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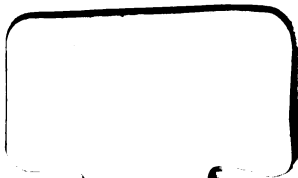
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FROM THE

UNITED STATES GOVERNMENT

~~THROUGH~~

26 Apr, 1899



ANNUAL REPORT



OF THE

OPERATIONS

OF THE

United States Life-Saving Service

FOR THE

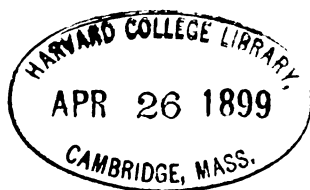
Fiscal Year Ending June 30, 1898.



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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.
 HORACE L. PIPER, 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.

First District..... { Capt. JAMES B. MOORE, United States Revenue-Cutter Service, Post-Office Building, Room 148, or P. O. Box 1908, Boston,
Second District ... { Massachusetts.
Third District..... Lieut. WALSTEIN A. FAILING, United States Revenue-Cutter Service, Patchogue, New York.
Fourth District..... Lieut. ——— United States Revenue-Cutter Service, Toms River, New Jersey.
Fifth District..... Lieut. ——— United States Revenue-Cutter Service, Onancock, Virginia.
Sixth District..... Lieut. ——— United States Revenue-Cutter Service, Elizabeth City, North Carolina.
Seventh District..... Capt. ——— United States Revenue-Cutter Service, Custom-House, Charleston, South Carolina.
Eighth District..... Capt. JOHN DENNETT, United States Revenue-Cutter Service, Custom-House, Galveston, Texas.
Ninth District..... } Capt. JAMES H. ROGERS, United States Revenue-Cutter Service,
Tenth District..... } Custom-House, Room 204, P. O. Building, Detroit, Michigan.
Eleventh District..... Capt. GEO. W. MOORE, United States Revenue-Cutter Service, Room 543, Rand-McNally Building, Chicago, Illinois.
Twelfth District..... Capt. WASHINGTON C. COULSON, United States Revenue-Cutter Service, Room 35, New Appraisers' Stores, San Francisco, California.
 Lieut. CHARLES E. JOHNSTON, 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, Bayshore, 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, Sandbeach, 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 OF 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, Sandbeach, 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., December 3, 1898.

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, 1898, 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.

OPERATIONS
OF THE
UNITED STATES LIFE-SAVING SERVICE
—
1898.

REPORT OF THE UNITED STATES LIFE-SAVING SERVICE, 1898.

OPERATIONS.

There were 264 stations embraced in the Life-Saving Establishment at the close of the fiscal year. Of this number, 192 were situated on the Atlantic and Gulf coasts, 56 on the coasts of the Great Lakes, 15 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)	13
Second District (coast of Massachusetts)	29
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)	18
Sixth District (coast from Cape Henry to Cape Fear River)	31
Seventh District (coasts of South Carolina, Georgia, and eastern Florida)	11
Eighth District (Gulf coast)	8
Ninth District (Lakes Erie and Ontario, including Louisville Station)	12
Tenth District (Lakes Huron and Superior)	17
Eleventh District (Lake Michigan)	28
Twelfth District (Pacific coast)	15
Total	264

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 1897-98.

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, 1897, to May 31, 1898; and 1 additional surfman from Dec. 1, 1897, to Apr. 30, 1898.
2	Plum Island, Knobbs Beach, Davis Neck, Point Allerton, North Scituate, Fourth Cliff, Brant Rock, Gurnet, Manomet Point, Wood End, Race Point, Peaked Hill Bars, High Head, Highland, Pamet River, Cahoons Hollow, Nanset, Orleans, Chatham, Coskata, Surfside, Great Neck, Muskeget, Gay Head, and Cuttyhunk.	6 surfmen from Aug. 1, 1897, to May 31, 1898; and 1 additional surfman from Dec. 1, 1897, to Apr. 30, 1898.

Employment of surfmen, season of 1897-98—Continued.

District	Stations.	Periods of employment (all dates inclusive).
	Monomoy.....	7 surfmen from Aug. 1, 1897, to May 31, 1898; and 1 additional surfman from Dec. 1, 1897, to Apr. 30, 1898.
	City Point.....	9 surfmen from July 1 to Nov. 15, 1897; and from May 1 to June 30, 1898.
	Salisbury Beach.....	6 surfmen from Feb. 1 to May 31, 1898; and 1 additional surfman from Feb. 1 to Apr. 30, 1898.
3	Old Harbor.....	6 surfmen from May 1 to 31, 1898.
	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, Eatons Neck, and Rocky Point.	6 surfmen from Aug. 1, 1897, to May 31, 1898; and 1 additional surfman from Dec. 1, 1897, to Apr. 30, 1898.
	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.	6 surfmen from Aug. 1, 1897, to May 31, 1898; and 1 additional surfman from Dec. 1, 1897, to Apr. 30, 1898.
5	Sandy Hook.....	8 surfmen from Aug. 1, 1897, to May 31, 1898.
	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, and Farmore Beach.	6 surfmen from Aug. 1, 1897, to May 31, 1898; and 1 additional surfman from Dec. 1, 1897, to Apr. 30, 1898.
	Lewes, Hog Island, Cobb Island, and Smith Island.	7 surfmen from Aug. 1, 1897, to May 31, 1898.
6	Isle of Wight.....	6 surfmen from Apr. 1 to May 31, 1898; and 1 additional surfman from Apr. 1 to 30, 1898.
	Seatack, Dam Neck Mills, Little Island, False Cape, Wash Woods, Currutuck Inlet, Whales Head, Poyners Hill, Caffays Inlet, Paul Gamels Hill, Kitty Hawk, Kill Devil Hills, Nags Head, Bodie Island, Oregon Inlet, Pea Island, Chicamacomico, Gull Shoal, Little Kinnakeet, Big Kinnakeet, Durants, Portsmouth, and Core Bank.	6 surfmen from Aug. 1, 1897, to May 31, 1898; and 1 additional surfman from Dec. 1, 1897, to Apr. 30, 1898.
	New Inlet and Ocracoke.....	7 surfmen from Aug. 1, 1897, to May 31, 1898.
7	Cape Lookout and Oak Island.....	7 surfmen from Aug. 1, 1897, to May 31, 1898; and 1 additional surfman from Dec. 1, 1897, to Apr. 30, 1898.
	Cape Hatteras, Creeds Hill, and Cape Fear.....	8 surfmen from Aug. 1, 1897, to May 31, 1898.
	Cape Henry.....	6 surfmen from Aug. 1 to Nov. 30, 1897; and 8 surfmen from Dec. 1, 1897, to May 31, 1898.
8	Sullivans Island.....	6 surfmen from Aug. 1, 1897, to May 31, 1898.
9	Santa Rosa, Sabine Pass, Galveston, Velasco, Saluria, Aransas, and Brazos.	6 surfmen from Aug. 1, 1897, to May 31, 1898.
	San Luis.....	7 surfmen from Aug. 1, 1897, to May 31, 1898.
	Big Sandy and Fort Niagara.....	7 surfmen from July 1 to Dec. 11, 1897, and from Apr. 1 to June 30, 1898.
10	Oswego and Charlotte.....	8 surfmen from July 1 to Dec. 11, 1897, and from Apr. 1 to June 30, 1898.
	Buffalo, Erie, and Fairport.....	8 surfmen from July 1 to Dec. 15, 1897, and from Apr. 1 to June 30, 1898.
	Ashtabula and Point Marblehead.....	7 surfmen from July 1 to Dec. 15, 1897, and from Apr. 1 to June 30, 1898.
10	Cleveland.....	8 surfmen from July 1 to Oct. 24, 1897, and 10 surfmen from Oct. 25 to Dec. 15, 1897, and from Apr. 1 to June 30, 1898.
	Louisville.....	6 surfmen from July 1, 1897, to June 30, 1898.
	Sand Beach, Pointe aux Barques, Grindstone City, Ottawa Point, Sturgeon Point, Thunder Bay Island, Middle Island, and Hammonds Bay.	8 surfmen from July 1 to Dec. 12, 1897, and from Apr. 7 to June 30, 1898.

Employment of surfmen, season of 1897-98—Continued.

District.	Stations.	Periods of employment (all dates inclusive).
11	Vermilion Point, Crisps, Two Heart River, and Muskallonge Lake. Bois Blanc	7 surfmen from July 1 to Dec. 14, 1897, and from Apr. 14 to June 30, 1898. 8 surfmen from July 1 to Dec. 12, 1897, and from Apr. 9 to June 30, 1898.
	Marquette	8 surfmen from July 1 to Dec. 6, 1897, and from Apr. 16 to June 30, 1898.
	Ship Canal	8 surfmen from July 1 to Dec. 6, 1897, and from Apr. 19 to June 30, 1898.
	Duluth	8 surfmen from July 1 to Dec. 11, 1897, and from Apr. 16 to June 30, 1898.
	Lake View Beach	7 surfmen from May 5 to June 30, 1898.
	North Manitou Island, Point Betsie, Pentwater, White River, Holland, South Haven, Evanston, and Kenosha.	7 surfmen from July 1 to Nov. 30, 1897, and from Apr. 1 to June 30, 1898.
	Frankfort, Manistee, Grande Point au Sable, Muskegon, Saint Joseph, Racine, Two Rivers, Kewaunee, Sturgeon Bay Canal, Baileys Harbor, and Plum Island.	7 surfmen from July 1 to Dec. 5, 1897, and from Apr. 1 to June 30, 1898.
	Ludington and Grand Haven	7 surfmen from July 1 to Dec. 10, 1897, and from Apr. 1 to June 30, 1898.
	Michigan City, South Chicago, and Sheboygan.	8 surfmen from July 1 to Dec. 5, 1897, and from Apr. 1 to June 30, 1898.
	Chicago, Old Chicago, and Milwaukee	8 surfmen from July 1 to Dec. 10, 1897, and from Apr. 1 to June 30, 1898.
	Ilwaco Beach, Yaquina Bay, Coquille River, and Point Reyes.	7 surfmen from July 1, 1897, to June 30, 1898.
12	Shoalwater Bay, Cape Disappointment, Point Adams, Umpqua River, Cape Arago, Humboldt Bay, Fort Point, Golden Gate Park, and Southside.	8 surfmen from July 1, 1897, to June 30, 1898.

The foregoing tabular statement includes but one of the eleven 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 throughout the year.

STATISTICS.

The reports of the several district officers show 402 disasters to documented vessels within the field of life-saving operations during the year. The number of persons on board these vessels was 3,113, of whom only 12 were lost. The estimated value of the vessels was \$5,861,320 and that of their cargoes \$1,307,070, making the total value of property imperiled \$7,168,390. Of this amount, \$6,410,530 was saved and \$757,860 lost.

The number of vessels totally lost was 59. There were also 365 casualties to undocumented craft—sailboats, rowboats, etc.—carrying 874 persons, 10 of whom perished. The value of property involved in these instances is estimated at \$199,705, of which \$177,825 was saved and \$21,880 lost.

Six hundred and sixty-three persons received succor at the stations, the number of days' relief furnished aggregating 1,328.

The total number of disasters, 767, exceeds that of the preceding year by 68, and is the largest number reported in the history of the Service, while the loss of life is considerably less in proportion to the number of disasters than in any previous year.

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

Total number of disasters	767
Total value of property involved	\$7,368,095
Total value of property saved*	\$6,588,355
Total value of property lost	\$779,740
Total number of persons involved	3,987
Total number of persons lost	22
Total number of shipwrecked persons succored at stations †	663
Total number of days' succor afforded †	1,328
Number of vessels totally lost	59

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	500	243	24	767
Total value of vessels	3,678,735	2,168,815	207,345	6,054,895
Total value of cargoes	858,345	428,290	26,565	1,313,200
Total amount of property involved	4,537,080	2,597,105	233,910	7,368,095
Total amount of property saved	4,088,570	2,344,240	155,545	6,588,355
Total amount of property lost	448,510	252,865	78,365	779,740
Total number of persons on board	2,698	1,149	140	3,987
Total number of persons lost	14	7	1	22
Number of shipwrecked persons succored at stations	510	109	44	663
Total number of days' succor afforded	1,130	121	77	1,328
Number of disasters involving total loss of vessels ...	48	9	2	59

The apportionment to the several districts is as follows:

First District.

Number of disasters	79
Value of vessels	\$309,095
Value of cargoes	\$32,075
Total value of property	\$341,170
Number of persons on board vessels	449
Number of persons lost	2
Number of shipwrecked persons succored at stations	51

* 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 escaped 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 days' succor afforded	117
Value of property saved	\$285, 240
Value of property lost	\$55, 930
Number of disasters involving total loss of vessels	13

Second District.

Number of disasters	163
Value of vessels	\$1, 899, 745
Value of cargoes	\$290, 145
Total value of property	\$2, 189, 890
Number of persons on board vessels	974
Number of persons lost	1
Number of shipwrecked persons succored at stations	88
Number of days' succor afforded	156
Value of property saved	\$2, 148, 225
Value of property lost	\$41, 665
Number of disasters involving total loss of vessels	8

Third District.

Number of disasters	64
Value of vessels	\$183, 535
Value of cargoes	\$45, 055
Total value of property	\$228, 590
Number of persons on board vessels	251
Number of persons lost	None
Number of shipwrecked persons succored at stations	28
Number of days' succor afforded	51
Value of property saved	\$211, 095
Value of property lost	\$17, 495
Number of disasters involving total loss of vessels	3

Fourth District.

Number of disasters	72
Value of vessels	\$146, 055
Value of cargoes	\$18, 380
Total value of property	\$164, 435
Number of persons on board vessels	295
Number of persons lost	1
Number of shipwrecked persons succored at stations	40
Number of days' succor afforded	86
Value of property saved	\$137, 680
Value of property lost	\$26, 755
Number of disasters involving total loss of vessels	7

Fifth District.

Number of disasters	46
Value of vessels	\$294, 460
Value of cargoes	\$27, 160
Total value of property	\$321, 620
Number of persons on board vessels	229
Number of persons lost	2
Number of shipwrecked persons succored at stations	107
Number of days' succor afforded	298
Value of property saved	\$215, 935
Value of property lost	\$105, 685
Number of disasters involving total loss of vessels	9

Sixth District.

Number of disasters.....	30
Value of vessels	\$643, 555
Value of cargoes	\$283, 735
Total value of property.....	\$927, 290
Number of persons on board vessels.....	282
Number of persons lost	5
Number of shipwrecked persons succored at stations.....	113
Number of days' succor afforded.....	333
Value of property saved	\$733, 570
Value of property lost.....	\$193, 720
Number of disasters involving total loss of vessels.....	7

Seventh District.

Number of disasters.....	14
Value of vessels	\$58, 040
Value of cargoes	\$103, 680
Total value of property.....	\$161, 720
Number of persons on board vessels.....	86
Number of persons lost	None.
Number of shipwrecked persons succored at stations.....	44
Number of days' succor afforded	47
Value of property saved	\$158, 335
Value of property lost	\$3, 385
Number of disasters involving total loss of vessels	1

Eighth District.

Number of disasters.....	32
Value of vessels	\$144, 250
Value of cargoes.....	\$58, 115
Total value of property.....	\$202, 365
Number of persons on board vessels.....	132
Number of persons lost	3
Number of shipwrecked persons succored at stations.....	39
Number of days' succor afforded	42
Value of property saved	\$198, 490
Value of property lost	\$3, 875
Number of disasters involving total loss of vessels	None.

Ninth District.

Number of disasters.....	82
Value of vessels	\$372, 970
Value of cargoes.....	\$61, 195
Total value of property.....	\$434, 165
Number of persons on board vessels.....	287
Number of persons lost	2
Number of shipwrecked persons succored at stations	11
Number of days' succor afforded	11
Value of property saved	\$431, 805
Value of property lost	\$2, 360
Number of disasters involving total loss of vessels.....	None.

Tenth District.

Number of disasters.....	62
Value of vessels.....	\$837, 530
Value of cargoes.....	\$149, 660
Total value of property.....	\$987, 190
Number of persons on board vessels.....	303
Number of persons lost.....	3
Number of shipwrecked persons succored at stations.....	10
Number of days' succor afforded.....	11
Value of property saved.....	\$899, 970
Value of property lost.....	\$87, 220
Number of disasters involving total loss of vessels.....	3

Eleventh District.

Number of disasters.....	99
Value of vessels.....	\$958, 315
Value of cargoes.....	\$217, 435
Total value of property.....	\$1, 175, 750
Number of persons on board vessels.....	559
Number of persons lost.....	2
Number of shipwrecked persons succored at stations.....	88
Number of days' succor afforded.....	99
Value of property saved.....	\$1, 012, 465
Value of property lost.....	\$163, 285
Number of disasters involving total loss of vessels.....	6

Twelfth District.

Number of disasters.....	24
Value of vessels.....	\$207, 345
Value of cargoes.....	\$26, 565
Total value of property.....	\$233, 910
Number of persons on board vessels.....	140
Number of persons lost.....	1
Number of shipwrecked persons succored at stations.....	44
Number of days' succor afforded.....	77
Value of property saved.....	\$155, 545
Value of property lost.....	\$78, 365
Number of disasters involving total loss of vessels.....	2

In addition to the number of persons rescued from vessels, 56 were assisted from such situations as must in many cases have resulted in loss of life but for the prompt and intelligent action of the crews of the life-saving stations. Of these, 25 had fallen from piers, wharves, and the like; 14 were bathers whose lives were in imminent danger; 11 were people on outlying rocks, jetties, and points cut off from the land by the rising of the tide; 2 had thrown themselves into the water with apparent attempt at suicide; 1 had broken through the ice and was in danger of drowning; 1 was suffering from a severe hemorrhage caused by a cut; 1 was taken unconscious from the floating cabin of a sunken vessel, and 1 intoxicated man was hanging by one leg from a railroad trestle over the water.

In 577 instances vessels were worked off when stranded, repaired
10680—2

when damaged, piloted out of dangerous places, and similarly assisted by the station crews. Besides the foregoing, assistance of minor importance was rendered to 324 vessels and small craft. There were, also, 226 instances where vessels running into danger of stranding were warned off by the signals of the patrols.

The surfboat was used 812 times, making 1,099 trips. The self-righting and self-bailing lifeboat was used 114 times, making 129 trips. The gasoline launch at the City Point Station (Second District) was used 83 times, making 86 trips. Smaller boats were used 460 times, making 567 trips. The river life skiffs at the Louisville Station (Ninth District) were used 27 times, making 29 trips. The breeches buoy was used 10 times, making 107 trips. The life car was used once, making 3 trips. The wreck gun was employed 15 times, firing 37 shots. The heaving stick was used 35 times.

There were landed by the surfboat 451 persons; by the lifeboat, 91; by the gasoline launch, 129; by the river life skiffs, 39; by other station boats, 148; by the breeches buoy, 106, and by the life car, 9.

Outside of the rescues effected by the use of boats, breeches buoy, and life car, the station crews waded into the surf and assisted 47 persons to land in small boats, hauled 8 persons up on wharves from dangerous positions, aided 13 in reaching shore from vessels close in by the use of heaving lines, and in one case a keeper went out on Norwegian skees to a small boat caught in the thin ice and assisted the occupant to safe ground.

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, 1898.**

Total number of disasters.....	10, 448
Total value of vessels.....	\$113, 346, 275
Total value of cargoes.....	\$47, 839, 149
Total value of property involved.....	\$161, 185, 424
Total value of property saved.....	\$125, 630, 262
Total value of property lost.....	\$35, 555, 162
Total number of persons involved.....	† 81, 245
Total number of lives lost.....	† 845
Total number of persons succored.....	§ 13, 876
Total number of days' succor afforded.....	35, 199

*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 Table of Casualties.

LOSS OF LIFE.

As required by law, all disasters within the scope of the Service attended with loss of life have been carefully investigated for the purpose of developing the circumstances of the disasters, determining their causes, and ascertaining whether the conduct of the life-saving crews was in any way censurable. The detailed accounts are printed below.

Wreck of the schooner Edward W. Schmidt.

One life was lost at about noonday on the 14th of July, 1897, from the schooner *Edward W. Schmidt*, which was wrecked and totally destroyed near the mouth of the Kennebec River on that date.

The *Schmidt* was a three-masted schooner of 408 tons gross burden, hailing from Philadelphia, Pennsylvania, and built at Bath, Maine, in 1881. She carried a crew of seven men, including the master, J. W. Cramer, and when lost was bound from Saco, Maine, in ballast, to Richmond, Maine, where she was to take on board a cargo of ice for a Southern port. She cleared from Saco on Monday, July 12, and shortly after midnight came to anchor on the inside of Pond Island Bar, at the mouth of the Kennebec River, in 4 fathoms of water. A light breeze was then blowing from the southward, which was a fair wind into the river, but a heavy fog prevailed, and for this reason, and also because in summer time it is the custom of vessels inward bound arriving in the night to wait until morning before entering and then to take a tug, the captain did not deem it wise or necessary to proceed farther.

It most unfortunately happened, however, that he anchored in close proximity to the jagged rocks on the point of Pond Island, less than 500 yards distant, and when daylight broke on the morning of the 13th the wind, still blowing shoreward, had increased to such a degree that his position was obviously dangerous. The sea was already breaking heavily on the bar, and when the fog lifted many persons on shore, among them Keeper Spinney, of the Hunniwells Beach Life-Saving Station, anxiously observed the position of the *Schmidt* as well as that of the schooner *Horace G. Morse*, which also lay at anchor some distance to the northeast of the former, but on the edge of the ship channel and in much safer water.

At about 6 o'clock Mr. F. H. Hodgkins, the No. 1 surfman at the station during the active season, pulled out in a small boat to the *Morse* and tendered his services to pilot her into the river, but her master declined the offer, and as Hodgkins did not dare to approach the *Schmidt*, on account of the breakers in her vicinity, he returned to the shore without communication with her. She displayed no signal for assistance, however, and probably for that reason two tugs from Bath, which soon steamed down to the mouth of the river, turned about and proceeded homeward. Both schooners kept their places all day,

but the *Schmidt*, being in the more exposed position, labored heavily, and finally found it necessary to let go a second anchor and veer to full scope on both chains, which expedient, while tending to hold her more securely, allowed her to ride still closer to the rocks.

The next morning, the 14th, broke with a full gale of wind from the southward, directly on shore, and revealed to all observers the fact that the *Schmidt* was in the midst of extreme perils from which there was hardly a reasonable hope that she could escape. The bar was white with breaking seas, while the schooner plunged and rolled with such terrific force that it seemed impossible for her anchors to hold, or her chains not to give way under the terrible strain upon them. While Keeper Spinney critically noted these disquieting conditions, he could do nothing but watch and wait, for neither vessel made any signal for aid or in any way indicated a doubt of its ability to withstand the gale. Although the tugs up the river had knowledge of the presence of the schooners below neither of them put in an appearance, and it was the general opinion at the beach that if they had been on the scene they would have found it extremely hazardous, if not impossible, to reach the *Schmidt*.

Between 11 and 12 o'clock, as was learned from the mate after the disaster, her anchors started and she began to drag slowly stern foremost toward the ugly southeast point of Pond Island. Captain Cramer at once gave orders to slip the cables and make sail, hoping, desperate as was the undertaking, to get sufficient headway on his vessel to clear the point and run into the river. The starboard chain was successfully slipped, but a link of the port one jammed crosswise in the hawse pipe and baffled the utmost endeavors of the crew to dislodge it. With a view to paying the vessel's head off to port the fore staysail was quickly hoisted and hauled flat to starboard, but to no purpose, for the schooner stubbornly hung by the port anchor, and slowly but surely drifted toward the rocks on the east side of the point, now dangerously close aboard. Then the staysail was hauled down for fear it would throw the vessel's head the wrong way. She still continued to drag, but safely passed the point, barely clearing it, and floated along the east shore of the island.

A few moments later a huge wave lifted her up and then dashed her down lengthwise upon the rocks with mighty force, smashing great holes in the starboard side and bottom. In this position she pounded heavily several times in rapid succession, when the port chain suddenly slipped through the hawse pipe and at last let her free. Helpless and wholly unmanageable, she drove to the northward until abreast of Pond Island lighthouse, when the crew realized that she was filling very fast and settling in the water. Led by the mate, all hands at once rushed aft with the avowed intention of lowering away the yawl and attempting to make a landing. The captain, however, peremptorily ordered them forward and commanded them to again hoist the fore staysail,

evidently cherishing a delusive notion that he could get sufficient way on the disabled craft to run her into the river. This was his last and fatal mistake. No sooner was the sail set than the water-logged vessel sluggishly careened to starboard until she lay on her beam ends with her heavy spars resting almost flat upon the surface of the water. At the same time, as if to intensify the completeness of the disaster, she was caught in a powerful eddy of the tide and shot swiftly out toward mid-channel into much rougher seas.

Every man for himself now sprang to a place of temporary safety. One sailor crawled out to the mizzen crosstrees, one hung to the port main rigging, three others with the mate took to the port quarter rail, just abaft the mizzen chains, and the captain, still farther aft, seized the port stern davit. Over all of them the waves dashed incessantly, and their utmost powers were required to maintain their positions. The captain was an old man, who had been sick for a long time, and was so feeble that whenever on deck during the voyage he had been obliged to sit in a chair. It was clear that he could not long endure the exposure that severely tested the strength of the hardiest seamen, and therefore the mate promptly went to his assistance and held on to him faithfully until his own strong arms began to fail, when he summoned one of the sailors, who in turn held the aged man up until he became unconscious and the seaman was obliged to let him go in order to provide for himself. The brave old captain, who had done his best, as he saw it, to save his vessel, of which he was part owner as well as master, sank at once and was seen no more.

Keeper Spinney, of the life-saving station, who had kept a close watch on the schooner during the morning, suspected a little before noon that she was dragging, but, as she was tailing directly toward the station, could not make sure that such was the fact except by obtaining a cross view of her. For that purpose he went over to the eminence on which the Rockledge Hotel is situated, where he plainly perceived that she was dragging her anchors and fast drifting toward Pond Island rocks. Running back to the station he quickly set the customary flag signal for the crew to assemble on occasions of necessity during the inactive season when they are off duty—the months of June and July. To be certain that no one who might be in the vicinity should fail of notice, he also sent out his two daughters to summon such members of the crew as they could find.

The No. 1 surfman, who was already on hand, aided the keeper to place the Lyle gun and other beach apparatus in the surfboat for use in case the *Schmidt* should fetch up on the rocks at the lower end of the island. By the time this had been done No. 7 surfman appeared, and the three men ran the surfboat down to the edge of the water. While they were putting on their cork jackets a sufficient number of men to make a full crew reported for duty, four of them being volunteers. About twenty minutes had been consumed in assembling the

men, and at 25 minutes past 12 the surfboat was on its way down the river.

The schooner was in plain view about 1 mile distant and drifting up the east shore of Pond Island. The life-savers kept close to the beach and took skillful advantage of the ebb tide to assist them in making headway against the heavy wind and sea, but they had not gone far when they saw the *Schmidt* roll over to starboard and rest on her beam ends. Bending to their oars with all the energy at their command they reached the wreck in fifteen or twenty minutes. The port side was uppermost—the bottom to windward exposed to the full force of the sea. Under feasible conditions the life-saving boat would have approached the wreck from the leeward, but on that side were the spars, tangled rigging, and a confused mass of drift stuff that precluded the possibility of getting near the hull that way. To approach on the weather side was both extremely difficult and perilous, requiring great skill and courage, but there was no other possibility of effecting a rescue, and Keeper Spinney unhesitatingly commanded his crew to pull to windward abreast of the port bilge.

The sailor in the main rigging seemed to be most in need of immediate help and therefore first received attention. The sea was too rough and dangerous for the surfboat to go close alongside, and it was therefore held off at considerable distance while a line was thrown to the sailor, which, however, he made no movement to secure. The bow of the wreck was gradually swinging around to the southward and making a little smoother water for the surfboat, which was now pulled much closer in and the line again thrown. This time the man, somewhat aroused from his stupor or indifference to his fate, reached out and secured the end of the line, which he wound a couple of times around one of his arms, then dropped himself overboard and was drawn safely into the boat.

The next to be rescued were the four men clinging to the quarter rail. The tide was now setting the wreck out over the bar into more boisterous water, and quick and effective work was necessary. The keeper, therefore, casting aside all thought of danger, speedily ran his boat close against the hull of the schooner, and with its stem slipping swiftly up and down the smooth planking abreast the mizzen rigging, the surfmen took the four sailors one by one over a line into their outstretched arms. These safely in the boat, only the seaman in the mizzen crosstrees remained upon the wreck. Under direction of the keeper he cautiously made his way along the wave-swept rigging to the quarter rail, whence he was rescued in the same manner as the others had been.

The surfboat was backed away from the wreck, and then for the first time was there any intimation that life had been lost. The mate informed the keeper, who desired to know if all had been rescued, that the captain had been drowned about ten minutes before the surfboat

arrived, and stated the circumstances as they have been related here. Upon this information search was made for the body, but no sign of it was discovered, and the surfboat was pulled back to the station, arriving there at 15 minutes before 2 o'clock. All the rescued men were chilled and quite worn out, but five of them required no treatment other than was easily afforded at the station, where they were provided with dry clothing and furnished with needful stimulants and food. The other was so weak that he could not stand and needed prompt medical attention, which was kindly bestowed by physicians stopping in a summer cottage near by.

Lieutenant Newcomb, who investigated the circumstances of this disaster, remarks that clearly the captain of the *Schmidt* should have displayed a signal for assistance. Had he done so, instead of allowing it to be supposed on shore that the vessel could take care of herself, until Keeper Spinney discovered that she was probably doomed to destruction, no loss of life would have occurred. "The keeper," he adds, "learned that his services were necessary as soon as it was possible for him to do so, and his promptness and efficiency deserve the highest commendation. All hands upon the wreck would undoubtedly have been washed overboard and drowned within thirty minutes had they not been rescued when they were. The keeper risked everything when he put the bow of the surfboat against the wreck. The slightest mismanagement was likely to crush or capsize her, and then not a man of them could have escaped with his life."

The value of Lieutenant Newcomb's opinion may be estimated by the fact that since this disaster he has won national honor as a skillful sailor and dauntless commander, while in charge of the steamer *Hudson* on the coast of Cuba—notably by his gallant rescue of the disabled torpedo boat *Winslow* while under fire off Cardenas. In closing his report to the General Superintendent he says: "I regard this rescue as one of the most notable and praiseworthy that came under my observation while connected with the First and Second districts, and I consider it a great privilege to bring it to your attention."

The heroic men who manned the life-saving boat were, Keeper Z. H. Spinney, Surfmen F. H. Hodgkins, E. H. Spinney, and G. A. Oliver, and Volunteers S. M. Moor, A. M. Oliver, F. H. Oliver, and Sidney H. McIntire.

Capsize of a dingey.

During a fresh summer breeze drawing up the Genesee River on the 26th of July, the small steam yacht *Infanta*, moored at the Summer-ville dock just above the ferry landing, was chafing against the dock, and the master, desiring to breast her off, loaded a small car wheel into his dingey and, assisted by Frank Lash, the engineer of the yacht, pulled out into the river to plant the wheel as an anchor. When it was let go the dingey quickly rolled over, throwing the two men into the water at a point about 75 yards from the Charlotte Life-Saving Station, Lake Ontario, but entirely hidden from view at that station

by the Summerville ferryboat. The two men grasped the overturned boat and were apparently in no danger of drowning, when suddenly Lash let go and sank.

The life-savers were notified of the accident by two boys who witnessed it, and the station dingey and the keeper's skiff were manned, and Surfman Whaley, an expert swimmer, ran along the dock and, jumping in, swam to the scene, arriving about the same time as the two station boats. Learning that one of the men had gone down, Whaley dived for him, but the water was too roily to see anything. The crew promptly resorted to the grapnels, and succeeded in recovering the body before it had been in the water five minutes. Resuscitation was at once attempted, but life was indubitably extinct. The general opinion was that the man died of the shock, as it was known that he had heart trouble, and it is certain that the body was recovered in ample time to restore animation under ordinary conditions.

Capsize of a fishing skiff.

A fisherman was drowned on the outer bar 1 mile north of the Shark River Life-Saving Station, coast of New Jersey, in the early afternoon of August 9, 1897, under such circumstances as to make any assistance whatever impossible either from his two companions in the skiff, a group of fishermen close at hand on the beach, or the crew of the life-saving station.

A number of skiffs went out in the morning to engage in surf fishing, and there was frequent passing and repassing of the surf as is the daily experience when fishing is going on. When the fleet went out there was little sea, and the wind was light from the north, but during the forenoon it veered to east-southeast and by midday the surf was running high.

At about 1 o'clock one of the skiffs containing three men attempted to return to the beach, but before it succeeded in crossing the outer bar, capsized and threw all its occupants into the surf. Every man evidently had as much as he could do to take care of himself. Two immediately struck out for the shore and succeeded in reaching it, while the third, who was drowned, was reported by the survivors to have sunk as soon as the skiff upset. Some fishermen, who were on the beach and witnessed the accident, took a boat to the water's edge, but did not launch it.

The capsize was witnessed by the surfman on watch duty at the life-saving station, and the keeper, taking with him four of his crew, proceeded to the beach where the survivors were, from whom he learned the fact that their companion had drowned at once and that there was nothing to be done.

Wreck of the tug John P. Smith.

Three men perished with the wreck of the tug *John P. Smith*, which occurred off the old town of Sabine, Texas, about 1 mile northward of

the Sabine Pass Life-Saving Station, during the night of Sunday, September 12, 1897.

Throughout the day the weather was overcast, and the wind blew fresh from the northwest. By sundown the conditions had become very threatening, the barometer falling rapidly and the wind mounting by 7 o'clock from a full gale to a hurricane. Its force at that hour was so terrific that at times a man could not stand up unsupported against it, and the blinding rain which accompanied it beat so fiercely and in such great volume that no human being could face it, much less penetrate with the eye its dense and overwhelming front. A witness, having been asked how far a man could see, replied, "Hardly any distance at all; you could not even look to windward." A seafaring man of experience, the master of a tug lying in the vicinity, which went adrift and was almost wrecked, testifies that "it was so dark and rainy that a person could not recognize another alongside him," and that where he was the wind seemed to reach a velocity of more than 80 miles an hour. The keeper of the life-saving station estimates it to have been at least 70 miles, causing the station to sway to such an extent as to stop the clock and lead him and his crew to seriously apprehend the collapse of the building.

When the hurricane struck Sabine Pass the tug *John P. Smith* was made fast by a hawser astern of a large barge called the *Mexico*, securely anchored, which was engaged in the transportation of brush and stone for use in the construction of jetties then in progress at the mouth of the pass where it empties into the Gulf of Mexico.

It appears that the tug had steam up, and when the storm was nearly at its height was making such bad weather of it that she tried to reach the *Mexico*, upon which all hands, who were now thoroughly conscious of their danger, hoped to find safe refuge. But the full power of the tug was found inadequate to force headway on her, and, as nearly as the time can be fixed, at 8 p. m., her crew, now almost desperate, determined to try to get on board the barge by climbing up the hawser hand over hand. Herbert Moore and Dennis Moore, sons of the captain of the tug, at once made the perilous attempt, and both succeeded. It is impossible to state with certainty whether the three men who were lost perished in a fruitless effort to follow the survivors or were still on board the tug when the hawser parted, a little later, and drowned with the capsize of the tug, which must have ensued in a few moments after she broke loose from the barge.

