Island, Ohio.....			1	1		1	2		1	1	7
Limekiln Shoals, Canada.....			4								4
Little Point, Canada.....									1		1
Log Point, Canada.....										1	1
Long Point, Canada.....	1		1			3	1			2	8
Lorain, Ohio.....										1	1
Madison, Ohio.....					1						1
Marblehead, Ohio.....	1		1				1				3
Mentor, Ohio.....									1		1
Morgan Point, Canada.....										1	1
Mouse Island Shoals, Ohio.....									3		3
Niagara River.....		2		1	1	2		2	1	1	10
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						4
Pointe au Pelée Island, Canada.....	2	1	1		1		1	1	2		9
Port Burwell (3 miles east of), Canada.....	1										1
Port Colborne, Canada.....		1			1		1	1			4
Port Dover, Canada.....									1		1
Port Maitland, Ontario.....								1		1	1
Presque Isle, Pa.....	1					1					2
Rondeau, Canada.....								1			1

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.
	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	
LAKE ERIE—continued.											
Roses Reef, Canada	1			1							2
Sandusky Bay, Ohio	1			1			1	1		1	5
Scotts Point, Ohio							1			1	2
Selkirk, Ontario					2	1					3
Seneca Shoal, N. Y.								2			2
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	2	6
Tonawanda, N. Y.										1	1
Turtle Island, Ohio				1	1	3					5
West Harbor Reef, Ohio ..						1					1
Windmill Point, Canada ..	1		1			2					4
DETROIT RIVER.											
Amherstburg, Canada		1				2					3
Ballards Reef										1	1
Bois Blanc Island, Canada ..		4	1			1			2		9
Detroit River					1		2		3	1	7
Fighting Island	2	1	1	1	1	2					8
Grassy Island and shoal ..				1		1	1				3
Limekiln Crossing	1		1	2	1		2	2	1	1	11
McDougalls Rock				1							1
Stony Island					1						1
LAKE AND RIVER ST. CLAIR.											
Grosse Point, Mich.		5	2			1		2	3	1	14
Hurons Island, Mich.			1								1
Middle Ground (near Port Huron), Mich.	1				1	1					3
Peach Island, Canada			1						2		3
Point Edward, Canada	1	1	2			1	1				6
Russell Island, Mich.									1		1
St. Clair Flats	2	5	1	5			2	2	1	1	19
St. Clair River		3	1	2		1	1		3	1	12
Stag Island, Canada	4	1	1		2						8
Thames River (mouth of) ..											1
Windmill Point (rock near) ..	1		1		1				1		3
LAKE HURON.											
Adams Point, Mich.										1	1
Alabaster, Mich.					1						1
Ausable, Mich.			2				1	2		3	8
Bedidore Bay, Ontario											1
Black River, Mich.	2							1			3
Black River Island and Reef, Mich.		1	2						2	1	6
Burnt Cabin Point Reef, Mich.	3					2	1	6			12
Cape Ipperwash, Ontario ..						1		1			2
Caseville, Mich.		1									1
Charity Islands, Mich.	1									1	2
Cheboygan (9 miles southeast of), Mich.			1	1	1	3					5
Cockburn Island, Canada ..	1			1							2
Detour, Detour Passage, Mich.	1		1	2				2	1	1	8
Drummond Island, Mich.					2		3	2		1	8
Elm Creek, Mich.					2						2
False Presque Isle, Mich.	1					1	1	1	3	1	8
Fishermans Bay, Ontario ..							1				1
Fish Point, Mich.			2								2
Flat Rock Point Reef, Mich.	1										1
Forest Bay, Mich.					1				1		2
Forester, Mich.							1				1
Forestville, Mich.	1										1
Fort Gratiot, Mich.			1			1	1		1	1	5
Georgian Bay, Canada									1		1
Beaver Stone River (mouth of)										1	1
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

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.
	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	
LAKE HURON—continued.											
Georgian Bay, Canada—Continued.											
Rabbit Island			1								1
Scarecrow Island								1			1
Three Star Shoal					1						1
Tobermory, Ontario										1	1
Waubausheue, Ontario										1	1
Western Island			1								1
Grand Manitoulin, Canada	1				1						2
Gravelly Bay, Mich.	1										1
Grindstone City, Mich.	1	3		1			1		1	1	8
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								2		3
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		2
Johnsons Reef				1							1
Kincardine, Ontario				1							1
McKays Bay, Mich.	1										1
Middle Island, Mich.	1	1	2		1	1		1	2	1	10
Four miles southwest of	1	1		2			2			1	7
New London Point, Mich.											
North Point, Mich.	4	3		1	4	4	1	2	1	1	21
Oscoda, Mich.	2	1									3
Ottawa Point, Mich.	1			3	1	1	3		1	2	12
Pointe aux Barques, Mich.	2	3		3	1	5	1		6	1	22
Point Clark (25 miles north of Goderich), Canada	1										1
Port Austin, Mich.	2										2
Port Crescent, Mich.											
Port Elgin, Ontario		1					1				2
Port Hope, Mich.	2	1		1	2	1		1			8
Prentiss Bay, Mich.			1								1
Presque Isle, Mich.	3		1		2					1	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		3	2	1	2	5	1		2	3	19
Nine miles north of	1										1
Seven miles south of		2									2
Six miles north of	3										3
Scarecrow Island, Mich.					1						1
Spectacle Reef, Mich.								1			1
Sturgeon Point, Mich.	1		2		1			2	2	1	9
Nine miles north of	1			2							3
Sugar Island, Mich.		1									1
Swan Bay (near Adams Point), Mich.				1							1
Tawas Harbor, Mich.						1					1
Thompsons Harbor, Mich.							1				1
Thunder Bay	1		1				1				3
Thunder Bay Island and Reef, Mich.		1			1		1	1	2		6
Thunder Bay River (mouth of), Mich.				1							1
ST. MARYS RIVER.											
Fryingpan Island									1		1
Hay Lake								5		2	7
Mud Lake									3		3
Nebish Rapids	1	1		3	1	1	1				8
Pipe Island				1		1					2
Pointe aux Pins, Canada		2								1	3
Round Island		1			1				2		4
Sailors Encampment Island		2	1	1			2	1	4	3	14
St. Josephs Island, Canada			3	1							4
St. Marys River	1	1	5	7	7	7	3	11	4	3	49
Sand Island, Ontario							1				1
Sugar Island			1	1			2				4
Topsail Island		2	1	1	2		1	2			8