It is the testimony of all the persons interrogated that not one of the most powerful towboats of the vicinity could have withstood the storm if placed where the *Smith* was, and it is therefore believed that the instant she broke adrift she swung broadside to the wind and sea and thereupon capsized. The next day the hull was found with no boiler in it in Sabine Lake, some 4 miles from the *Mexico*, a total wreck.

Nobody on shore or on any vessel lying in the near neighborhood

saw, or could by any possibility have seen, the tug during the prevalence of the hurricane. From the life-saving station, a mile distant, she was as totally invisible as if she had been a dozen leagues at sea. The life-saving crew were awake and alert, but had no knowledge of any sort that a disaster was taking place, nor if such information had been in their possession could they have rendered any aid. No surfboat could have been manned and handled during the two or three hours while the storm was at its height, and indeed the life-saving crew found ample occupation in caring for refugees of the vicinity who sought shelter in the station and in taking such precautions as were necessary to secure, or at least endeavor to secure, their own safety should worse come to worst.

The station inclosure was covered by the extraordinary tide, which rose to the floor of the building, and every preparation was made to quit the place at a moment's notice, the surfboat having been pushed out of the boat room and made fast to the lee side of the station in 3 feet of water. The members of four families, who had abandoned their own homes, had been received into the building and were present throughout the fearful ordeal, and, while tortured with fear that the house would come down upon their heads, frantically clamored to be put into the boats and be taken somewhere else—even out into the night and howling tempest. Shortly after 8 o'clock the wind shifted to the east-southeast, continuing with unabated ferocity for about an hour, when its strength appreciably decreased and gradually died away into merely a stiff breeze.

Early in the morning, before daylight, a negro appeared at the station and reported that some of the crew of the *Smith* were supposed to have been drowned. The keeper and a surfman at once started out in opposite directions from the station to make a search along the shore to discover, if possible, any living persons in need of aid or the bodies of any who might have been lost, but they found nothing except some heavy timbers that had been washed over the rise of the embankment.

At daylight the crew manned the surfboat and pulled up to the town of Sabine, the weather then being moderate. There the keeper was told of the wreck of the *Smith* and the loss of three of her crew, Captain Green Moore, Engineer Lou Bettis, and Fireman William Ratliff. He also learned that the tug *J. V. Guillotte* had stove partly to pieces and sunk alongside her wharf; that the tug *Florence* had met the same fate, and the German bark *Cerese* had smashed in her sides and broken adrift from the wharf, and was then lying on her beam ends some 4 miles up the lake, near the hull of the *Smith*. The tug *Stella*, which was lying about a quarter of a mile below the life-saving station, at the "brush camp" wharf (where the brush was prepared for the jetties), when the storm broke, was also badly disabled and barely escaped destruction. She lay alongside the three-masted schooner *Gertrude A. Bartlett*, when a heavy raft of timber struck some brush barges, driving

them against the schooner, which, although she had two anchors down, dragged along the bank while the barges struck the *Stella*, carrying away her stem, sea cock, and steam pipe. The tug was quickly lashed to the *Bartlett*, to which all hands fled, and the whole confused mass—schooner, tug, barges, and brush heaps—drifted for half a mile along the bank before they fetched up. Other damages were reported for 8 to 10 miles around, involving on land and water a loss of \$150,000 and several lives.

Persons who passed through the memorable hurricanes of 1875 and 1886 testified that this storm had more force for the time it blew than any they had ever known. By the newspapers and all other accounts obtainable, it was reported as a tempest of phenomenal intensity. It would be manifestly absurd to charge the life-saving crew with the slightest responsibility for any of its lamentable results.

The bodies of the men who were lost were recovered during the few days immediately following the disaster—two on the 14th and one on the 19th of September.

Capsize of a rowboat.

Shortly before noon on Sunday, September 19, 1897, Peter Teisen and his wife, Matilda, went from their home in South Chicago to the pier at the mouth of the Calumet River for recreation. On the south pier they met Henry Blank, an acquaintance of Teisen, and for a while all three sat on the pier and watched the surf, which was rolling high under the effects of a strong northeast wind. Blank had in his control a small boat, and twice after the Teisens met him he and Teisen rowed across the river, taking with them two tin pails that Mrs. Teisen testifies would hold 2 quarts each, and having them filled with beer, which, after their return to the south pier, they proceeded to drink. When these supplies had been consumed, Blank and Mrs. Teisen made a trip (the third during the outing) across the river with the two pails, which were replenished and again taken to the pier, where they were speedily emptied, this time two acquaintances of Teisen, who happened along, joining in the bout.

Blank and Mrs. Teisen remained in the boat alongside the pier, and when the last drop of beer had been disposed of he proposed to row the woman down the river as an additional pleasure of the Sunday pastime. The husband had no objection, and Blank pushed out and pulled slowly downstream. Teisen, however, walked along the pier, keeping up a running conversation with his wife and Blank, and finally requested to be taken into the boat. Blank thereupon drew in to the pier and Teisen seated himself in the bow of the boat, his wife occupying the stern, and Blank the midship thwart, handling the oars.

The Calumet River at this point runs in a northeasterly direction, and the wind, therefore, blew directly into the mouth of it, raising a very heavy sea, which broke with great violence over the protection piers

along the city front and made the river dangerously rough. The boat containing the three persons was nothing more than a flat-bottomed skiff about 12 feet long, and in no way suitable to contend with the ever increasing waves. A lookout from the life-saving station is always posted on the north pier, which is some 2,000 feet long, and Surfman Gilbert, who was on watch and testifies that there was "an awful big sea in the river," hailed the men and cautioned them by both words and gestures to turn back. The woman also testifies that she began to be frightened and did not want to go any farther, but Blank appears to have been full of courage and simply waved his hand in response to the warning, as if to say that he knew what he was about. Then Blank and Teisen broke into song, while the former, still plying his oars, pulled on toward the lake.

A few moments later Teisen needed chewing tobacco, and while helping himself from Blank's pocket (the latter now evidently realizing something of the danger and fearing to let go his oar), the boat "wobbled" so much, as Mrs. Teisen expresses it, as to take in water. Seeing this and forgetting for the moment the necessity of keeping full control of his craft, Blank tried to hold both oars in one hand, and took up one of the fateful pails to bail out the water. No sooner had he made this perilous mistake than the skiff broached to, and Blank, while making a sudden effort to regain control, lost his oars and tumbled overboard. Next the husband fell out and then, as the boat upset, Mrs. Teisen followed. Blank never rose again. Teisen came up twice, each time grasping the boat, and then sank to rise no more. Mrs. Teisen appears meantime to have become in some way entangled with the thwarts, and remained with and under the boat.

The station lookout on the north pier, after giving his ineffectual warning, kept his eyes upon the skiff and saw it upset. The capsize took place on the other side of the river from him, and he could do nothing but hasten to alarm his comrades at the station, who could not see the place for the dense smoke of the Illinois Steel Works, which filled the air in the lower part of the river. He therefore quickly ran up the pier, waving his coat and shouting to attract attention. As soon as the lookout at the station saw him, he gave the alarm, and in fifteen or twenty seconds the surfmen, who were all at the station, launched the surfboat and hurriedly pulled down the river.

In seven minutes they were at the place of the accident, but could see nothing except the overturned boat, which they righted at once. Inside appeared the body of the unconscious woman, with one of her feet fast under the thwart and her skirts wrapped tightly around both foot and thwart, holding them together. She was immediately taken into the surfboat, placed in charge of some of the surfmen, and stretched out, to relieve her of any water she might have swallowed. A hasty search was made for the bodies of the men, but no signs of them being discovered, the surfboat was rapidly pulled to the station, where

proper attention could be bestowed upon the woman, and although she did not seem to breathe, her life might possibly be saved.

At the station she was laid upon the rear incline, where there was an excellent circulation of air, and the Service method of artificial respiration was practiced upon her for half an hour, when she began to breathe feebly and to show other signs of animation. In two hours she was apparently out of danger and the keeper, leaving her in charge of a surfman, started back with the rest of the crew to drag for the bodies of Blank and Teisen. Shortly before 6 o'clock Teisen was brought to the surface close to the place where the boat capsized. All the next day the life-savers dragged for the body of Blank, but without success, and they reached the conclusion that it must have been carried out into the lake by the undertow. Six days after the accident, however, it was found floating alongside the pier opposite the place of the capsize. The woman was properly cared for at the station for a day and a half, a physician in the meantime having been called to determine her condition, and was then sent home.

The excellent work performed by the life-saving crew on this occasion was warmly commended, as it deserved to be.

Sinking of the steam yacht Glance.

On September 28, 1897, a collision occurred in Buffalo Harbor, New York, between the steam yacht *Glance* and the excursion steamer *Gazelle*, which resulted in the sinking of the former vessel and the drowning of her engineer, Mr. August Dilliard.

The *Glance* was a small craft, practically an open boat, in the employ, at the time of the disaster, of the Engineer Corps of the United States Army, as a means of conveying the engineer in charge and his assistant to and from the breakwater under construction by the Government. When the collision occurred, she was on her way from the breakwater to the inner harbor, in charge of Captain George Moon, jr., and Steam Engineer August Dilliard, and had on board Major Thomas W. Symons, of the United States Corps of Engineers, and his assistant, Mr. J. G. Quentis. On the right of her and only a few feet distant was a stone scow also entering the harbor in tow of the tug *Bapst*, while on her left, moving in the same direction, was the steamer *Gazelle*, of 182 tons burden, returning from an excursion to a neighboring summer resort on the Canadian shore. Lying near the end of the Lackawanna coal trestle was the steam barge *Niagara*, with a fuel scow alongside. All these craft, crowded into the narrow entrance, very materially choked the passageway, and as the scow in tow, the *Glance*, and the *Gazelle* were about opposite the *Niagara* and abreast of one another, the *Glance* and *Gazelle* came into collision side by side, with such force that the heavy excursion steamer threw the little yacht suddenly upon her beam ends, and almost before anybody realized what had happened, she filled and sank.

As the vessels collided, Assistant United States Engineer Quentis grasped hold of a fender hanging over the side of the *Gazelle* and clambered to her deck, whence he was landed at her dock farther up the river. When the *Glance* rolled down and sank, her two small boats in some way freed themselves at one end, so that when the yacht reached the bottom the free end of each boat protruded a little from the water, while the other end was held fast to the yacht. Captain Moon succeeded in reaching one of the boats, and by its aid kept afloat until rescued some minutes later by the surfboat from the life-saving station. Major Symons managed to seize the gunwale of a skiff that was cast adrift by the stone scow, and held on until Surfman Harrity swam to his assistance. Dilliard, who was lost, was thought by some to have believed that he could swim to the north pier, only a few yards distant. Whether he actually attempted to do so or not nobody could certainly tell, but at all events he perished almost instantly, for Harrity testifies that even while he was removing his coat and shoes, the only part of his clothing of which he divested himself before jumping into the river, he saw Dilliard "throw up his hands and go down." He disappeared so suddenly that a good swimmer, who plunged to his assistance from the *Niagara*, only a few yards away, was not able to reach him. It further appears that he made no effort whatever to lay hold of a ring buoy thrown almost into his hands from the same vessel. It was the opinion of the coroner, who deemed no inquest necessary, that the man was injured in the collision, and this conclusion was supported by the testimony of the station crew to the effect that when they recovered the body the face was much discolored and blood was oozing from the nose and mouth.

For some reason which was not disclosed at the investigation the *Gazelle*, with which the collision occurred, made no effort to rescue anybody; in fact the witnesses state that she kept on her way without the slightest diminution of speed.

The conduct of the life-saving crew was highly applauded on all hands. The day was quiet, when there was no reason to expect any disaster. The surfmen, except the watch, were scattered about the station grounds engaged in their various duties, and the scene of the accident was from 250 to 300 yards from the station, yet the surfboat was launched, thoroughly manned, and on the spot in less than five minutes. Captain Moon was taken into it at once, and within fifteen or twenty minutes the body of the drowned engineer was recovered from the bottom of the river.

Surfman Harrity, who swam to the relief of Major Symons, succeeded by much skill and good judgment in placing him in the skiff to which he was clinging, and promptly took him to the station. He was so severely chilled and exhausted by the exposure and shock that he was wrapped in warm blankets and required to repose at the station for an hour or two, when he was able to leave.

The next day the keeper received from him the following letter in acknowledgment of the service rendered him:

UNITED STATES ENGINEER OFFICE,
1101 D. L. MORGAN BUILDING,
Buffalo, New York, September 29, 1897.

SIR: I wish to extend to you and to the men of your command my sincere and hearty thanks for the service rendered yesterday on the occasion of the accident to the *Glance*.

The efficiency of your party and the uniform and cheering kindness displayed by all are most deeply appreciated.

I desire expressly to extend my thanks and appreciation of the service rendered by Hugh Harrity in rescuing me. His judgment in foreseeing the accident and promptness in signaling the station and hurrying to the scene of the disaster, and intrepidity and skill in plunging in, and strength and gentleness displayed in rescuing me, stamp him as a member of the Life-Saving Service worthy of exceptional honor and promotion.

Again thanking you all, I am,
Most gratefully, yours,

THOMAS W. SYMONS,
Major, Corps of Engineers.

Captain THOS. WILLIAMS,
*United States Life-Saving Station,
Buffalo, New York.*

Capsize of a fishing dory.

On the morning of December 2, 1897, one life was lost from a fishing dory, which swamped and capsized about a third of a mile south of the Bodie Island Life-Saving Station, coast of North Carolina, and some 75 yards from the shore, under the following circumstances:

About sunrise E. Y. Etheridge, the owner of the dory, appeared upon the beach in company with C. D. Wescott and Charles Kemp, of Roanoke Island, and William Armstrong, of Green Neck, and the party made preparations to effect a launch for the purpose of pursuing their vocation upon the fishing grounds lying directly off the beach. When the boat was ready, Keeper J. T. Etheridge, of the life-saving station, assisted the fishermen in getting afloat, which was accomplished without difficulty or the slightest apprehension of mishap, the wind being light and the sea smooth, except for an occasional high and rather sharp roller. The keeper, who had especial interest in the welfare of the party for the reason that his son was in charge of the boat and his grandson, C. D. Wescott, was one of the crew, kept his eyes upon her until she had passed the breakers into apparently safe water, when, as he testifies, he turned and walked back toward the station.

According to the testimony of E. Y. Etheridge, who handled the boat, he and his companions succeeded in getting over the bar and thought they were all right, when a great sea made up about 15 yards outside of them, broke heavily into the dory and instantly capsized it. As it went over, Etheridge and Wescott were caught beneath it, but soon cleared themselves and, kicking off their rubber boots,

struck out for the shore, following Kemp and Armstrong, whom they saw already swimming in that direction. Wescott, it appears, had seized a couple of oars and was making such good progress that he soon overtook Armstrong, who was not an expert swimmer or of much experience in the surf, and to whom he pushed out one of the oars to aid him. Armstrong, however, did not avail himself of the proffered assistance, and the next moment a strong sea separated the men. They now found the situation sufficiently perilous to justify everyone in looking out for himself, and therefore Etheridge, Kemp, and Wescott kept on toward the beach with all the power they could command. When they found that their own safety was assured they looked around for Armstrong, but he was nowhere visible, and they expressed the opinion that he must have perished within three or four minutes after the dory upset.

Keeper Etheridge testifies that after he saw the boat safely past the breakers he had proceeded about 100 yards toward his station, when the sudden crash of an unusually heavy sea caused him to look backward and he saw the dory, with its crew of struggling men, slowly turning over. A member of the life-saving crew was only a short distance away on horseback, and the keeper shouted to him to hasten to the station as fast as he could and turn out the crew. Some of them were up and dressed, and the others so quickly appeared, some without even putting on their shoes, although it was winter time, that they had the surfboat on the beach almost instantly, and abreast the capsized dory within six minutes from the time the alarm was given.

The surfboat was instantly launched and pulled for the upturned dory, the keeper, who had seen three of its crew reach the shore, suspecting that the fourth man, Armstrong, might be underneath it. The surfmen righted it at once, but found nobody, and the keeper then instructed them to lay out the fishermen's net, which was still in the dory, and drag the bottom in the vicinity of the accident, hoping to recover the body and possibly to effect resuscitation by the application of the usual methods. The current, however, was running very swiftly, and all their efforts to recover the lost man proved ineffectual. The conclusion was reached that he had drifted out to sea, and that opinion is well substantiated by the fact that no trace of him was ever discovered.

After an hour of intelligent and persistent effort to recover the unfortunate man, the life-saving crew returned to the station and resumed their daily routine. That they promptly and fully performed their entire duty on this occasion is clearly established, and the circumstances show that Armstrong gave out so quickly as to make it impossible that his life could have been saved, even if the surfboat and life-saving crew had been on the beach when the capsize took place, which, in fact, is the opinion expressed in the testimony of the survivors.

Wreck of a dory.

On March 14, 1898, the schooner *Mary H. Lewis* was lying at anchor in Cross Island Harbor, Maine, and shortly before daylight two of her crew, Eugene Tabbot and Charles Ramsdell, set out on a fishing trip to the south of Cross Island. In order to save a long pull around a group of islands, they attempted to go through a narrow and dangerous passage, flanked on either side by high, precipitous cliffs, between Cross and Scotch islands, which is never used except under the most favorable conditions of wind and tide and is not in sight of the station. No sooner had the two men entered the passage than they recognized their mistake, but it was too late to retreat, and the tide carried the dory into the surf dashing over the ragged rocks, upon which it was almost instantly crushed to splinters. Of the two occupants, Ramsdell was drowned and Tabbot was washed up on a rock, from which he managed to get ashore and run to the Cross Island Life-Saving Station, some 500 yards distant.

At the time of the accident but two surfmen were up, and they were doing their patrol about 2 miles west of the station, where their services are most frequently needed. As soon as Tabbot had alarmed the station, the keeper and the rest of the crew hurried to the scene, but could find no trace of the missing man and only a few pieces of the wrecked boat. Two days later they found Ramsdell's body, from the cut and bruised condition of which they concluded that he had been thrown upon the rocks and instantly killed.

The coast of Maine abounds in small and dangerous passages, and it is obviously out of the question for the life-saving crews to watch all of them and at the same time to execute their more legitimate work of assisting vessels in distress. Consequently no blame should attach to the station crew for this casualty, especially as the testimony in the case would indicate that they would have been unable to save the man had they been on the scene at the time.

Capsize of a dory.

On the afternoon of April 2, 1898, Charles B. Cushing, a lobster fisherman, was drowned about a quarter of a mile east-northeast of the Brant Rock Station, coast of Massachusetts, under conditions that in ninety-nine out of a hundred similar cases would not be attended with loss of life.

From the evidence obtained, it appears that he had been out on the fishing grounds, and at about 1.30 p. m. was returning ashore in his dory, carrying a small leg-of-mutton sail in a fresh southwest breeze, and that when about one-eighth of a mile north of Brant Rock and a quarter of a mile from the station a sudden flaw of wind caused the dory to list over and fill. Three of the station crew had been watching the dory and they immediately gave the alarm, in response to which the rest of the crew came running to the beach, where they manned

two dories and hastened to the scene of the casualty, arriving, according to the testimony of eyewitnesses, within four minutes from the time the boat went over.

Nevertheless, they found the sunken dory without any trace of the late occupant. They concluded that he must have drowned immediately after the capsizing, and this conclusion is borne out by the statement of those that were watching the dory, that the man went down with it and did not reappear. The surfmen therefore at once began dragging for the body in the hope of recovering it in time to restore animation; but in this they were disappointed, as persistent grappling for five hours failed to locate it, and approaching darkness then compelled them to abandon the search. In the meantime, those not engaged in dragging raised the dory, bailed it out, and then pulled about in their boat, firing guns over and in the vicinity of the place of the capsizing; but that expedient, though said to be often successful, was in this instance of no avail, and the crew reluctantly returned to the station.

A close watch was kept for the body, but it was not until three days later that the lookout reported it floating in the surf near the station. The crew carried it to the station, and the keeper notified the coroner, who went to the place and took charge. Word was also sent to the relatives of the deceased, and by their directions an undertaker removed the remains to his rooms to prepare them for burial.

In appreciation of the earnest endeavors of the life-saving crew to recover the body of the unfortunate man, a friend of the family addressed to them the following letter:

ROXBURY, MASSACHUSETTS, April 10, 1898.

GENTLEMEN: As far as words can express the sincere gratitude of loving and sorrowing members of a grief-stricken family, we desire to express our sincere appreciation of the noble efforts you made in behalf of the dear one so suddenly taken forever, and as long as we are permitted to remain here shall always hold you, one and all, in affectionate and grateful remembrance.

We remain, gentlemen, under every circumstance and through all time,

Yours, very sincerely,

GEO. C. BARNES,

And members of the Cushing family.

The CAPTAIN AND CREW OF THE LIFE-SAVING STATION,
Brant Rock, Massachusetts.

Capsizing of a fishing dory.

About 20 minutes past 5 o'clock in the morning of April 13, 1898, two surf fishermen, Charles W. Powell and Frank Parker, were drowned in the surf one-half mile south-southwest of the Ocean City Life-Saving Station, coast of Maryland.

These two men, with William J. Purnell and Joshua Quillin, composed the crew of a dory engaged in sturgeon fishing off Ocean City, and when the casualty occurred were making an effort to pass out over the bar for the purpose of setting gill nets which they carried in the

dory. The weather was clear and only a light northwest breeze was blowing, but the surf was very high and altogether too dangerous for any fishing boat to attempt its passage.

Surfman Albert C. Carey, of the life-saving station, was on patrol to the southward at the time, and observing the crews of two dories just ahead of him preparing to make a launch, he hurried toward them for the purpose of advising against the perilous enterprise; but before he reached the place one of the dories was afloat and the crew of the other had their boat at the water's edge, ready to follow. With all speed Carey now ran forward to beg the men to desist, upon the ground that one boat was already in jeopardy, and it would be well to wait and see what results might attend her before imperiling more lives. He had not reached the second boat, however, when looking seaward he saw the first one swamp and capsize on the bar, some 150 yards offshore.

A moment later he was among the men standing almost horrified around the second boat, and now urged them to put out and try to save their comrades. But they were so excited and unnerved that they seemed for the moment unable to do anything, and he requested that they allow him to take charge of their boat and go out with two of their crew to aid him. To this proposition they at once consented, Thomas Richardson and John W. Quillin agreeing to accompany him.

A launch was effected without delay, and with Carey at the steering oar Richardson and Quillin pulled with all their might for the capsized boat. Before they got to her, however, all four of her crew were washed off and separated from one another, and Carey therefore steered for the man nearest at hand, Joshua Quillin, who was supporting himself and swimming as best he could with the aid of an oar. The rescuers at once pulled him into the dory, and then made for William J. Purnell, who was the next man nearest them. A heavy sea knocked them away from him, however, and John Quillin then pushed out an oar for him to take hold of, but he had already given up and sunk two or three feet below the surface. Seeing that in another minute the man would surely be lost, Carey now rose up, and with all his clothes upon him dived boldly into the water beneath the sinking man and bore him to the surface and alongside the boat. By careful and laborious efforts the two men were taken into it.

Only a very few minutes had been consumed in these rapid operations, but when Carey looked about for Powell and Parker they were nowhere to be seen. It was afterwards stated by the survivors that these men were both drowned within from three to five minutes after the dory capsized. The surfboat was therefore quickly pulled ashore. Of the two rescued men Quillin was in tolerably fair condition, but Purnell was so nearly gone that as soon as landed he was laid upon the sand, which was heaped up beneath him, the middle of the body being required by the resuscitation rules to be so raised up, and the methods for the restoration of the apparently drowned were practiced upon him

until consciousness returned and he was able to be moved to the station. Keeper Dunton and the rest of the life-saving crew meantime reached the scene and took part in caring for the welfare of the rescued men. As soon as they were safe in the station the keeper telegraphed for Dr. Edwin J. Dirickson, of the Marine-Hospital Service, who promptly responded and took charge of them.

Nearly two hours after the disaster occurred the body of Charles W. Powell was taken from the surf about a mile below the station, almost inextricably entangled in the seine. Although it had been in the water for a long time, the faithful surfmen did their best to effect resuscitation, but without success. Two days later the body of Frank Parker was recovered, 6 miles south of the station.

The promptness, sound judgment, and faultless courage displayed by Surfman Carey on this occasion are deserving of especial mention. In recognition of his heroic conduct Dr. Dirickson subsequently addressed to the General Superintendent the following commendatory letter:

OFFICE OF MEDICAL OFFICER IN COMMAND,
MARINE-HOSPITAL SERVICE,
Berlin, Maryland, April 21, 1898.

DEAR SIR: Allow me to heartily commend the action of A. C. Carey, a member of the Ocean City Station, Fifth District, in his noble effort to rescue the crew of an overturned surf fishing boat last week. His efforts were partially successful, and he rescued one of them at the imminent peril of his own life. His action was most heroic, and reflects credit upon him as a man, and as a member of the Life-Saving Service he is certainly worthy of all praise.

Very truly, yours,

EDWIN J. DIRICKSON, M. D.,
Acting Assistant Surgeon, M. H. S.

THE GENERAL SUPERINTENDENT OF THE LIFE-SAVING SERVICE.

Wreck of the schooner George L. Fessenden.

The three-masted schooner *George L. Fessenden* was wrecked in the forenoon of April 27, 1898, about 1 mile northeast of the Chicamacomico Station, coast of North Carolina, and four of her crew, whose names, except one, could not be ascertained, were lost.

The vessel was twenty-four years old, of 414 tons measurement, hailing from Bridgeton, New Jersey, and manned by seven men, including the master, C. B. Norton, who was one of the drowned. She was loaded to her full capacity with crushed stone at Philadelphia, Pennsylvania, whence she sailed for Southport, at the mouth of Cape Fear River, North Carolina, on March 30. For some reason which does not appear, but was probably stress of weather, she put into Hampton Roads, Virginia, where it is likely she remained for some time, not having been again heard from until the morning of Tuesday, April 26, when she was discovered by Surfman E. S. Midgett, of the Chicamacomico Life-Saving Station, which is some 20 miles north of Cape

Hatteras, heading toward New Inlet in a partially disabled condition. Her foremast was broken off about one-third of its length below the crossrees, and her main topmast was also gone, while it was clear that she had lost most of her sails from the fact that the only canvas spread was a double-reefed spanker, a topsail set as a mainsail, a storm trysail as a foresail, and a flying jib. These damages, as was subsequently ascertained, had occurred some days previous to the wreck in a furious southeast gale which struck the *Fessenden* in the vicinity of Cape Lookout, not far from her destination, and compelled her to put about and run northward of Cape Hatteras to the vicinity where she appeared on the morning above mentioned.

When first observed she was about 8 miles east-northeast of the Chicamacomico Station, and after standing toward the shore for a while she tacked off, and finally came to anchor about 4 miles distant, to the northeast. The wind was moderate and the weather clear and fine, but the condition of the vessel and the danger of her position, should a storm arise, caused her to be scrutinized with much care for signs of a signal for assistance; and as the day advanced and none was made, Keeper L. B. Midgett, from the lookout of his station, set his code flags to inquire whether she wanted aid. No notice whatever was taken of them, and when the sun went down the schooner still lay comfortably at her anchor.

During the evening the wind began to freshen, and continued to increase to such an extent that strong fears for her safety were entertained, and all preparations were therefore made at the station for instant action. No alarm occurred, however, during the night, and at daylight Wednesday, the 27th, the vessel was still holding her own, but the sea was very rough, with the wind blowing a stiff northeast gale, and she was riding so heavily that it seemed as though her cables might at any moment give way. She still showed no signal of distress, but incessant watch was kept upon her, and between 8 and 9 o'clock it became evident that the cables had parted and she was drifting toward the beach. At 8.50 she struck on the outer bar about a mile north of the station, and finally fetched up, a few minutes later, some 250 yards from the beach, head on.

The Chicamacomico crew started out with their apparatus as soon as they saw that the vessel was going ashore, and reached the place of stranding within ten minutes after she struck. The crews of the New Inlet and Gull Shoal stations had been requested by telephone to cooperate, and both promptly responded, the former reaching the scene almost simultaneously with the Chicamacomico crew, and that from Gull Shoal arriving a few moments later.

When the schooner stranded her crew were gathered on the fore-castle deck, but the heavy waves at once began to sweep the whole hull, and the men were therefore compelled to seek refuge on the jib-boom. Even there they were constantly beaten by the crests of the

great waves and their position was extremely precarious. The Lyle gun was instantly placed in position and a moment later sent out its first friendly shot, which was so well aimed that it laid its line fairly across the jib-boom, almost in the very hands of the shipwrecked men, who seized it at once and began, as well as they could, to haul it out in order to get the whip line and block aboard. Situated where they were, this task would have been hard under almost any conditions, but was now extremely so because of the swift longshore current which caught the line and swept the bight of it far to the southward. At times the men would almost fall from the boom, but nevertheless they were doing fairly well and would probably have succeeded had the hull of the vessel been sufficiently sound to stand the shocks of the sea for even a good half hour. One of the witnesses describes her as "rotten as a pear." Her dead weight cargo of 521 tons of stone fixed her as firmly in the sand as a breakwater, and under such circumstances her weakness made it impossible for her to hold together. While the poor sailors were desperately struggling to get the life-saving lines on board, and within not more than twenty minutes after stranding, she broke into a thousand pieces and the entire crew, still clinging to the jib-boom, were precipitated into the surf. Two of them, it was stated by some of those present, were struck by pieces of wreckage and killed outright. The captain was said to have been washed overboard and drowned when the schooner struck and while all hands were still on deck. At all events, four of the seven were alive just after the hull broke up and these manfully breasted the waves in a desperate and almost forlorn attempt to save their lives.

The life-saving men were properly equipped with heaving lines, and the moment the crash came they scattered along the shore to the southward, in which direction the current carried the swimmers, and pushed out into the surf as far as they could go without losing foothold and being themselves swept seaward, so that whenever a man came within possible reach they either caught him in their arms or threw him a line, by which means they drew him within grasping distance. In this way three were rescued, but the fourth, who was also the fourth member of the ship's company to perish, drifted beyond reach and drowned. The last man saved was taken from the water fully a mile south of the wreck, and all three were nearly exhausted—one to every outward appearance being beyond possibility of resuscitation. The most vigorous efforts, however, were made to restore him to consciousness, and by the intelligent and persistent application of the Directions for Restoring the Apparently Drowned, in which all the crews are thoroughly drilled, his life was saved.

The work of rescue involved peril to the life of every man engaged in it, and it is, therefore, only a matter of justice to state that the life-savers were bravely assisted by two volunteers of the neighborhood, C. P. and A. F. Midgett, who were under no obligations to participate

save that imposed upon noble minds by the highest sense of humanity, and who well performed their voluntary part.

Strange as it may appear, none of the rescued men knew the names of their lost shipmates, although they had been in daily association with them for at least a month within the narrow limits of a vessel's forecastle.

The survivors, who remained at the station for several days, were provided with proper clothing from the stores of the Women's National Relief Association, and when they were ready to depart were supplied with the money necessary to secure transportation by contributions from the crews of the Chicamacomico, New Inlet, Gull Shoal, Little Kinnakeet and Cape Hatteras stations.

The incidents of this wreck were much like those of the *Edward W. Schmidt*, recorded in previous pages, and there is room for scarcely a doubt that in both instances the lives of all on board would have been saved had the masters signaled for, or even in case of the *Fessenden*, shown a willingness to accept aid or advice from the keepers of the life-saving stations before it was too late.

The following letter from the shipwrecked men was sent to the General Superintendent:

CHICAMACOMICO LIFE-SAVING STATION,
NORTH CAROLINA, May 4, 1898.

SIR: We, the three survivors of the schooner *George L. Fessenden*, wrecked near this station April 27, 1898, wish to state that everything was done by the crews of the three stations, Chicamacomico, New Inlet, and Gull Shoal, to save us, and that the loss of the four other men was in no way the fault of the surfmen, as the vessel went to pieces in twenty minutes after we got the shot line. We all had to take to the jib boom, and it was impossible for us to haul off the whip line from there; the vessel was as rotten as a pear, and was a wreck before we ran ashore.

We also wish to heartily commend the work of the Life-Saving Service along this dreadful coast; the men are experts in the heroic performance of saving life and property.

In conclusion we wish to express our thanks for the kind treatment given us by your men while we were with them.

Respectfully, yours,

JOHN F. JONES, *Steward*,
GEORGE RAASCH, *Seaman*,
LOUIS BURNS, *Seaman*,

Of the wrecked schooner George L. Fessenden.

GENERAL SUPERINTENDENT LIFE-SAVING SERVICE,
Washington, District of Columbia.

Capsize of a fish boat.

The first fatal accident of the fishing season of 1898 on Peacock Spit, at the mouth of the Columbia River, occurred on the morning of May 10, when a cat-rigged fish boat occupied by Charles Heggblom and Louis Stohlman, both of Astoria, Oregon, was caught in the breakers

and capsized, and a rapid succession of heavy seas made it impossible for the men to maintain their hold on the overturned boat.

The crew of the Cape Disappointment Station were, as usual, patrolling in the vicinity of the spit, watching the various fishing craft and standing by to give assistance when needed. As soon as the boat capsized, the life-savers, then only about 150 yards from the scene, pulled with a will to the aid of the endangered men, but the short time required for them to cover the distance sufficed for the seething surf to overcome Stohlman, who could not swim, and to hold him fast in the treacherous undertow. The other man, Heggblom, although badly tangled in the net, managed to retain his grasp on the boat until rescued by the life-saving crew.

The surf was altogether too high for the station crew to attempt to search for the body of the missing man where he went down, and they lay inside the breakers until the boat and net drifted clear of the surf line, some forty minutes after the disaster, and then set about to recover the lost property. When they cleared the net they found the body of the missing man caught and firmly held in its meshes, the net, apparently, having drifted over the body as it was being carried along by the undertow. The surfmen worked over the body assiduously, trying to resuscitate it, but without success, and they gave it in charge of another fisherman, who took it to Astoria. The rescued man was uninjured, and the boat and gear were recovered undamaged.

Sinking of the tug Record.

A little past 11 o'clock in the night of June 2, 1898, a collision occurred in the ship canal leading from Lake Superior to Duluth Harbor, Minnesota, resulting in the loss of three lives from the harbor tug *Record*, which was capsized and sunk.

The night was rainy and extremely dark, and a heavy northeast wind was blowing, while there was a rough sea in the canal and a very swift outward current. The steamship *Robert Fulton*, of the Bessemer Steamship Company, bound for Duluth without cargo, was passing through the canal and had reached a point within about 150 feet of the inner piers when, for the first time, she observed the *Record* headed in the same direction as herself and proceeding slowly, if moving at all, apparently waiting for the purpose of taking the *Fulton's* towline.

The tug hailed the steamer for the line and dropped back close to her in order to get it as it was being paid out, when the current, which was running at the rate of 6 or 7 miles an hour, caught her on the broadside and swept her squarely across the stem of the *Fulton*. The latter was moving with a speed of only a mile and a half an hour, but her momentum was so overwhelming and the current was so rapid in the other direction that she bore down under her forefoot the little tug of only 59 tons, which careened for an instant and then rolled over and sunk "as quick as a stone," to quote one of the witnesses.

There were four men on board of her, three of whom were on deck

and managed to clear the hull as it went down. The fourth, Steward Elmer Cook, was asleep in his bunk and sank with the tug, nothing whatever having been seen or heard of him by anybody present at the disaster. The fireman, "Al" Davidson, managed to get hold of some piece of wreckage, upon which he sustained himself until rescued by a small boat which happened to be near at hand. The forms of Captain John H. Brichulet and the engineer, George Briggs, were dimly made out through the intense darkness, for hardly more than a minute, and a sharp outcry for help was heard, but they then disappeared from view and nothing further was ever heard of them. It was the belief of all persons cognizant of the circumstances that they were swiftly swept seaward by the rapid current and quickly perished.