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.
	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	
LAKE SUPERIOR.											
Apostle Islands, Oak Island, Wis								1			1
Big Bay Point, Mich						1					1
Burlington Bay, Minn	3										3
Carbon Island, Canada								1			1
Chagamegon Point, Wis									2		2
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		1	4
Eagle Harbor, Mich		1		1							2
Eagle River, Mich			1					1			2
Fourteen Mile Point (east of Ontonagon), Mich				1							1
Grand Island, Mich									2		2
Grand Marais, Mich			1							1	2
Grand Marais, Minn.:											
Six miles west of	1										1
Grand Portage, Minn.				1							1
Gratiot River (mouth of), Mich								1			1
Heron Bay, Minn.					1						1
Hills Creek, Mich							1				1
Iroquois, Mich							1				1
Isle Royal, Mich		1		1		1	1		1		4
Keweenaw Bay, Mich.:											
Baraga			1								1
Keweenaw Point, Mich						1					1
Lamb Island Light (near), Canada		1									1
Laughing Fish Point, Mich						1					1
Magdalene Island										1	1
Manitou Island, Mich			1								1
Marquette, Mich			1					2	3	1	7
Michigan Island, Wis		2									2
Pancake Shoal, Canada					1		1				2
Parisian Island, Canada	1										1
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	5	1	6		1	2	4	1	2	2	24
Shot Point, Mich	2										2
Sucker River (near), Mich	2	2	2			1	1	1			9
Thunder Bay, Canada:											
Fort William						1					1
Hare Island						1					1
Two Harbors, Minn						1	1			1	3
Seven miles north of		2									2
Two Heart River, Mich			1	3	2						6
Vermilion Point, Mich		1					2			2	5
Waika Bay, Mich			1				1	2	1	2	8
West Superior, Wis					1						1
White Fish Bay, Mich			1								1
White Fish Point, Mich	1		1	1		1	1	3	1	3	12
STRAITS OF MACKINAC.											
Bois Blanc Island	3			5	4	1	3	2	5	5	28
Carp River (mouth of)					1						1
Cecil Bay, Mich							1				1
Cheboygan, Mich					1	3	4	2	3		13
Goose Island, Mich		1			1					1	3
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
Mackinac Island, Mich	3					1		1		1	6
McLeod Bay, Mich							1				1
Old Fort Mackinac, Mich					1	1		1		1	4

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.
	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	
STRAITS OF MACKINAC—continued.											
Poe Reef, Mich.					3			1		1	5
Round Island, Mich.	1	1		1		1	1				5
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.	2	1	2		1		1				8
Beaver Island, Mich.	4	2	5	5	2	1	1		3	2	25
Benton, Ill.	1										1
Biddle Point, Mich.		1									1
Black Lake Harbor, 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.	2		1	1	2	1	6	3	1	1	18
Hyde Park (off)										1	1
Clay Banks, Wis.									1		1
Cross Village (3 miles north of), Mich.						1		1			2
Six miles south of.			1								1
Deaths Door, Wis.		1	1		1					1	4
Detroit Island, Wis.	1				2						4
Edgemore, Ind.	1									1	1
Edgewater, Mich.					1						1
Elk Rapids, Mich.					1	1					2
Empire, Mich.		1	1								2
Evanston, Ill.	1	1		2							4
Fishermans Shoals, Wis.	2	1			1			1			5
Fort Sheridan, Ill.			1		1						2
Fox Point, Wis.		2	1				2		1		7
Frankfort, Mich.				2	1	2	2	2		1	10
Frankfort and Pierport (between), Mich.						1	1				2
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
Glencoe, Ill.	2						1		2	1	6
Glen Haven, Mich.			1								1
Glenn Pier										1	1
Good Harbor Bay and Reef, Mich.	1					1	1				4
Grand Calumet Beach, Ind.	1						1				2
Grand Haven, Mich.			1	1	1	3		4		2	12
Grande Pointe au Sable, Mich.	1		1	1	4			1		2	10
Grand Traverse Bay, Mich.			1					1			2
Gravel Island, Wis.						1			1		2
Gravelly Island (entrance to Green Bay), Mich.		2									2
Grays Reef, Mich.	1	2	6	1	1				1	1	13
Green Bay:											
Bark River (mouth of), Mich.			1								1
Burnt Bluff, Mich.									1		1
Cedar River, Mich.								1		1	2
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			3						4
Ford River, Mich.			1								1
Garden Bluff, Mich.				1							1
Green Island										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

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.
	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	
LAKE MICHIGAN—continued.											
Green Bay—Continued.											
Sturgeon Bay (entrance to), Wis		1						1	1		3
Sturgeon River (mouth of), Mich	1										1
Whales Back Shoal			1			2			1	3	7
Grosse Pointe, Ill									1		2
Gull Island and Reef, Mich			1		1	1	1		1		4
Hamlin, Mich	1									1	2
Hedge Hog Harbor, Wis						1					1
High Island, Mich					2						2
Highland Park, Ill		1									1
Hog Island and Reef, Mich	1								1		2
Holland, Mich	4	4	2	1		1	2	3		1	18
Jacksonport, Wis	1				2		1	1	1	1	7
Juddville, Wis		1									1
Kenosha, Wis		3				1		1		1	6
Kewaunee, Wis									1		1
Lees Pier, Mich					1	1		1			3
Leland, Mich		1	1					1			4
Little Gull Island, Mich									1		1
Little Pointe au Sable, Mich			1	1							2
Little Traverse Bay, Harbor Point										2	2
Ludington, Mich		4	1	2	3	1		4			16
Manistee, Mich	3	1	4	4	1	1		1			15
Manistique, Mich	1				1	1		1	1	1	6
Manitowoc, Wis						1	1		1	1	4
Michigan City, Ind	1			1			3				5
Milwaukee, Wis	2	1	1			3	3	2	1	1	14
Eight miles south of		1									1
Five miles south of			2			1		2			5
Six miles north of	1	1									2
Muskegon, Mich	3	4	4	3	1	2	1	1			19
Naubinway, Mich				1	1	1			3		6
New Mission Point, Mich						1					1
North Bay, Wis						1	1				2
North Fox Island, Mich	1					2					3
North Manitou Island, Mich	3	4	3	1	1	2	2	5	2	1	24
North Point, Wis	1	1	1	2	2		1	2	1		11
Northport, Mich	1										1
Otter Creek (mouth of), Mich		1									1
Pentwater, Mich	1	1	1		2	2			6	2	15
Pierport, Mich	1	1				1					3
Pilot Island, Wis	1	2	2		1	2			2		10
Pine Station, Ind							1				1
Plum Island, Wis										1	1
Pointe aux Barques, Mich							1		2		3
Point Betsy, Mich	1	1				1					3
Point Creek, Wis								2			2
Portage Bay, Mich							1				1
Port Sheldon, Mich							1				1
Port Washington, Wis.											
Five miles north of	1										1
Poverty Island (entrance to Green Bay), Mich		1				1	1	1			4
Pyramid Point, Mich								1			1
Racine, Wis			4	2	1	1	4	2			14
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	2
St. Joseph, Mich	2				1	2	1		3	1	10
Fourteen miles south of				1							1
Seven miles north of					1						1
Saugatuck, Mich		1				1	1				3
Scotts Point, Mich									1	1	2
Seul Choix Point, Mich							1	1		1	3
Sheboygan, Wis	2	1			1		4	4		2	14
Seven miles south of			1								1
Six miles north of				1							1
Skilligalee, Mich	2		1				1				4
Sleeping Bear Point, Mich	1		3	1	1	1	1	4		1	13
South Fox Island, Mich					2	2		2			8
South Haven, Mich	2	5	2	2	2	1		4	1	2	21
South Manitou Island, Mich		1	2	1		7	2	3			16