Thomas White, assistant keeper of the Duluth lighthouse, testifies that he witnessed the disaster and immediately shouted through his speaking trumpet to Surfman George Emerson, who was on patrol not far away, that an accident had occurred and assistance was needed at once. Emerson ran up to White, of whom he learned in a single breath what had occurred, and then set out at the top of his speed to alarm the crew at the life-saving station. It appears that in the excitement and confusion incident to the fatality nobody thought to blow a signal of distress on board the *Fulton*, which would have summoned the life-saving crew instantly; and, therefore, there was a little loss of time while Emerson was making his way to the station. This fact, however, all the witnesses agreed made no difference in the result. In twenty minutes from the collision the life-saving crew were on the spot and did everything in their power to find and recover the missing men. The undertaking, however, was hopeless from the outset. The tragedy was complete before the station crew received any intimation whatever of its occurrence, and the circumstances show that the unfortunate result could not have been averted, even if they had been notified the very instant the collision occurred. Mr. White, the assistant light-keeper, testifies that in his opinion it was so dark and stormy that "if they had been within a hundred feet of the accident they could not have seen the men. There was a boat close by which saw only one."

At the request of the manager of the tug line, the surfmen located and buoyed the wreck, but could be of no further service, as the state of the sea and weather precluded the work of dragging for the bodies of the unfortunate men, who were in all probability carried well out into the lake by the force of the current.

THE WOMEN'S NATIONAL RELIEF ASSOCIATION.

Too much praise can not be awarded the Women's National Relief Association, whose generous supplies of clothing are furnished from year to year to ameliorate the condition of victims of marine disasters. Hundreds of shipwrecked persons testify that but for the benevolence which places these comforts within reach their condition would have been wretched indeed.

During the fiscal year ending June 30, 1898, sixty-eight cases have arisen where the keepers of life-saving stations have had occasion to furnish clothing supplied by this association for the relief of persons in need. The following is a tabular statement of these benefactions:

Date.	Station and locality.	Beneficiaries.
1897.		
July 3	Cape Disappointment, Washington	Crew of a fish boat that capsized near the station.
July 11	Eatons Neck, New York	A man cruising in a small boat, who arrived at the station wet and exhausted.
July 14	Hunniwells Beach, Maine	Crew of the schooner Edward W. Schmidt, wrecked near the station.
July 22	Old Chicago, Illinois	A boy rescued from a capsized boat.
July 23	Racine, Wisconsin	A destitute man recently discharged from the hospital.
July 24	Charlotte, New York	A boy who fell into the river.
July 26	do	A man rescued from drowning.
July 26	do	Two persons rescued from a capsized boat.
Aug. 3	Sullivan's Island, South Carolina	Three men from a schooner.
Aug. 6	Kewaunee, Wisconsin	A drunken man rescued from drowning.
Aug. 9	Cape May, New Jersey	A man from catboat Oxonlau.
Aug. 12	Plum Island, Massachusetts	A man and a woman badly burned.
Aug. 12	Holland, Michigan	A man rescued from drowning.
Aug. 12	Sturgeon Bay Canal, Wisconsin	A man from a sailboat.
Aug. 18	City Point, Massachusetts	Three men from a catboat.
Aug. 18	Charlotte, New York	An intoxicated man who fell off a pier.
Aug. 20	Hunniwells Beach, Maine	A man, a woman, and two children.
Aug. 20	Charlotte, New York	A drunken man who fell from a pier.
Aug. 20	Grand Haven, Michigan	Two men from launch Restless.
Aug. 24	Plum Island, Massachusetts	Three men from yacht Louisa.
Aug. 27	Buffalo, New York	A man who fell from a dock.
Sept. 4	Gay Head, Massachusetts	A destitute seaman landed from fishing schooner Edith Bean.
Sept. 9	Cleveland, Ohio	A small girl who fell from a wharf.
Sept. 16	Saint Joseph, Michigan	Two seamen from schooner Alert.
Sept. 19	South Chicago, Illinois	A woman rescued from drowning.
Sept. 21	Sullivan's Island, South Carolina	A man rescued from a capsized sloop.
Sept. 25	Old Chicago, Illinois	A boy who fell off a wharf.
Sept. 28	do	The destitute crew of the schooner Mary E. Dykes.
Oct. 2	Cape Henlopen, Delaware	Crew of wrecked schooner Elias Rosa.
Oct. 3	Ocean City, New Jersey	Five men from schooner Henry May.
Oct. 4	Beaver Island, Michigan	Crew of the schooner Cruiser.
Oct. 5	Frankfort, Michigan	Seven people from schooner Addie.
Oct. 6	Wachapreague, Virginia	Crew of schooner J. G. Connor.
Oct. 6	Holland, Michigan	Four men from schooner Ellen Stephenson.
Oct. 10	Cape Hatteras, North Carolina	Part of crew of British steamer Hesperides.
Oct. 17	City Point, Massachusetts	One man from a sailboat.
Oct. 20	Cleveland, Ohio	A man who fell from a dock.
Oct. 21	Nauset, Massachusetts	Crew of schooner Nellie Lamper.
Oct. 25	Lewes, Delaware	Crews of schooners Sarah Jane Vaughn and Elizabeth S. Lee.
Nov. 11	Marquette, Michigan	Two men rescued from a wrecked sailboat.
Nov. 18	Umpqua River, Oregon	Passengers and crew of wrecked steamer Truckee.
Dec. 1	Vermilion Point, Michigan	Five men and one woman from wrecked schooner Joseph Paige.
Dec. 2	Old Chicago, Illinois	A man who fell from a pier.
Dec. 4	South Haven, Michigan	Crew of schooner Mishcott.
1898.		
Jan. 1	Burnt Island, Maine	A man from wrecked schooner Nevada.
Jan. 14	Brigantine, New Jersey	Wife of master of wrecked sloop Farniente.
Jan. 23	Oak Island, North Carolina	Crew of wrecked schooner William.
Jan. 26	Saint Joseph, Michigan	A number of the passengers and crew of the wrecked steamer City of Duluth in need of dry clothing.
Jan. 29	Jerry's Point, New Hampshire	Crew of wrecked schooner Tragabigzanda.
Feb. 7	Indian River Inlet, Florida	Two men from a swamped fish boat.
Feb. 20	Ship Bottom, New Jersey	Crew of wrecked schooner John Johnson.
Mar. 4	Cape Henry, Virginia	Crew of wrecked British schooner Gleadowe.
Mar. 15	Plum Island, Massachusetts	Three men from a capsized dory.
Mar. 31	Peaked Hill Bars, Massachusetts	Crew of wrecked schooner Willie H. Higgins.
Apr. 5	Portsmouth, North Carolina	Crew of the wrecked schooner S. Warren Hall.
Apr. 18	Galveston, Texas	Two men from sloop Emma Jane.
Apr. 21	Corson Inlet, New Jersey	A man from stranded sloop Victory.
Apr. 27	Bodie Island, North Carolina	Crew of the wrecked schooner Milton.
Apr. 27	Chicamacomico, North Carolina	Crew of the wrecked schooner Geo. L. Fessenden.
May 8	Parramore Beach, Virginia	Crew of sunken schooner Emma M. Robinson.
May 15	Charlotte, New York	A man rescued from drowning.
May 16	High Head, Massachusetts	Crew of wrecked schooner Red Rover.
May 19	Gurnet, Massachusetts	Two men, crew of capsized sloop Winnie Tuxet.
May 25	Old Chicago, Illinois	A fisherman rescued from drowning.
June 5	Erie, Pennsylvania	A man who fell out of his boat.
June 12	Buffalo, New York	Three men from a capsized sailboat.
June 21	Racine, Wisconsin	A man who fell from a pier.

ESTABLISHMENT OF STATIONS.

New stations have been completed during the year at Damariscove Island, Maine; Salisbury Beach, Massachusetts; Old Harbor, near Chatham Beach, Massachusetts; Isle of Wight, north of Ocean City, Maryland; Lake View Beach, near Port Huron, Michigan; and Petersons Point, Grays Harbor, Washington. Of this number all have been put in commission except that at Petersons Point. There has been some delay in the equipment of this station, but it will soon be manned and well provided for service.

New station buildings adapted to present requirements are being erected in place of old and inadequate ones at Mantoloking, Island Beach, Ship Bottom, Little Egg, Brigantine, Pecks Beach, Corson Inlet, and Holly Beach, New Jersey.

A new and appropriate building is being constructed on Hog Island, Virginia, to take the place of the old one, which is no longer suitable for the accommodation of the crew and necessary apparatus. Contracts were also made during the year for the construction of two stations to be located, respectively, at Great Boars Head, Hampton, New Hampshire, and Sandy Point, on the northern extremity of Block Island, both of which are nearly finished.

Several stations have been extensively repaired and improved in the First District, coast of Maine, and the Ninth District, coasts of Lakes Erie and Ontario.

TELEPHONE LINES.

The growing importance of the telephone lines, not only as an aid to the Service in the prompt transaction of public business and the speedy concentration of crews when necessary on occasions of disaster, but to the commercial interests of the country, is emphasized from year to year as the system is extended and improved.

Besides a considerable extension of lines since the last annual report, as circumstances have suggested, lines already established have been improved in efficiency and durability in various localities by the substitution of copper for galvanized-iron wire. This improvement will include, as soon as possible for the change to be effected, the coasts of Cape Cod, Long Island, Delaware, Maryland, Virginia, and North Carolina.

On the coast of New Jersey, where contiguity of electric light and trolley wires heretofore has rendered the life-saving system especially liable to derangement, a metallic circuit has been inaugurated with entirely satisfactory results.

Additional facilities have been provided for the transmission of news of wrecks and other desirable information to the maritime exchanges and the underwriters. All disasters of importance occurring within the scope of the Service are at once reported over the telephone system

to the telegraph lines of the country, and the necessary facts regarding them are thereby promptly delivered in all considerable commercial centers.

The lines belonging to the Service (exclusive of connecting lines not owned by the Government) now comprise some 800 miles, bringing a majority of the stations in touch with one another and enabling them to communicate in a few moments with the district offices, or, if need be, with the office of the General Superintendent at Washington.

COAST SIGNAL SERVICE.

Upon the declaration of war between Spain and the United States the Government realized the necessity of a line of signal stations along the Atlantic and Gulf coasts, so equipped and distributed as to detect without delay the presence of the enemy's vessels, should any appear, as was then apprehended, and to immediately transmit to Washington all obtainable information regarding their movements. It was obviously further desirable that vessels of the United States skirting the coast should be able to impart to and receive from the coast signal stations messages of importance without the loss of time necessary to proceed to port.

While the demand for such a system was extremely urgent, the problem of effecting it as a new and original organization in season to be of any use would have presented very great difficulties.

By no means the least of the fortunate incidents of the war was the circumstance that, without the slightest intention of so doing, the Government had in fact already provided itself for this very emergency by the establishment of life-saving stations at frequent intervals along the coast, and at the most important points where an enemy would be likely to attempt an inroad. The General Superintendent promptly suggested their availability for coast signal purposes without the necessity of a single moment's delay beyond the few hours required to prepare and transmit orders. They were already manned by trained and well-disciplined crews, who were versed in the use of the signals of the International Code, accustomed to patrolling the beaches by night, and by day when necessary, and to maintain at all times a searching watch for all objects to seaward.

Moreover, the stations being in close communication with one another by means of the telephone lines of the Service, it was entirely feasible, if necessary, for a given station to transmit information by the long-distance instrument instantly and directly to the desk of the General Superintendent of the Life-Saving Service, or to the Superintendent of the Coast Signal Service in Washington.

The suggestion of the General Superintendent was promptly accepted, with the result that about three-fourths of the life-saving stations on the Atlantic and Gulf seaboard were at once commissioned as coast signal stations. When the entire system, which included lighthouses

and Weather Bureau stations, was completed, it was found that of a total of 233 stations 139 were furnished by the Life-Saving Service.

The overwhelming swiftness with which naval operations were conducted happily rendered it impossible for the enemy to threaten the coast, but the importance of the signal stations was not thereby discounted; and the naval officer in charge of the system bears testimony in his report that it would have effectively served every purpose of its establishment had occasion required, and, as a matter of fact, did render valuable service in some instances of extreme importance, by advising the Navy Department of the movement of Government vessels, etc., among which instances perhaps the most notable was the great relief afforded the whole country by the receipt and transmission of the message of Captain Clark, of the *Oregon*, when he rounded to off Jupiter and signaled that the *Oregon* had arrived and that all on board were well and ready for battle.

Under the provisions of a special act of Congress the 139 stations performing coast signal duty were kept opened and manned during the months of June and July (inactive season), when the crews would otherwise have been laid off.

The adaptability of the life-saving stations for military outposts or pickets, and the facility with which they were utilized, invite especial notice to the fact that the country is in this respect well prepared for any future similar emergency, and that the cost of maintaining the military establishment in time of peace is in no way increased.

APPLICATION OF CIVIL-SERVICE RULES.

The Life-Saving Establishment has been operating during the year under the civil-service rules, having been included in the classified service, together with several other branches of the Executive Departments previously exempt, by the order of the President of May 6, 1896.

Under these rules original admission to the Service was fixed at the grade of surfman, the chief qualification for which, as the name implies, is surfmanship. Some difficulty was experienced in devising a plan for applying the principle of competitive examination to the ascertainment of the comparative qualification of candidates in this important factor. Were it practicable, the most accurate and satisfactory test would unquestionably be by actual trial in the surf. Such a test, however, would entail much expense upon both the candidates and the Government, and would be extremely dangerous. Numerous boards of examiners would have to be organized, one at least for each district, and in some districts two or three. A place of trial having been set, a majority of both board and candidates would have to travel great distances to reach it, and when assembled, in nine cases out of ten, they would be obliged to wait several days for a suitable surf. This obtained, boat-load after boat-load of candidates of all degrees of skill and experience, unaccustomed to work together, and used to different

words of command for the same maneuver or action, would be called upon to exploit their proficiency. Loss of life would be the inevitable result. It is true there would be less hazard in giving oars to one or two candidates at a time in a boat, the remaining oars being taken by members of a life-saving crew, but this would prolong the examination beyond practicable limits, and would by no means insure the safety of life. In such a sea, and under such conditions as would afford the requisite test, a slight lack of dexterity or a misunderstanding of orders by a candidate might prove disastrous. Indeed, the danger alone attending a test of surfing skill by actual trial in the surf puts such a method entirely out of the question.

Written examinations would not fulfill the purpose. General educational attainments, in testing which such examinations are usually employed, are of little account as qualifications for men whose principal duties are to battle with wave and storm for the lives of imperiled mariners and to patrol the beaches, keeping watch and ward for endangered vessels. A series of questions could easily be framed concerning the management of boats in different conditions of surf and weather, the manner of using wreck-ordnance, the breeches-buoy apparatus, and other means practiced in the Service, but their application to competitive examinations would often prove to be only a sort of scholastic test in which the competitor who had best committed to memory the explicit "Rules for the Management of Rowboats in the Surf," the "Beach Apparatus Drill," and the instructions and advice contained in the "Regulations" and other manuals published by the Service, would pass the best examination, though he might have had less practical experience than any of his competitors, and, perhaps, even none at all. Such a method of examination would be as unsatisfactory in its results as the method of actual trial would be dangerous.

In considering whether any practicable means of testing qualification in surfmanship by competitive examination could be devised, the idea of making experience the criterion suggested itself. Upon consultation, the Civil Service Commission approved of the suggestion, and steps were taken to reduce the proposition to a practical system of application. To adapt it to the different conditions and requirements of different localities and stations was a work demanding great care and judgment; and owing to the vast amount of additional labor thrown upon the Commission by the President's order, and the pressure of the current business upon the office of the Life-Saving Service, it was not until the middle of January, 1897, that the details of the plan were formulated.

On the 14th of that month regulations governing admission to the grade of surfman, approved by the Commission and the Secretary of the Treasury, were promulgated. For the purpose of establishing eligible registers, the several life-saving districts were divided into convenient sections, numbering 32 in all. Forms of application were

provided, which could be obtained of any of the officers of the Service, but an applicant was required to file his application with the keeper of the station nearest his residence, which he could do at any time. Provision was made for the establishment of an eligible register for each section semiannually, at the beginning of June and the beginning of December. If a lack of eligibles for any section should render it necessary, a special examination could be ordered. An applicant was required to be a citizen of the United States, to be not under 18 nor over 45 years of age, not less than 5 feet 6 inches in height, not less than 132 nor more than 190 pounds in weight, to reside not more than 5 miles inland from the ocean, bay, or sound shore, or the shore of the Great Lakes (except applicants for the Louisville Station at the Falls of the Ohio River), and to be able to read and write the English language. Each applicant was required to furnish two vouchers under oath as to his experience as a surfman, sailor, or boatman, from persons by whom or with whom he had been employed as such; also a certificate of his physical condition, executed by a medical officer of the Marine-Hospital Service. The physical examination was to be made within five days preceding the filing of the application. Each station keeper, each district superintendent, and the General Superintendent were required to note any misstatement in the application known to any of them, and to call attention to any disqualification which would affect the eligibility of the applicant for the position of surfman. No person was to be examined who had not had at least three years' experience as a surfman, sailor, or boatman, unless a sufficient number of eligibles with this amount of experience from whom to make certification for vacancies could not be obtained, in which case applicants of less than three years' experience might be examined.

The elements to be considered in the examination were, first, physical condition; second, experience; third, age; and these elements were to have, respectively, a relative weight of 7 for physical condition; 2 for experience, and 1 for age, in an aggregate of 10. To determine the general average of a competitor the mark of each element was to be multiplied by the number indicating the relative weight of that element; the sum of the products divided by the sum of the relative weights, would produce the average percentage. A competitor furnishing a medical certificate showing him to be physically qualified in every respect for service as a surfman was to be marked 100 for physical condition. A proportionate deduction from 100 was to be made for any physical defect noted by the medical officer which in his opinion did not disqualify the competitor for the service. A competitor of five or more years' experience as a surfman was to be marked 100 for experience, a proportionate deduction from 100 being made for less than five years' experience. A competitor of five or more years' experience as a sailor or boatman was to be marked 40 for experience, a proportionate deduction from 40 being made for less than five years'

experience. A competitor who had had experience as a surfman and also separate experience as a sailor or boatman, or in all of these occupations, was to be given a mark calculated upon the experience in each occupation, the aggregate mark in any one or more of these occupations not to exceed 100. A competitor between the ages of 18 and 25 years was to be marked 100 for age. In the case of a competitor between the ages of 25 and 35, a deduction of 1 from 100 was to be made for each year or fraction thereof in excess of 25. In the case of a competitor between the ages of 35 and 45 a deduction of 2 from 80 was to be made for each year or fraction thereof in excess of 35.

The names of all competitors attaining an average percentage of 70 or over was to be entered in the order of their percentages upon the register of eligibles, which was to be kept on file at the office of the Commission. A copy for each of the several sections in a life-saving district was to be furnished to the superintendent of that district. Whenever a vacancy should occur at a station the keeper was to make requisition upon the district superintendent for a certification of eligibles, the superintendent was to certify the names of the three eligibles standing highest on the register for the section in which the vacancy existed, and from this certification the keeper was to make his selection, certifying, in compliance with section 10 of the act of May 4, 1882, that the choice was made with reference to fitness only and without reference to political or party affiliations. The person selected was then to enter into a contract with the Government to serve as surfman under certain terms and conditions therein stipulated.

A relative weight of 7 for physical condition in an aggregate of 10 may seem an undue preponderance, but it must be remembered that physical strength and endurance are of prime importance, and it will also be noted that all competitors are required to be virtually sound, a person physically disqualified being rejected at once, and his qualifications in other respects not considered at all. All competitors, therefore, being at the outset nearly upon an equality respecting physical condition, the relative standing of the candidates in the final result would depend very largely upon the element of experience. However, in December, 1897, the relative weights were changed to 6 for physical condition and 3 for experience, thus causing the relative standing of candidates to turn almost entirely upon the point of experience.

The test to which applicants for the grade of surfman should be subjected having been decided upon, and there being a number of vacancies in the stations of the three lake districts, which would go into commission at the opening of navigation in the spring of 1897, between the 1st and 15th of April, notice of a special examination to take place in March was announced. A larger number of applications than was anticipated were filed, and on March 23 eligible lists for the three districts sufficient for supplying all the vacant places were forwarded to the superintendents. The regular June examination yielded eligible lists

for all the districts, so that at the commencement of the active season on the seacoast on August 1, 1897, admission to the grade of surfman (original admission to the Service) was under the government of the civil-service rules throughout the Service.

The next step was to provide a system of promotion from the grade of surfman to the grade of station keeper that should be in conformity with the rules. With some misgivings it was determined to try the method of written examination. When a vacancy in the grade of keeper occurred at a station all the surfmen of that station and of the two nearest stations, twenty-one men, were invited to compete. The examination was held at the station in which the vacancy existed, and all the candidates were examined at the same time and under the same conditions. The questions were entirely practical, and were designed solely to test the qualifications indispensable in a keeper. Three examinations of this kind were held. The results of the first two were satisfactory, but the third developed the difficulties apprehended and feared from the beginning. The three who passed highest, from whom, under the rules, selection was to be made, were by no means the three best qualified for the position, but were the three who had best studied and remembered, or could best tell what they remembered of the regulations of the Service and the various drills and instructions which had been published for the guidance and information of the crews. The man who, according to the assertion of both of the district officers and in the opinion of the neighboring community, could best handle the steering oar in a bad time at sea, who possessed the clearest judgment and the best faculty for governing men, stood tenth on the list and did not even attain the minimum standard of 70.

Considering these facts, and the further fact that other essential qualities, such as courage and coolness under trying and exciting circumstances, could not thus be tested, it became necessary to resort to some other method of selection.

Formerly a keeper was appointed upon the nomination of the district superintendent, accompanied by a statement that the selection was made solely with reference to fitness and without reference to political or party affiliations, the nomination being supported by the recommendation of the General Superintendent. The appointment was not necessarily by promotion, and until within a few years it was not uncommon to appoint as the keeper of a new station a person from the vicinity who had not previously been in the Service. The plan which was now adopted and which is still in practice is as follows:

Whenever a vacancy exists the district superintendent and the resident assistant inspector, if there be one, make a joint recommendation to the General Superintendent of some member of a crew in the district whom they deem best fitted for the vacant position, setting forth explicitly the reasons for their selection. The recommendation is accompanied by a certificate from these officers stating that the person

recommended is, in their judgment, the best qualified man available in the district, and that the nomination is made solely with reference to his fitness for the position and without reference to his political or party affiliations. The recommendation is also accompanied by a certificate, executed by a medical officer of the Marine-Hospital Service, showing the exact physical condition of the nominee as ascertained at an examination made not more than ten days previously. Unless the General Superintendent has some objection, which he must state in writing, he recommends for appointment the person selected by the district officers. If the General Superintendent objects to the selection, and the Secretary of the Treasury approves of the objection, the district officers are called upon to submit another selection.

If the district officers cannot agree upon a name for submission, each must submit a separate recommendation, conforming to the requirements above set forth, also stating the reasons for his preference over the choice of the other officer. In such case the General Superintendent may recommend either of the persons proposed, or if he deems it for the interest of the Service, may himself select for nomination any surfman in the district, accompanying his recommendation to the Secretary with his certificate similar to that above required from the district officers, and also with the required certificate of medical examination. Where there is no resident assistant inspector the district superintendent alone makes the recommendation required of the district officers, accompanied by the certificates above indicated.

The examination in the above method consists of the physical examination by a medical officer of the Marine-Hospital Service, and an examination of the past record of the candidate by the district officers and the General Superintendent.

The objections shown to exist against testing the qualifications of keepers and surfmen by written examination do not lie in the case of district superintendents. Although their duties are quite specifically set forth in the regulations of the Service, they are of such a character that even if the manual should be perfectly committed to memory, it would be of little advantage to a candidate in an examination. District superintendents, as disbursing officers of their respective districts, must be able to solve ordinary problems in arithmetic and to keep accounts; and having charge of the general management of the district affairs, must be competent to conduct general correspondence, make reports, etc. Having been tested while keepers as to their general knowledge of life-saving appliances, skill in their use, courage, ingenuity, resourcefulness, and other like qualities, they do not need to be reexamined in these respects. In fact, their work being largely of a clerical nature, and their knowledge of business methods and of general affairs being of the most importance, written competitive examinations seemed peculiarly applicable. To fill vacancies in the grade of district superintendent, therefore, it was decided to invite all the keepers in a district

where a vacancy should occur to participate in a written competitive examination, the General Superintendent having choice for appointment of one of the three passing highest.

Up to this time the application of the civil-service rules for the ascertainment of the qualifications of candidates for appointment and promotion, in the manner above described, has proved quite satisfactory, while it has brought great benefit and relief to the Service in other respects. Some little friction and delay occurred, as was to be expected, until the methods were fully comprehended and the officers became familiar with the details of the plan. At first, upon the sudden occurrence of a vacancy in his crew, some keeper would deplore the length of time required to fill it under the rules or complain that an unsuitable man had fallen to his lot, but when it came to be understood that a keeper had full power to temporarily supply a vacancy pending a regular appointment, and could peremptorily dismiss at any time within six months (the period of probation fixed by the rules) any person whose capacity or conduct was unsatisfactory, these complaints ceased.

The most serious trouble that was encountered arose at the very outset, and was induced by misrepresentations persistently made as to the effect of the application of the rules upon the men already belonging to the Service, and concerning the nature and scope of the examination. In one instance a person in the guise of an evangelist, styling himself "Volunteer Chaplain for Life-Saving Stations," who traveled from station to station in one of the largest districts upon the seacoast for the professed purpose of preaching the gospel and administering to the spiritual wants of the crews, and who largely lived upon their bounty, declared over his signature in a newspaper to which he was a contributor, that all the men then in the Service were to be put to the test of a competitive examination in arithmetic, geography, grammar, algebra, etc., and all who could not successfully pass were to be dismissed; and that the examination for admission to the Service embraced the same tests of educational attainments. Notwithstanding the absurdity of the statement, many newspapers repeated the tale, some adding comments indicating that they believed it, and severely criticising and condemning both the Life-Saving Service and the Civil Service Commission for insisting upon such preposterous requirements.

The uproar created upon the coast can be easily imagined. Considerable effort was necessary to quiet the excitement among the surfmen and to allay their apprehensions and alarm.

At a later period a report was circulated through the press that the Life-Saving Service in the districts along the borders of the Great Lakes was in a deplorable condition on account of the civil-service rules and regulations. The following extract is a sample of the statements published:

Some time ago the employees of this service were put under the civil service, and it is claimed that it is impossible to get the proper kind of employees through any

examination the commission may require. The men who are able to pass the mental examination, it is said, are not capable of sustaining the endurance and physical labors required of those who go to sea in times of storm to save human life. The men who for years have done this work, and are hardy and accustomed to the dangers of wind and water, and have been seasoned by constant contact with the elements, are unable to pass the examination required.

It has been brought to the attention of Congressmen that the whole service has become disorganized and is unfit for the duties required of it. It is claimed that when it becomes necessary to go out to save vessels or remove sailors from ships in distress, the lighthouse tenders are required to tie up, and the crews from those tenders are substituted for the crews of the life-saving service secured through the examination of the Civil Service Commission.

It was added that pressure was being brought to bear upon Members of Congress to have these positions exempted from the classified service.

Although it was known at the Department that there was little, if any, truth in these representations, they were brought to the attention of each of the superintendents of the three districts concerned, with a request for a frank statement from each of the result of his observation and experience as to the effect of the application of the civil-service rules upon the efficiency and welfare of the Service, and for a circumstantial history of any occurrence that could afford a basis for the published assertions.

The superintendent of the Ninth District (Lakes Ontario and Erie) replied:

As yet I have no reason or cause to feel that the application of the new rules has been in any way detrimental to the efficiency of the Service, the class of men so far selected under the new rules being fully up to the standard of those previously selected. The statements contained in the second paragraph of the clipping is, so far as relates to this district, utterly false and without foundation of any kind. There is no disorganization here; on the contrary, I claim that the discipline, efficiency, and personnel of the station crews are far superior to what they were a few years since, and I have yet to hear the first word of criticism against them from the local public. You ask me to submit a frank statement of what has been my experience in connection with the application of the civil-service rules to the Service, and whether or not any of the statements made in the clipping are borne out by facts. My reply is that there are no facts within my knowledge upon which any of the statements contained in the article referred to can be based, and my experience with the new rules is as a whole satisfactory.

There are not as many applications for examination to the position of surfman as I would like to see for this district, but this has not as yet affected the efficiency of the Service, nor do I think it will in the future, for the reason that the applications will very likely increase in number as the matter becomes more fully understood by the sailors and fishermen of the Great Lakes. * * * That article is an insult to the life-savers of the Great Lakes; when they fail, there will be no use of calling upon the crew of any lighthouse tender. You can rest assured that nothing has occurred in this district giving any foundation for such a false statement. The efficiency of this district will stand the searchlight of the most rigid examination possible. There is no disorganization here; that fact can be stated in the most emphatic language.

The superintendent of the Tenth District (Lakes Huron and Superior) replied:

I do not believe complaints have reached any Members of Congress from stations in this district relative to the "deplorable condition" of the Service. I believe the crews are fully as capable of doing good work as they ever have been. I cannot

imagine where a basis for the statement contained in the second paragraph was obtained, as nothing has occurred in this district that will bear out any such statement. My experience in connection with the application of the civil-service rules has been satisfactory, and I have every reason to believe the keepers of the stations are equally satisfied with them. So far as this district is concerned, I do not believe one of the statements contained in the clipping is borne out by the facts. If being "seasoned by constant contact with the elements" will bring a person's intelligence so low that he cannot fill out the simple application required by the Civil Service Commission, I have failed to run up against such in this vicinity.

The superintendent of the Eleventh District (Lake Michigan) said:

The Service in this district has not been affected unfavorably so far by the application of the civil-service rules, and so far the surfmen that have been selected have in every case but one proved to be satisfactory. The statement referring to lighthouse tenders furnishing men to take the place of crews in case of emergency did not occur in this district, and there is no statement in the second paragraph of the clipping that is borne out by the facts so far as this district is concerned. There were twenty-four selections made under the civil-service rules in this district during the last active season, and, as I have before said, they all proved to be satisfactory but one, and this one might have pleased some other keeper.

In conclusion, I will say that in my opinion the selections made under the civil-service rules, as they now stand, are as likely to prove to be good men for the Service as those employed by the keepers, as had been the practice before.

The false reports thus spread upon the seaboard and upon the lake coasts gained such credence among sailors and fishermen that for a time many were deterred from seeking admission as surfmen, and the eligible lists were consequently more limited in some of the sections than was desirable. The efficiency of the crews, however, was not materially affected, as the provisions of the rules for temporary employment permitted the stations to maintain, at all times, their full complements of men. As time progressed and the nature of the examination became more widely known, the number of applications increased, and the eligible lists are now generally adequate.

Up to the present time the experiment promises to be a successful one. Probably experience will develop the necessity or desirability of some modification in the regulations and some simplification of the process of applying them that will lessen the additional burden of labor they impose upon the already overtaxed officers of the Service. Although perhaps it can not yet be said that the experimental stage is passed, the observations of this office with respect to the Service at large confirm those of the superintendents quoted above with respect to their own districts, and no reason is now seen to apprehend that the new method of selection will introduce a class of men in any way inferior to those who have hitherto so creditably manned the stations. Any possible change would appear necessarily to be in the direction of the complete obliteration of the exercise of any political or personal influences that may have obtained heretofore in spite of the vigilant efforts which have always been made to prevent it.

The records of the Department show that the first admission to the Service under the civil-service rules was on April 1, 1897. From that date to December 1, 1898, a period of twenty months, 389 surfmen were appointed, 17 of whom proved unsatisfactory and were discharged.

During the twenty preceding months, from August 1, 1895, to April 1, 1897, there were appointed under the old method—that is, each keeper selecting his own men—459, of whom 46 proved unsatisfactory and were discharged. It will be seen, therefore, that under the new system only 1 out of every 23 proved unsatisfactory, while under the old system 1 out of every 10 so proved, the percentage of unsatisfactory men under the old being more than double that under the new.

These figures certainly afford a hopeful augury for the future, especially when it is considered that the reluctance of a keeper to complain of a man of entirely his own choosing is naturally greater than to complain of one whom to a certain extent he was compelled to take. Yet, probably, it is hardly fair to say that under the former practice the crew of a keeper was always *entirely* of his own choosing. In some instances, doubtless, they were to a considerable degree the choice of others, through personal influences which he could not withstand. If left wholly to himself, however, his own safety and the safety of those he might undertake to rescue would naturally dictate his selection of the best he could find. The new method is therefore probably cordially welcome to him.

The object of the civil-service laws and rules governing the appointment and promotion of officers and employees in the civil service is declared and understood to be to eliminate political and personal influences in their selection, and to secure for the service of the Government the best qualified agents obtainable. The same object has been held steadily in view by the chief officers of the Life-Saving Service since the introduction of the present life-saving system in 1871. With this view they succeeded, after years of effort, in procuring the enactment of section 10 of the act of May 4, 1882, which provides:

That the appointment of district superintendents, inspectors, and keepers and crews of life-saving stations shall be made solely with reference to their fitness, and without reference to their political or party affiliations.

This is believed to be the first enactment ever made distinctly proposing the exclusion of political considerations in appointments for the civil service. It had however, long previous been the settled policy of the Life-Saving Service, and no available effort had been neglected to establish and enforce it. It was felt that the business of saving human life—as momentous a charge as was ever committed to human hands—was of too sacred a character to be complicated with other interests, and especially with the intrigues and duplicity of politics. It was regarded as imperative that every official and employee connected with the Service should be qualified for his work—a principle in public economy, which, in connection with the gravest public duties, is too often ignored, and sometimes openly laughed at—and not this alone, but that for those positions in which the degree of qualification might be vitally important, as the degree of skill in maneuvering a lifeboat might determine the fate of a hundred shipwrecked people, the *best qualified* should be secured, if possible.

District superintendents were accordingly instructed in making their nominations for keepers, and the keepers in employing surfmen for their crews, to pay the strictest regard to professional qualifications to the exclusion of every other consideration. There was little difficulty in making them understand that the determination to enforce this policy, without exception, was absolute. In most instances they contributed their cheerful support. If anyone failed to do so, he did not long remain an obstruction. But it was not found so easy a matter to deal with the partisan rapacity and activity of persons outside of the Service. Superintendents and keepers, as well as the chief officers of the Service, were vigorously beset with all sorts of influences and in every conceivable manner, in the effort to reduce the places at their disposal to the level of partisan spoils. Praise, flattery, promises, abuse, falsehood, ridicule, cunning, deception, diplomacy, and the whole catalogue of shrewd devices for controlling the action of men, were resorted to, and it is not singular that they were sometimes successful. The wonder is that success was so rare. It was sufficiently frequent, however, to prove what the inevitable result to the Service would be, and to foreshadow the utter ruin in which its splendid utility would end, if party considerations were allowed to prevail. It is unnecessary to exhibit here the fruits of the brief triumph which partisauship gained in one or two newly organized districts. They are amply shown in the annual reports for the years 1877 and 1879. The evils were soon corrected and their repetition was guarded against by redoubled vigilance. Meanwhile, the passage of the law above quoted was strenuously urged, but it was not until 1882 that its enactment was secured.

This statute brought much relief, but it did not end the struggle. While it measurably checked those who had sought to subordinate the Service to political uses and to make it subservient to their own selfish purposes, yet frequent endeavors were made, sometimes springing from more reputable sources than could be expected, to induce the officers of the Service to circumvent the law or to treat it as a dead letter. Efforts to distort its meaning, specious arguments to show how appointments and employment could be confined to the ranks of the dominant party without its violation, and various devices were tried to render it abortive. It is gratifying to say that these attempts were always ineffectual, but it took time and effort to combat them and make them so. On the other hand, when the political complexion of the administration changed, unfounded charges were immediately made that the officers had systematically violated the law and methodically conducted the Service in the interest of the party just released from power. When called upon to be specific, those making the charges affected surprise that a thing so obvious should be doubted, and ridiculed the idea that proof should be deemed necessary. It may not speak well for the condition to which our politics had arrived, but undoubtedly to some of these people it really did seem incredible that any branch of the public service could be conducted regardless of party

interests, or that any such purpose could be honestly entertained by the officers in charge.

This unsettled and pernicious state of affairs in the Service continued up to the time it was included in the classified service. An almost incessant warfare continuing through more than a quarter of a century had been waged over politics, involving the expenditure of large sums of money in investigating alleged infractions of the regulations, and later of the law, taking up the best time and thought of the officers in charge in resisting the efforts of those who would divert the Service from the uses for which it was created, consuming the time and labor of the clerical force in overhauling the files, looking up the record of events, and preparing matter for use in defense of the Service and its officers against baseless charges, and keeping the Service at large in more or less constant turmoil and apprehension.

The relief which the legislation of 1882 failed to bring, promises to be realized with the new order of things, and the difficulties and vexations which the law only alleviated seem likely to disappear. Nobody now charges that the appointments in the Service are made to subserve political or personal ends, nor, since the promulgation of the President's order of July 27, 1897, prohibiting removals except for just cause—a logical corollary of the civil-service law—that, when removals are made, they are dictated by party spirit or to promote individual interests. Contentment and quiet have superseded the anxiety and excitement which formerly periodically swept along the coast, the officers are permitted to devote their time and talents exclusively to the promotion of the welfare of the Service, and the Service itself seems to have gathered added strength for a career of usefulness which may excel the notable record of the past.

To those who have been in a position to observe its growth and progress and to study the causes of its prosperity, it has long been apparent that its unbroken history of heroism and noble achievements is chiefly due to the fact that fitness and merit have always governed in the selection of its agents. Whatever may be said of the wisdom or propriety of political accord between the employees of other branches of the public service and the political party in power for the time being, such a necessity surely cannot be pertinent to one the sole function of which is to save life and property from shipwreck, a function which can be best executed only by the best experts in a special vocation and can have no possible relation to the policies of governmental administration. On the contrary, the introduction of any other object than the proper exercise of that function can only tend to weaken the efficiency of its performance at least in proportion to the extent to which such object absorbs attention. If it be the acquisition of political advantage, then, amidst the fierceness and demoralization of partisan conflict, the injury would be increased tenfold, and any agency that will operate as a barrier to an element so baneful and will assist in keeping the establishment single to the single purpose of its creation should be heartily welcomed.

SERVICES OF LIFE-SAVING CREWS.

1897-1898.

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.
1897. July 1	Punt; no name.....	Charlotte, New York, Lake Ontario.	A small punt, laden with a heavy car wheel, which was being towed by a steam launch, suddenly capsized when abreast the station and the wheel went to the bottom. Keeper took part of the crew in two small boats and went out and righted the punt, bailed it out, and recovered the sunken wheel.
July 2	Rowboat; no name..	Ashtabula, Ohio, Lake Erie.	About 3.30 a. m. the dingey was sent out with two men, who picked up a drifting rowboat and towed it to the station to await a claimant.
July 2	Sailboat; no name..	Hammonds Bay, Michi- gan, Lake Huron.	Filled and capsized about 1½ miles E. of station. Surfmen pulled out and rescued the sole occupant, who had managed to climb astride the bottom of the boat. Boat was towed to the station, where it was righted, bailed out, and calked.
July 2	Fish boat; no name.	Cape Disappointment, Washington.	A fish boat containing two men capsized in the breakers near the outside ledge on Peacock Spit. The life-saving crew, who were patrolling in the vicinity, hastened to the spot, and in spite of the heavy seas rescued the struggling men in seven minutes from the time they were capsized. The men were taken to the station and furnished with an outfit of dry clothing from the store supplied by the Women's National Relief Association. About an hour later the boat drifted clear of the breakers and the life-savers returned and secured it, together with the net and other gear, all of which was turned over to the owners.
July 3	Rowboat; no name..	City Point, Massachusetts	Station launch picked up a drifting rowboat and towed it to the boathouse to await a claimant.
July 3	Raft; no name.....	Two Heart River, Michi- gan, Lake Superior.	A tug stopped at the station and the master requested the keeper to take a man from a raft of logs, the tug's people being unable to reach him in their small boat on account of the wind and heavy seas. Surfmen pulled out and set the man on board the towboat.
July 4	Steam launch Leti- tia.	City Point, Massachusetts.	On the way down the bay with a party of eighteen on board, ran aground on a ledge off the south end of Governors Island, 1½ miles from the station. Keeper and two men hurried to her with the steam launch and landed fourteen of the passengers; it being ebb tide, nothing more could be done at the time, but at the top of the next high water the launch returned and hauled the vessel afloat.
July 4	Am. sc. Florence A.	Gay Head, Massachusetts.	Set inshore by the current during heavy fog, and stranded on Bass Ledge, SW. end of Gay Head, ½ mile from the station. When the fog lifted, keeper with two volunteers (inactive season), went

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. July 4	Am. sc. Florence A...	Gay Head, Massachusetts.	out and, aided by the schooner's crew, ran an anchor and made several attempts to haul her off. Failing in this, another anchor was carried out, and by great exertion the vessel was finally floated. Upon sounding the pumps, however, it was found that she was leaking badly, and the keeper engaged four more volunteers, with whose aid they managed to keep the water down and work the vessel to Vineyard Haven, 15 miles distant, where the master hired men to take care of her.
July 4	Am. sc. Jennie G ...	Sandy Hook, New Jersey.	Dragged her anchor and stranded on the point of the Hook, $\frac{1}{2}$ mile N. of the station. Keeper collected a volunteer crew (inactive season), went to her assistance, and ran an anchor offshore, using the station hawser for a warp. As the tide was then ebbing rapidly nothing more could be done; but on the next high tide the surfmen succeeded in floating the vessel, and then piloted her clear of the shoals.
July 4	Sailboat; no name ...	Duluth, Minnesota, Lake Superior.	Stranded on a sunken crib in the harbor about a mile from the station; surfmen went to her assistance, ran a line to her, and by sluing her in different directions finally succeeded in floating her practically undamaged.
July 4	Am. alp. yt. Mazie...	.....do	Ran on a sunken crib $\frac{1}{2}$ mile from the station and rolled over on her beam ends. When the surfmen reached her she was nearly high and dry, but they ran a line to her and by keeping a strain on it and working her in different directions the yacht slid off, apparently uninjured.
July 4	Am. alp. yt. Kate....	Holland, Michigan, Lake Michigan.	Capsized in Black Bay, about 1 mile from the station, at a point not visible from the lookout, and before the surfmen could reach her the two men comprising her crew were picked up by a passing tug. The life-savers towed the yacht to the station, where she was righted, bailed out, and later turned over to her owners.
July 4	Am. slp. yt. Morning Star.	Old Chicago, Illinois, Lake Michigan.	Capsized $\frac{1}{2}$ mile from the station. Surfmen pulled at once to her assistance, but before they could reach her the four men had been rescued by a passing tug; life-saving crew assisted to take in sail, right the sloop, bail her out, and pick up the floating gear.
July 4	Am. slp. yt. Sea Flower.	.....do	Capsized $\frac{3}{4}$ mile to the southward of the station. After pulling about for some time surfmen found her lying on her beam ends, but nobody in sight; they then pulled ashore and learned that all hands had been saved by small boats. After breakfast, no tug being obtainable, the surfmen towed the yacht to the station, righted her, and bailed her out.
July 4	Rowboat; no name ...	Racine, Wisconsin, Lake Michigan.	Broke adrift from a yacht in the harbor and was picked up on the beach by the patrol and returned to the owner.
July 4	Am. slp. yt. Kitty Winks.	Milwaukee, Wisconsin, Lake Michigan.	Capsized by a sudden squall at the mouth of the harbor; surfmen promptly proceeded to the rescue and took the six men comprising her crew from the water and set them aboard a passing tug, which was engaged to tow the yacht to her wharf.
July 4	Rowboat; no name...	Sheboygan, Wisconsin, Lake Michigan.	Adrift about a mile out on the lake with two small boys, who were unable to get back; surfmen pulled out and towed the boat into the harbor.
July 5	Am. slp. yt. Ruth...	Davis Neck, Massachusetts.	Capsized during a race off the Neck, and her crew were rescued by a small boat near by. Keeper pulled out and took the rescued men into the dingey, picked

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897.			
July 5	Am. slp. yt. Ruth...	Davis Neck, Massachusetts.	up the floating gear, and towed the yacht ashore, where she was righted and bailed out. She was then taken alongside a schooner, where she was repaired and put in trim.
July 5	Am. slp. yt. Pioneer.	City Point, Massachusetts.	Carried away her mast in a heavy squall; patrol launch went to her assistance and towed her to Dorchester.
July 5	Steam launch Fayette.	Watch Hill, Rhode Island.	Disabled by a break in her machinery, and there being no regular crew at the station (inactive season), keeper hired a man with a catboat to tow the launch to Stonington, where her damage could be repaired.
July 5	Sailboat; no name..	Oswego, New York, Lake Ontario.	Capized during a violent squall close to the station, throwing her crew of three into the water; they managed to hold on to the bottom of the boat until rescued by the life-savers, and were then landed at a neighboring pier. The boat was towed ashore, righted, bailed out, and made fast, to await the return of the owners.
July 5	Skiff; no name.....	.... do	In the same squall a skiff, containing two men, was capized $\frac{1}{2}$ mile out on the lake. They were rescued by the dingey, and the skiff was towed to the station, where the men were sheltered until the storm spent its fury. The boat was then righted and bailed out, and the men proceeded up the river.
July 6	Br. sc. Keewaydin ..	Gay Head, Massachusetts.	Stranded during a thick fog on the SE. end of Pasque Island, 6 miles to the northward of the station. Keeper discovered her shortly after 8 a. m., when the fog lifted, and it being the inactive season, engaged a volunteer crew of four men and hastened in the surfboat to her assistance. When they arrived alongside, they found a fishing steamer trying to get a line to the schooner, but having no boat suitable for running heavy hawsers, the attempt proved futile. Life-saving crew ran the line with their boat, and as the flood tide had been making for some time, the vessel was finally released, apparently uninjured.
July 6	Naphthalaunch; no name.	Ashtabula, Ohio, Lake Erie.	About 7.30 p. m., during a violent storm of wind and rain, lookout discovered anaphthalaunch anchored in an exposed and very dangerous position. Surfboat at once went out to her, where it was found that part of her machinery was broken and that she was in danger of dragging her anchor and drifting out into the lake. She was towed to the owner's wharf and made fast.
July 6	Am. slp. yt. Ada W.	Cleveland, Ohio, Lake Erie.	Dragged her anchor and stranded about a mile to the southward of the station. Keeper telephoned for a tug, upon the arrival of which a hawser was put on board and she proceeded to the stranded vessel with the surfboat in tow. Life-saving crew ran the line through the surf to the sloop and the tug pulled her off and towed her to a safe anchorage.
July 6	Sailboat; no name..	South Haven, Michigan, Lake Michigan.	About 2 miles out on the lake and unable to beat in against the fresh land breeze. Supply boat pulled out to her and towed her inside the harbor.
July 6	Fish boat; no name.	Point Adams, Oregon.....	While fishing near the breakers this boat was upset and her two occupants were thrown into the water. Station crew hurried to the scene in the lifeboat, but the men had fortunately been rescued by a passing sailboat. Surfmén recovered the nets and boat, towed them clear of the breakers, and left them with another fish boat, as their services might be required at any moment by other boats fishing near the breakers.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. July 7	Am. slp. yt. Gracie G.	City Point, Massachusetts.	Bound from Dorchester to Hull with a party of three men and three women, and about 7.45 p.m., when $1\frac{1}{2}$ miles from the station, carried away her mast in a squall. Patrol launch hurried to the scene, rescued the people, picked up mast and sail, and towed the sloop to the station, where it was anchored. On the following day the sloop was towed to Dorchester.
July. 7	Skiff; no name.....	Charlotte, New York, Lake Ontario.	Two men made a small boat fast to a buoy about $\frac{3}{4}$ mile from the station, and proceeded to take a bath; but while attempting to climb into the boat again they overturned it. One of them clung to the bottom of the boat, and the other made for the buoy and hung on to that, both shouting lustily for help. Surfmen pulled out, took the men from the water, and righted and bailed out the boat.
July 7	Am. sc. Thomas C. Wilson.	Pentwater, Michigan, Lake Michigan.	While sailing out of the harbor, this vessel struck the end of the south pier and carried away her jib-boom. Surfboat hurried to her assistance and towed her back into the harbor, where she was made fast to the wharf for repairs.
July 8	Am. sc. Samuel W. Brown.	Cranberry Isles, Maine...	Stranded on the rocks 200 yards off shore and about 4 miles from the station. The life-saving crew went at once to her assistance, but it being ebb tide, they could not haul her off. Planks were secured under her bottom to prevent bilging, an anchor was carried out, and everything put in readiness to float her on the next flood. As the morning tide was not high enough to warrant an attempt, surfmen waited for the afternoon flood, when they succeeded in getting her off, and then worked her to a safe anchorage in Cranberry Island Harbor.
July 8	Skiff; no name	Louisville, Kentucky.....	In danger near the cross dam of the falls. Life-savers caught it and towed it into safe water, and instructed the rescued men how to proceed through the canal.
July 9	Am. sc. Maria.....	Block Island, Rhode Island	Lost her bearings in the fog and went ashore $\frac{1}{4}$ mile N. of the station, where she was discovered about 4 a.m. Keeper boarded her, but, finding that he would require more assistance to float her, went ashore and engaged a volunteer crew (inactive season). Returning they carried out anchors, and on the last of the flood succeeded in floating the vessel, which was not materially damaged.
July 9	Catboat Bob O. Link	Jones Beach, New York ..	Capsized a short distance from the station, throwing the one occupant into the water. He managed to hold on to the bottom of the boat, however, until the keeper reached him in the dory. The boat was then righted and bailed out and the rescued man, declining dry clothing or further assistance, proceeded on his way.
July 9	Rowboat; no name..	Yaquina Bay, Oregon.....	Three men and two boys started to cross the river in a small skiff, but had not gone far when they realized that the boat was too small to carry them safely, and were about to turn back when one of the surfmen, who was on his way for the mail, went alongside and took three of them into his boat, landing them safely on the other side of the river.
July 10	Sailboat; no name..	Eatons Neck, New York..	Struck by a squall and partly filled with water and was beached by the occupant, who then walked to the station, wet and hungry. Keeper gave him dry clothing and succored him for the night, and next morning helped him bail out and launch his boat.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. July 11	Stm. launch Nellie..	City Point, Massachusetts	Supply of fuel exhausted. Patrol launch went to her assistance and towed her to Dorchester.
July 11	Skiff Olive.....	Louisville, Kentucky	Two Louisville policemen, on duty in a skiff to prevent bathing during the day, had occasion to chase some boys and went out too far and were caught in the strong current of the Kentucky chute of the falls. Their danger being perceived from the station, a boat was sent out which overtook them and towed them to their boathouse.
July 11	Am. slp. yt. Stran-ger.	Duluth, Minnesota, Lake Superior.	Capsized in a squall about $\frac{1}{2}$ mile from the station. Lifeboat reached them in five minutes, and surfmen took the crew of three from the water and towed the yacht to the boathouse near the station, where she was righted and bailed out.
July 11	Shell; no name.....	do	About 6.30 a. m. a man rowing in a shell struck a sunken log, damaging the shell and throwing him into the water. The surfboat pulled out and took both the man and shell on board and landed them at the boathouse.
July 11	Am. sc. Florence M. Smith.	South Haven, Michigan, Lake Michigan.	While endeavoring to enter the harbor in a fresh NW. wind, missed the entrance and went ashore on the north side of the piers. As the schooner scraped the pier, the crew managed to climb ashore with the assistance of the station lookout, who then gave the alarm. The sea was breaking with great force against the stranded vessel, and she was pounding herself to pieces, but, assisted by the surfmen, her crew succeeded in saving all the canvas and running gear and all the furniture below decks before she filled. Her crew were cared for at the station until the following day.
July 11	Am. sc. Mary E. Dykes.	Milwaukee, Wisconsin, Lake Michigan.	At 4 a. m. the alarm was given that a schooner was in distress about 2 miles to the SE. The wind was blowing a gale, but the surfboat was launched at once, and securing the services of a tug near by was towed out to the distressed vessel, which turned out to be the Mary E. Dykes, a leak and almost stripped of canvas. Keeper put two of his crew on board to help at the pumps, while the tug towed the schooner into the harbor.
July 12	Am. sc. Rodney Parker.	Hunniwells Beach, Maine.	While coming into the Kennebec River this vessel struck the rocks at the S. end of the upper Sugar Loaf, $\frac{1}{2}$ mile below the station. Keeper collected a volunteer crew (inactive season), and, boarding her, found her pounding heavily and in danger of bilging. Ran out anchors, and as the tide was making, succeeded in getting her afloat after an hour and a half of hard work, then sailed her to a good berth.
July 12	Catboat Priscilla ...	Muskeget, Massachusetts.	While beating up the channel, missed stays and stranded on the NE. point of Muskeget Shoal. Keeper went to her assistance in a small boat, laid out an anchor, and with the aid of the sails succeeded in getting her off uninjured.
July 12	Sailboat May	Charlotte, New York, Lake Ontario.	Capsized by a squall, throwing two men into the water, about 4 miles east of the station and 2 miles from shore. The boat had an iron keel, which destroyed so much of her buoyancy that she would not sustain the weight of the two men, and they had to tread water to keep afloat. They were rapidly becoming exhausted and one was about to sink, when the other grasped him and bravely held him up. The latter, however, was fast losing his strength and was on the point of giving up, when the

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. July 12	Sailboat May	Charlotte, New York, Lake Ontario.	appearance of the station lifeboat renewed his courage and he succeeded in keeping his unconscious companion and himself above water until they were rescued. The lifeboat was then pulled to the nearest landing and the men were taken to a hotel, where the stronger soon revived; but nearly an hour of hard rubbing was required to restore the other to consciousness. The following day the capsized boat was recovered and turned over to its owner. (See letter of acknowledgment.)
July 12	Stm. launch Hobo ..	Cleveland, Ohio, Lake Erie.	The key of one of the cable shackles having worked out, launch went adrift and stranded about 40 rods S. of the station. Three surfmen went to her in the dingey and succeeded in getting her afloat, and towed her to her moorings and secured her.
July 12	Am. slp. yt. Idler....	Old Chicago, Illinois, Lake Michigan.	Mainmast went by the board, leaving the yacht disabled. She was discovered by the lookout, and, although no signal of distress was shown, surfboat went to her assistance in tow of the tug Spencer. Upon arrival, however, it was found that another tug had taken the yacht in tow, and the keeper cast off from the Spencer and made fast to the Idler. After she anchored keeper sent half of his crew on board to assist in clearing away the wreckage and setting things to rights.
July 13	Am. slp. yt. M. P. C..	Brant Rock, Massachu- setts.	Picked up her anchors in a heavy blow and went ashore in Bluesfish Cove, 1 mile S. of the station, in a very dangerous position. The keeper collected a volunteer crew (inactive season) and went to her assistance; ran out extra anchors, hove overboard part of her ballast, and then hauled her afloat and sailed her to a safe anchorage in Green Harbor. In the afternoon, at low water, the ballast was recovered and restowed on the yacht.
July 13	Sloops Topsy, Rival, Emma C., Fortuna, Welka, Pansy; sc. Rover; catboats Lillian, Varuna.	City Point, Massachu- setts.	These small vessels dragged their anchors in the fresh breeze and were in danger of going ashore; surfmen boarded them and secured them, one by one, by laying out extra anchors to windward. The Rival fouled the Topsy, carrying away her jib-boom.
July 13	Sloops Arrow, Maggie; catboat Jo.	.....do	In the same blow these vessels parted their moorings and were prevented from stranding by the surfmen, who towed them to safe berths and anchored them.
July 13	Am. sc. Nautilus....	.....do	During the strong SW. wind this schooner picked up her anchor and went ashore opposite the Head House. In the evening, at flood tide, station launch went over to her, and after considerable work, succeeded in floating her; then took her to a safe anchorage.
July 13	Scow; no name.....	Charlotte, New York, Lake Ontario.	Keeper was informed that a scow had broken adrift some distance from the station, and was requested to keep a lookout for her. She came in sight about 4 p. m., and the owner being notified, he hired a tug, which the station crew accompanied in the lifeboat, and while the scow was towing into the harbor they pumped her free of water.
July 13	Rowboat; no name ..	Manistee, Michigan, Lake Michigan.	Capsized while towing astern of the steam yacht Nellie, and had to be cut adrift. Keeper sent two surfmen to the beach to look for her, and they soon located her in a lot of driftwood near the shore. Wading out, they dragged her up on the beach out of the way of the breakers, and in the evening, when the sea went

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. July 13	Rowboat; no name.	Manistee, Michigan, Lake Michigan.	down, they launched her and pulled her to the station uninjured, where she was turned over to the owners.
July 13	Rowboat; no name..	Sheboygan, Wisconsin, Lake Michigan.	Two fishermen started out in a small boat to take up some nets, but when $\frac{1}{2}$ mile offshore, and a mile from the station, one of the oars broke and they were unable to make any headway against the stiff NE. wind. Surfboat at once proceeded to their assistance and towed them safely to the station.
July 14	Am. sc. George E. Dale.	Cross Island, Maine.....	Owing to thick fog this vessel went ashore on Shotts Island, $\frac{1}{2}$ mile from the station, and being laden with coal, the strong wind and powerful sea soon reduced her to a wreck. Hearing a fog horn, keeper jumped into the small boat and pulled in the direction of the sound. Upon reaching the vessel he found that her crew of six men and one woman had landed on Shotts Island, but the surf being too high for him to effect a landing in his small boat, he pulled back to the station and collected a crew for the surfboat (inactive season). Returning to the island, he conveyed the seven people safely to the mainland, where they were cared for at the station for four days. On the 15th the surfmen boarded the wreck and saved most of the personal effects, together with considerable material belonging to the vessel.
July 14	Am. sc. Edward W. Schmidt.	Hunniwells Beach, Maine	During the gale this vessel was wrecked off the mouth of the Kennebec River, and before the surfmen could reach her the captain was washed overboard and drowned; the remaining six men were taken off in the surfboat. (See letter of acknowledgment, and for detailed account see caption "Loss of Life.")
July 14	Catboat Olga	City Point, Massachusetts	Parted her moorings during a fresh breeze, drifted against a stone pier, and was in great danger of being ground to pieces, when the life-saving crew arrived and towed her to a safe anchorage.
July 14	Catboat Lurline .....	.....do	Parted her moorings and was fast going ashore, but the station launch reached her in time and towed her to a secure berth.
July 14	Am. slp. Maggie .....	.....do	This sloop was sailing about the bay, when the wind became so fresh that she was in danger of being swamped, and the crew of two signaled for assistance. Station launch rescued the men and towed the sloop to the station.
July 14	Am. sc. Ira Laffriner.	Orleans, Massachusetts...	Dragged ashore on Nauset Inlet bar, $2\frac{1}{2}$ miles S. of Orleans Station and $3\frac{1}{2}$ miles N. of Nauset Station. The sea was running very high, and the crew were obliged to take to the rigging. The wreck was discovered by the keeper of Humane Society's Station, No. 40, who telephoned the keepers at Orleans and Nauset, both of whom procured volunteers (inactive season) and hastened to the scene, running nearly all the way. The Orleans men arrived first, and proceeded to the wreck in the Humane Society's lifeboat, which was close at hand. The sea was so heavy that the lifeboat was obliged to lie off and wait for favorable opportunities to take the schooner's crew from the rigging, which they succeeded in doing without loss of life. The crew from the Nauset Station reached the scene just after the lifeboat was launched, and materially assisted in landing the wrecked crew and in returning the lifeboat to the boathouse. The rescued men were taken to a neigh-

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897.			
July 14	Am. sc. Ira Laffri- ner.	Orleans, Massachusetts...	boring house and well cared for. The schooner proved a total loss, but the cargo of lumber was saved by wreckers.
July 14	Am. str. Santa Cruz.	Humboldt Bay, California.	Stranded on the middle ground at the entrance to the bay. The station boat was launched, and a line was run from the vessel's quarter to the end of the north jetty, by means of which the steamer hove herself afloat.
July 15	Am. sc. Kate.....	Fletchers Neck, Maine ...	Stranded during a dense fog on the point of Fletchers Neck, about $\frac{1}{2}$ mile N. of the station, and was pounding heavily in the rough sea. Engaging the services of two men (inactive season), keeper boarded the vessel, threw overboard her ballast, cleared away the rocks from under her bottom, and laid out an anchor. A hawser was then taken from the masthead to the shore, and at high water she was hove down, and then worked off into deep water. As she was leaking rapidly, she was beached on the flats, and at low water her seams were calked where the oakum had pounded out. Everything being made tight, she was floated on the next flood in apparently good condition.
July 15	Am. sc. Pochasset...	Orleans, Massachusetts...	During a rift in a heavy fog that had prevailed for forty-eight hours the keeper made out a large schooner, apparently ashore on the outer bar, 3 miles to the southward of the station. He hoisted the assembly signal (inactive season), and as soon as the crew had reported they hitched the horses to the boat carriage and started down the beach. Meanwhile, the fog had shut in thick again and nothing could be seen. The surf was running very high and the first attempt to launch was futile. The second was successful, however, and upon reaching the schooner she was found not to be ashore but in a dangerous position in shoal water, from which her captain was unable to extricate her. After several hours' arduous labor the life-saving crew got her under way and worked her clear of the shoals.
July 15	Skiff; no name.....	Charlotte, New York, Lake Ontario.	Three women started out to row on the lake and, a strong offshore breeze springing up, they were unable to get back. Surfboat went to their assistance and towed them safely to land.
July 15	Am. sloop. Alice	South Haven, Michigan, Lake Michigan.	This sloop, with two men on board, capsized in the river about 200 yards from the station. Surfmen hastened to the scene, rescued the men, and righted and bailed out the sloop, which they then towed to her dock.
July 16	Naphtha yt. Pocahontas.	Sand Beach, Michigan, Lake Huron.	While trying to get alongside a wharf this boat was badly handled and ran on a rock. Keeper went on board with his crew and after a short time released the boat and took her to her wharf.
July 17	Yachts Sylvan and Eliza.	Cleveland, Ohio, Lake Erie.	The Sylvan having capsized 2 miles to the southward of the station, surfmen secured the services of a tug and proceeded to the scene, but found that the sloop's crew of five had been taken ashore by small boats that happened to be near. Learning that farther out on the lake there was another yacht in distress, they proceeded in the indicated direction and found the yacht Eliza, with seven men on board; the squall having moderated, no assistance was required, but the surfmen took off three men who wished to go ashore and then returned to the capsized yacht. A line was run from her to the tug and she was towed inside the breakwater, righted, pumped out, and secured to her dock.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897.			
July 17	Fish boat; no name.	Point Adams, Oregon.....	While the surfboat was patrolling among the fishermen, one of the boats was caught in the breakers; it was towed by the life-savers to a place of safety.
July 18	Sailboat Pearl	South Haven, Michigan, Lake Michigan.	This boat had gone out on the lake for a sail and had been trying for several hours to beat back, but at sunset she had made little progress. Station crew went to her assistance and found she contained a man, two seasick women, and a baby. Towed her inside the harbor, a distance of 2 miles, and safely landed occupants.
July 19	Rowboat; no name..	Ashtabula, Ohio, Lake Erie.	Adrift on the lake; keeper sent two surfmen in the dingy and they secured the boat and towed it to the station.
July 20	Sloop Spectre	Sabine Pass, Texas	Struck the outer end of the east jetty and stove a hole in her bottom, but having air tanks, she still floated, and her crew ran her up on a mud flat where the keeper discovered her at daylight. He went to her assistance, took off the three hands and eight passengers and put them on board a pilot boat anchored near by, which shortly made fast to the sloop and hauled her off the flat. Sail was then made and the sloop was towed to a shipyard at Sabine Pass.
July 20	Slp. yt. Vita ...	Fort Niagara, New York, Lake Ontario.	Lookout having reported a small yacht ashore 1 mile W. of the station, about 8 p. m., the surfboat was launched and pulled to her assistance. A line was run to her and she was soon floated and towed up the river to a safe anchorage.
July 20	Am. str. Susquehanna and Ira H. Owen.	Middle Island, Michigan, Lake Huron.	Shortly after 4 a. m., during a rift in the fog, lookout discovered two steamers alongside each other, heading for the island and apparently in trouble. Upon being boarded, they proved to be the Ira H. Owen and Susquehanna, which had been in collision off False Presque Isle. At the request of her captain, the Susquehanna was piloted to a safe anchorage, and the captain was taken ashore to wire his owners. A tug was ordered by telephone for the Owen, which went down the lake to meet it. The captain of the Susquehanna was set aboard his vessel again by the life-savers, who then assisted him to make an examination of the damage done. Both vessels had considerable water in their collision compartments, but were able to steam slowly. About noon the steamer Lycoming arrived and conveyed the Susquehanna to her destination.
July 20	Fish boat; no name.	Two Heart River, Michigan, Lake Superior.	Filled and sank at her moorings about 100 feet from the station. Surfmen hauled the boat up on the beach, freed her of water, and repaired the hole in her side, which had been the cause of her mishap.
July 20	Catboat; no name ..	Old Chicago, Illinois, Lake Michigan.	Capsized about $\frac{1}{2}$ mile from the station, and the crew of 3 men were thrown into the water. The surfboat was hurried to the rescue, but before it could possibly reach the spot the men had been picked up by a boat from the revenue cutter Fessenden, anchored near by. The life-savers righted the boat, bailed her out, and towed her ashore, landing the 3 men at the same time.
July 21	Am. sc. Rambler	Frankfort, Michigan, Lake Michigan.	Started a plank during a heavy squall and became water-logged. Upon seeing her signal of distress, surfmen boarded her, threw overboard part of her deck load, located and stopped the leak, and then helped to pump the vessel out and sail her into the harbor.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. July 21	Rowboat; no name..	Chicago, Illinois, Lake Michigan.	A rowboat containing a young man and a girl was seen about a mile from the station, apparently unable to make any headway against the stiff offshore breeze. One of the station boats went out and towed the young people to a landing.
July 21	Am. sc. Marion.....	.....do	This vessel was seen about 2½ miles from the station with her jib split, foresail and mainsail down, and acting very strangely. The station Whitehall boat pulled out to the vessel, which was found to be leaking badly, while the captain was intoxicated and the only other occupant unable to manage her. Keeper put aboard two of his crew, who made sail and worked her into port.
July 21	Sailboat; no name..	Point Adams, Oregon.....	A sailboat containing two men struck a sunken pile, which stove a hole in the bottom and swamped the boat. Station crew promptly went to the rescue in the surfboat, took the two men on board, and towed the boat to the station. The following day she was repaired and turned over to her owners.
July 22	Sloop Falcon.....	City Point, Massachusetts.	Parted her moorings in a fresh breeze and was drifting ashore. The life-saving crew went to her assistance in the station launch and secured her by running out another anchor.
July 23	Dory; no name .....	.....do	A small dory, under sail, having capsized in the bay, the life-saving patrol boat hastened to the scene, rescued the man, and towed the dory to the station, where the surfmen haled it out and took it to its landing, at Pleasure Bay.
July 23	Am. slp. Sally Mary..	North Beach, Maryland...	Bound on a pleasure excursion with 25 passengers and a crew of 2 men, this vessel anchored off Grassy Point shoal, 1½ miles to the southward of the station, and in the evening, to escape an approaching thunderstorm, all hands took refuge at the life-saving station. The storm lasted nearly all night and the sloop dragged her anchor and stranded on the shoal, where she was discovered by the keeper at daylight. He at once assembled a volunteer crew (inactive season), secured scows and bateaux, and going alongside the sloop, threw overboard the ballast and lashed the scows under the bottom of the sloop for floats; then, by means of the sails and anchor, forced the vessel into deeper water, sailed her to a safe anchorage and turned her over to her captain.
July 23	Am. tug James H. Martin.	Ottawa Point, Michigan, Lake Huron.	While towing a raft about a mile to the southward of the station, machinery became disabled and she sounded signals of distress. Lifeboat responded, and upon getting alongside the master requested the keeper to take his engineer ashore to have the broken part repaired and to send a towboat to his assistance. This was done, and the surfmen returned in tow of the tug and assisted in running lines and getting the Martin under way.
July 23	Rowboat Sam Mat-tull.	South Chicago, Illinois, Lake Michigan.	Shortly after 7 p. m. a towboat stopped at the station and reported a rowboat adrift on the lake. Five surfmen went out and about 1½ miles to the northward of the station found the boat with oars gone, and an intoxicated man in the stern sheets. Upon being taken to the station the man refused to remain there and went away, saying that he would return the next day for his boat. It was subsequently learned, however, that the boat was stolen, and on the following day it was turned over to the owner.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. July 24	Am. slp. Rambler ...	City Point, Massachusetts.	This vessel, sailing with a pleasure party of two men and two women, had anchored on account of a squall, which finally drove her against a stone pier, where she was in great danger of being ground to pieces. The patrol boat hastened to the scene, and the surfmen made sail on the sloop and worked her to a place of safety.
July 24	Rowboat; no name. do		Two men fishing in a small boat were caught in a heavy squall and swamped. They were taken into the patrol launch and the boat was towed to the station, where they were properly cared for.
July 24	Flatboat; no name. .	Louisville, Kentucky	A flatboat containing a man and a woman was caught in the Louisville chute of the falls, and was fast drifting into danger, when the station boat overtook it and towed it into safe water.
July 25	Skiffs (2); no names. do		Two boys, rowing in a small skiff, lost one of their oars, and being near the cross dam of the falls, were in imminent danger of going over. Station crew overtook them and towed them to a place of safety. Later in the day two other boys were rescued under similar conditions.
July 25	Am. tug Restless ...	Cape Disappointment, Washington.	Disabled by getting a line in her wheel while casting off from her wharf. Life-saving crew ran hawsers ashore and assisted in beaching her, and at low water helped to clear the propeller.
July 26	Am. slp. Josephine .	City Point, Massachusetts	Disabled during a stiff northeaster and made signals of distress. Station launch took her in tow and anchored her in a good berth in Boston harbor. (See letter of acknowledgment.)
July 26	Catboat Chief.	Cuttyhunk, Massachu- setts.	Anchored during the day in an exposed position in Cuttyhunk harbor, and as the sea was rough and the weather threatening, keeper boarded her and advised the master to shift his anchorage to the Pond, where he would be safe. Master complied, but as he was unfamiliar with the locality, the keeper piloted the boat through the passage and anchored her in a good berth.
July 26	Catboat Christina ...	Hereford Inlet, New Jersey.	While running for an anchorage in a strong blow this boat stranded about $\frac{1}{2}$ mile N. of the station. It being the inactive season, keeper hastily collected a volunteer crew, ran out an anchor, hove her afloat, and worked her to a safe anchorage.
July 26	Small boat; no name.	Charlotte, New York, Lake Ontario.	Two men in a small boat were carrying out a heavy weight, when, owing to carelessness, the boat overturned and one man was drowned; the other was rescued by the life-saving crew. (For detailed account see caption "Loss of Life.")
July 26	Rowboat; no name .	Racine, Wisconsin, Lake Michigan.	During the morning watch the lookout picked up a skiff that had gone adrift and brought it to the station. Later in the day it was returned to its owner.
July 30	Launch Lottie B. ...	City Point, Massachusetts	In the early part of the evening rowboat patrol discovered this launch ashore on the flats on the west side of Castle Island. He immediately went to her assistance and floated her by running out an anchor and heaving her up to it.
July 30	Am. sc. yt. Manitou .	Fort Niagara, New York, Lake Ontario.	In getting under way, drifted inshore and stranded on the bar. Surfmen ran out an anchor, helped haul her off, and then let go both anchors. About 8.30 p. m. the wind freshened and the yacht dragged out into the lake, where she lay in a very dangerous position. At master's request keeper landed one of the yacht's crew and gave him direc-