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.
	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	
LAKE MICHIGAN—continued.											
Spider Island, Wis	1						1				2
Squaw Island, Mich				1	1					1	3
Sturgeon Bay, Wis			3	1	1		2	1			8
Summer Island (entrance to Green Bay), Mich		1							1	2	4
Torch Lake, Mich					1			1			2
Twin River Point, Wis		1							1	2	4
Two Rivers, Wis						2		1			4
Vienna Shoal, Mich							1		1		2
Washington Island, Wis			1	1	1					1	4
Waugoshance Island, Mich	1			1	1						3
Whiskey Island Reef, Wis			1								1
White Fish Bay and Point, Wis	1	2		1			1		3	2	10
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								2

TABLE 67.—*List of places where American vessels have stranded during the last ten years.*

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
Algoa Bay, Port Elizabeth, South Africa.....										1	1
Altata Harbor, Mexico.....				1						1	2
Alvarado Bar, Mexico.....				1					1		2
Anagedas Reef, Mexico.....								1			1
Anticosti, Canada.....									1		1
Antigua, British West Indies.....				1							1
Apia, Samoan Islands.....		4									4
Aracaju, Brazil.....								2		1	3
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
Bahamas.....		2				1					3
Abaco Island.....		1			1					1	3
Andros Island.....		1							1		1
Bimini Island.....			1	1	2		2				7
Brothers Shoal.....										1	1
Calcos Islands and Reefs.....		2	1			1	1	2	1		8
Conception Island.....							1				1
Diamond Bank.....	1							1			2
Egg Island.....						1					1
Elbow Cay.....	1										1
Eleuthera Island.....				1			1				2
Exuma Island.....										1	1
Factory Cay Reef.....										1	1
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
Inagua Islands and Reefs.....	1			1		1					3
Long Island.....			1				1	1			3
Man-of-War Cay.....			1								1
Mantanilla Reef.....		1									1
Memory Rock.....								1		1	2
Moselle Reef.....		2									2
Muncaras Reef.....							1		1		2

* 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.

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.
	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	
Bahamas—Continued.											
Nassau, New Providence	1										1
Orange Key	1										1
Ragged Island										1	1
Sandy Cay	1	1			1	1					4
Silver Key Bank								1			1
Turks Island	1							2	1	1	5
Walkers Cay								1			1
Watling Island							1				1
Bahia, Brazil					1				1		2
Barbuda Island, British West Indies	1					1				1	3
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	2		3
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
Half Moon Key Reef										1	1
Buenos Ayres, South America							1				1
Bute Island, Scotland									1		1
Cantles Key, east of the Isle of Pines, West Indies		1									1
Cape Breton Island							1				1
Arichat								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
Seatary	1						1				2
Sydney									1		1
Cape Brunt, Korea			1								1
Cape Colony (Strays Bay), Africa			1								1
Cape Frio, Brazil										1	1
Caj e Gracias-a-Dios, Nicaragua, Central America				1					1		2
Cape Verde Islands:											
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
Cedar Rapids, St. Lawrence River, Canada				1							1
Celebes Islands										1	1
Che Foo, China							1				1
Chincorro Reef, off east coast of Yucatan, Mexico		2									2
Coatzacoalcas 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
Coronel (near), Chile						1					1
Cuba, West Indies:											
Anton Key						1					1
Avola							1				1
Baracoa Harbor	1										1
Cape San Antonio		1								1	2
Cardenas									1		1
Cay San Felipe								1			1
Cienfuegos	1	1									2
Colorado Reef	1	1		1	2	1		2	1	1	10
Doce Leguas Keys			1								1
Donkey Key			1								1
Guanato				1							1
Havana					1	1					2

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.
	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	
Cuba, West Indies—Continued.											
Isle of Pines (south of)					1			1			2
Matanzas (17 miles east of)					1						1
Sagua la Grande Harbor		2			1		1	1			5
Salt Key			1		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
Drobak (near), Norway		1									1
Dundas Island, British Columbia									1		1
East London, Cape Colony, Africa								1			1
Elido Island, Mexico								1			1
Ensenada, Mexico										2	2
Falkland Islands, South Atlantic Ocean				1						1	2
Port Stanley									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
Gander Islands, Hecate Strait, British Columbia		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:											
Entrance Island										1	1
Hawaii:											
French Frigate Shoal									1		1
Hawaii				1			1				2
Mahukona			1								1
Molokai		1									1
Puna Island					1						1
Haiti:											
Aux Cayes					1						1
Azino								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
Herald Island (reef near), Arctic Ocean			1								1
Hongkong, China								1			1
Hudson Bay, Dominion of Canada										1	1
Hull, England				1							1
Isle of France, or Mauritius					1						1
Jamaica, West Indies:											
Negril Point							1				1
St. Ann's Bay											1
Japan:											
Awa									1		1
Hakodadi				1						1	2
Ishinomaki								1			1
Kanagawa				1							1
Kii Channel						1					1
Kooril Islands							1				1
Kurasaki Cape, Yeddo Bay			1								1
Loo Choo Island					1						1
Nagasaki (near)			1								1
Nomosaki								1			1
Shucho Ri Hama			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
Los 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		1	9

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.
	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	
Magdalena Point, Buenos Ayres, South America.....				2							2
Malin Head, Ireland.....							1				1
Manuel Lagoon, Lower California.....							1		1		2
Marshall Islands (Ebon Island), Pacific Ocean.....		1		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		1					2
Natunas Island, China Sea.....						1					1
Navidad Bay, Mexico.....						1		1			1
New Brunswick:											
Campobello Island.....	2	2	1					1	1	2	9
Cape Lepreaux, Bay of Fundy.....					1						1
Grand Manan Island.....	1		1		1		1	1			5
Green Island.....										1	1
Mispec, Bay of Fundy.....	1										1
Musquash, Bay of Fundy.....					1				1	1	3
Sackville.....			1								1
St. John.....	1			1							2
Newfoundland:											
Bacallien 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
Lamilin Reef.....										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	2
Ramea Island.....							1				1
St. Marys Bay.....						1					1
St. Pierre Island (off south coast).....	1		1		1	1			4		7
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	2
Brier Island.....					1				1		2
Bull Ledge (near Shelbourne).....	1										1
Cape Canso.....		1			3			1	1		6
Cape Chignecto.....								1	1		2
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
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

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.
	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	
Nova Scotia—Continued.											
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
Rockport.....									1		1
Sable Island.....							1		1		2
Seal Island.....	1			3						1	4
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	2			1				1		5
Old Providence Island, Caribbean Sea.....	1	1									2
Otterndorf, Germany.....										1	1
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
Hilo.....		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.....										1	1
Arecibo.....			1								1
Arroyo.....									1		1
Prince Edward Island:											
Hardys Channel.....			1								1
North Cape.....							1				1
Quaco.....										1	1
Richmond Bay.....				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
Regatta Reef, Seaforth Channel, British Columbia.....									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
Coral Reef.....									1		1
Isle La Vache.....									1		1
Ozarno River (mouth of).....		1									1
Palenque.....						1				1	2
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
Strait of Sunda, Princes Island.....										1	1

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
	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	
Tahiti, Society Islands.....				1							1
Tamatave (reefs near), Madagascar, Indian Ocean....	2						1				3
Tampico, Mexico.....			1								1
Tela Bay, Honduras.....				1							1
Timor Laut, Malay Archipelago.....	1										1
Tonalá 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		1	3
Barclay Sound.....						1					1
Bonilla Point.....						1				1	2
Cape Beale.....				1							1
Chemainus.....	2										2
Rosedale Reef.....			1								1
Secretary Island.....									1		1
Venezuela (coast of), South America.....						1					1
Vera Cruz, Mexico.....										1	1
Victoria Harbor, British Columbia.....							1				1
Vieque, or Crab Island, West Indies.....		1	2								3
Waterford Harbor, Ireland.....		1									1
Woo-Sung, China.....										1	1
Yucatan, Mexico.....							1		1		2
Cozumel Island.....										1	1
Zanzibar (near), east coast of Africa.....		1									2

**REPORT OF THE BOARD ON LIFE-SAVING
APPLIANCES.**

BOSTON MEETING, MAY-JUNE, 1897.

LETTER OF TRANSMITTAL.

BOARD ON LIFE-SAVING APPLIANCES,
ROOM 148 POST-OFFICE BUILDING,
Boston, Mass., May 24, 1897.

SIR: I have the honor to transmit herewith the report of the Board
on Life-Saving Appliances, etc., together with accompanying papers.
Very respectfully,

C. H. PEARODY,
President of the Board.

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

REPORT OF THE BOARD ON LIFE-SAVING APPLIANCES.

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, Mass., in the post-office building, room 148, at 10 a. m., on May 18, 1897, upon the call of the president of the board dated April 29, 1897, for the transaction of such business as should be properly brought before it.

Present: Cecil H. Peabody, esq., president; Captain Thomas D. Walker, U. S. R. C. S.; Captain D. A. Lyle, Ordnance Department, U. S. A.; Lieutenant William V. E. Jacobs, U. S. R. C. S., recorder; Superintendent B. C. Sparrow, Second district U. S. L. S. S.; Superintendent J. G. Kiah, Tenth district U. S. L. S. S.; Assistant Superintendent H. M. Knowles, Third district U. S. L. S. S.

II.—DOCKET.

CLASS I.—*Wreck ordnance.*

1. Line-carrying projectile. (John Shearman.)
2. Line-carrying projectile. (Nathaniel Robinson.)
3. Method of faking shot lines. (C. W. Gilbert.)

CLASS II.—*Boats and miscellaneous appliances.*

1. Huebner's lifeboat. (Paul Huebner.)
2. Neff's lifeboat. (H. Milton Neff.)
3. Improvement in boat wagons. (F. H. Newcomb.)
4. Method of launching lifeboats. (Nathaniel Robinson.)
5. Device to prevent fouling of whip line and hawser. (B. G. Cahoon.)
6. Roller bushing for sheaves. (Boston and Lockport Block Company.)
7. Baldt stockless anchor. (Frederick Baldt.)
8. Improvement in life belts. (T. J. Maddock.)
9. Self-feeding torch. (Graham-Meyer.)
10. Self-lighting flash-light torch. (Graham-Meyer.)
11. Scott electric search light. (Scott Electric Lamp Company.)
12. Portable search light. (Western Electric Company.)
13. Eophone. (Eophone Company.)
14. Hahn's improved watchman's time detector. (Nanz & Co.)
15. Rain clothes. (Lion Tailoring Company.)
16. Military cooking outfit. (F. L. Buzzacott.)

III.—COMMITTEES.

1. COMMITTEES APPOINTED.

CLASS I.—*Wreck ordnance.*

1. *On Shearman's line-carrying projectile.*—Captain Thomas D. Walker, Captain D. A. Lyle.

2. *On Robinson'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, Assistant Superintendent H. M. Knowles, Superintendent B. C. Sparrow.

CLASS II.—*Boats and miscellaneous appliances.*

1. *On Huebner's lifeboat.*—The full board.

2. *On Neff's lifeboat.*—The full board.

3. *On Newcomb's improvement in boat wagons.*—The full board.

4. *On Robinson's method of launching boats.*—The full board.

5. *On Cahoon's device to prevent fouling of whip line and hawser.*—Superintendent B. C. Sparrow, Lieutenant W. V. E. Jacobs.

6. *On the Boston and Lockport Company's roller bushing for sheaves.*—Captain Thomas D. Walker, Lieutenant W. V. E. Jacobs.

7. *On Baldt's stockless anchor.*—Superintendent B. C. Sparrow, Superintendent J. G. Kiah.

8. *On Maddock's improvement in life belts.*—Superintendent B. C. Sparrow, Superintendent H. M. Knowles.

9. *On Graham-Meyer self-feeding torch.*—Superintendent B. C. Sparrow, Captain D. A. Lyle.

10. *On Graham-Meyer self-lighting flash-light torch.*—Superintendent B. C. Sparrow, Captain D. A. Lyle.

11. *On the Scott electric search light.*—Captain D. A. Lyle, Superintendent J. G. Kiah.

12. *On the Eophone Company's eophone.*—Captain Thomas D. Walker, Lieutenant W. V. E. Jacobs.

13. *On Hahn's improved watchman's time detector.*—Superintendent J. G. Kiah, Superintendent B. C. Sparrow.

14. *On the Lion Tailoring Company's rain clothes.*—Superintendent H. M. Knowles, Captain Thomas D. Walker.

15. *On Buzzacott's military cooking outfit.*—Captain D. A. Lyle, Lieutenant W. V. E. Jacobs.

2. COMMITTEES REPORTED.

CLASS I.—*Wreck ordnance.*

1. *On Shearman's line-carrying projectile.*

2. *On Robinson's line-carrying projectile.*

3. *On Gilbert's method of faking shot lines.*

CLASS II.—*Boats and miscellaneous appliances.*

1. *On Huebner's lifeboat.*

2. *On Neff's lifeboat.*

3. *On Newcomb's improvement in boat wagons.*

4. *On Robinson's method of launching lifeboats.*

5. *On Cahoon's device to prevent fouling of whip line and hawser.*

6. On Boston and Lockport Block Company's roller bushing for sheaves.
7. On Baldt's stockless anchor.
8. On Maddock's improvement in life belts.
9. On Graham-Meyer self-feeding torch.
10. On Graham-Meyer self-lighting flash-light torch.
11. On the Scott Electric Lamp Company's electric search light.
12. On the Western Electric Company's portable search light.
13. On the Eophone Company's eophone.
14. On Nanz & Co.'s Hahn's improved watchman's time detector.
15. On the Lion Tailoring Company's rain clothes.
16. On Buzzacott's military cooking outfit.

IV.—PRESENCE OF EXHIBITORS.

Inventors and exhibitors were allowed to appear before the board to explain the methods of construction and set forth the merits claimed for their devices.