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. July 30	Am. sc. yt. Manitou.	Fort Niagara, New York, Lake Ontario.	tions for obtaining a tug, and soon a small steamer took the yacht in tow and proceeded up the river, the surfmen having run the line and helped get up the anchor.
July 31	Am. sc. M. K. Rawley.	Point Allerton, Massachusetts.	Dragged her anchor and went ashore on Toddy Rocks, about $\frac{3}{4}$ mile from the station. Keeper collected a volunteer crew (inactive season) and immediately went to her assistance. It being the ebb tide, she could not be moved, but anchors were taken out and hawsers run, and everything made ready to haul her off on the next high water. At the request of the master the station crew remained by the vessel, and at the last of the next flood they succeeded in floating her, and took her to a safe anchorage.
July 31	Rowboat; no name..	City Point, Massachusetts	While the patrol boat was passing Castle Island a small rowboat was found on the beach, and near by two men lying on the sand, helplessly drunk. As the tide was rising rapidly, the life-savers put the men into the boat and towed them to the station, where they were cared for until sober.
July 31	Small boat; no name	.....do	Four boys, out sailing in a small dory, were caught in a squall and were in imminent danger of being capsized, when they were discovered by the patrol launch, which took them to the station, where they remained until the squall passed over.
July 31	Am. sloop. Louise.....	.....do	Carried away her mast in a stiff squall and was drifting helplessly about, when the station launch hastened to the scene and towed her to the station, where her crew of six were cared for. On the following flood tide the sloop was towed to Dorchester, where she belonged.
July 31	Am. sloop. Wanderer.....	.....do	A pleasure party of two women and three men were sailing on the bay in a sloop-rigged dory, when a severe squall came up, forcing them to take in sail and rendering the boat unmanageable. The patrol launch took the five people on board and towed the sloop to the station, where the party were sheltered until the squall had passed.
July 31	Small boat; no name	Sullivan's Island, South Carolina.	Capsized while attempting to hoist the sail, $\frac{1}{2}$ mile from the station, and the crew of two men were thrown into the water. Keeper hastened to the scene in his small boat, rescued the men, and towed the boat to the boathouse, where it was righted and bailed out.
July 31	Skiff; no name.....	Louisville, Kentucky.....	Station crew went out and towed in a small boat with four boys, who had ventured too near the cross dam of the falls and were caught in the swift current.
July 31	Naphtha launch Comfort.	Duluth, Minnesota, Lake Superior.	About 11 p. m. the south patrol gave the alarm that this launch had run on top of a sunken crib a short distance from the station. Surfmen pulled out in the lifeboat and released her after about twenty minutes' work.
Aug. 1	Rowboat; no name..	Jerry's Point, New Hampshire.	Capsized through mismanagement $\frac{1}{2}$ mile SW. of the station. Surfboat at once put off to the rescue. A boat near by at the time of the casualty picked up the three men before the arrival of the station crew, but the men were taken to the station and kindly cared for, having been severely chilled and exhausted. After putting their boat in order, surfmen saw them started on their way to Portsmouth.
Aug. 1	Am. str. C. W. Morse; barges Knickerbocker and C. C. Chapman.	Race Point, Massachusetts.	Morse stranded during the fog $\frac{1}{2}$ mile E. of station at 11.10 p. m. Patrolman reported her to keeper, and station crew went out to her in the surfboat. Found that she had cast off two barges (the

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Aug. 1	Am. str. C. W. Morse; barges Knickerbocker and C. C. Chapman.	Race Point, Massachusetts.	Knickerbocker and C. C. Chapman) which she had in tow, and they were anchored in barely sufficient water to float them. By constantly working her propeller she finally succeeded in backing offshore. Surfmen ran hawsers between the barges and then to the steamer and she started ahead, but sheered off and grounded again. The hawsers being cast off, the steamer once more released herself and the surfmen got the lines to her again, and gave the masters steering directions, whereupon the tow proceeded to sea apparently uninjured.
Aug. 1	Am. str. F. W. Fletcher.	Thunder Bay Island, Michigan, Lake Huron.	At the owner's request, surfmen pulled out 6 miles to stop this steamer, as he wished to see her master on urgent business.
Aug. 1	Rowboat; no name.	Muskegon, Michigan, Lake Michigan.	Capsized while fishing in company with another boat $\frac{1}{2}$ mile S. of the piers. The crew of two men were picked up by their companions, who started to tow the capsized boat to port. Surfmen went out in station boat and met the parties near entrance to harbor, righted the boat, bailed it out, and delivered it in good condition to the owner.
Aug. 2	Sailboat; no name.	City Point, Massachusetts.	Capsized by a sudden puff of wind $\frac{1}{2}$ mile from the station, throwing the occupant into the water. Keeper with three surfmen hastened to the rescue in the launch, and a man in a rowboat near by assisted the endangered man until the arrival of the station crew, when he was taken into the launch. His boat was righted, pumped out, and taken to the yacht clubhouse.
Aug. 2	Sc. yt. Lena.....	Cleveland, Ohio, Lake Erie.	Sprung a leak while at anchor inside of west breakwater and was in danger of sinking. Surfmen discovered her condition at 5.30 a. m., and boarded her. Finding her almost full of water, they bailed her out and towed her to the station, where she was hauled out on the beach and the owner notified.
Aug. 3	Schooner; no name.	Sullivan's Island, South Carolina.	Capsized 10 miles E. of the station, imperiling the lives of three men. Station being notified, surfboat started out to the rescue, leaving two surfmen to patrol the beach, and made search until far into the night, but without avail. Still later a patrolman found her in the breakers at the E. end of the island. The men were almost exhausted when the surfmen jumped into the breakers and hauled them ashore. Took them to the station for the night, and furnished them with dry clothing from the supply donated by the Women's National Relief Association. Next day the schooner was repaired and taken to Charleston.
Aug. 3	Am. str. Isabella J. Boyce.	Manistee, Michigan, Lake Michigan.	Disabled 8 miles NW. of the station by blowing manhole plate out of the boiler. Keeper telephoned for a tug, and surfmen went out in tow with the station boat, but no further service was required.
Aug. 4	Am. sc. Flotilla	Plum Island, Wisconsin, Lake Michigan.	Anchored near the station with only two men on board, and they were unable to raise the anchor. Surfmen went out in station boat, and got the schooner under way.
Aug. 5	Catboat Ada.....	Point Allerton, Massachusetts.	Parted cable and stranded $1\frac{1}{2}$ miles SE. of station at 1 a. m. Surfmen went down the beach to her and bailed her out, and as the tide rose, hauled her up clear of the surf, saving her from going to pieces. On the next high water she was floated and delivered to her owner.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Aug. 5	Am. sc. Boyd & Leeds.	Race Point, Massachusetts.	Stranded at 3 a. m. $\frac{1}{2}$ mile W. of station. Surfmen pulled out to her, but as she was in no immediate danger they returned to the station and sent for a tug. After breakfast they returned to the schooner and dug out the anchor, which had been dropped in the sand under the forefoot, and upon the arrival of the tug they helped lay out an anchor and got the station tackle ready for heaving on the cable; ran hawser to the tug, and then with all hands heaving and the tug pulling, the schooner was released, apparently uninjured.
Aug. 5	Am. sc. Anna L. Sanborn.	Monomoy, Massachusetts.	Stranded 2 miles SW. of station during thick weather. Surfmen went to her in station boat, and by helping with the sails and anchor succeeded in floating her undamaged.
Aug. 5	Sloop; no name.....	Gay Head, Massachusetts.	Dragged against a wharf about $\frac{1}{2}$ mile from the station, where she was in danger of pounding to pieces. Patrolman reported her to keeper at 4.30 a. m., and station crew turned out and hauled her clear of the wharf and bailed her out. She was not much damaged and was hauled up on the beach clear of the sea.
Aug. 5	Am. sc. Maud Gertrude.	.....do	Dragged anchors and stranded 3 miles E. of station during thick, rainy weather. Keeper and crew boarded her and found that anchors had been laid out in the wrong direction. They were hove up and run out into deep water, and at high tide the vessel was released with slight damage.
Aug. 5	Launch Ramona....	Watch Hill, Rhode Island.	Machinery disabled 1 $\frac{1}{2}$ miles SW. of station. Lookout reported her signal of distress at 7 p. m., and the surfboat pulled out and took her in tow to a safe berth near the station. The next day she was towed to New London for repairs.
Aug. 5	Fish boats (15); no names.	Long Branch, New Jersey.	Caught at sea in heavy weather with two men in each boat. As they came in through the heavy surf, station crew waded out and helped them to land without material damage to any of the boats.
Aug. 5	St. yt. Me Too.....	Holland, Michigan, Lake Michigan.	Disabled 8 miles N. of station by a break in her machinery. Surfmen towed out behind a tug, which took the yacht into port, and the surfboat then towed her into Black Lake for repairs.
Aug. 5	Rowboat; no name.	South Haven, Michigan, Lake Michigan.	Capsized in shoal water near the station, and the two boys in charge waded ashore and tried to get the boat up on the beach. Surfmen hauled it out and delivered it to the owner.
Aug. 6	Am. sc. A. C. Newhall.	Jerrys Point, New Hampshire.	Stranded on the rocks 11 miles from the station while the master and crew were out after a school of fish. Life-savers saw her danger and went out to her in the surfboat, ran an anchor, and by working the sails and heaving on the cable succeeded in getting her afloat.
Aug. 6	Am. sc. Edward M. McLaughlin.	Blue Point, New York....	Stranded in smooth water $\frac{1}{2}$ mile NW. of station. Surfmen went off, but master declined assistance, as he believed the vessel would float at high water. The next afternoon he accepted help, and after running out an anchor, surfmen manned the windlass and worked the sails until the schooner floated, practically uninjured.
Aug. 6	Am. slp. Harriet Dart.	Long Beach, New York....	Stranded about sunset on a sand bar 2 $\frac{1}{2}$ miles W. of the station. Life-savers pulled out, but found that she had pounded over the bar into deep water. Keeper gave the master sailing directions, and he proceeded in safety.
Aug. 6	Sc. yt. Ranger.....	Cold Spring, New Jersey.	Master being unfamiliar with the entrance to the inlet, surfmen went on board and piloted her inside.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897.			
Aug. 7	Am. sc. Tragabig-zanda.	White Head, Maine.....	Stranded on a sunken ledge of rocks in Muscle Ridge Channel. Life-savers went at once to her assistance, ran out an anchor; set taut on the hawser until flood tide, when she was floated.
Aug. 7	Am. tug W. H. Doan.	Michigan City, Indiana, Lake Michigan.	Disabled 2 miles from station by a line in her propeller. Surfmen pulled out in lifeboat, but finding that a tug was needed, returned to station and telephoned for one, which towed the disabled steamer safely inside.
Aug. 7	Rowboat; no name..	Old Chicago, Illinois, Lake Michigan.	Adrift outside the east breakwater and in danger of being lost. Surfmen towed it inside and delivered it to owner undamaged.
Aug. 8	Am. sc. Hattie A. Marsh.	White Head, Maine.....	Stranded on a dangerous sunken ledge 6 miles S.E. of station. Life-savers went out and found her hard and fast. Planted anchor and guyed her booms out so as to make back sail, and on the flood tide hove her off the ledge and piloted her clear of all dangers.
Aug. 8	Am. sc. Falcon.....	Shoalwater Bay, Washington.	Anchored at night in a dangerous position near the breakers on the bar. When the fog lifted in the morning lookout reported signal of distress, and station crew immediately pulled out to her. Master wanted a tug, but as there was none in the vicinity, keeper and crew got up the anchor and piloted the schooner into the bay.
Aug. 9	Fish boat; no name.	Long Branch, New Jersey.	Capsized on the bar 150 yards off the station, and before the crew could launch the surfboat the overturned boat, with its twelve men clinging to it, had been carried 200 yards N. by the current. As the surfboat could now be of no use, the station crew sped up the beach to help the imperiled men through the surf. One man, becoming exhausted, had been washed away from the boat, but was rescued by a man on the beach near by. Some of the other men had reached the shore when the life-savers arrived, but the rest of them were helped through the breakers by the surfmen, who also assisted in saving the boat and gear. They attended to the wants of the exhausted man, and the next day he was able to go to work. The other men were none the worse for their experience.
Aug. 9	Am. slp. Sallie B....	Hereford Inlet, New Jersey.	In danger of going to pieces in the breakers about a mile S. of the station, imperiling the lives of four men. Station boat pulled out and one of the surfmen boarded her and slipped the anchor, and the surfboat then towed her over the bar. On the following day the surfmen recovered the anchor.
Aug. 9	Catboat Oxonian....	Cape May, New Jersey ...	Cable parted and the boat drifted ashore on the ebb tide. Surfmen made an attempt to shove her off, but failed, and the sea becoming rough, the boat bilged. Lines were then run ashore and she was hove above the high-water mark, where repairs were made. A suit of clothing was furnished to one of the crew. On the 18th surfmen floated the boat and took her into Cold Spring Inlet.
Aug. 9	Am. str. City of Green Bay.	Two Heart River, Michigan, Lake Superior.	At the master's request, surfmen pulled out to steamer and transferred a passenger to another steamer which the Green Bay could not approach on account of a raft alongside.
Aug. 9	Str. Edna	Duluth, Minnesota, Lake Superior.	Stranded on a sunken crib $1\frac{1}{2}$ miles S. of the station at 4.30 a. m., but master declined assistance from the station crew. Later in the day, however, he requested aid, as no tug would go near his vessel on account of the hidden danger. Fail-

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Aug. 9	Str. Edna	Duluth, Minnesota, Lake Superior.	ing to heave her off with an anchor, surfmen rigged shears over her stern, passed a line under her, and by heaving on the anchor and hauling on the shear tackle, they ultimately floated her.
Aug. 9	Slp. yt. Black Cat...	Holland, Michigan, Lake Michigan.	Capsized in Black Lake near the station, throwing six men into the water. Life-savers hastened to the scene and rescued two of the crew, the others having been picked up by boats near at hand. Towed yacht to wharf, bailed her out and turned her over to owner.
Aug. 9	Catboat; no name..	Evanston, Illinois, Lake Michigan.	Capsized by a squall about $\frac{1}{2}$ mile SE. of station, imperiling the lives of two men. Three surfmen quickly manned a small boat and rescued the men, landing them on the beach; then returned and righted the boat and towed it to the station.
Aug. 9	Yawl; no name.....	Plum Island, Wisconsin, Lake Michigan.	Capsized alongside a sloop; the occupant climbed on board the sloop and the yawl drifted away. Keeper hastened to the place in a sailboat and picked up the yawl and two pairs of oars, which he delivered to the owner on the sloop.
Aug. 10	Am. sc. Gertrude T. Browning.	Fire Island, New York...	Hove to off the bar and signaled for a pilot. As none of the local pilots would venture out, keeper and crew went to the vessel in a sailboat and piloted her over the bar to a safe anchorage.
Aug. 10	Am. sc. Result.....	Thunder Bay Island, Michigan, Lake Huron.	Centerboard touched on a bar and jammed while the schooner was getting under way near the station. Being unable to pull her over the bar, surfmen got steam on the Florence C. (keeper's private launch) and succeeded in getting her afloat. Then cleared the centerboard, unshipped it for repairs, and later re-shipped it, enabling the schooner to proceed on her way.
Aug. 11	Dory; no name.....	Brant Rock, Massachusetts.	In a dangerous position on the beach 2 miles S. of the station; surfmen hauled it up out of danger.
Aug. 11	Catboat Jessie.....	Indian River Inlet, Delaware.	Stranded on a shoal at 11 p. m. while attempting to cross the bar at entrance to harbor. Patrolman on the S. beat burned his Coston to let the occupants know that help was at hand; then reported to keeper. The catboat was well up on the shoal, but the surfmen forced it over into the smooth water beyond and took it to a safe berth.
Aug. 11	Sailboat; no name..	Galveston, Texas	Capsized with one man a mile to the westward of the station, and before the surfboat could reach her the man was picked up by a skiff near by. Surfmen towed the boat to the flats, righted and bailed it out, and delivered it to owner uninjured.
Aug. 11	Sloop; no name.....	Duluth, Minnesota, Lake Superior.	Found by the patrol at 5.30 a. m. capsized, with all sail set. Station crew pulled down to her, took in sail and righted her, and then towed her into shoal water and rigged her up. The owner subsequently called for her and proved property.
Aug. 12	Am. sc. W. H. Y. Hackett.	Plum Island, Massachusetts.	Stranded on a sandy point at 7.10 p. m. $\frac{1}{2}$ mile N. of station, where heavy seas swept over her, endangering the lives of four men. Surfboat hastened out and the master requested keeper to send for a tug. Tug did not come, and at 9.30 p. m. the surfmen laid out anchor and succeeded in getting the schooner into deep water. Hove up anchors and took her to a safe berth.
Aug. 12	Small boat; no name.	North Scituate, Massachusetts.	Three boys attempted to land with this boat, which shipped a sea and tipped over, throwing them all out. One of them was caught under the boat and seriously imperiled, but was rescued by a surfman. The boat was then hauled out on the beach.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Aug. 12	Br. sc. Harold Borden.	Muskeget, Massachusetts.	Stranded on Tuckerneck Shoal, 5½ miles from the station. The surfmen promptly proceeded to her in the surfboat under sail, and, finding an anchor already laid out, they made sail and helped to heave on the anchor. After two hours' work she was released, and was then anchored to await a fair tide.
Aug. 12	Sloop Vera.....	Atlantic City, New Jersey.	Carried away her mast 2½ miles E. of the station. Surfmen immediately went to her assistance and towed her to the beach, where the master of a sloop yacht volunteered to take her into the inlet.
Aug. 12	Yacht Diana.....	.....do.....	Stranded on the bar at 11 p. m. Life savers responded to signal and landed five passengers. When the tide served they returned to the yacht, ran out an anchor and tried to heave her off, but failed; succeeded later on by the use of a heavier anchor and a longer line.
Aug. 12	Slp. yt.; no name...	Charlotte, New York, Lake Ontario.	Capsized 2 miles NW. of station at 10 p. m., Aug. 11, but could not be seen from the station. At 1.30 a. m. information was received that the two men who sailed the boat had not returned, and the lifeboat went out in search of them. At 4 a. m. procured a tug to tow the lifeboat, and about 6 a. m. found the two men clinging to the overturned yacht, 3½ miles SE. of the station. Put them aboard the tug, righted and bailed out the yacht, and towed her into the harbor.
Aug. 12	Am. str. Richard Martin.	Cleveland, Ohio, Lake Erie	Propeller broken and vessel in danger of stranding 4 miles E. of station. Surfmen took out a hawser and ran it from a tug to the steamer, which was then towed into port.
Aug. 12	Sailboat; no name...	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Stranded at 10 p. m. in the breakers S. of the pier, the two men on board being under the influence of liquor. Life-savers hauled the boat up clear of the surf and took the men to the station, where they were sheltered for the night. One was given a hat from the supply of the Women's National Relief Association.
Aug. 13	Rowboat; no name...	North Scituate, Massachusetts.	Adrift 4 miles E. of the station with three people in it. Station crew went out to their assistance, took them ashore, and towed the boat to the beach.
Aug. 13	Am. sc. Carrie E. Phillips.	Wood End, Massachusetts.	Stranded on the bar at 8.30 p. m. about 1 mile NW. of station. Surfmen went to her assistance, planted an anchor and soon had the vessel afloat uninjured.
Aug. 13	Catboat Bessie.....	Fort Niagara, New York, Lake Ontario.	On account of the fresh wind, the five boys in this boat were unable to manage her, and when 1½ miles to the northward of the station, they made a signal of distress, whereupon the station crew pulled out in the surfboat and towed them in.
Aug. 13	Slp. yt. Keewadin...	Marquette, Michigan, Lake Superior.	Stranded on a rocky shoal ½ mile E. of station. Surfmen ran out an anchor and hove her afloat uninjured.
Aug. 13	Small boat; no name.	Holland, Michigan, Lake Michigan.	Drifting out into the lake and in danger of being lost. One of the surfmen picked it up, and next day delivered it to owner.
Aug. 13	Am. sc. A. R. Upright.	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Missed the entrance to the canal and drifted toward the harbor pier. Surfmen took her lines and hauled her into deep water; then returned to the station, manned the surfboat, and ran a line from the schooner to the windward pier and hauled her into the canal uninjured.
Aug. 14	Small boat; no name.	Jerry's Point, New Hampshire.	Adrift and in danger of being lost. Surfmen pulled out in the skiff and towed it to the station, where it was held for an owner.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Aug. 14	Fish boat; no name.	Cape Disappointment, Washington.	Anchored $\frac{1}{2}$ mile from the station with one man in it who was unable to handle it in the strong wind. Keeper sent out a small boat with one surfman, who sailed the fish boat to the station.
Aug. 15	Dory; no name	Davis Neck, Massachusetts.	Drifting out to sea with no one in it. The surfmen manned the small boat and caught the dory, which they towed ashore and hauled up in a safe place to await a claimant.
Aug. 15	Sloop; no name	City Point, Massachusetts.	Struck by a squall and sprung a leak, endangering the lives of the two boys in it. Life-savers put out to the rescue, took the boys into the station launch, and set them ashore, towing the sloop to the landing.
Aug. 15	Rowboat; no name .....	.....do	Two intoxicated men lost one of their oars and were drifting out of the bay when discovered by the life-savers. The launch went out and towed them to the point from which they started.
Aug. 15	Gasoline launch Nohoko.	.....do	Engine broke down at 10 p. m., when in the vicinity of the station, completely disabling the craft. As the machinery could not be repaired at the station, towed her to Dorchester with the station launch.
Aug. 15	Scows Franklin, No. 26, and No. 35.	Coney Island, New York..	While in tow of the tug Gipsy Girl, tow-line parted and all three of the scows drifted into shoal water and grounded. Tug met the surfboat at Rockaway Inlet and towed it as near as possible to the Franklin, and after much difficulty she was boarded through the surf and the man in charge was taken off and set on board the tug. Surfmen then boarded the other scows and took off the men in charge of them. The No. 26 and No. 35 were finally forced by wind and tide around the point of the beach and were picked up by the tug only slightly damaged. On the 18th the station crew ran lines from the Franklin to tugs, but they failed to release her, and she eventually became a total wreck.
Aug. 15	Slp. yt. Kate	Sandy Hook, New Jersey.	Stranded $\frac{1}{2}$ mile S. of station. Station crew ran out an anchor and floated her undamaged.
Aug. 15	Am. str. Fleur delis.	Cape May, New Jersey....	Sprung a leak and master beached her to prevent her sinking. Surfmen hauled her up on the beach and made temporary repairs, and on the 25th they hove her afloat.
Aug. 15	Rowboat; no name..	Ashtabula, Ohio, Lake Erie.	In danger of swamping in a squall $1\frac{1}{2}$ miles out on the lake. Surfmen hastened out and took her in tow to the station, landing the three men in safety.
Aug. 15	Catboat No. 3	Cleveland, Ohio, Lake Erie.	Capsized by a sudden squall $\frac{1}{2}$ mile W. of station, throwing two boys into the water. Life-savers rescued them in the dingy and set them aboard a yacht close by.
Aug. 15	Scows No. 18 and No. 15.	Grand Haven, Michigan, Lake Michigan.	No. 18 parted her moorings and went adrift in the river, where she was in danger of fouling other craft. Station crew got a line to her and tracked her up the river to a good berth, and then did a like service for the No. 15, which was tugging at her moorings in the heavy swash.
Aug. 16	Am. slp. Blizzard ...	Hunniwells Beach, Maine.	Stranded $\frac{1}{2}$ mile E. of the station. Surfmen planted an anchor, and at high water hove her afloat and sailed her to a place of safety.
Aug. 16	Am. slp. yt. Adele...	Gurnet, Massachusetts ...	Anchored $2\frac{1}{2}$ miles from the station with a broken tiller, and two men were sent ashore in a sailboat for a tug. Surfmen boarded her, and as a gale was springing up they signaled a passing steamer, which towed the yacht to Plymouth. (See letter of acknowledgment.)

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Aug. 16	Am. sc. Isaiah Hart.	Monomoy, Massachusetts.	Stranded on a shoal 3 miles from the station. Surfmen boarded her and helped in handling anchor and sails, and at high water they got her afloat; keeper piloted her clear of the shoals.
Aug. 16	Am. sc. Gertrude T. Browning.	Fire Island, New York ...	At master's request, keeper piloted this vessel out over Fire Island bar.
Aug. 16	Skiff; no name.....	Charlotte, New York, Lake Ontario.	Picked up adrift in the lake and towed to the station to await call of owner.
Aug. 17	Catboat; no name...	Rye Beach, New Hampshire.	On account of defective steering gear the five men on board were unable to manage her and had to bring her to anchor. Surfmen boarded her, reefed mainsail, and worked her into a safe berth.
Aug. 17	Catboat; no name...	City Point, Massachusetts	Capized by a sudden squall $1\frac{1}{2}$ miles E. of station, and her three men clung to a small tender that had been towing astern until they were picked up by the station launch. The boat was righted and towed ashore and the rescued men were given dry clothing at the station. Launch then towed them to Dorchester.
Aug. 17	Slp. yt. Clara	Sandy Hook, New Jersey.	Surfmen pulled out and ran a line from a tug to this vessel, stranded near the station, and she was then hauled off uninjured.
Aug. 17	Catboat; no name...	Duluth, Minnesota, Lake Superior.	Caught in a squall $\frac{3}{4}$ mile from the station, endangering the lives of three boys. Surfmen pulled out and took the boys into the lifeboat, hauled down the sail and towed the boat to a landing.
Aug. 17	Am. sc. Pride	Kewaunee, Wisconsin, Lake Michigan.	Leaking badly; attempted to make the harbor, but missed the entrance on account of wind and sea. Station crew ran a line to the north pier and then boarded her and warped her to a berth inside. Unloaded wood enough to enable them to find and stop the leak.
Aug. 18	Cat yacht; no name.	Little Beach, New Jersey.	Stranded on a sand bar $\frac{1}{2}$ mile from the station. Being unable to pole her off, surfmen jumped into the water and forced her off by main strength and then took her to a good anchorage.
Aug. 18	Fish boat; no name.	Erie, Pennsylvania, Lake Erie.	Capized 10 miles out in the lake, and the occupant was picked up by a passing steamer during the night of the 15th. On this date the boat was reported ashore on the N.W. side of the peninsula, and the station crew pulled to the spot. After working in the water an hour and a half they floated her and towed her to the station, where the owner called for her and took her away.
Aug. 18	Am. sc. Charley J. Smith.	Two Rivers, Wisconsin, Lake Michigan.	Unable to enter harbor on account of head wind. In the absence of a tug, surfmen took her lines and pulled her inside the piers.
Aug. 18	Am. sc. Annie Thorne.	Kewaunee, Wisconsin, Lake Michigan.	Made harbor in the night with 3 feet of water in her hold. Surfmen turned out and pumped her dry so that the master could calk the leaky seams.
Aug. 18	Pile driver; no name.	.....do	Driven by the wind against the north pier and pounding in the heavy sea. Station crew ran down the pier and, jumping aboard, got out lines and tackles and worked her into the harbor.
Aug. 18	Am. sc. Rob Roy .....	.....do	Made port in a fresh northerly wind, and was assisted inside by the surfmen, who took her lines and hauled her up the river.
Aug. 18	Fish boat; no name.	Ilwaco Beach, Oregon.....	Stranded on the beach $\frac{6}{8}$ miles N. of station after having capized in the surf. Occupant reached shore and was cared for by a friend. Upon learning of the accident surfmen went to the spot and hauled the boat clear of the surf and recovered the net.
Aug. 19	Am. slp. yt. Sayonara.	White Head, Maine.....	Stranded on a sunken ledge 2 miles N.E. of station. Life-savers went out to her in the surfboat, ran out an anchor, listed

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Aug. 19	Am. slp. yt. Sayonara.	White Head, Maine.....	her over, and hove her off the ledge undamaged. Fog having shut in and master being unfamiliar with locality, keeper piloted her to a safe anchorage.
Aug. 19	Small boat; no name.	Grindstone City, Michigan, Lake Huron.	Capsized and sank 1 mile N.W. of station in 6 feet of water while in charge of the keeper of the Port Austin lighthouse. He clung to the halliards with his head just out of water, from which position he was rescued by the surfmen and taken to his home, the capsized boat being towed in at the same time.
Aug. 20	Sloop; no name.....	Hunniwells Beach, Maine.	Stranded during the fog 2 miles from station. Patrol found her in the breakers and motioned to the master to slip his cables and beach the boat. This was done, and the master and his wife and two children, the only ones on board, were taken to the station and furnished with dry clothing. The surfmen recovered the anchors and at high water released the sloop and took her to a place of safety.
Aug. 20	Small boat; no name.	City Point, Massachusetts	Picked up in the bay by the surfmen and returned to the sloop from which it had broken adrift.
Aug. 20	Am. str. F. W. Fletcher.	Thunder Bay Island, Michigan, Lake Huron.	Anchored off the island awaiting the return of a picnic party. The wind having freshened, master could not take the people on board in his boats, so the surfmen carried them out in the station boats, making fifteen trips.
Aug. 20	Naphtha launch Restless.	Grand Haven, Michigan, Lake Michigan.	Broke crank shaft and drifted ashore at 10.50 p. m., about $\frac{1}{2}$ mile S. of the harbor entrance. Surfmen went out to her in the surfboat and, finding her full of water, bailed her out and towed her to the station. Her crew of two were given dry clothing from the supply donated by the Women's National Relief Association, and they were succored at the station for two days.
Aug. 21	Am. sc. Etta B. Rich.	Fletchers Neck, Maine....	Stranded on the beach 3 miles to the northward of the station. After two ineffectual attempts to release her, surfmen took large anchor, hawser, and tackles from station, planted the anchor, and finally hove her off in good condition.
Aug. 21	Am. sc. Gertrude T. Browning.	Little Egg, New Jersey...	Sunk with all sail set 7 miles S. of station; crew reached Atlantic City in their own boat. Surfmen from Little Egg and Little Beach stations pulled out, but could do nothing further than to save part of the sails and gear.
Aug. 21	Catboat Atom.....	Old Chicago, Illinois, Lake Michigan.	Capsized during a race $\frac{3}{4}$ miles E. of station. Her five men were picked up by another boat before the surfmen could reach them, but the station crew righted the boat and held her up while a tug towed her ashore; bailed her out and delivered her to her owners uninjured.
Aug. 22	Slp. Olga	Point Allerton, Massachusetts.	Stranded at 10.30 p. m. on the rocks $\frac{1}{2}$ mile N.W. of station. Life-savers went to her in the surfboat, laid out anchors, and by heaving and lifting succeeded in releasing her only slightly damaged.
Aug. 22	Sloop; no name.....	do	Capsized a mile from the station while in charge of five intoxicated men, who were rescued by two yachts close by. Surfmen righted and bailed out the boat and took it to a place of safety. Took the men to the station, and supplied some of them with clothing. Gave them money for their fares to Boston.
Aug. 22	Skiff; no name.....	Santa Rosa, Florida	Discovered at 9.45 p. m. in the surf, about 2 miles W. of station, having on board an outfit of cooking utensils, provisions, and fishing tackle. Surfmen hauled it up clear of the sea and took most of the

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Aug. 22	Skiff; no name.	Santa Rosa, Florida.	outfit to the station, but owing to the high surf did not take the skiff to the station until the next day. It was delivered to the owner on the 24th, together with the outfit.
Aug. 22	Skiff; no name.	Buffalo, New York, Lake Erie.	Hearing cries in the vicinity of the light-house at 9.15 p. m., patrol rang the alarm and surfmen pulled out in the surfboat and found a skiff capsized close by the light. The two men had been picked up by a tug, but were taken into the station boat, and the overturned boat towed to the station. The boat was bailed out and the men, who were thoroughly chilled, were given stimulants.
Aug. 22	Am. st. yt. Alex. H. Sloan.	.....do	Stranded on a reef at 9.40 p. m., 2 miles W. of station, and made signals of distress. Surfmen pulled out, but as the yacht was in no immediate danger they decided to do nothing toward releasing her until morning. Five passengers desiring to go ashore were landed on the return trip of the surfboat. Next morning station crew took out their hawser and ran it to a tug which soon floated the yacht uninjured.
Aug. 23	Am. sc. Bessie C. Beach.	Fletchers Neck, Maine.	Stranded on the rocks 1 mile north of station. At 9.30 p. m., when surfboat arrived alongside, a tug was trying to haul her off, but had to abandon the attempt owing to falling tide. Keeper remained on board all night and at 5 a. m. carried out an anchor and 75 fathoms of line. Took hawser to the windlass and hove in, and the tug pulling at the same time, the vessel was soon released with but slight damage, and was piloted to a safe anchorage.
Aug. 23	Slp. yt. Corsair.	City Point, Massachusetts.	Parted mooring pennant in the fresh wind and rough sea, and was drifting toward the rocks off Commercial Point, but was prevented from stranding by the station launch, which got a line to her and towed her to a safe berth.
Aug. 23	Sailboat; no name. .	Charlotte, New York, Lake Ontario.	Capsized near the station by a sudden puff of wind, endangering the lives of two men. Station crew hurried out in two small boats, rescued the men, and towed the boat to the station, where they righted it and bailed it out.
Aug. 23	Sailboat; no name. .	Thunder Bay Island, Michigan, Lake Huron.	Stopped at station en route from Detroit to Mackinac with two men in need of supplies, head winds having retarded their progress. Keeper furnished them with a week's provisions.
Aug. 23	Slp. yt. Alert.	Racine, Wisconsin, Lake Michigan.	While moored alongside a dock with no one on board, yacht was swamped by the back wash of a steamer. At daylight surfmen righted and bailed her out, and took her to a good berth.
Aug. 24	Slp. yt. Louise.	Plum Island, Massachusetts.	Anchored in the breakers 1 mile NE. of station with three men on board. Life-savers pulled out through the heavy sea, and after three fruitless attempts to drop down to her from the windward, made signs to the men to be ready to jump aboard the surfboat the moment she was within reach. Then by a mighty effort the surfboat was sheered close alongside, and the men, stripped to their shirts, leaped aboard, and were conveyed in safety to the station, chilled and nearly exhausted. There they were rubbed down and put to bed, and afterwards supplied with dry clothing from the Women's National Relief Association box. Shortly after the men were taken off, the sloop sank, and during the night she drifted down 2½ miles S. of the

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Aug. 24	Sly. yt. Louise	Plum Island, Massachusetts.	station. In the morning the surfmen pulled out and found her mast and bowsprit carried away, rudder gone, and two large holes torn in her bow by the stump of the mast. They cleared her of the wreckage and towed her into the river, where they beached her for repairs. The men were sheltered and succored at the station until the 26th. The yacht's small boat broke adrift and washed ashore 1½ miles N. of Knobbs Beach Station; crew from that station hauled it up on the beach and notified the owners. Capsized in the bay ¼ mile from station. Surfmen pulled out and rescued the sole occupant, recovered sail and oars, righted the boat and towed it to the boat-house.
Aug. 24	Skiff; no name	Erie, Pennsylvania, Lake Erie.	Saugatuck stranded at 3.30 a. m. on the reef to the westward of the station and began blowing for assistance. Station crew and tug Peerless went to her relief, but the Peerless also grounded on the same reef. Surfmen hauled a third tug and tended her lines while she floated both the stranded vessels.
Aug. 24	Am. tugs Saugatuck and Peerless.	Point Marblehead, Ohio, Lake Erie.	Centerboard having broken, owner beached her 1 mile SW. of station, and he and his companion made their way ashore. As they had no money, keeper furnished them car fare to their homes and took charge of the boat. Station crew repaired the centerboard and sailed the boat to a safe berth, and next day the owner took her away.
Aug. 25	Slp. Linnet	Point Allerton, Massachusetts.	Dragged ashore ¼ mile W. of station. Surfboat and a tug arriving at the same time, station crew ran a line from the yacht to the tug, and after a short pull the stranded vessel slid off into deep water uninjured. Tug then took her to a secure berth.
Aug. 25	Am. st. yt. Comanche.	Buffalo, New York, Lake Erie.	Capsized ¾ mile NW. of station in shoal water, throwing three men into the bay. Surfmen sailed out and took the men into their boat, righted the catboat and towed her in near the beach, bailed her out and put her in sailing trim.
Aug. 26	Catboat Utawana...	Potunk, New York	Stranded on a sand spit ¾ mile N. of station. Keeper and crew went to her in the dingy, planted an anchor, and by heaving on the windlass and working the sails got her afloat without any damage.
Aug. 26	Am. sc. Mystery	Aransas, Texas	Parted towing chains in the heavy sea on the 22d and stranded 4 miles S. of the station. On this date a large tug came to float the raft, and the station crew went to assist in running lines. Owing to shoal water, it took 4,300 feet of line to reach from the tug to the raft, and this carried away at the first pull. Surfmen landed the foreman and the raft was made into three booms. From Aug. 27 to Sept. 4 the surfmen ran lines ranging from 4,500 to 5,700 feet in length, and the three booms were hauled off and taken into port. During the operations surfboat made several trips between the tug and raft, carrying raftsmen to and fro. The raft was valued at \$25,000.
Aug. 26	Raft of logs	Pointe aux Barques, Michigan, Lake Huron.	While towing along the beach, filled and sank in shoal water 1 mile S. of station. Surfmen went down to her with tackles, and unloading her cargo of tanbark, hauled her out on the beach undamaged.
Aug. 26	Scow Julia De Plant..	Point Betsie, Michigan, Lake Michigan.	When off the station, halliards parted, and surfmen pulled out and gave her a tow into the harbor.
Aug. 26	Sailboat; no name..	Old Chicago, Illinois, Lake Michigan.	