V.—RESULTS, OPINIONS, AND RECOMMENDATIONS.

CLASS I.—*Wreck ordnance.*

1. *Line-carrying projectile.* (*Shearman.*)

RESULTS.—The inventor was informed of the decision of the board at its last meeting to make a comparative test when he had furnished the six projectiles and accessories necessary for the test. As no projectiles have been submitted, and no further information regarding the subject is before the board, the subject will be dropped from the docket.

2. *Line-carrying projectile.* (*Robinson.*)

RESULTS.—This is a pointed projectile with a longitudinal groove on one side and a corresponding radial groove in the base of the shot. An axial staple is inserted in the center of the base at the center of the radial groove, connecting with a metallic link a long metal shaft or rod which, when ready for loading, is embedded in the longitudinal groove and extends to the point of the shot for attaching the line. A leather gas check is tacked to one side of the base. It is a modification of the Cordes shot tested many years ago.

This method of attaching shot lines has been found to possess no advantages over the method now in use, and possesses disadvantages from which the Service method is free.

OPINION.—The board is of the opinion that this device is not adapted to the needs of the Service.

3. *Method of faking shot lines.* (*Gilbert.*)

RESULTS.—Mr. Gilbert was notified that if he would loan his apparatus to a station designated by the General Superintendent it would be tested and reported upon. The device was never forwarded, and hence nothing further has been done. The subject will therefore be dropped from the docket.

CLASS II.—*Boats and miscellaneous appliances.*

1. *Huebner's lifeboat.* (*Paul Huebner.*)

RESULTS.—This is a complicated construction propelled by gasoline motors and is closed in to protect the occupants of the boat from water. The claims and details are set forth in the papers submitted to the board.

The board strongly disapproves of any inclosed construction containing gasoline for motor purposes.

OPINION.—The board is of the opinion that this lifeboat is not adapted to the Life-Saving Service.

2. *Neff's lifeboat.* (*H. Milton Neff.*)

RESULTS.—This is a cigar-shaped boat, about the length of the ordinary boats now in service, and is banded with four or more hoops similar to the cover of a roll-top desk. The craft is supposed to be air and water tight, with curved air tubes for ventilation. The oars are fitted with globe bearings, working in the sides of the boat, to exclude water either in rowing or at rest. Light is obtained through glass ports in the sides.

OPINION.—The board is of the opinion that this boat is not adapted to the needs of the Life-Saving Service.

3. *Improvement in boat wagons.* (*Newcomb.*)

RESULTS.—This improvement consists in taking the old-model boat wagon now in service and introducing the following changes, viz:

(1) Removing the reach and substituting therefor two parallel skids with rollers placed between them to aid in loading the boat.

(2) In placing two horizontal revolving chocks, one at each end, between the skids, with a transverse groove cut in their upper edges to embrace and steady the keel when the boat is loaded. After loading the boat the chocks are revolved 180° on their horizontal axes, causing the transverse slot to engage the keel, and are fastened in place by hooks and staples.

(3) The introduction of a light wrought-iron truss under each skid, fitted with thrusts to press against the under sides of the skids and press the rollers up against the keel and thus sustain the boat and prevent sagging and consequent strain upon the middle part of the boat. The screw threads and nuts on the tie-rods permit the adjustment of the skids and regulate the pressure upon the keel.

4. The attachment of cushioned curved arms or gripes, one on each side, near each end of the boat. These arms or gripes embrace the exterior of the boat and are lashed together on top by ropes whose tensions are adjusted by tourniquets. The gripes are attached to the front and rear wagon beds by eyebolts, which give freedom of motion in manipulating and adjusting. The exterior edge of the gripes is shod with hoop iron to protect them from the action of the wheels.

OPINION.—The board is of the opinion that if after the trial in service of one or more wagons fitted with these changes the results should be seen to warrant it the changes might be made on such Service wagons as the General Superintendent deems best for the interests of the Service, or be embodied in new constructions, if desirable.

4. *Method of launching boats.* (*Robinson.*)

RESULTS.—This method consists in placing an anchor 6 or 7 rods out in the surf and attaching thereto a block or sheave with a line rove through it and both ends landed, one of which is attached to the bow of the surfboat and the other having a team of horses attached to draw the boat through the surf. A method virtually the same as this one, but better and more practicable, has already been tried and abandoned.

OPINION.—The board is of the opinion that this method is impracticable and dangerous.

5. *Device to prevent fouling of whip line and hawser.* (*Cahoon.*)

RESULTS.—The device was tested by the committee with satisfactory results, as far as the claims of the inventor were concerned, with the exception that no opportunity presented itself for trial on a gentle shelving beach with a shallow sea, under the condition of a short wind and sea and a strong cut or current parallel to the shore line. It is

possible that under such conditions there would not be sufficient weight to insure its stability and upright position in being drawn through the water, and that it might tumble end over end and permit the lines to foul in the same manner as if no device were used.

The most serious objections to its use are (1) the addition of another article to the apparatus—a matter to be deprecated—and (2) the danger of a misunderstanding of the object and use of the device by the persons on board a stranded vessel. The latter is the most serious objection to its adoption. It might be mistaken by the imperiled crew as a sort of buoy, and not be removed; or, for a kind of boatswain's chair, whose use they did not understand. Even if the use and directions therefor were painted upon the float there would be danger of not reading the directions, or of misunderstanding them, or at least of causing confusion and delay in arriving at a conclusion in regard to the use of the device. This would be especially liable to happen in times of danger and haste.

OPINION.—The board is of the opinion that it would be undesirable to risk the employment of any device not imperatively necessary that might be the cause of misunderstanding and delay.

6. *Roller bushing for sheaves. (Boston and Lockport Block Company.)*

RESULTS.—This is a patent self-adjusting five-roller, bushed block sheave. This bushing consists of five composition rollers, which are inclosed in a cage of cast brass. As thus assembled, the bushing is held in place in the block sheave by a composition rim or ring, crimped in. Being open at the sides, there is no guard or barrier against the admission of sand as in the case of another style of sheave now used by the Service, nor can the bushing be so readily removed for repairs as in the case of the other sheave.

OPINION.—The board is of the opinion that this sheave is not especially suited to the uses of the Service, and it is not therefore recommended for adoption.

7. *Baldd stockless anchor. (Frederick Baldd.)*

RESULTS.—This anchor is sufficiently described in the committee's report and accompanying papers. In the comparative trials made between this anchor and the old form of anchor, it was found that the holding qualities were not nearly equal to those of the old form of anchor. It would lose its hold and "come home" with much less strain on the cable than the old form of anchor. After once breaking its hold, it would either capsize laterally and continue to do so at short intervals, or it would fill up between the flukes and shank with the bottom materials, and then slide over the bottom with that load like a scraper. In the latter case, it would take no further hold unless the load should become disengaged.

In its present condition this anchor would require much greater weight than the Service anchor in order to obtain equal holding power.

OPINION.—The board is of the opinion that this anchor in its present form is not adapted to the uses of the Life-Saving Service.

8. *Improvement in life belts. (Maddock.)*

RESULTS.—This suggested improvement consists in increasing the spaces between the pieces of cork by one-quarter or three-eighths of an inch to prevent the curling of the cork due to the shrinkage of the canvas when wet. This increase will take up about 5½ inches and diminish very sensibly the amount of cork employed in the construction of the belt. There is apparently no very great drawback to the employment of the belt as now constructed.

OPINION.—The board is of the opinion that there is no great demand or necessity for this change so far as there is any evidence before the board.

RECOMMENDATION.—The board respectfully recommends, however, that the General Superintendent authorize Mr. Maddock to construct a belt, embodying his ideas, from any condemned belts available, and that he submit it for the action of the board.

9. *Self-feeding torch.* (*Graham-Meyer.*)

RESULTS.—This torch was tested by the committee with other means for illuminating the beach in the vicinity of a wreck. The ordinary Service torch and the Wells light were used in comparison with this light. The matter sifts itself down to the comparative cost and ease of handling, the amount of light required, and the transportation of the lights. The committee's report gives the details of trials.

OPINION.—The board is of the opinion that this light possesses no marked superiority over the Wells light, so far as the needs of the Service are concerned, and therefore the General Superintendent would be justified in procuring either of said lights that he finds most economical or advantageous for the Service.

10. *Self-lighting flash-light torch.* (*Graham-Meyer.*)

RESULTS.—The essential feature of this light is the self-lighting attachment, which consists of a number of friction matches so arranged as to be ignited in succession by turning the handle of the torch. The time saved over the ordinary method of lighting is unimportant. There seems to be no special call for this attachment, as the present method of lighting is well known and satisfactory.

OPINION.—The board adheres to its opinion, expressed on page 464, Report of the Life-Saving Service for 1895, viz, that "this torch does not present any advantages over the torch now in use in the Service, which could not be obtained by simply enlarging the latter," and therefore does not recommend its adoption.

11. *Scott electric search light.*

12. *Portable search light.* (*Western Electric Company.*)

RESULTS.—The Scott Electric Lamp Company furnishes a projector which it is estimated will light up a wreck at a distance of 600 or 700 yards. The cheapest outfit they propose costs \$585, and requires a 45-volt current; weight about 468 pounds. Either a storage battery or an engine and dynamo would be required to furnish the current. For a storage battery it is estimated that at least 20 cells, weighing about 720 pounds, would be required for a run of eight hours. For the cases where engine and dynamo are required, it is reported that a gasoline engine would be best suited for the purpose.

The Western Electric Company of New York proposes (1) a 1-horsepower motor, making 100 revolutions per minute, specially arranged to give 50 volts, to run a 10-inch projector, for total cost of \$1,000, weighing about 600 pounds without tanks. (2) A 2-horsepower motor to furnish about 20 amperes at 50 volts, with a 15-inch, 20-ampere projector, at a total cost of \$1,250; weight 675 to 700 pounds.

The objections to these search lights are:

- (1) Weight.
- (2) Complicated combinations of machines.
- (3) Cost.
- (4) Difficulty of transportation.
- (5) Necessity for skilled supervision.

The apparatus would have to be transported from the station to a point near or opposite the wreck for use.

OPINION.—The board is of the opinion that the employment of electric search lights in the vicinity of wrecks would entail so great an outlay

for original cost, for transportation, and for the necessary skilled labor to maintain and successfully operate it, that its employment would not be justified at this time.

The board is further of the opinion that it would be impracticable to increase the burden of transportation, already sufficiently difficult.

13. *The eophone. (Eophone Company.)*

RESULTS.—This apparatus is designed to locate the direction from which any sound apparently proceeds, as from a whistling buoy, fog horn, fog bell, or other acoustic signal. The committee's report gives all necessary details.

OPINION.—The board is of the opinion that this invention possesses no special value for the Life-Saving Service which would justify its adoption.

14. *Hahn's improved watchman's time detector. (Nanz & Co.)*

RESULTS.—This is in the usual form of a watchman's clock with dials upon which the hours at which the several keys are inserted and turned are indicated. Whether it be better or even equal to the one now in service can not be determined at this time. It is offered at a price which is considered adequate, but which is much below that of the instrument at present in service.

OPINION.—The board is of the opinion that the only way to test the efficiency of these watches would be to put one or more in service to test the qualities as a timekeeper and the liability to get out of order.

RECOMMENDATION.—The board respectfully recommends that in the case of the establishment of new stations or in replacing time detectors at present stations, the General Superintendent purchase such number of detectors as, in his opinion, may be deemed necessary to test their qualities in service.

15. *Rain clothes. (Lion Tailoring Company.)*

RESULTS.—There seems to be no such marked differences between these suits and other storm clothing as to demand their adoption, to the exclusion of other suitable manufactures of such articles.

The suggested mode of equipping the keeper in a black or dark suit to distinguish him as the one in authority, in case of a wreck or when assuming charge of property washed ashore or taken from a wreck, commends itself to the board.

OPINION.—The board is of the opinion that the General Superintendent would be justified in permitting the surfmen to purchase rain or storm clothing from any maker whatever, provided that the clothes conform to the regulations of the Service in regard to design and color; and is further of the opinion that the General Superintendent, in his discretion, should require the keepers, when replacing storm suits or buying new ones, to procure those of black or dark color, for the reasons cited above.

16. *Military cooking outfit. (Buzzacott.)*

RESULTS.—This is merely a variation of the numerous kitchen outfits now in the market for military, camping, and fishing parties. The proximity of the life-saving stations to the scenes of wrecks renders the employment of a portable outfit unnecessary for this service. The only result of its employment would be to add an additional expense to the Service.

OPINION.—The board is of the opinion that the addition of a military or any other "portable cooking outfit" to that already provided at the stations is unnecessary.

VI.—ADDENDA.

- I. Daily record of the proceedings of the board.
- II. All papers of inventors or agents received from the General Superintendent on the following subjects, viz:
 1. On Maddock's improvement in life belts.
 2. On Huebner's lifeboat.
 3. On the Boston and Lockport Company's roller bushing for sheaves.
 4. On the Scott Electric Lamp Company's search light.
 5. On the Western Electric Company's portable search light.
 6. On Baldt's stockless anchor.
 7. On Buzzacott's military cooking outfit.
 8. On Robinson's line-carrying projectile, and submitting method of launching boats.
 9. On the Eophone Company's eophone.
 10. On the Lion Tailoring Company's rain clothes.
 11. On Neff's lifeboat.
 12. On Nanz & Company's Hahn's improved watchman's time detector.
 13. On Newcomb's improvement in boat wagons.

VII.—REPORTS OF COMMITTEES.

CLASS II.—*Boats and miscellaneous appliances.*

1. On Cahoon's device to prevent fouling of whip line and hawser.
2. On the Boston and Lockport Company's roller bushing for sheaves.
3. On Baldt's stockless anchor.
4. On Maddock's improvement in life belts.
5. On the Graham-Meyer self-feeding torch.
6. On the Graham-Meyer self-lighting flash-light torch.
7. On the Eophone Company's eophone.
8. On Nanz & Company's Hahn's improved watchman's time detector.
9. On the Lion Tailoring Company's rain clothes.