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Aug. 27	Am. str. Kingfisher.	Harvey Cedars, New Jersey.	Anchored 1½ miles S. of station with machinery disabled, and made signals of distress. Surfmen ran line from her to the steamer Alaska, which took her in tow for New York.
Aug. 27	Fish boat Flying Cloud.	Ottawa Point, Michigan, Lake Huron.	Capsized at anchor with no one on board, 6 miles NE. of station. Upon learning of the accident, surfmen pulled up to her, and with great difficulty succeeded in getting her on her bilge and towing her into shoal water. They then bailed her out and put her to rights.
Aug. 27	Am. sc. Emma Banner.	Manistee, Michigan, Lake Michigan.	Capsized 16 miles offshore, the crew escaping in the ship's boats. Surfboat towed out behind a tug to run her lines, but the sea was too rough to do anything, and they were forced to return to port. On the 30th they went out again, ran lines, and the tug succeeded in towing the wreck into port. From Aug. 31 to Sept. 2, surfmen helped strip the wreck.
Aug. 27	Am. sc. J. L. Green.	Pontwater, Michigan, Lake Michigan.	Ran lines with station boat and hauled the vessel up the channel, her own force being insufficient to perform the work.
Aug. 28	Sloop; no name.	Orange Grove, Florida.	Short of water; keeper furnished her with a full supply from the station cistern.
Aug. 28	Skiff; no name.	Louisville, Kentucky.	Caught in the Indiana chute of the falls with two men on board. Surfmen pulled out and towed her to the station landing.
Aug. 28	Am. str. R. G. Stewart.	Muskallonge Lake, Michigan, Lake Superior.	Anchored off the harbor entrance with a line in her wheel. Lookout ran a small line to the pier and then notified the keeper. Station crew went out in the surfboat and helped to cut away the line, enabling the vessel to steam to her dock.
Aug. 28	Pile driver; no name.	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Struck by a passing steamer, carrying away moorings and staving a hole in her. Surfmen went to her in supply boat, warped her alongside the wharf and made her fast; put station force pump on board, pumped her out and put on a temporary patch. They then hauled the derrick up on the wharf and towed the scow to a dry dock, where repairs could be made.
Aug. 29	Am. sc. Charles H. Trickey.	Fire Island, New York.	Stranded 2 miles W. of the station on a shoal spot in the inlet. Crews from Fire Island and Oak Island stations worked on her two days, but were unable to release her. On the 31st a tug hauled her off and took her up the bay.
Aug. 29	Cat yacht Bessie.	Turtle Gut, New Jersey.	Anchored near the bar, 1½ miles S. of station to keep from going into the breakers. Keeper and three surfmen went out in small boat and tried to tow her in, but the tide was too strong. When the wind freshened they sailed her to a safe berth in the inlet.
Aug. 29	Rowboat; no name.	Ashtabula, Ohio, Lake Erie.	Adrift out in the lake with one oar gone, and the two men were unable to manage her in the fresh wind. Surfmen pulled out, got a line to them and towed the boat into the harbor.
Aug. 29	Am. sc. yt. Merlin.	Racine, Wisconsin, Lake Michigan.	Surfmen pulled out to this vessel, which was flying a signal at half-mast, but finding that only a tug was wanted, returned to town and sent one out.
Aug. 29	Fish boats (2); no names.	Two Rivers, Wisconsin, Lake Michigan.	Unable to make harbor in the fresh head wind; surfmen took their lines and helped them inside the harbor.
Aug. 30	Slp. Thrush.	City Point, Massachusetts	Adrift in Pleasure Bay and in danger of going ashore; patrol picked her up and took her to a safe anchorage.
Aug. 30	Slp. Athena.	do	Stranded on the ebb tide, 1½ miles from the station. Surfmen took off two of the three men and landed them at City Point. Returning at high water, they hove her afloat and towed her to the station.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Aug. 30	Cat yacht Rebecca..	Chatham, Massachusetts.	Sprung a leak and sank on the weather side of the bridge, where she was in danger of going to pieces. Station crew raised her with tackles, bailed her out, and took her to a safe berth.
Aug. 30	Am. sc. Henry J. Raymond.	Assateague Beach, Virginia.	Entered harbor flying signal of distress. Upon boarding her, surfmen found that one of the seamen had died suddenly. They returned to the station for clothing and tools, and then went aboard the schooner and made a coffin and put the body in it, ready for burial. Next morning they dug a grave and buried the body.
Aug. 31	Am. sc. Little Sampson.	Little Kinnakeet, North Carolina.	Stranded on a reef 3 miles to the westward of the station and set signal of distress. Surfmen went out to her relief and planted an anchor, but were unable to move her until they had lightened her cargo. Then part of the crew jumped into the water and lifted while the others hove on the hawser, and in a short time the schooner came off. Surfmen helped to reload her cargo.
Aug. 31	Scow; no name	Shoalwater Bay, Washington.	Broke adrift from moorings and stranded on the spit. Surfmen boarded her, but owing to the strong set of the ebb tide were unable to release her until high water. They then easily floated her and towed her to safe water and delivered her to owner.
Aug. 31	Fish boat; no name.	Fort Point, California	In danger of swamping in the strong west wind off Point Lobos. Station crew went out in whaleboat and conveyed her inside.
Sept. 1	Sailboat; no name ..	Jerry's Point, New Hampshire.	Ashore on the rocks at Odiornes Point, $\frac{1}{2}$ mile from the station, with a hole stove in her bottom. Station crew went to her in the small boat, transferred her two passengers to another vessel near by, jettisoned her ballast, and in about half an hour succeeded in working her off. She was full of water and on her beam ends, but as she still floated, surfmen towed her to Little Harbor, $\frac{1}{2}$ mile distant, where they beached her and turned her over to owner.
Sept. 1	Am. sc. Pride	Plum Island, Massachusetts.	Master applied to life-saving station for assistance to transport an anchor and some cable from Pilot Island to the schooner. Keeper took one of his crew in the supply boat and went over to the island, where, with the help of the crew of the vessel, they loaded the gear on board, sailed to the schooner, and transferred the property to her.
Sept. 1	Sailboat; no name ..	Shark River, New Jersey.	Capsized in the breakers on the outer bar, about $\frac{1}{2}$ mile from the station, then drifted in and grounded. Surfmen waded out and assisted to save the gear and haul the boat up on the beach, where they righted her and bailed her out.
Sept. 1	Naphtha launch Wolverine.	Cape May, New Jersey ...	During the night, while her crew were ashore, launch dragged down under the steamboat landing, caught under the braces and carried away most of her upper works, and at high water filled and sank. The crew returned to the landing at daylight, and as the launch was not in sight, they applied at the station for assistance. Keeper surmised that she had sunk, and taking the grapnels went over to the wharf with his crew, and shortly succeeded in hooking her cable. Rigged a purchase from shore to the cable and hauled the launch up on the beach. Upon bailing her out, they found her hull intact, and floated her and took her to Hughes Jetties for repairs.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Sept. 1	Catboat Rambler ...	Cleveland, Ohio, Lake Erie.	In danger of sinking near the end of the West River pier. Surfmen ran along the pier, caught the boat and hauled her alongside, nearly full of water. The boys in charge of her were taken off, and the boat was towed to the station and put in sailing trim.
Sept. 1	Am. sc. Negaunee.....do .....	.....do	Dragged ashore in the strong northerly wind, about $1\frac{1}{2}$ miles from the station. Keeper telephoned for a tug, and surfmen then boarded the schooner. Upon the arrival of the tug they ran a line to her, helped get up schooner's anchors, and the tug then easily floated her and towed her to a safe place.
Sept. 1	Houseboat; no name.	Louisville, Kentucky.....	Three men on a small shanty boat being dangerously near the Kentucky chute of the falls, one of the station boats hurried out to her assistance and towed her to the entrance to the canal.
Sept. 2	Am. slp. Trouble....	Davis Neck, Massachusetts.	Dragged anchor in Annisquam River and lay in a dangerous position. Taking an anchor and line with them, station crew proceeded to the sloop, planted the anchor and hauled the sloop into deep water, then sailed her to a good berth in Annisquam Harbor.
Sept. 2	Am. sc. Henry Ellsworth.	Gay Head, Massachusetts	About 9 p. m. east patrol burned two Coston signals to warn this vessel off Dogfish Bar, but the signals were not seen in time to prevent her stranding. Patrol hurried to the station to report, and the surfmen soon boarded the schooner in the surfboat. Finding an anchor laid out in the wrong direction they hove it up and planted it anew, and as the tide was coming in they easily floated the vessel. At the request of the master, keeper piloted the schooner to Menemsha Bight.
Sept. 2	Catboat; no name ..	Monmouth Beach, New Jersey.	Capsized while attempting to jibe and her three men were picked up by a rowboat near by. Station crew righted her and put her in sailing trim.
Sept. 2	Am. sc. Sudie Wayman.	Ocean City, New Jersey ..	Mistook channel into Egg Harbor and grounded on the outer bar. Master threw overboard part of the cargo of watermelons and succeeded in getting afloat. Surfmen pulled out and recovered most of the melons and put them back on board.
Sept. 2	Am. sc. Flower of France.	Saluria, Texas	Missed stays and grounded in the pass, and was pounding heavily in the breakers. Surfmen boarded her, and after throwing overboard her deck load of cotton, laid out a kedge, but this proved too light, and they then carried out a large anchor and 30 fathoms of chain. All hands then manned the windlass, and the vessel began to swing off, when the windlass became disabled. The surf was now breaking clean over the vessel, and she was pounding so heavily that her shoe was torn off. As further delay would be disastrous, the cable was slipped, sail crowded on, and the vessel was forced over the bar into a slue and beached in smooth water, where she could be repaired. It was now about midnight and the surfmen returned to the station. The following day they recovered the anchor and chain and, at the request of the master, removed the cargo from the hold and rolled it up on the beach, together with the cotton that had been jettisoned. At low water they helped calk the leaky seams and repair the windlass and rudder. This done, the large anchor was laid out and all preparations were made

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Sept. 2	Am. sc. Flower of France.	Saluria, Texas	to float the vessel on the morning high tide. During the night, however, the master hove her off, but the strong tide carried away the cable, and she grounded again, heading inshore. At daylight the surfmen returned, recovered the anchor, and laid it out once more. The whole day was taken up in sluing the vessel's head offshore, and about midnight she was hauled afloat again and anchored while the surfmen put her cargo on board. Master shipped an extra hand to help at the pumps, and finally got a fair start for his destination.
Sept. 2	Am. sc. Susie	San Luis, Texas	Anchored off the station with main boom and tiller carried away, and set signal of distress. Surfmen boarded her, made a tiller from a stick of cordwood, fished the boom, and sailed the schooner in through San Luis Pass.
Sept. 2	Am. sc. Nettie .....	.....do	Learning that this vessel was ashore about 13 miles from the station, surfmen loaded the surfboat upon the wagon and teamed it to the scene of the casualty. The vessel was high and dry, and the master had gone to Galveston for teams to haul his cargo of cotton overland, leaving one hand by the schooner. Keeper took charge, and in about two hours had the cargo unloaded. Surfmen then carried out two anchors and hove a strain on the cables. At 9 p. m., as the tide rose, the vessel was gradually worked up to her anchors, and one of them was hove up and carried out into deep water. As she came up to the first anchor, its cable was slipped, and by midnight she was afloat and at anchor in deep water. Surfmen recovered the anchor they had slipped and took it aboard. Master arrived during the night, and in the morning the station crew set him on board, got the schooner under way and, with the surfboat in tow, proceeded down the coast and in through San Luis Pass. When well clear of the bar, surfmen left the vessel and she proceeded to her destination.
Sept. 3	Am. sc. yt. Madcap..	Hunniwells Beach, Maine	Stranded on the ledge in Atkins Bay, with a hole stove in her side. Surfmen landed her three passengers, and then procuring several empty oil barrels, returned to the yacht and lashed the barrels alongside for pontoons; rigged a masthead tackle and laid out a kedge, and as the tide rose hove her on an even keel and hauled her afloat, the barrels keeping her from sinking. Station crew then towed her to Fort Popham for repairs.
Sept. 3	Am. slp. Alpine.....	Davis Neck, Massachusetts.	A man having driven to the station and reported the yacht ashore at Folly Cove, keeper loaded an anchor and a couple of lines into the wagon and sent him back to the vessel, while the station crew proceeded there by the electric railway. Upon their arrival, they laid out an anchor and one line, and ran the other line to a pier near by; put tackles on both lines, and, assisted by people that had gathered about, started the yacht off; but finding that she was stove and leaking badly, the keeper abandoned the attempt and hauled her alongside the pier, where she would be aground at low water. The next day oil barrels were lashed to her sides and she was floated and towed to Wheelers Point for repairs.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Sept. 3	Catboat Waterwitch	Gurnet, Massachusetts ...	Anchored off Saquish Point, and while her party of seven were ashore, a fresh breeze sprang up and raised such a sea that the boat swamped. Their assistance being solicited, surfmen laid out an anchor, and by lifting and shoving soon got the boat afloat. Repaired a large rent in the sail and then, slipping the anchor, sailed her around the point into smooth water. Recovered the anchor that had been slipped and set the seven people on board the catboat.
Sept. 3	Sneak box Nip.....	Little Beach, New Jersey.	During a strong N.E. wind, while the keeper and one of his crew were out on the meadows in a sneak box, they fell in with two men in another sneak box, the Nip, trying to sail across the meadows, but unable to make much headway on account of wind and shallow water. Surfmen helped them over the shoals and through a creek into deep water in Great Bay. (See letter of acknowledgment.)
Sept. 3	Am. str. Fletcher ...	Thunder Bay Island, Michigan, Lake Huron.	In answer to a signal from this vessel, station crew went out and landed two men who had no means of getting ashore through the surf.
Sept. 4	Am. sc. Everett Pierce.	Gurnet, Massachusetts ...	Stranded on shoals off Browns Island, about 8 p. m. Tide being low, station crew could do nothing until 11 p. m., when they laid out a kedge and worked her head into deep water. About 4 a. m., as the flood began to slack, they made sail, manned the head booms to put her down forward, slipped the cable and forced her off into the channel. Later in the day keeper sent a boat's crew to recover the kedge and hawser.
Sept. 4	Slp. yt. Albatross ...	Gilberts Bar, Florida	During the heavy squall of wind and rain this yacht had her rudderstock broken short off, and became unmanageable. Keeper boarded her, but the state of the wind and sea was such that he could do nothing further than to anchor her and take her three people ashore. On the following day he towed her to her anchorage, off Waveland, Florida.
Sept. 5	Dory; no name	Point Allerton, Massachusetts.	One of the station crew found a lobsterman lying unconscious in his dory, about a mile from the station, and took him to the keeper's house, and called a physician. The man soon regained consciousness, and the surfmen put him into the lifeboat, took his boat in tow, and rowed him home.
Sept. 5	Am. st. yt.; name unknown.	Rocky Point, New York ..	Anchored at night in a dangerous position on the east side of Rocky Point. Patrol jumped into a small boat and pulled off to her, informed the master of his danger, and offered to pilot him out. Offer being accepted, got under way, and steamed out clear of the rocks, coming to anchor in a safe berth.
Sept. 5	Catboat Mabel.	Ocean City, New Jersey ..	Bound to Atlantic City with a load of garden truck, went ashore in Great Egg Inlet, and almost immediately broke up in the surf. Station crew saved what they could of the cargo, and piled it up on the beach.
Sept. 5	Am. slp. yt. Wallace.	Santa Rosa, Florida	Anchor caught in the Rhoda wreck, and force on board not sufficient to break it out. Station crew boarded her, got her under way, and sailed her to the station wharf, where they mended a sail that had been torn in getting under way.
Sept. 6	Am. slp. Millie K ...	Cape May, New Jersey ...	Drifted ashore near the mouth of the jetties during the night. In the morning the surfmen ran lines to the jetty piers, and as the tide came in hauled her alongside and made her fast.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Sept. 6	Am. sc. Wade Hampton.	Sullivan's Island, South Carolina.	Wrecked about midnight of the 5th on the E. end of the north jetty, crew being taken off by a pilot boat and carried to Charleston. At daylight station crew saved such of the wreckage as was of value and took it to the station, notifying the owner of its whereabouts.
Sept. 6	Am. str. Iosco.....	Bois Blanc, Michigan, Lake Huron.	During a dense fog, stranded in the soft mud 2 miles W. of Pointe aux Pins dock, and began blowing signals of distress. Surfmen pulled up to her, a distance of 10 miles, and ran lines to two tugs that arrived about the same time. After pulling about three and one-half hours, the tugs succeeded in releasing the steamer uninjured.
Sept. 6	Slp. yt. Mazie.....	Duluth, Minnesota, Lake Superior.	Fast on top of a sunken crib about 1½ miles from the station. Surfmen pulled out in the lifeboat and found her on her beam ends, with eleven persons clinging to her weather rail; got a line to her, and after swinging her a few times pulled her off, apparently uninjured.
Sept. 6	Slp. yt. Stranger .....	.....do	Capized in a sudden squall. Surfmen hurried out in the surfboat and rescued the two men clinging to her, took in sail and towed her to a wharf at Minnesota Point, where they bailed her out and put her in sailing trim.
Sept. 6	Catboat Medusa .....	.....do	While the station crew were at Minnesota Point attending to the Stranger, a small tug came along with the Medusa in tow and turned her over to them. She had capsized and her crew were picked up by a rowboat. Surfmen towed her to the station and put her in proper trim. On the following day a member of the Superior Boat Club claimed her and took her away.
Sept. 7	Catboat Leon	Chatham, Massachusetts.	Capized and sunk in the breakers on Chatham Bars, the one man in charge being rescued by a small boat from Chatham. Surfmen ran to the end of the north beat and boarded her in the surfboat kept at that point; took the rescued man on board, raised the catboat, and towed her into shoal water. After bailing her out, they turned her over to two sailboats, which towed her to Orleans.
Sept. 7	Sloop; no name.....	Narragansett Pier, Rhode Island.	Seeing her dragging down toward the breakwater, surfmen hastened out and passed up one end of their cable, and took the other end to a mooring buoy a short distance to windward. Crew of the sloop then hove her up to the buoy, slipped the cable and made sail.
Sept. 7	Fish boat; no name.	Monmouth Beach, New Jersey.	While some fishermen were landing on the beach opposite the station one of their boats filled, and would have been stove had not the surfmen hastened to the spot and hauled it up on the beach.
Sept. 7	Sloop; no name .....	.....do	Stranded in Shrewsbury River at low water, and when the tide flooded station crew assisted owner to float her and take her to a safe anchorage.
Sept. 7	Sharpie; no name...	Great Egg, New Jersey...	Four men returning from a fishing trip, found the surf too high to attempt a landing with their sharpie, and signaled the station for help. Crew went out in the surfboat and took boat and men safely ashore.
Sept. 7	Am. slp. yt. Pearl ...	Hereford Inlet, New Jersey.	Missed stays and stranded at the mouth of Beach Creek, about a mile from the station. Keeper and part of the crew worked high tides for four days, but were unable to release her. On the 13th a small steamer came along, got a line to her and hauled her off. Station crew then helped get her in trim and piloted her to an anchorage at Anglesea.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897.			
Sept. 8	Small boat; no name	North Scituate, Massachusetts.	Drifting down on the beach; three surfmen went out in the dingey and towed the boat to the station.
Sept. 8	Am. sc. Florence	Gurnet, Massachusetts ...	Ashore on Browns Island Shoals. Station crew loaded two anchors into the surfboat and went to her relief. Carried out the large anchor and backed it with the small one, hove taut, and at 8 p. m., when the flood slacked, hauled the vessel afloat. Made sail, slipped the hawser, and ran the schooner to a good anchorage. Two days later, recovered anchors and hawser.
Sept. 8	Raft of lumber	Grande Pointe au Sable, Michigan, Lake Michigan.	Adrift on the lake with twelve men on it, about a mile from station. Surfmen hastened to their relief, got a line to the raft and towed it into the harbor.
Sept. 9	Catboat; no name ..	Absecon, New Jersey	Two fishermen started to go out through the surf, but their catboat capsized and they had to swim ashore. The boat drifted down abreast the station and the surfmen secured it with a line and hauled it above the high-water mark.
Sept. 9	Catboat; no name ..	Corson Inlet, New Jersey.	Five young men, all unacquainted with the locality and the dangers of the surf, were out fishing off the inlet. Toward evening, a heavy surf rolling in, station crew went out and took them into the lifeboat, and then, with the catboat in tow, brought them back inside.
Sept. 9	Sailboat Emma	Charlotte, New York, Lake Ontario.	Station crew went in the keeper's small boat to the rescue of a man who had capsized in a sailboat about $\frac{1}{2}$ mile distant; but a man in another boat picked him up, and the surfmen towed the boat ashore, bailed her out, and put her in trim.
Sept. 9	Lighter and skiff; no names.	Cleveland, Ohio, Lake Erie.	Surfmen pulled out and towed a drifting lighter to the station and made it fast, and a few minutes later brought in a drifting skiff.
Sept. 10	Sloop; no name	North Scituate, Massachusetts.	Ashore about $\frac{1}{2}$ mile from the station. Three surfmen boarded her in the dingey, hauled her afloat, and helped to get her under way.
Sept. 11	Catboat Lillie	Cuttyhunk, Massachusetts.	Sail split by a squall and she anchored in an exposed berth $\frac{1}{2}$ mile from the station. As the weather looked threatening, three surfmen boarded her in the station dory, helped get her under way, and sailed her through the Canapisset Channel, and brought her to anchor in Cuttyhunk Pond. Keeper boarded her the next day and helped to mend the sail.
Sept. 11	Am. sc. John Cadwallader.	Fire Island, New York ...	Went ashore on Fire Island Bar and was boarded by the crews of Fire Island and Oak Island stations, who laid out a large anchor, and profiting by a heavy squall from a favorable direction, soon had her afloat and sailed her to a safe anchorage in the inlet.
Sept. 11	Slp. yt. Windward ..	Buffalo, New York, Lake Erie.	Capsized during a race and her crew of three were picked up by another yacht. Station crew hastened out in the surfboat and transferred the men to the tug O. W. Cheney and towed the yacht to the breakwater. After righting and bailing her out, they left her in charge of the keeper of the lighthouse.
Sept. 11	Catboat Freak	Cleveland, Ohio, Lake Erie.	Became unmanageable in the fresh N.E. breeze about a mile from the station. Three surfmen went out in the dingey and sailed her to the station, where she remained until the breeze moderated.
Sept. 11	Am. sc. T. G. Lester.	Ottawa Point, Michigan, Lake Huron.	Deck load of lumber being too heavy, she took a list to port. Showed a signal of distress. Surfmen helped to shift about 15,000 feet to another schooner and move 5,000 feet from forward aft, which brought her on an even keel.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Sept. 11	Small boat; no name.	Cape Disappointment, Washington.	Adrift about $\frac{1}{2}$ mile distant. Crew manned the surfboat, recovered the craft and towed it to the station, where the owner claimed it two days later.
Sept. 12	Scow; no name.....	Cedar Creek, New Jersey.	Parted one of her cables and dragged down within $\frac{1}{2}$ mile of the beach. As there was nobody on board and the weather looked threatening, surfmen towed the scow to a neighboring creek and moored her securely.
Sept. 12	Scow M. C. No. 4...	Atlantic City, New Jersey.	Drifted down before a stiff NE. wind against the pavilion wharf and grounded there. Surf was very rough, and manager of pavilion sent a small steamer to haul her away, but the steamer had no line large enough for the work. Surfmen ran the station hawser for the tug, and she finally floated the scow and took her to a place of safety.
Sept. 12	Sloop Independence.	Sabine Pass, Texas	During a high wind and heavy rain this sloop came to anchor close inshore. Surfmen hurried along the shore until abreast the sloop and hove a line aboard her, which being bent to a 2-inch line, surfmen hauled that ashore, warped her in close to the beach, and assisted the crew and three passengers to land. Passengers went home and the crew put up at the station for the night.
Sept. 13	Am. slp. Lydia M. Post.	Spermaceti Cove, New Jersey.	Carried by the strong ebb tide into the inlet near Highland Beach and drifted against the railroad bridge. Station crew went to her aid, bent the cables of the surfboat and sloop together, carried out the anchor as far as possible, and hove the vessel clear of the bridge. As soon as the tide turned, she got under way and went up Shrewsbury River.
Sept. 13	Am. s.c. Let Me Alone.	Sabine Pass, Texas	Capsized during the hurricane on the night of the 12th, $\frac{1}{2}$ mile NW. of the station. On this date the surfmen pulled out, righted her, and bailed her out; the crew, who had been ashore during the storm, then came on board and took charge.
Sept. 13	Sloop Effie .....	.....do	Capsized in the hurricane of the 12th. Next day surfmen offered their assistance to right her, but the master was not yet ready to work on her. On the 16th surfmen righted her and bailed her out.
Sept. 13	Am. tug John P. Smith.	.....do	Swamped in Sabine Pass Harbor during the hurricane. Next morning the station crew found the hull of the tug, without boiler, in Sabine Lake, 4 miles from where she went down, but failed to locate the bodies of the crew of three. Two of the bodies were found on the 14th by a boat's crew from a British ship, and the third on the 19th by a fisherman. (For detailed account, see caption "Loss of Life.")
Sept. 15	Dory; no name.....	Brant Rock, Massachusetts.	Broke from moorings and drifted ashore in exposed position. Patrol hauled it out on the beach and secured it.
Sept. 16	Sloop; no name.....	Squan Beach, New Jersey.	Grounded on the N. side of the channel, a short distance from the station. Keeper and three of his crew waded out to her, and although the tide was ebbing, by lifting and pushing worked her into deep water, and piloted her to a safe anchorage in the inlet.
Sept. 16	Slp. yt. Scorpion	Erie, Pennsylvania, Lake Erie.	Struck by a squall and driven ashore on the S. side of the channel. After an unsuccessful attempt to pull her off with the surfboat, crew ran a line to the tug America, which hauled her afloat and towed her to a safe anchorage.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Sept. 16	Catboat Thomas Schneider.	Erie, Pennsylvania, Lake Erie.	Became unmanageable in a squall. Station crew pulled to her assistance and put one surfman on board, who cleared the sail and took the boat to the station, from which point a passing tug towed her to the city.
Sept. 16	Am. sc. St. Lawrence.	Cleveland, Ohio, Lake Erie.	Dragged against the West River pier, where she was chafing badly in the rough surf. Station crew assisted to get her anchor, and then ran a line to a tug, which towed her to a good berth.
Sept. 16	Skiff; no name.....	Pointe aux Barques, Michigan, Lake Huron.	Two young women left the station in a small skiff for a row on the lake. Shortly afterwards the wind freshened, and they were unable to get back. Keeper and two surfmen went down the beach, and finding them well inshore the two surfmen waded out and pulled the boat back to the station.
Sept. 16	Am. tug Petrel.....	Ottawa Point, Michigan, Lake Huron.	Surfmen assisted the tug Petrel to float a part of a raft of logs that broke adrift from the tug Vigilant.
Sept. 16	Sailboat; no name..	Duluth, Minnesota, Lake Superior.	Missed stays and went ashore on Minnesota Point, jamming her centerboard. Station crew went to her aid, worked her afloat, and towed her to the new boathouse, where they adjusted the centerboard.
Sept. 16	Am. sc. Alert.....	Saint Joseph, Michigan, Lake Michigan.	Flying signals of distress about 8 miles out in the lake. As the wind was strong SW. and the vessel directly to windward, surfmen engaged a tug to tow them out. The vessel's sails were in ribbons and she was a leak and full of water; decks awash, and every sea making a clean breach over her, and one of the crew of two had some of his ribs broken. The tug towed the schooner into port and the surfmen removed the disabled man to the station and called a doctor. Later on the captain of the schooner went to the station, and both men remained there overnight. Keeper fitted them out with clothing from the stores of the Women's National Relief Association.
Sept. 17	Catboat; no name...	City Point, Massachusetts	Just as a heavy NW. squall was coming up lookout espied a small catboat about $\frac{1}{2}$ mile distant. Launch went out and towed her to the station in time to escape the squall.
Sept. 17	Sloop Clara.....	Monomoy, Massachusetts.	Knocked down by a heavy squall and shipped so much water that the crew of three men, becoming frightened, anchored and signaled for assistance. The sea was rough and the little craft was rolling and tossing heavily, but the surfmen boarded her and soon had her under way and took her to a good anchorage in Chatham Harbor. The sloop's tender, which had broken adrift and gone ashore, was recovered by the patrol and returned to the owner.
Sept. 17	Catboat Unity.....	Cuttyhunk, Massachusetts.	Mistook channel and grounded on the lee side of the entrance to Cuttyhunk Pond. Keeper and one surfman went up the beach and hailed the master, who came ashore for them in his small boat. As the tide was rising, they hauled the sloop's head into the wind, and finally worked her afloat. During the operation her rudder became unshipped and could not be found, but the keeper steered the boat with an oar and moored her in the pond about 10 p. m. On the following morning the patrol found the rudder and the surfmen reshipped it. At high water keeper piloted her out of the pond.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Sept. 17	U. S. lighthouse tender Haze,	Cleveland, Ohio, Lake Erie.	Surfmen went out in the dingy and conveyed an important dispatch to the Haze, lying at anchor off the station.
Sept. 17	Naphtha yt. Carolyn H.	Pointe aux Barques, Michigan, Lake Huron.	Learning that this yacht was moored in the Huron dock with no one on board, and with only two lines out, and knowing that she would not be safe in the heavy surf then running, keeper drove over and found that the strain on one of the lines had dislodged a heavy piece of timber, which was pounding under her quarter, doing considerable damage to her rudder and wheel. With the assistance of people living near by, keeper secured the yacht with springs and breast lines, and disengaged the timber from the wheel. On the 21st, the surf having gone down, surfmen took tackles over to the dock, hoisted out the stern of the yacht, and landed the wheel, rudder, and shaft on the dock for repairs. On the 25th, repairs being completed, they returned to the dock and replaced the gear.
Sept. 18	Am. sc. Maggie M. Keough.	Wood End, Massachusetts	Stranded on the bar opposite the station about 3 a. m. At daylight the surfmen went out to her in their small boat and helped run out the large anchor and heave the schooner afloat.
Sept. 18	Slp. yt. Norma	Fire Island, New York....	The captain of this yacht, having little knowledge of the surrounding waters, ran his vessel on Light-House Shoal. Station crew went out to her in their small boat, carried out an anchor and cable, and soon floated the yacht, practically undamaged.
Sept. 18	Sailboats Bessie B. and one not named.	Charlotte, New York, Lake Ontario.	Lifeboat was sent to the rescue of four boys who were out on the lake in two sailboats and who were unable to manage them in the fresh breeze that had suddenly sprung up. The boats were taken in tow, the boys removed to the lifeboat, and all brought to the station in safety.
Sept. 19	Am. slp. Idlewild ...	City Point, Massachusetts	Carried away her main boom between Thompsons and Spectacle islands owing to the fresh breeze. Station crew went to her assistance and towed her to Dorchester.
Sept. 19	Am. sc. Noquebay ..	Cleveland, Ohio, Lake Erie.	Anchored about 10 p. m. 3½ miles off the station and set a red light. Lifeboat pulled out to her, but the master only wanted a tug. Surfmen returned to the station and notified the towboat company.
Sept. 19	Am. str. Mary A. McGregor.	Ship Canal, Michigan, Lake Superior.	Deck load of lumber shifted, giving her a heavy list to port, and she entered the canal for assistance. Station crew boarded her, and after handling the deck load for about an hour and three-quarters, succeeded in getting her on an even keel.
Sept. 19	Rowboat; no name..	South Chicago, Illinois, Lake Michigan.	Capized near the end of the piers, throwing two men and one woman into the water. The men were both drowned, and the woman was rescued by the station crew. (For detailed account see caption "Loss of Life.")
Sept. 20	Skiff; no name.....	Little Beach, New Jersey.	A bayman being unable to get his boat home on account of the strong westerly wind, surfmen moored her in a safe place and took the man to Brigantine Beach, from which place he could go home by rail.
Sept. 20	Sharpie Go Ahead...	North Beach, Maryland...	Started out from Ocean City, Md., towing a shanty boat, which was to be landed at Chincoteague Island; but the foresail split and the crew had to anchor for repairs. Keeper passed them a line and towed them under lee of Great Egg Is.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Sept. 20	Sharpie Go Ahead ..	North Beach, Maryland...	land, where both boats were anchored for the night. The following day keeper helped to repair the sail and the surfmen assisted the crew to tow the shanty boat to sea.
Sept. 20	Sailboat; no name ..	Metomkin Inlet, Virginia.	Capsized in the inlet, throwing the occupant into the water. Surfmen hastened to the rescue in the dory, pulled the man from the water and righted the boat, and towed it to the beach, where they bailed it out and put it in trim.
Sept. 21	Sailboat; no name ..	Fletchers Neck, Maine ...	Ashore on the sand spit near Basket Island. Surfmen went to her assistance in the station dory, and as the boat was in such a position that she would float at high water, they anchored her there, and took the occupant to Biddeford Pool, where he was bound.
Sept. 21	Dory; no name	Rye Beach, New Hampshire.	Picked up about a mile from the station and brought to Rye Harbor, where it was hauled up on the beach and the owner notified.
Sept. 21	Am. sc. Argyle	Oak Island, North Carolina.	Dragged ashore on Caswell Beach during the night. One of the surfmen went over to ascertain her condition, and while there assisted the crew to plant an anchor offshore. At high water station crew boarded the vessel, manned the windlass, and in a short time succeeded in floating her. They then selected a good holding ground and anchored her.
Sept. 21	Am. sh. Carlotta ...	Sullivan's Island, South Carolina.	Capsized in a violent squall, throwing the crew of two men into the water. Surfmen pulled to the scene, rescued the men, and righted the boat; but as she was resting on the bottom, keeper left her in that position until low water, when he had her bailed out. Took the men to the station, gave them dry clothing from the supply of the Women's National Relief Association, and sheltered them for the night.
Sept. 21	Am. sc. C. n. cago Board of Trade.	North Manitou Island, Michigan, Lake Michigan.	During a southerly gale, lookout reported this vessel coming around the S. point of the island, laboring heavily and flying a signal of distress. Surfmen boarded her and found her to be water-logged. At the request of the master, keeper took charge, shortened sail, put all spare hands to the pumps, and bore up for the island, coming to anchor in North Manitou Bay.
Sept. 21	Sailboat; no name ..	Manistee, Michigan, Lake Michigan.	Mainmast snapped short off in a seaway near the mouth of the river and the boat drifted against the north pier. Surfmen got a line to her and towed her to the station, where they cleared away the wreckage. Later on they took her up the river to her landing.
Sept. 21	Catboat; no name ..	Old Chicago, Illinois, Lake Michigan.	Mast carried away in a sudden gust of wind and the man in charge, having no rowlocks, was unable to make the harbor. Station crew went to his aid and towed the boat into the river.
Sept. 22	Am. sc. Jennie Mullen.	North Manitou Island, Michigan, Lake Michigan.	Anchor so badly fouled that the master could not get them with his own force. Station crew boarded her, weighed anchors, cleared chains, and got under way. When well clear of the island surfmen returned to the station.
Sept. 22	Catboat Vincent....	Old Chicago, Illinois, Lake Michigan.	Collided with another catboat and capsized some distance from the station. Surfmen started for the scene at once, but the crew had been picked up by small boats near by. Station crew righted the boat, bailed her out, and towed her to an anchorage in the harbor.
Sept. 23	Sloop Topsey	City Point, Massachusetts	Parted moorings during the night and went ashore on Commercial Point. Station launch went to her in the morning, floated her, and towed her to City Point.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Sept. 23	Pile driver; no name.	Holland, Michigan, Lake Michigan.	Sunk at Ottawa Beach dock during the night. Surfmen went over in the supply boat next morning and picked up the loose gear and landed it on the dock. On the following day, at the request of the owner, station crew assisted to put chains under the pile driver and raise her, and the day after took the station pump to her and pumped her out.
Sept. 25	Am. sc. yt. Cruiser ..	Beaver Island, Michigan, Lake Michigan.	Stranded at 1.30 a. m. 300 yards from the station. There being no crew at this station, keeper went out alone in the Whitehall boat, and, assisted by the yacht's crew, planted an anchor, floated the yacht, and took her to a good anchorage. In the afternoon it came on to blow, and fearing that the yacht might drag, keeper put his anchor and line into the boat, and reached her just as she began to drift. Laid out the station anchor, which held her securely until morning, when the keeper helped to get the yacht under way, and directed the master how to reach Poverty Island light.
Sept. 26	Br. sc. Pearl	Crumple Island, Maine ...	Stranded on Kellys Point, about 8 miles from the station, shortly after midnight. Next morning the surfmen boarded her, carried out both anchors, made all sail, and attempted to float her, but one of the hawsers parted and the attempt failed. Bent on a new line, and on the last of the next flood succeeded in getting her off. Her bottom was so badly damaged that the master could not resume his voyage, and the vessel was sold.
Sept. 26	Sloop; no name.....	City Point, Massachusetts	Unable to carry her large sail in the fresh breeze that had sprung up, and became unmanageable. Surfmen went to her aid in the launch, gave her a line, and towed her to a safe berth off South Boston.
Sept. 26	Sloop Lily	Sandy Hook, New Jersey.	Stranded about 2 a. m. on the point of the Hook 1 mile from the station. When the surfmen arrived the crew of the yacht had already laid out an anchor, but had been unable to move her. Surfmen shored her up on both sides with oars, manned the windlass, and in a short time had her off.
Sept. 26	Sailboat; no name..	Oswego, New York, Lake Ontario.	Capsized at the mouth of the river. Surfmen hastened to the rescue, but two tugs had taken the people off. Life-savers towed the boat to the beach and hauled it out.
Sept. 27	Am. sc. May McFarland.	White Head, Maine.....	Stranded on a sunken ledge near Hay Island, about a mile from the station. Surfmen boarded her, put on all sail, and, as it was flood tide, soon had her afloat. Piloted her out of the harbor clear of the dangers.
Sept. 27	Sloop; no name.....	Hunniwells Beach, Maine.	Lookout reported a small fishing sloop apparently in trouble out on the fishing grounds. As the wind was blowing a moderate gale from the N. W., and the sloop 5 miles to windward, keeper engaged a tug to tow the surfboat out and back. When they reached the sloop she was laboring heavily, with the seas breaking clean over her, and the one fisherman in her was nearly exhausted. After several vain attempts, succeeded in rescuing the man and got a line to the sloop. Tug then proceeded to the station with both boats in tow, and the surfmen took the rescued man to his home.
Sept. 27	Sloop Three Bill....	City Point, Massachusetts	Missed stays off the W. end of Thompsons Island and the fresh breeze was driving her toward the beach, when station launch came up and towed her to her anchorage off Bay View.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Sept. 27	Am. str. St. Lawrence.	Thunder Bay Island, Michigan, Lake Huron.	About 8.45 p. m. this vessel stopped $\frac{1}{2}$ mile off the lighthouse and sent five men ashore in the yawl with a dispatch. When near the beach the boat filled, and the station crew waded out waist deep and carried the men ashore. Hauled the yawl up on the beach, but as she was leaking badly, took the five men into the station boat and carried them back to the steamer, towing the yawl behind. Surfmen then delivered the dispatch.
Sept. 27	Am. sc. O. R. Johnson.	Old Chicago, Illinois, Lake Michigan.	Towed into port leaking badly, and with men exhausted by a night at the pumps. Keeper took four surfmen on board and relieved the crew four hours at pumping her out.
Sept. 28	Slp. Ianthe; sc. Annie Laura.	Burnt Island, Maine.....	In response to a signal, surfmen pulled to Port Clyde and learned that a schooner was ashore on Caldwell's Ledge Island. They started at once to her aid, but on the way found the small sloop Ianthe aground at the entrance to the harbor, and stopped long enough to run out her anchor and haul her afloat. They then proceeded to Caldwell's Island, and the vessel ashore there turned out to be the Annie Laura. Surfmen planted her anchor, and as the tide was rising, soon had her off.
Sept. 28	Rowboat; no name.	City Point, Massachusetts	During a gale, while this boat was returning from a fishing trip, one of the rowlocks broke, and the two men signaled the station for help. Launch went out, took the men on board and towed the boat to City Point.
Sept. 28	Sloop; no name.....	.....do	Struck a squall off Commercial Point and the two occupants made signals for help. Station crew took the men into the launch and towed the sloop to City Point.
Sept. 28	Catboat Emily.....	Hereford Inlet, New Jersey.	Stranded on the bar. Keeper and three of his crew sprang into a skiff and pulled to her assistance. Jumped into the water, and putting their shoulders under the bilges, lifted, while the boat's crew poled her off.
Sept. 28	Yacht; no name....	Lewes, Delaware	Patrol at the halfway house reported by telephone that a schooner yacht was ashore near the point of Cape Henlopen. Surfmen hastened to the rescue, but found the crew already on the beach and the yacht driven high and dry. Surfmen helped to secure the boats and effects, and turned them over to the keeper of the Cape Henlopen Station.
Sept. 28	St. yt. Glance.....	Buffalo, New York, Lake Erie.	Collided with the steamer Gazelle and sank near the station. One man was drowned, one climbed aboard the Gazelle, and two were rescued by the life-saving crew. (For detailed account see caption "Loss of Life.")
Sept. 28	Am. str. St. Lawrence.	Sand Beach, Michigan, Lake Huron.	In answer to a signal from this steamer, station crew pulled out and took ashore a telegram to her owners that she was putting back to port for repairs.
Sept. 28	Am. str. Stone City.	Old Chicago, Illinois, Lake Michigan.	Sprung a leak and was sinking at her dock. Station crew loaded the force pump into the surfboat and hastened to the scene. When they arrived the water was above the flooring, but they put the pump to work, and in about an hour they had the vessel free and the leak stopped.
Sept. 28	Am. sc. Mary E. Dykes.	.....do	Steamer came into port and reported this schooner flying signals of distress about 10 miles out in the lake. Surfmen sailed out in the lifeboat and found her waterlogged. The deck load had shifted and the vessel was lying deep in the water; the rough seas breaking over her decks had torn adrift the fore hatch, and the