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. A.

W. V. E. JACOBS,
Lieutenant, R. C. S., Recorder.

BENJAMIN C. SPARROW,
Superintendent Second District, L. S. S.

JEROME G. KIAH,
Superintendent Tenth District, L. S. S.

H. M. KNOWLES,
Assistant Superintendent Third District, L. S. S.

The docket being cleared, and there being no further business before it, the board adjourned sine die.

C. H. PEABODY,
President of the Board.

W. V. E. JACOBS,
Lieutenant, R. C. S., Recorder.

ADDENDA.

DAILY RECORD OF THE PROCEEDINGS OF THE BOARD.

[Post-office building, Boston, Massachusetts.]

TUESDAY, May 18, 1897.

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 Tuesday, May 18, 1897, at 10 o'clock in the morning.

Present: Cecil H. Peabody, esq., president; Captain Thomas D. Walker, U. S. R. C. S.; Captain D. A. Lyle, Ordnance Department, U. S. A.; Lieutenant William V. E. Jacobs, U. S. R. C. S., recorder; Superintendent B. C. Sparrow, Second District, U. S. L. S. S.; Superintendent J. G. Kiah, Tenth District, U. S. L. S. S.; Assistant Superintendent H. M. Knowles, Third District, U. S. L. S. S.

The reading of the proceedings of the last meeting—in Boston, May 28 to June 8, 1897—were omitted, as they had been read and approved by the board during that meeting.

A motion was made and adopted inviting Hon. Sumner I. Kimball, General Superintendent of the Life-Saving Service, to attend the meetings of the board and take part in its discussions.

The proceedings were opened by reading a letter from the General Superintendent of the Life-Saving Service, dated May 13, 1897, referring the following subjects to the board for consideration, viz:

Letter from the keeper of the Plum Island Station, Second District, suggesting an improvement in life belts now in use.

Letter from Assistant Inspector J. E. Reinburg, forwarding a communication from Mr. Paul Huebner relative to his new lifeboat, with drawings, specifications, and photograph.

Letter from the Boston and Lockport Block Company, relative to their roller bushing, and forwards a sample sheave and bushing.

Letters from the Scott Electric Lamp Company, the superintendent of telephone lines of this service, and the Western Electric Company, in relation to search lights for the Life-Saving Service.

Communication from Frederick Baldt, president of the Baldt Anchor Company, in relation to the Baldt anchor, submitting an aluminum model, with description, weight, cast, etc.

Letter from Francis H. Buzzacott, relative to his military cooking outfit.

Letters from Nathaniel Robinson in relation to a device for fastening the shot line to the shot used in this service, and submitting model.

Letter from E. W. Creecy, offering to supply eophones for use in this service, and inclosing papers relative to the invention.

Letter from the assistant inspector, Lieutenant J. E. Reinburg, forwarding a sample suit of rain clothes made by the Lion Tailoring Company, of Milwaukee, Wisconsin.

The General Superintendent also submitted for consideration a letter from Nanz & Co. requesting that their Hahn's improved watchman's time detector be brought before the board. A sample clock accompanied the letter.

The following came over as unfinished business from the last meeting:

CLASS I.

Line-carrying projectile. (Shearman.)
Method of faking shot lines. (Gilbert.)

CLASS II.

Device to prevent fouling of whip line and hawser. (Cahoon.)

Self-feeding torch. (Graham-Meyer.)

Self-lighting flash-light torch. (Graham-Meyer.)

The work of making up the docket was then begun.

At 1.20 p. m. a recess was taken until 3 p. m.

The board reassembled at 3 p. m. A letter was read from Mr. H. Milton Neff, submitting a drawing and specifications of his lifeboat. It was referred to the board by the acting general superintendent and was ordered to be placed on the docket.

Mr. S. G. Rollins, jr., then came before the board on behalf of the Boston and Lockport Block Company, and showed the patent sheave and bushing manufactured by that company. After a full explanation of the advantages claimed for the sheave he withdrew, and the unfinished business coming over from the last meeting was taken up.

It was moved that, as Mr. John Shearman had not responded to the board's action on his line-carrying projectile, of which he had been notified, that business be dropped from the docket until such time as he should again bring it up for consideration. The motion was carried and the committee discharged.

Mr. C. W. Gilbert having been notified of the board's action on his method of faking shot lines, and nothing having been heard from him in reference to the matter, it was moved that it be dropped from the docket and the committee discharged. The motion was adopted.

The next business was the report of the chairman of the committee on Cahoon's "device to prevent the fouling of whip line and hawser." Superintendent Sparrow reported the results of the experiments made at Cuttyhunk Station, and a discussion of some length followed the reading of the report. It was then moved to accept it and discharge the committee. This motion prevailed.

Superintendent Sparrow, to whom had also been referred the Graham-Meyer self-feeding torch for comparative tests, then read his report of the results of the tests in comparison with the Well's light and the ordinary service torch. A motion was made to accept the report and discharge the committee. It was adopted, and the committee was discharged.

The president now appointed the several committees for the consideration of the new business before the board. These are given in the report of the board under the head of "Committees Appointed."

At 4.30 p. m. the board adjourned until 10 a. m. to-morrow.

W. V. E. JACOBS,
Recorder.

WEDNESDAY, May 19, 1897.

The board reassembled at 10 a. m., as per adjournment of yesterday, all of the members being present.

The minutes of the previous session were read and adopted.

The regular order of business was then begun, and a letter was read from the Boston and Lockport Block Company, transmitting catalogue and price list.

An examination of the various devices and appliances before the board was begun, and discussions followed as to their merits and the advantages afforded.

Buzzacott's military cooking outfit was the first thing considered. It was followed by an examination of the rain clothes submitted by the Lion Tailoring Company, of Milwaukee, Wisconsin. The main point discussed in this connection was the advisability of adopting a distinctive color of rain clothes for the keepers of life-saving stations.

Hahn's watchman's time detector, manufactured by Nanz & Co., of New York, was then taken up, and after a lengthy discussion was given over to the committee appointed to report on it.

The eophone was the next appliance to be considered. A description of it was read and its manner of action learned. At this point Mr. J. R. Farrell, of the J. R. Farrell Company, of Boston, Massachusetts, asked to come before the board and show samples of the rain clothes manufactured by his company. He was given a full hearing, and explained the advantages claimed for his articles.

Maddock's suggestion for the improvement of life belts then came up for discussion. The subject of life belts was widely discussed, and the suggested improvement was given into the hands of the committee to report on.

The general superintendent, in a letter to the president of the board, now submitted an improvement in the service boat wagon, proposed by Lieutenant F. H. Newcomb, R. C. S., assistant inspector of life-saving stations. This was ordered to be placed on the docket, and was so done.

The Baldt stockless anchor was the topic next discussed, and after a lengthy talk it was referred to the committee appointed to report on it.

Robinson's method of launching lifeboats next came up for consideration, and was referred to its committee.