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Sept. 28	Am. sc. Mary E. Dykes.	Old Chicago, Illinois, Lake Michigan.	crew of three, including the captain, were nearly exhausted from their long spell at the pumps. Surfmen cleared up the decks as well as possible and, upon the arrival of a tug, took in and furled sail. Ran the lifeboat's cable to the tug, which then towed the schooner into port and anchored her opposite the station. Surfmen then threw overboard the deck load, bringing the vessel to an even keel. The crew, being destitute, were furnished with clothing from the stores of the Women's National Relief Association and succored at the station two days, when the schooner was towed to her destination.
Sept. 29	Am. sc. Emerald	White Head, Maine	Grounded on the Southeast Breaker while on her way to assist the schooner Kearsarge, ashore on the same shoal. The life-saving crew, already on their way to the assistance of the latter vessel, saw the Emerald strike, whereupon they boarded her, and, with the crew from Burnt Island, took enough of her cargo into the boats to lighten her, ran out anchors, and finally floated her.
Sept. 29	Am. sc. Kearsarge .....	....do	After floating the Emerald (preceding case), both crews proceeded to the Kearsarge and assisted in saving sails, running gear, and small spars, and transported them to the schooner F. H. Smith, chartered for the purpose. The Smith then sailed for Boothbay, Maine, taking the master and crew of the Kearsarge. On the following day the two crews returned to the schooner, shoveled the ballast overboard, and put on board 200 empty barrels, sent by a tug from Rockland. Ran a line for the tug, and at high water she released the schooner and towed her to Rockland for repairs.
Sept. 29	Am. sc. Jesse Muddock.	Chatham, Massachusetts.	Sails blown away and two of the crew disabled; anchored $3\frac{1}{2}$ miles from the station and set signals of distress. Surfmen boarded her and assisted to bend an old suit of sails; but with the wind still strong from the northward and the course dead to windward, the master decided to remain at anchor and requested the keeper to telegraph the owners to send a tug from Boston. Surfmen returned to the station and sent the dispatch, but at 3 p. m. the distress signal was again displayed, and pulling out, the station crew learned that the master had decided to get under way, the wind now being more favorable, and beat up the coast to meet the tug. Surfmen gave their assistance, and soon the schooner was sailing up the coast with a fair tide.
Sept. 29	Am. sc. yt. Ranger..	Cape Henlopen, Delaware	Went ashore $1\frac{1}{4}$ miles N. of the station at 1.30 a. m. Patrol ran to the halfway post and notified keepers of the Cape Henlopen and Lewes stations, and both crews hastened to the rescue, but the rough seas had driven the yacht well up on the beach and the crew had waded ashore. Surfmen removed the furniture and personal effects to the Cape Henlopen Station, and the keeper of that station sheltered the yacht's crew until the afternoon. The vessel became a total wreck.
Sept. 30	Yacht Fedora	Duluth, Minnesota, Lake Superior.	At 10 p. m. the north patrol met three young men who stated that their yacht, the Fedora, had sunk, and they had to swim ashore. They pointed out the lo-

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Sept. 30	Yacht Fedora.....	Duluth, Minnesota, Lake Superior.	cation of the yacht and then went home. Surfmen went out, and after pulling about for nearly an hour, located the yacht about 125 feet from shore in 4 feet of water. They got a line to her and towed her in until her gunwales were out of water, and then bailed her out. This done, they sailed her through the canal and took her a distance of 5 miles to the new boathouse, two men bailing constantly to keep the water down. Owners called the next day and took her away.
Oct. 1	Sloop; no name.....	Cranberry Isles, Maine...	Disabled by carrying away her mast. Keeper sent a man to the W. end of the island to get another sloop to tow her into harbor, which was done.
Oct. 1	Slp. Arville.....	Shark River, New Jersey.	Ran aground $\frac{1}{2}$ mile S. of station, while trying to enter the inlet. Keeper and crew went to her assistance, floated her undamaged, and towed her to a safe anchorage.
Oct. 1	Am. tug G. W. Gardner.	Old Chicago, Illinois, Lake Michigan.	Sprung a leak while at a wharf near station, and the water rose so high that the fires could not be started. Surfmen took the station force pump on board and pumped her out.
Oct. 1	Am. st. yt. Wilber ..	Milwaukee, Wisconsin, Lake Michigan.	Struck a rock and disabled the engine 4 miles N. of station. A tug was engaged to tow the surfmen to the yacht, and upon their arrival they ran a line to her from the tug, which towed her to harbor for repairs.
Oct. 1	Am. sc. Coquelle....	Coquille River, Oregon ...	Lying off the bar with broken rudder, flying a signal of distress. First notifying a tug of the schooner's position, the surfmen pulled out to her through a heavy sea, and four of their number went on board to help furl the sails while waiting for the tug, which soon arrived and towed the schooner safely into port.
Oct. 2	Slps. Blizzard, Edith M., and Maid.	City Point, Massachusetts	Began to drag their anchors during the fresh N.E. breeze. Surfmen boarded them with the launch and got out extra moorings.
Oct. 2	Slps. Dream, Say When, Murillo, and Herbert.	.....do	Sails and spars adrift during the fresh N.E. breeze. Surfmen boarded them and made everything snug for riding out the blow.
Oct. 2	Sc. Guess.....	.....do	Dragged anchors in Pleasure Bay. The life-saving crew got a line to her from the launch, and by heaving on an anchor and hauling with the launch, released her and towed her to a safe berth.
Oct. 2	Am. sc. Norombega.	Point Allerton, Massachusetts.	Anchored dangerously near the rocks $\frac{1}{2}$ mile W. of station, and began striking on the bottom. A signal for a tug being set, the station crew pulled out in the surfboat, and on the arrival of tug ran hawser to it and then hove up anchors, when the schooner was towed to a secure anchorage, having received only slight damage.
Oct. 2	Steam launch; no name.	Manomet Point, Massachusetts.	Endangered at her moorings by the N.E. gale. The owner, being unable to reach her in a small boat, requested the keeper's assistance. Manned the lifeboat and towed the launch to a safe berth.
Oct. 2	Slp. Bess.....	Point Judith, Rhode Island.	Dismasted $\frac{1}{2}$ mile E. of station, imperiling the lives of two men on board. Life-savers pulled out and made a line fast to her and towed her to a safe anchorage inside the breakwater. Made everything snug on board and took the two men to the station, where they were cared for until the 4th, when the surfmen had completed all necessary repairs to the sloop.

Services of crews—Continued.

D ate.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Oct. 2	Skiff; no name.....	Absecon, New Jersey.....	Washed on the beach in a heavy sea, and was in danger of pounding to pieces. Keeper and surfmen went down the beach and hauled the skiff clear of the surf. Notified the owner later in the day that it had been recovered.
Oct. 2	Am. sc. Elias Ross ..	Cape Henlopen, Delaware.	Stranded 2 miles N. of station at 9.30 p. m. Patrolman discovered her at the time of the mishap and burned his Coston signal to apprise the imperiled crew that help was near. He then hastened to the halfway house and telephoned to the keeper. The keeper and crew of the Lewes Station learned of the wreck at the same time, and both crews hurried with beach apparatus to a point abreast of the vessel, over which the sea was breaking and threatening her speedy destruction. A shot was quickly fired across her, and the hawser sent aboard ready for use. The five men composing the crew were landed safely, taken to the station, and furnished with dry clothes from the supply furnished by the Women's National Relief Association. They were sheltered and succored there three days. The vessel proved a total loss.
Oct. 2	Sc. yt. Saone	Cleveland, Ohio, Lake Erie.	Parted cable and went adrift $\frac{1}{2}$ mile SW. of station. Surfmen pulled out in station boat and overtook her after she had drifted a quarter of a mile. Towed her to a secure berth.
Oct. 2	Am. str. John Rugee	Bois Blanc, Michigan, Lake Huron.	Stranded 2 miles S. of station about 4 a. m., during an easterly gale. The south patrol discovered her and immediately reported her to the keeper. Surfmen pulled out of the harbor in the lifeboat, meeting heavy breakers, and on reaching the vessel were requested by the master to go to Cheboygan for a tug, which they did, and at 7.30 a. m. started back in tow. On reaching the lower end of the reef the master of the tug decided that the heavy sea made it too dangerous to attempt to release the steamer, and asked the keeper to take word to the master that he would aid him when the wind and sea moderated. The life-savers proceeded to the steamer and stood by her until 8.30 p. m. when the master said that nothing could be done that night. The next morning he signaled for assistance, and the surfmen again went out. The tug had towed a lighter alongside and the station crew aided in unloading 300 tons of coal, after which the steamer was hauled afloat uninjured.
Oct. 2	Scow No. 13.....	Duluth, Minnesota, Lake Superior.	Towline parted and the scow drifted ashore $\frac{1}{2}$ mile N. of the station at 10.30 p. m. on the 1st. As it was in no immediate danger the man in charge said that no effort would be made to release it until the next day. Two tugs were engaged for the next morning, and the surfmen ran lines from them to the scow, which was soon hauled afloat, but by going too far south ran on a sunken wreck and parted the hawser. Surfmen ran another hawser, and after hard pulling the scow was floated and towed into harbor undamaged.
Oct. 3	Catboat Swallow....	Shinnecock, New York....	Capsize and adrift 2 miles N. of station. Station crew righted it and bailed it out; took it to station and kept it for the owner, who called for it later in the day.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897- Oct. 3	Am. sc. Henry May.	Ocean City, New Jersey ..	Became water-logged and, on the morning of the 2d, capsized 3 miles E. of station. Keeper and crew of Pecks Beach Station were telephoned for, as wind was blowing fresh and the sea was rough. When they arrived an attempt was made to reach the wreck in surfboat, but after battling with the wind and sea for two hours the effort had to be abandoned, and the crew returned to station. The next morning they made another attempt, and succeeded in getting alongside and taking off the five imperiled men, who were landed and taken to station, where they were cared for and supplied with dry clothing. Boarded the wreck on the 7th, together with the master and mate, and helped to get anchor and chains in shape for towing to Philadelphia.
Oct. 3	Sc. Annie O. Lee....	Oak Island, North Carolina.	Disabled by having her sails blown away and foremast broken off. The two men on board attempted to beach her, but the keeper shouted to them to keep off and directed them where to anchor. Surfmen boarded the vessel and took the men off, carrying them to the station, where they were sheltered and succored until the 5th. In the meantime three of the surfmen repaired the damages sufficiently for the vessel to be taken to her destination.
Oct. 3	Catboat; no name ..	Cleveland, Ohio, Lake Erie.	In danger of capsizing 2½ miles W. of station with three boys, who were unable to manage it in the fresh breeze. The life-savers pulled out in the surfboat, took two of the boys into it, and while the third one steered the catboat, towed it to the landing at the west end of the breakwater, where all were safe.
Oct. 3	Am. str. Majestic ...	North Manitou Island, Michigan, Lake Michigan.	Stranded on a reef 7 miles S. of station, during smoky weather, at 11 p. m. on the 2d. At 5.30 the next morning the lookout heard fog whistle sounding a signal for the station crew. The surfboat was promptly manned and pulled out, reaching the stranded steamer at 7.30 a. m. The master decided to jettison a part of the cargo, and threw overboard 60 tons of iron ore. The steamer Ira H. Owen was now sighted and signaled for. She stood in, and the life-savers ran a hawser from her to the stranded craft, which she released after hauling on her for three hours. Keeper piloted her to deep water, whence she continued on to her destination.
Oct. 3	Am. str. Alva	Plum Island, Wisconsin, Lake Michigan.	Stranded 2½ miles SE. of station at 3.45 a. m. A signal for assistance was seen shortly afterwards, and one of the station boats was immediately launched and pulled out. The master requested keeper to sail to a telephone station and send message for a tug. While waiting for tug the surfboat was brought from station, for carrying lines, as a high sea was running, and when tug arrived the surfmen ran lines and the steamer was released two hours later.
Oct. 4	Slp. Puffin	Burnt Island, Maine.....	Stranded on a ledge 4 miles N. of station. The life-savers boarded her soon afterwards in surfboat. An anchor was run out and the throat halliards hooked into it and set taut, to keep the sloop from bilging on the rocks. Hove her off uninjured on the flood tide, piloted her clear of the rocks, and left her to proceed to her destination.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Oct. 4	Sc. Cruiser.....	Beaver Island, Michigan, Lake Michigan.	Stranded while trying to leave a harbor 16 miles SW. of station on September 30. Keeper received information of the disaster late in the evening of October 3, and early next morning, having secured a tug, started in tow for the stranded schooner. Knowing that she had supplies for a few days only, he carried some provisions, together with the outfit for hauling her afloat. On arriving at the place at 6.30 a. m. found that the four men were greatly in need of food, having had only one meal, consisting of potatoes and water, the day previous. After giving them breakfast the surfmen began preparations to release the vessel, and the tug departed. Put skids under her, ready for launching, and on the evening of the 5th the tug returned and released her. Towed her to harbor only slightly damaged, and on the 7th the surfmen helped to haul her on the beach for the winter. Furnished the crew with clothing, as theirs was no longer fit for wear.
Oct. 4	A. m. sc. City of Grand Rapids.	Two Rivers, Wisconsin, Lake Michigan.	Missed the harbor entrance and anchored dangerously near the beach at 6.20 p. m., with a short scope of chain in a high sea. Keeper engaged a tug and then pulled out to the schooner with station crew. When tug arrived, surfmen ran a line and aided in heaving up anchor. The tug towed the vessel safely inside and the surfmen helped to make her secure.
Oct. 5	Am. sc. Emma	Little Egg, New Jersey...	Stranded on a shoal $\frac{1}{2}$ miles S. of station while leaving harbor. The life-savers quickly pulled to her in surfboat and found her laboring heavily. The crew from Little Beach Station soon arrived and helped to lay out an anchor for heaving her afloat, but she sprung a leak and filled before she could be released. The sea was now breaking over her and it was only possible to save the effects of the crew, together with the boats and sails. The crew were sheltered at the station until the following day. The schooner became a total loss.
Oct. 5	Slp. Mina May.....	Great Egg, New Jersey...	Stranded 2 miles W. of the station, with the sea breaking over her. Surfmen went to her in the surfboat, but the tide had fallen and they could not haul her off. Next day at high water made another attempt, but failed, as the tide did not come full enough. On the morning of the 7th the surfmen took jackscrews, rollers, and blocks to the sloop and succeeded in hauling her afloat uninjured. During these operations one man was sheltered and succored at station for one night.
Oct. 5	Am. sc. Butterfly ...	Grindstone City, Michigan, Lake Huron.	Dragged anchor and stranded during rough, smoky weather $\frac{1}{2}$ miles to the westward at 8 p. m. of the 4th. The lighthouse keeper reported the disaster to station early next morning. Station crew immediately pulled to the schooner. The man in charge had waded ashore, but started back when the surfmen went alongside. They took him in surfboat and, putting him on board, returned to station to secure a tug. When the tug reached the stranded vessel the surfmen ran 2,500 feet of line to her, and she was hauled afloat without damage.
Oct. 5	Am. str. Livingstone.	Bois Blanc, Michigan, Lake Huron.	Stranded $\frac{1}{2}$ mile E. of station about midnight during thick weather. The lookout saw her approaching the shore, and called keeper, who immediately fired a Coston signal. As she continued to ad-

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Oct. 5	Am. str. Livingstone.	Bois Blanc, Michigan, Lake Huron.	vance, another signal was burned, but she was now too near to escape, and went hard aground. The surfmen quickly went on board, and at the master's request aided in unloading 100 tons of coal, when the steamer backed off, apparently uninjured, and stood on her course.
Oct. 5	Am. sc. Addie.....	Frankfort, Michigan, Lake Michigan.	Missed the harbor entrance, and went on the north beach, endangering the lives of seven people. Station crew pulled out to the wreck and safely landed the passengers and crew, wet and cold. Furnished them with dry clothing from the Women's National Relief Association supplies, and then returned to the wreck and succeeded in saving the cargo of household goods. (See letter of acknowledgment.)
Oct. 5	Am. sc. Annie Thorne.	Old Chicago, Illinois, Lake Michigan.	Anchored off the harbor at 11.30 with her main boom broken and after rigging carried away. Station crew aided in heaving up her anchor and towing her into port.
Oct. 6	Am. slp. Chief	Coney Island, New York..	Sprung a leak, and was run aground on a bar at 11 p. m. on the 5th to prevent sinking. As there was fog at the time her presence was not known until shortly after midnight, when her two men appeared at the station and requested assistance. Keeper and crew boarded the sloop, and by bailing her out with buckets and working the pump gained control of the leak. At high water the sloop floated, and the keeper worked her through a narrow and crooked passage to safe water, where she was given over to the master's charge.
Oct. 6	Am. sc. J. G. Connor	Wachapreague, Virginia..	Stranded 2 miles to the eastward of the station while leaving harbor, and shortly began to drift toward a dangerous shoal. The two men on board anchored her, but as there was a strong tide and a high sea the anchor did not hold. They then decided to get her under way and try to work her out clear, but she drifted still nearer the breakers, and the station crew immediately pulled out to her. By this time she was on the roughest part of the shoal, the sea was making a clean breach over her, and the work of rescue was attended with great difficulty and danger. The keeper told the men to crawl out on the flying jib-boom, and then, waiting for a favorable chance, effected their rescue from that place. Just as they landed on the beach the schooner was carried over the shoal into quieter water and was again boarded, but she had filled, and only a few personal effects could be saved. She finally drifted onto the main beach and became a total wreck. The two men were furnished with dry clothing and one of them was succored three days while the surfmen assisted in stripping the wreck of sails and rigging.
Oct. 6	Rowboat; no name.	Grindstone City, Michigan, Lake Huron.	This boat, from the steamer Grace A. Ruelle, capsized while making for the harbor in a high sea, imperiling the lives of two men. The surfman on watch instantly alarmed the crew, who hurried to the rescue. The men were reached none too soon, for one of them was almost exhausted when pulled into the surfboat and could not have held out much longer. The boat subsequently drifted ashore and was hauled up clear of the surf. (See letter of acknowledgment.)

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Oct. 6	Lighter; no name ..	Marquette, Michigan, Lake Superior.	Parted lines and stranded near station at 11 p. m. on the 5th, during a strong N. wind. As nothing could be done until morning, the life-saving crew waited until a tug arrived, then ran a hawser to the lighter, hauled it afloat, and towed it safely into harbor.
Oct. 6	Lighter; no name ..	.....do	Driven ashore in company with the preceding scow. Surfmen discharged the load of stone and ran lines four times to a tug, but they parted each time, leaving the lighter fast aground, and the owner then decided to haul it out on the beach for repairs.
Oct. 6	Yawl; no name.....	Holland, Michigan, Lake Michigan.	Discovered at 4.55 p. m. about 3 miles SE. of station, with the occupants making signals for help. Life-savers went out about a mile and met the yawl which contained four men from the sunken schooner Ellen Stephenson. They were taken into the surfboat and the yawl was towed to port through the rough water. They were sheltered and succored at station for the night and furnished with dry clothes from the Women's National Relief Association supplies.
Oct. 7	Am. sc. Marvin D. White.	Kitty Hawk, North Carolina.	Stranded on a shoal 4 miles westward of station and flying a distress signal. Station boat went to her assistance, but as the tide did not serve for floating her, and as she was in no immediate danger, the surfmen returned to station, promising to go back the next morning. At that time keeper and two surfmen went out again and found that the high tide had floated the schooner. Keeper piloted her up Currituck Sound to a safe anchorage, and telephoned to keeper at Caffey's Inlet to pilot her to her destination, as master was unfamiliar with the channel.
Oct. 7	Am. sc. William and John.	Sullivan's Island, South Carolina.	Out of the channel and in danger of grounding 3 miles SW. of station. Station crew proceeded to her aid, sounded out a course, and keeper piloted her safely back into the channel.
Oct. 8	Am. str. Grace A. Ruelle.	Grindstone City, Michigan, Lake Michigan.	Blew signal of distress at 5.15 a. m. while at anchor about $\frac{1}{2}$ mile NW. of station. The surfmen boarded her and found that she had leaked during the night until the water was up to the fire grates. Bailed her out with buckets until the siphon could be worked, and left her free from danger.
Oct. 8	Am. sc. Jessie Winter.	Pentwater, Michigan, Lake Michigan.	Pounding against the pier in a strong sea, and in danger of being seriously damaged. The surfmen helped to haul her up the channel, where she was out of danger.
Oct. 8	Am. sc. Nellie Hammond.	White River, Michigan, Lake Michigan.	Missed entrance to the harbor and drifted on the beach. The lookout quickly reported her to keeper. Surfboat pulled alongside and found that she was pounding heavily, with booms adrift and sweeping from side to side. Secured the booms, stowed sails, and, after the crew got out all of their clothing, took them in surfboat and landed them at station. Next day helped to save rigging, anchors, and chains, but the vessel proved a total loss.
Oct. 9	Am. sc. Harry C. Chester.	Cranberry Isles, Maine ...	Mistook the channel and stranded on a ledge early in the morning, $\frac{1}{2}$ miles SW. of station. The life-savers boarded her and when the tide rose floated her and let go her anchor. As she was waterlogged a steamer was secured to tow her to a harbor.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Oct. 9	Sailboat; no name ..	Burnt Island, Maine	Caught in a strong breeze, with two young men on board, who were unable to reach their homes, 5 miles distant. The surfmen secured the boat in a safe berth for the night and gave the men lodging and food until the next morning, when they went on their way in safety.
Oct. 9	Rowboat Annie.....	City Point, Massachu- setts.	Caught out in a heavy NW. wind while three boys were returning in her from the fishing grounds in Dorchester Bay. They pulled against the wind and sea until exhausted and then signaled for help. The launch went out and towed the boat to its destination.
Oct. 9	Slp. Mary.....	.....do	Parted moorings and was in danger of drifting out of the bay when seen from station. The launch picked her up and towed her to a safe anchorage.
Oct. 9	Catboat; no name ..	Point Allerton, Massa- chusetts.	Dragged anchors and stranded on a rocky lee shore, $\frac{1}{2}$ mile E. of the station, where the four men abandoned it and went to Boston. The life-savers, seeing the boat in danger of pounding to pieces on the rocks, pulled out, hauled it clear, and took it to a safe anchorage to await demand of the owner.
Oct. 9	Am. sc. Empress....	Monomoy, Massachusetts.	Stranded on a shoal 1 mile S. of station. Surfmen went out and advised master to lower all sail and run out anchor, which was done, and the life-savers hove the schooner's bow around. All sail was then made and she floated off, apparently uninjured. Keeper piloted her through the channel and she proceeded on her way.
Oct. 9	Scow No. 4.....	Atlantic City, New Jer- sey.	Stranded on the bar NW. side of the channel, while three men were trying to drift it out on the ebb tide. The life-savers took two of the men ashore, the third remaining on board until flood tide, when the steamer F. P. Stoy towed the scow afloat and over the bar undamaged.
Oct. 9	Am. str. Balize.....	Thunder Bay Island, Michigan, Lake Huron.	Sounded signals for assistance when abreast of the station. The surfmen hastened out and were informed that the raft which she was towing had been run into by a steamer and the logs were scattered over the lake. Master requested keeper to send dispatches to the owners for assistance. Keeper sent one dispatch from the island and another from the office at Alpena.
Oct. 9	Scow; no name.....	Sheboygan, Wisconsin, Lake Michigan.	Parted towline when 3 miles S. of station and was in danger of going on the beach. As the tug could not get another line aboard because of the sea, the master requested keeper to run a hawser. The station crew went to scene in tow of tug. Reached the scow just as it was going into the breakers; two surfmen went on board and ran a hawser to the tug, which towed the scow off and into port.
Oct. 10	Am. st. launch Zil- pha.	Orleans, Massachusetts..	Disabled by breaking machinery 3 miles northward of station at 7.30 p. m., and exposed to the dangers of a SE. storm. The two men in charge dropped anchor and landed in the tender to seek assistance. The keeper ordered surfboat launched and proceeded up the beach at once. The two men were taken into the surfboat and then their tender was taken in tow. In the meantime the launch had broken from her anchorage and was fast driving northward with the danger of drifting onto the beach. The life-savers continued to search for it in the thick darkness and