J. Milton Neff's lifeboat was then considered, and this, together with the Huebner lifeboat, was referred to the committee of the full board for future action.

At 1.45 p. m. a recess was taken until 3 p. m.

At 3 p. m. the board reassembled and proceeded with the consideration of the business before it.

Scott's electric search light and the portable search light of the Western Electric Company were taken up and discussed, descriptions of their make and action being read. This was followed by a discussion of Robinson's line-carrying projectile. These matters were all referred to their committees for reports.

In order to report on the merits claimed for the improvements in the boat wagon, it was decided to visit the North Scituate Life-Saving Station, where the modified wagon is to be found. At the same time the opportunity is to be taken of examining the effect of wetting on the cork life belts supplied to the stations, with the object of ascertaining the cause of their warping and curling, and of correcting it.

At 4.10 p. m. the board adjourned to meet at North Scituate to-morrow at 11.45 a. m. to examine the modified boat wagon.

W. V. E. JACOBS,
Recorder.

THURSDAY, *May 20, 1897.*

The board met at the North Scituate Life-Saving Station at 11.45 a. m., as per adjournment of yesterday, and examined the change in the service boat wagon as proposed by Lieutenant F. H. Newcomb, R. C. S. A trial of the efficiency of the modified wagon was made by running out and unloading the boat, and also by loading it on again.

After the boat-wagon tests, an examination of the wet and the dry life belts was made, and their construction in reference to the proposed improvement was discussed.

The board returned to Boston at 3.15 p. m. and adjourned until 10 a. m. to-morrow.

W. V. E. JACOBS,
Recorder.

FRIDAY, *May 21, 1897.*

The board reassembled at 10 a. m., as per adjournment of yesterday, all the members being present.

The minutes of the two previous sessions were read and approved.

A communication was read from the Riker Electric Motor Company, of Brooklyn, New York, relating to some figures furnished by the Scott Electric Lamp Company for outfits for operating search lights. It was referred to the committee having in charge the report on search lights.

COMMITTEE REPORTS.

The first report under this call was from Superintendent Sparrow, to whom the General Superintendent had referred the Graham-Meyer self-lighting flash-light torch, as recommended by the board at its 1896 meeting. It was moved to accept the report, and the motion was carried.

The next report was on Shearman's line-carrying projectile. It was accepted and the committee was discharged. Upon motion, it was adopted as the opinion of the board, to be inserted in its report.

The chairman of the committee to which the Robinson line-carrying projectile had been referred then read its report. It was accepted and adopted as the opinion of the board, and was ordered to be inserted in the report.

A report on Gilbert's method of faking shot lines was read and was accepted as the opinion of the board, to be incorporated in its report. The committee was discharged.

The motion was now made and adopted to sit in committee of the full board and consider the subject of lifeboats. A report on Huebner's lifeboat was first read, and a full discussion of the merits claimed for it followed. It was then accepted as a committee report.

The lifeboat proposed by Mr. H. Milton Neff was next taken up and a report on it was read, which was accepted.

The full board, still in committee of the whole, then considered the Service boat wagon as improved by Lieutenant F. H. Newcomb, R. C. S. A report on the modifications was read and was accepted.

Mr. Nathaniel Robinson's method of launching lifeboats was now brought before the committee of the whole. A report on it was read, and, after minor changes, was adopted.

It was then moved to resume the regular session of the board and continue its business. This was carried, and a motion prevailed to adopt the reports prepared on Huebner's lifeboat, H. Milton Neff's lifeboat, Newcomb's improvement in boat wagons, and Robinson's method

of launching lifeboats, as expressing the opinion of the board, to be incorporated in its report.

Cahoon's device to prevent the fouling of whip line and hawser was now brought up, and a full discussion of that appliance followed, after which a motion was made and carried that the device was considered undesirable as an adjunct to the beach apparatus.

At 12.30 p. m. a recess was taken until 3 p. m., in order that the committees might prepare their reports on the appliances before them and that the recorder might work on the preparation of the board's report.

At 3 p. m. the board reassembled, and the regular business (committee reports) was taken up.

Cahoon's device to prevent fouling of whip line and hawser was the first business discussed. An opinion was formulated and it was adopted as the expression of the views of the board, to be inserted in the report.

The Boston and Lockport Company's roller bushing for sheaves was next considered. The committee's report was accepted and the committee discharged.

The committee to which it had been referred then reported on the Baldt stockless anchor. After a slight change the report was accepted and the committee discharged. The opinion of the board was formulated and ordered to be placed in the report.

Maddock's improvement in life belts was now reported on. The report was accepted and the committee discharged. The board's opinion was formulated and adopted for insertion in the report.

The committee's report having been previously accepted, the board adopted an opinion in accordance with it on the Graham-Meyer self-lighting flash light torch for incorporation in the report.

The Scott Electric Lamp Company's search light and the portable search light of the Western Electric Company were then discussed by the committee having these devices in charge and an opinion was formulated. This was adopted as expressing the opinion of the board, to become a part of the report.

The committee on Hahn's improved watchman's time detector reported. The report was accepted and the committee discharged. The opinion of the board was formulated and adopted for insertion in the report.

The next report read was on the rain clothes manufactured by the Lion Tailoring Company of Milwaukee, Wisconsin. It was accepted and the committee was discharged. An opinion was drawn up and adopted as the opinion of the board.

The committee on Buzzacott's military cooking outfit now reported. It was accepted and the committee discharged. On motion, the report was adopted as the opinion of the board.

At 5.20 p. m. the board adjourned until 10 a. m. to-morrow.

W. V. E. JACOBS,
Recorder.

SATURDAY, May 22, 1897.

At 10 a. m. the board reassembled as per adjournment of yesterday, all of the members being present.

The regular order of business was temporarily suspended for the preparation of committee reports.

At 1.10 p. m. the regular order of business was taken up.

The minutes of yesterday's session were read and approved.

There was no new correspondence.

COMMITTEE REPORTS.

The committee's report on the Graham-Meyer self-feeding torch having been previously accepted, the board's opinion, formulated in accordance with the report, was adopted, to be inserted in the board's report.

The committee to which it had been referred now reported on the eophone. This topic had been fully discussed by the board in previous sessions. On motion, the report was accepted and the committee discharged. An opinion was then read and was adopted as an expression of the views of the board.

The subject next brought up was the roller bushing for blocks, manufactured by the Boston and Lockport Block Company. The committee's report on this invention had been accepted during yesterday's session. The board's opinion was drawn up and was adopted for incorporation in its report.

At 1.30 p. m. the board adjourned until Monday at 10 a. m. in order to give the recorder opportunity to prepare the board's report.

W. V. E. JACOBS,
Recorder.

MONDAY, *May 24, 1897.*

The board reassembled at 10 a. m. as per adjournment of Saturday, all of the members being present.

The minutes of Saturday's session were read and approved.

The preparation of the board's report, which had been in progress during the several sessions of the board, was now completed and was signed by the members.

There being no further business before the board, it was adjourned at 10.30 a. m. sine die.

W. V. E. JACOBS,
Recorder.

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