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Oct. 10	Am. st. launch Zilpha.	Orleans, Massachusetts...	when about 2 miles N. of Nauset Inlet discovered it helpless, almost in the breakers. Made a line fast to it and started for Nauset Harbor, against a strong head wind and choppy sea. After five hours of exhausting work, during which the surfmen's hands were severely blistered by hard pulling, the harbor was reached and the launch put in a safe berth where repairs to machinery could be made.
Oct. 10	Am. sc. Annie P. Chase.	Chatham, Massachusetts.	Struck an obstruction and sprung a leak 30 miles eastward of Cape Cod on the morning of the 9th. At 2 p. m. the next day the lookout discovered a signal of distress on the schooner 4 miles SE. of station. Surfboat was manned and the vessel was boarded. The crew were exhausted from pumping, so the surfmen relieved them and succeeded in clearing the hold of water. Stayed by her until she was abreast of Vineyard Haven, when the leakage seemed to have decreased and the master decided to keep on to New York. (See letter of acknowledgment.)
Oct. 10	Br. str. Hesperides...	Cape Hatteras, North Carolina.	Stranded during hazy weather on the SW. point of Diamond Shoal, 8 miles from station, on the morning of the 9th. As the weather continued thick all day she was not discovered by the life-savers until early next morning. Keeper notified the crews of Creeds Hill and Big Kinnakeet stations, arranging for the former to go direct to the wreck and for the latter to assist the Hatteras crew. The surfboat was launched, and at 9.20 a. m. the surfmen boarded the steamer, followed by the Creeds Hill crew. As the steamer was hard aground, with 6 feet of water in her engine room, the keepers advised the master to abandon her, but he would not consent until two hours later, when the surfmen lowered three of the ship's boats, and after putting in them the crew of twenty-four persons, with their personal effects, started ashore and landed them on the beach abreast of station. The Big Kinnakeet crew aided in effecting the landing and unloading the baggage. Dry clothing was furnished to those in need. Eleven were sheltered and succored at the station until the 12th, the others being cared for at Creeds Hill Station until the 11th, and all were finally sent to Durants Station for passage to Elizabeth City. The vessel proved a total loss. (See letter of acknowledgment.)
Oct. 10	Skiff; no name	Fort Niagara, New York, Lake Ontario.	Unmanageable in fresh NE. breeze and strong sea, and the two men in it were being rapidly carried into the breakers by the current when discovered by the surfmen. The surfboat pulled out and overtook the skiff before any harm was done. Took the men to the station and towed the skiff to smooth water, where it was bailed out.
Oct. 11	Am. sc. Mary E. Dykes.	South Chicago, Illinois, Lake Michigan.	Moored in a slip near the station in a leaky condition. Station crew boarded her and helped to pump her out; aided in making repairs and continued the work the next day until no further help was needed.
Oct. 12	Slps. Nydia and Memento.	City Point, Massachusetts	Parted mooring pennants during a SW. gale and in danger of being driven on the beach. The life-savers went to their assistance in launch and succeeded in anchoring them in secure berths.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897.			
Oct. 12	Slp. Clio	City Point, Massachusetts	Parted moorings and stranded on the beach $\frac{1}{2}$ mile N. of station. The station crew ran a line to her with launch and hauled her off undamaged; then took her to a safe anchorage.
Oct. 12	Slp. Reynard .....	.....do	Dragged anchor and in danger of grounding. Life-savers ran out another anchor, which held her fast during the gale.
Oct. 12	Slp. Eaka .....	.....do	Dragged anchor and went close to the beach, where she was striking the bottom. Station crew ran a line to her and towed her offshore to a safe anchorage.
Oct. 12	Slp. Joe C. ....	.....do	Showed a signal for help during the heavy blow and the life-savers went off to her in the launch. Found two men on board who were unable to get ashore because of the rough sea. Took them off and safely landed them.
Oct. 12	Slp. Pansy .....	.....do	Jib blew loose during the gale and was in danger of being split and blown away. Station crew went on board and made it fast.
Oct. 12	Catboat Game Cock .....	.....do	A signal for aid being displayed, the life-savers went on board and found a man there who was unable to get ashore, his tender having gone adrift. Took him in the launch and safely landed him.
Oct. 12	Catboat Ideal .....	.....do	Main boom adrift and was liable to do great damage. Station crew went on board and secured it.
Oct. 12	Rowboat; no name .....	.....do	Caught out in the gale with two young men $\frac{1}{2}$ mile from the station and fast drifting out of the bay. Upon signals for help the station crew put out to them, took them into launch, and towed their boat to the station, where they were given dry clothing.
Oct. 12	Rowboats (3); no names .....	.....do	In Dorchester Bay during the heavy blow, and the six occupants were obliged to take refuge on a pile of rocks. They were taken off by the station launch, and their boats were towed to their respective landings.
Oct. 12	Catboat; no name ..	Forge River, New York ..	Capsized about a mile from station at 4 a. m., throwing two men into the water and imperiling their lives. One of the surfmen discovered the craft with the men clinging to it. He picked them up, righted the boat, and towed it ashore. Bailed it out and sent the men on their way uninjured by the mishap.
Oct. 12	Am. sc. Minnie	White River, Michigan, Lake Michigan.	Broke her rudder while trying to enter harbor for shelter and drifted on the beach near the piers. The life-saving crew crossed the channel in a small boat, but found the schooner so near the pier that a boat was not needed. After helping the three men to reach the pier the surfmen scuttled the schooner to prevent her pounding to pieces, and ran out an anchor to keep her in place. Took the men to the station and cared for them during the night. Next day plugged up the holes and aided in pumping her free of water, when she was hauled aloft without difficulty.
Oct. 12	Schooner; no name ..	Humboldt Bay, California	Stranded on the beach 1 mile SE. of station. The surfmen pulled down to her, but no one was on board and the masts and sails had been taken out and carried above high-water mark. Surfmen laid out station anchor and cable to prevent the vessel being carried higher on the beach when flood tide should make. Next morning the crew returned to the stranded schooner, meeting her owner there, and after an hour's work released her and towed her to a safe berth in the bay.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897.			
Oct. 13	Str. Ella C	Assateague Beach, Virginia.	Wishing to enter the harbor, but being unfamiliar with the channel, her master requested the life-savers to pilot him into Chincoteague Inlet, which was done.
Oct. 13	Skiff; no name	Grand Haven, Michigan, Lake Michigan.	Drifting past the station out into the lake. The surfman on watch went out in station boat and picked up the skiff, which was delivered to owner the following afternoon.
Oct. 14	Am. sc. Hiram Lowell.	Cross Island, Maine	Stranded on a ledge 1 mile NW. of station. Keeper and crew immediately proceeded to her aid. Helped to carry out anchors, and when the tide rose hove her off and sailed her into the harbor.
Oct. 14	Skiff; no name	Ludington, Michigan, Lake Michigan.	Drifting out into the lake and in danger of being lost. A surfman went out in station boat and towed the skiff to station launchway, where a few hours later it was delivered to the owner.
Oct. 14	Am. sc. Jessie Winter.	Pentwater, Michigan, Lake Michigan.	Pounding on a shoal at the mouth of the harbor alongside the north pier. At 1.20 a. m., the surfmen being notified that assistance was needed, the station boat was launched and a line was run to the south pier. The schooner was hauled clear of the shoal and tracked up the channel, where she was made fast in safe quarters.
Oct. 15	Cat yt. Flirt	Little Beach, New Jersey.	Anchored in shoal water $1\frac{1}{2}$ miles S. of station, and when the tide fell was left high on the beach. Surfmen procured rollers and a pry, raised her up, put the rollers under, and launched her into deep water without damage.
Oct. 15	Slp. Ocean Bride	Metomkin Inlet, Virginia.	Stranded on a point about $\frac{1}{2}$ mile to the westward of station. Surfmen pulled to her assistance, ran out her anchor, and hove her afloat undamaged.
Oct. 16	Rowboat; no name.	City Point, Massachusetts	Caught in a fresh breeze in Dorchester Bay with two boys in it, who were unable to pull back to the shore and were in danger of being driven out to sea. The station launch towed them to the landing at City Point.
Oct. 16	Am. sc. Mary E. Morse.	Chatham, Massachusetts.	Burned a signal of distress at 11.50 p. m. S. of the station. The life-savers quickly pulled alongside and learned that a sailor had fallen from aloft and was seriously injured. At master's request the surfmen took the man ashore and sent him in charge of a physician to the hospital in Boston.
Oct. 16	U. S. revenue practice bark S. P. Chase.	Sullivan's Island, South Carolina.	Stranded at 8 p. m. on a shoal $3\frac{1}{2}$ miles SW. of station. Patrolman saw her running into danger and burned a Coast signal to warn her which was answered by a rocket. The surfboat was launched and the life-savers pulled out to the bark. The captain requested keeper to procure the services of a tug, and, therefore, the surfmen proceeded to Charleston and informed the master of a tug; also notified the officers of the U. S. revenue cutter Colfax. On arrival of assistance the bark was released undamaged and towed into port by the Colfax.
Oct. 16	Am. sc. Presto	Sand Beach, Michigan, Lake Huron.	Struck by a heavy squall, and before sail could be taken in luffed up and ran aground outside of the N. breakwater and close to it. The surfmen went out in lifeboat and took the master off, carrying him to the main pier, where the services of a steamer were secured; then returned and twice ran a hawser to the steamer, but the line parted, and as the sea grew rough and the vessel showed signs of breaking up, operations were discontinued until the weather

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Oct. 16	Am. sc. Presto	Sand Beach, Michigan, Lake Huron.	should moderate. Her crew remained on the breakwater all night watching the gear and rigging. Next morning the surfmen aided in stripping the schooner of the light gear. The hull eventually became a total loss.
Oct. 16	Am. str. Wan Bun..	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Disabled by the breaking of her propeller shaft while towing a lighter 15 miles S. of the station. The lookout discovered that she was blowing signals of distress and informed the keeper, who procured a tug which went with surfboat in tow to the disabled craft; transferred the master to the tug to confer about terms and carried him back again. The tug then took steamer and lighter in tow for Manitowoc.
Oct. 17	Am. sc. J. A. Webster.	Cross Island, Maine.....	Mistayed during a strong breeze and was anchored dangerously near a rocky point where she would have pounded on the bottom at low water. Her master went to the station and requested aid. Station crew proceeded to schooner in the surfboat and by running out anchors and lines succeeded in heaving her out. Got her under way and took her into a safe harbor.
Oct. 17	Steam launch Nadgy.	Plum Island, Massachusetts.	Stranded at 2 a. m. on Plum Island Point $\frac{1}{2}$ mile NW. of station. Master went to station shortly afterwards and asked assistance to haul her off. All hands proceeded to the point, made a line fast to the launch and hauled her clear without having sustained any damage. Towed her to a safe berth.
Oct. 17	Sailboat; no name..	City Point, Massachusetts	Unmanageable in the NW. gale, endangering the life of the occupant. The life-savers found her half full of water $1\frac{1}{2}$ miles E. of station. Took the man into the launch and towed his boat to station, where he was given dry clothing and cared for until evening, when he departed for home.
Oct. 17	Small boat; no name	.....do	Caught out in a heavy blow with three men and was being carried out to sea when seen from station. The launch, which was immediately sent to the rescue, picked up the boat and towed it to station, where the men were landed.
Oct. 17	Am. sc. Humboldt ..	Monomoy, Massachusetts.	Split sails and lost an anchor $\frac{1}{2}$ miles southward of station. Keeper received information about sunset and the station crew went out to schooner's assistance. The master requested them to stay by him until he should reach Vineyard Haven, and as the schooner's only boat had been washed from its davits this course seemed advisable. At 2.30 a. m., the wind having moderated somewhat, it was decided to start for port. In getting up the remaining anchor the chain parted and anchor was lost. The vessel was safely taken to Vineyard Haven, whence the life-savers returned to station after an absence of twenty-one hours.
Oct. 17	Am. sc. Henrietta Hill.	Point Lookout, New York	Stranded on a bar $2\frac{1}{2}$ miles SE. of station at 5 a. m. The patrolman reported the casualty to the keeper, who promptly pulled alongside in surfboat, keeper and crew of Short Beach station reaching the schooner about the same time. As the wind was blowing hard offshore and the tide was rising, the surfmen aided in slipping the anchor and in working her into deep water. After recovering the anchor and chain, the life-savers returned to their stations and the vessel went on her way. Later in the day she anchored $1\frac{1}{2}$ miles E. of

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Oct. 17	Am. sc. Henrietta Hill.	Point Lookout, New York	Oak Island station and set a signal for a pilot. Surfmen from that station boarded her and found her leaking. They manned the pumps and cleared her of water while waiting for a pilot to carry her inside at high water.
Oct. 17	Am. sc. Ulrica Smith	Eatons Neck, New York..	Disabled by the breaking of the main gaff and the foremast. Anchored about 2 a. m. 8 miles E. of station, where she was discovered at daylight by a patrolman, who notified keeper and crew. The surfmen at once pulled alongside and landed the master at Port Eaton, where he engaged a tug for the next morning. Keeper cared for him at the station during the night, and the next morning went out again with surfboat to aid in weighing anchor. Schooner was towed to Northport, where repairs could be made.
Oct. 17	Am. sc. Buckeye State.	Cleveland, Ohio, Lake Erie.	Flashd a torchlight $\frac{1}{4}$ miles northward of station at 7.20 p. m. Station crew launched surfboat and boarded the schooner. Found that a tug had a line to her and was towing her to port. As the tug entered the river, however, the towline parted and the surfmen ran a hawser from the schooner to the dock and aided in making her fast.
Oct. 17	Am. sc. Una	White River, Michigan, Lake Michigan.	Sprung a leak about midnight 18 miles to the N.W., but continued down the lake until abreast of the station, when, at 2 a. m., she burned signals of distress. The lookout called keeper, who sent a surfman for a tug and proceeded to the schooner. As she was leaking rapidly and her crew could not keep her free, the surfmen went on board and manned the pumps, keeping them going until the tug towed her into port, where aid was given in stopping the leak.
Oct. 17	Am. sc. Indian Bill..	Grand Haven, Michigan, Lake Michigan.	Head wind preventing her entrance to harbor, she struck the end of the S. pier, against which she was pounding dangerously. Five of the surfmen crossed over in station boat, and taking a line from her pulled her up the river to a safe place clear of the sea.
Oct. 18	Br. sc. D. W. B	White Head, Maine.....	Stranded on a sunken ledge 8 miles N.E. of station with her bow well out of the water. The patrolman notified keeper, who proceeded with crew to the schooner, put tackles on her booms, and hauled them out so as to make back sails, and when the tide made flood, backed her off with but slight damage. She was not leaking, and therefore continued on her way.
Oct. 18	Am. sc. Lodowick Bill.	Peaked Hill Bars, Massachusetts.	Stranded on the beach through loss of sails, 1 mile from station, early in the morning. Two of the surfmen saw her approaching land and quickly informed the keeper. The beach apparatus was hauled to the scene as hastily as possible, but no one was on board the vessel. The crew of three men, who had landed in their own boat, were conducted to the station and sheltered and succored for two days. Nothing could be done for the schooner, and she was finally sold to wreckers.
Oct. 18	Am. sc. Henrietta Hill.	Fire Island, New York...	Anchored off the inlet, wanting a pilot. She was boarded by the life-saving crew in surfboat and piloted safely into harbor.
Oct. 18	Am. sc. L. A. Rose..	Assateague Beach, Virginia.	Showed a signal of distress while at anchor in the harbor. The surfmen went on board and found her leaking rapidly. At the master's request, returned ashore and hired some fishermen to go on board and help man the pumps; also sent a

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897.			
Oct. 18	Am. sc. L. A. Rose ..	Assateague Beach, Virginia.	message to the consignee in New York and delivered the reply on board. Next day sent surfmen to Chincoteague and hired men to accompany the schooner to New York to keep the pumps going until she should reach port.
Oct. 18	Skiff; no name	Louisville, Kentucky.....	In danger in the Kentucky chute of the falls with three men in it. Cries of distress were heard at 7 p. m. and the station boat was hurried in their direction. The men were badly frightened and feared the skiff would capsize, but the life-savers took it in tow and landed the men safely near the station.
Oct. 18	Sloop; no name.....	Point Marblehead, Ohio, Lake Erie.	Capsize about $\frac{1}{2}$ mile E. of station, having broached to in the surf. As the mishap could not be seen from the station, the surfmen received information about it by a message. The surfboat was promptly pulled out, but the sloop had drifted ashore and the three men had reached the beach when the surfmen arrived. They hooked the station tackle to the boat and hauled it on the beach clear of the surf. As it had received only slight damage, the life-savers assisted in launching it the next morning.
Oct. 18	Am. tug Frank W. ..	Thunder Bay Island, Michigan, Lake Huron.	Consumed all her fuel while towing a raft of logs, and sounded a distress signal abreast of the station. The station surfboat went out and the master requested the keeper to telephone owners to send a tug, which was done, and the craft was towed into harbor with her raft.
Oct. 18	Am. str. A. G. Van Schaick.	Old Chicago, Illinois, Lake Michigan.	A lamp exploded in the engine room at 11.20 p. m. while she was alongside of the dock. The lookout rang the station alarm and the surfmen were soon on board of the tug and aided in extinguishing the fire before much damage was done.
Oct. 18	Am. sc. Surprise	Sheboygan, Wisconsin, Lake Michigan.	Sprung a leak when 35 miles SE. of station and became water-logged, but was picked up by a tug and towed to port. Surfmen boarded her and worked the pumps for four hours, but she finally sank at the dock.
Oct. 18	Am. sc. Nellie and Annie.	Plum Island, Wisconsin, Lake Michigan.	Mised stays and stranded on a point 2 miles northward of station. The keeper and a surfman, who were going for the mail, saw her and sailed alongside. By running out an anchor and 500 feet of hawser they released her undamaged.
Oct. 19	Am. str. Langell Boys.	Muskallonge Lake, Michigan, Lake Superior.	While leaving the dock with the schooner J. B. Comstock in tow, the schooner grounded and the towline parted. As the steamer had pounded on the bar in crossing, the master did not venture to return to his tow, and therefore sounded a signal for help. The life-saving crew ran a hawser from the steamer to her consort, and after some hard pulling she was released without damage.
Oct. 19	Am. sc. J. B. Comstock.	.....do	Stranded on the bar while being towed away from the Deer Park dock, and towline parted. Life-savers ran the hawser again, and she was released after a hard pull.
Oct. 20	Am. st. yt. Ruby	Fire Island, New York ...	Stranded on a shoal $1\frac{1}{2}$ miles N. of station at 7 p. m. The life-savers answered the signal of distress by pulling out in the surfboat; landed two passengers, and then, returning to the steamer, ran out anchor and cable and succeeded in hauling her afloat uninjured.
Oct. 20	Am. sc. Richmond ..	Spring Lake, New Jersey.	Stranded at 8.40 p. m. in heavy surf a mile S. of station with sails blown away. The south patrol discovered her and burned a Coston signal to let the crew know that help was at hand. Immediately

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Oct. 20	Am. sc. Richmond ..	Spring Lake, New Jersey.	reported to keeper, who soon had the beach cart and apparatus on the way to the wreck, first telephoning to keeper of Squan Beach Station for assistance. On arriving abreast of schooner, fired a shot which reached her, but the line was not found. Another was then fired, but again the line was not found. A third shot was fired and the line secured, but in pulling the whip line on board it caught under the bobstay and parted. A fourth shot was then fired, but in the darkness the men could not find the line. Hoping that one of the lines might be discovered if a Coston light should be burned, the experiment was made, and resulted in the discovery of the first line on the end of the jib-boom. The whip was then hauled on board and the hawser sent off. Supposing the hawser fast on board, the life-savers began hauling in the slack, but the end came ashore with the cook made fast to it. He was considerably dazed by his trip through the surf, but soon recovered. The hawser was sent off again, and this time was properly made fast, and the three remaining men were soon safely landed with the breeches buoy, and were sheltered at the station for three days.
Oct. 20	Rowboat; no name.	Holland, Michigan, Lake Michigan.	Drifting out of the harbor at 1.30 a. m. and in danger of being lost. A surfman pulled out and towed it to the station wharf, where the owner took charge of it later in the day.
Oct. 21	Am. sc. Lawrence Murdock.	Cranberry Isles, Maine...	Stranded on a bar 1 mile southward of the station at 2.30 a. m. The south patrol discovered her and hastened to notify the keeper. Surfboat was launched at once and pulled down to the schooner. Found her in a dangerous position and in need of immediate assistance. Ran out an anchor and hawser and hove her afloat, slightly damaged. At high water took her over the bar, and succeeded in piloting her safely over the shoals into harbor.
Oct. 21	Rowboat; no name.	Jerrys Point, New Hampshire.	Drifted into the breakers near station and was in danger of going to pieces. The surfmen pulled out, recovered it, and towed it to station, where it was delivered to the owner.
Oct. 21	Catboat Alice and sloop Thea.	City Point, Massachusetts.	Parted mooring pennants during NE. gale and were drifting toward the rocks when seen from station. The launch went out and towed them to safe anchorage off City Point.
Oct. 21	Am. sc. Nellie Lamper.	Nauset, Massachusetts ...	Cargo of piling shifted 10 miles offshore, about midnight; her seams opened and she filled and rolled over on her beam ends. The crew took refuge in the chains for two hours, when the mainmast and the mizzenmast broke off and the vessel righted, allowing them to regain the deck. The station crew discovered her at 7 a. m. drifting inshore to the southward. The apparatus cart was quickly taken to the beach and the schooner's drift was followed until she struck on the bar. The forward part began almost immediately to break up, and the crew gathered in the stern anxiously awaiting the action of the life-savers. A shot line was soon fired over her, but as there was nothing above water to catch it except the rail it blew clear. Another shot was fired, landing the line within 3 feet of the men, who easily secured it. The gear was ready for use in a short time, but

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897.			
Oct. 21	Am. sc. Nellie Lamper.	Nauset, Massachusetts ...	as the wreck was broadside to the sea and rolling in the surf the hawser could not be kept taut. However, all seven of the crew were finally landed with the breeches buoy and taken to the station, where they were furnished with dry clothing and sheltered and succored until the 23d, when passes to their homes were secured for them.
Oct. 21	Am. sc. Three Brothers.	Assateague Beach, Virginia.	While at anchor about a mile from station, an important telephone message was received for her master by the keeper. The station crew delivered the message, and forwarded the master's answer.
Oct. 22	Piledriver; no name.	Saint Joseph, Michigan, Lake Michigan.	Caught fire while alongside of station dock at 10 p. m. The station lookout quickly aroused the surfmen, who boarded her and extinguished the flames after the deck planking and beams had been burned through. The prompt work of the surfmen prevented a serious loss.
Oct. 22	Sailboat; no name.	Point Adams, Oregon.....	Drifted rapidly past the lookout tower with two men in it, and was in danger of being carried out to the perilous bar. The surfmen pursued the boat, but the men had beached it on the sands before reaching the bar. The surfmen hauled it up above high-water mark and took the two men to the station.
Oct. 23	Skiff; no name.....	New Shoreham, Rhode Island.	Washed ashore and was found on the beach by a surfman returning to station. Keeper sent three of his crew with a team and hauled the skiff to the station to hold it for the owner.
Oct. 23	Yt. Jane.....	Cleveland, Ohio, Lake Erie.	Stranded on a sunken pier near station. The surfman launched dingy and skiff and went to her assistance. Ran a hawser from the yacht to the west pier, and succeeded in releasing her undamaged.
Oct. 23	Am. str. Fisherman.	Thunder Bay Island, Michigan, Lake Huron.	Crank pin broke at 4.20 a. m., when 4 miles S. of station, disabling her. The life-savers responded to signals of distress. On learning the nature of the trouble they returned to station and telephoned for a tug, which towed the steamer to port, where repairs could be made.
Oct. 23	Am. str. Tuscarora. ....do .....	.....do	Stranded during foggy weather on the SE. end of the island, at 10.50 p. m. The life-savers were soon on board, and the keeper advised master to procure lighters and tugs at once, which, after some deliberation, he decided to do, and the keeper telephoned for them. The tugs responded without delay, and by daybreak the work of unloading was begun. At 5.30 p. m. about 1,000 tons of merchandise had been discharged and the steamer was hauled off into deep water, apparently with only slight damage. She was towed to Alpena, where her cargo was reloaded, and she then proceeded to her destination. (See letter of acknowledgment.)
Oct. 24	Catboat; no name ..	Narragansett Pier, Rhode Island.	Capsized with two men and sank 1½ miles S. of station, but invisible from that point. One man succeeded in reaching shore, but the other became exhausted and was drowned. The keeper and crew were soon informed of the casualty and proceeded to the spot, but could find neither the boat nor the body of the drowned man. The survivor went to station when sufficiently recovered, and was cared for during the night. The boat was found next day 2½ miles S. of the station in a worthless condition, but the body was not recovered.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Oct. 24	Slp. Banneret	Narragansett Pier, Rhode Island.	Flying a signal of distress 5 miles SE. of station. The life-savers went to her, and finding her jib stay carried away, repaired it temporarily, and then sailed her to a safe berth.
Oct. 24	Electric launch Lotos.	Fire Island, New York ...	Stranded on a sand bar 2 miles N. of station, with nine people on board. The station crew manned the surfboat, ran out anchors and cables, and succeeded in releasing the stranded craft, which continued on her way undamaged.
Oct. 24	Am. sc. H. W. Laws.	Lewes, Delaware	Dragged anchor, stranded, and sank near station at 10.20 p. m. during a NE. gale. The life-savers hastened out with beach apparatus, but had not gone far when they met the two men who had formed the crew. The vessel was driven so high on the beach that they had no trouble in getting ashore. They were cared for at station during the night. The vessel was floated on November 20.
Oct. 24	Am. sc. Pilot.....	Bois Blanc, Michigan, Lake Huron.	Stranded at 6 p. m. during thick weather $\frac{1}{2}$ mile SW. of station. The surfmen went to her in surfboat and found her in only 1 foot of water. Taking poles and getting on board, the surfmen shoved her off the shoal and anchored her in a safe berth. Her forefoot was broken, but could be repaired at small cost.
Oct. 24	Am. str. Margretta..	Beaver Island, Michigan, Lake Michigan.	Unable to make the entrance to harbor during the prevalence of thick fog, the keeper and two men went to her in station boat and gave the master the course for entering, so that he steamed in without mishap.
Oct. 24	Scow; no name.....	Old Chicago, Illinois, Lake Michigan.	Sprung a leak and sank during the night of the 23d, while moored in her slip with a load of sand. Nothing could be done by the life-savers toward raising her further than to assist in tending the life lines for the divers who went to work in the morning. This service was performed during the day and again on the 27th.
Oct. 24	Am. str. Eugene C. Hart.	Plum Island, Wisconsin, Lake Michigan.	Engine broke down when 7 miles to the northward of station, early in the morning. Distress signals were heard at 9.30 a. m., and the keeper at once went out in station boat with four surfmen. The master requested the keeper to take a message asking for assistance from Green Bay, which was done. The surfmen returned to the disabled steamer, staying by her in the station boat all night, while she drifted to a point 3 miles S. of Escanaba, where she was anchored. Master then desired keeper to land his clerk and six passengers at Escanaba. Shortly after they left, the steamer Fannie C. Hart reached the crippled craft and towed her safely to Escanaba. Keeper and crew were towed back to station, reaching there on the afternoon of the 25th.
Oct. 25	Am. slp. yt. Boreas..	City Point, Massachu- setts.	Parted mooring pennant and stranded 2 miles from station during a heavy NE. blow on the 20th. Five days later the station crew released her and towed her to City Point, slightly damaged.
Oct. 25	Cat yt. Plover.....	Loveladies Island, New Jersey.	Parted cables and went ashore $\frac{1}{2}$ mile westward of station, where she was in a dangerous position. The surfmen ran out anchor and hawser and succeeded in hauling her afloat undamaged.
Oct. 25	Cat yt. Kindergar- ten.	Little Beach, New Jersey.	Broke from her moorings and drifted to the beach, 1 mile NE. of station. The surfmen reached her just as she stranded, and as no one was on board, they unbent and secured her sail and took charge of everything that could be carried away.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Oct. 25	Cat yt. Kindergarten.	Little Beach, New Jersey.	Ran out anchor and cable to hold her well on the beach, and next day tried to get her aloft, but failed, as the tide was not high enough. On November 25, aided by the crew from Little Egg Station, hauled the yacht across the beach and launched her, undamaged, in the bay, without expense to the owner.
Oct. 25	Sharpie; no name	do	Drifted to the eastward of station during the heavy blow, and was picked up by the surfmen and hauled clear of the sea to await claim of the owner.
Oct. 25	Slp. Anna and Edna.	Townsend Inlet, New Jersey.	Parted the cable from one anchor and dragged the other until driven on the beach 1 mile southward of station. No one on board. The surfmen went over to her in surfboat, and, as the sea was heavy, considered it best to secure her where she was, which they did. Her owner, who was very grateful for the service, decided to let her remain on the beach for the winter.
Oct. 25	Am. slp. Stella	Hereford Inlet, New Jersey.	Dragged anchors and stranded $1\frac{1}{2}$ miles N. of station, where nothing could be done for her while the storm continued. The master was succored at station during the night, and on the next day, the weather having moderated, keeper went aboard with him, pumped the water out of the sloop, and ran an anchor to leave her off. Early on the morning of the 27th two surfmen went with the master, and succeeded in releasing her with but slight damage.
Oct. 25	Am. sc. Lillie Falkenburg.	Lewes, Delaware.	Stranded on the bar about midnight, $1\frac{1}{2}$ miles W. of station, and began burning distress signals. Surfmen hurried abreast of her with beach apparatus, and soon laid a line across her, but the crew did not find it until daylight. Keeper and crew of the Cape Henlopen Station came up and both crews awaited action by those on board, having to shift the sand anchor twice on account of the vessel's drifting. At daylight the hawser was hauled off and the gear set up, and the surfmen landed all hands (six in number) and a dog in the breeches buoy, and took them to the station. A wrecking company took a contract to float the vessel.
Oct. 25	Am. sc. Sarah Jane Vaughn.	do	Dragged anchors during NE. gale and stranded 1 mile W. of the station. The casualty was observed while the life-savers were at work landing the crew of the schooner Lillie Falkenburg, and they responded to her signals of distress as soon as these men were safely ashore. Three tugs attempted to reach her, but, owing to the fury of the gale and the high sea, they failed. The two life-saving crews now hauled the beach apparatus opposite the doomed vessel, and the first shot carried the line over her. The sailors hauled the whip on board, and the apparatus was soon in operation. The crew of six men were safely landed and sent to the station, where they were supplied with clothing and cared for throughout the day.
Oct. 25	Am. sc. Elizabeth S. Lee.	do	Driven ashore on the point of the cape, $2\frac{1}{2}$ miles E. of station, while the life-savers were returning from another wreck. They immediately turned about and hurried to the Lee with the beach apparatus. The men had landed in their own boat, however, and were conducted to the station, where they were given food and provided with clothing. The 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.			
Oct. 25	Am. sc. L. A. Rose ..	Assateague Beach, Virginia.	Dragged ashore during N.E. gale 1 mile S. of station, endangering the lives of seven men. A signal of distress was discovered, and the life-savers quickly pulled down to the schooner through a rough and dangerous sea. The men were taken into the surfboat and safely landed at the station, where two of them were furnished with clothing. Surfmen subsequently made two trips to the wreck and secured a part of the personal effects of the men, who were cared for at the station until the 28th, when they left for their homes. The vessel and cargo were a total loss.
Oct. 25	Am. str. John H. Pauly.	Ottawa Point, Michigan, Lake Huron.	Boilers gave out when the steamer was 3 miles W. of station, and she showed a signal of distress. The lifeboat went alongside and the master asked the keeper to send a tug. The harbor tug steamed out and took the disabled vessel safely inside, the surfmen assisting in making her fast.
Oct. 25	Steamlaunch Lotus.	Thunder Bay Island, Michigan, Lake Huron.	Stranded on a reef 3 miles westward of station at 3 p. m., but could not be seen because of an intervening island. The two occupants pulled to the station in their tender and requested help. The life-savers relieved the launch of about a ton and a half of coal and hauled her off the rocks undamaged. Towed her to the island harbor with the steamer Florence C. (keeper's private launch).
Oct. 25	So. Cara	Manistee, Michigan, Lake Michigan.	Trying to enter harbor with a head wind between 10 and 11 o'clock at night. The lookout on the pier succeeded after several attempts in getting a line from the vessel and in hauling her into the harbor.
Oct. 26	Am. sc. Mary A. Brown.	Block Island, Rhode Island.	Stranded 3 miles N. of station at 6 p. m. The north patrolman burned his Coston signal and the master sent a boat ashore for him to go on board and aid in floating the vessel. As the tide was rising they succeeded in floating her uninjured.
Oct. 26	Sharpie; no name...	Long Beach, New York...	Adrift and in danger of being lost. One of the surfmen picked it up and took it to the station, where it was held until the owner called for it next day.
Oct. 26	Cat yt. Theodore R. Lore.	Hereford Inlet, New Jersey.	Parted moorings and fouled a bridge 1½ miles northward of station, where she was in danger of pounding to pieces. The keeper went on board, and, with the assistance of another man, ran out a breast line and hauled her clear of the bridge. Made her fast, so she would weather the gale in a safe berth.
Oct. 26	Small boat; no name	Turtle Gut, New Jersey ..	Adrift and in danger of being carried to sea. The keeper secured it and held it for the owner.
Oct. 26	Ger. str. Polaria.....	Cape Henry, Virginia.....	Stranded at 10.20 p. m. about a mile NW. of station during a N.E. gale. She had been warned off the beach earlier in the night by the patrolman's danger signal, but stood inshore again and took bottom. The life-savers hastened to a point abreast of her with beach apparatus and life-car, but as she was so far offshore it was decided to wait for low water before attempting to reach her with a line. The heavy sea made it impossible to launch the lifeboat. Keeper and crew of Seatack Station were notified of the disaster and arrived on the scene at midnight. As the tide had fallen somewhat by 2 a. m. two shots were fired with the Hunt gun, but fell short, and keepers then decided to wait until daylight before making another effort, both crews remaining on the beach all night. At 6.30 a. m. three

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Oct. 26	Ger. str. Polaria	Cape Henry, Virginia.....	more shots were fired, but fell short. At 2 p. m. the Lyle gun was brought into service and during the afternoon four more shots were fired, with like result. Darkness set in and prevented further operations, but the life-savers continued on the beach throughout the night. At 8.30 a. m., the sea having moderated, the surfboat was launched and the surfmen reached the stranded steamer. The Merritt Wrecking Co. was in charge, and the only assistance desired was to land a passenger and take a line ashore to continue communication in case of need. The steamer was hauled afloat at 8.50 p. m. on the 28th, after a part of her cargo had been lightered, and proceeded toward Norfolk, apparently uninjured.
Oct. 26	Am. str. Ida E.	Milwaukee, Wisconsin, Lake Michigan.	Stranded during thick fog 6 miles N. of station at 4 o'clock in the morning. A passing steamer having notified the keeper, wrecking tugs were sent out and the life-savers were towed to the stranded craft in the surfboat. Surfmen ran lines from the tugs to the steamer, but they repeatedly parted, and, after working for three hours, the work was discontinued until some of the deck load could be taken off. She was then released and towed to harbor, where she was put into dry dock for repairs.
Oct. 27	Am. sc. Puritan.....	Cross Island, Maine	Struck a rocky point, pounded over and sank $\frac{1}{2}$ mile NW. of station on the 17th, her crew escaping in their dory. The life-savers offered their services to the master, but he decided to wait until high tide before trying to raise her. Ten days later he requested the surfmen's assistance, and they succeeded in raising her, and hauled her out on the beach, where the master could make temporary repairs.
Oct. 27	Am. str. James P. Donaldson.	Ottawa Point, Michigan, Lake Huron.	Blowing distress signals 6 miles eastward of station early in the afternoon. As a dense fog was prevailing nothing could be seen as the surfmen pulled in the direction of the sounds. On arriving at the steamer they found that the master had lost his bearings and wished to be piloted, with two schooners in tow, into the harbor. Keeper and crew went ahead in surfboat and guided them into Tawas Bay, where they safely anchored.
Oct. 27	Am. str. F. H. Prince	Milwaukee, Wisconsin, Lake Michigan.	Stranded 12 miles N. of station in foggy weather at 3 p. m. Later in the afternoon a passing steamer reported at the station that signals of distress were being made on a vessel up the coast. The keeper notified tugs and at 5 p. m. started out with crew and surfboat in tow. The steamer was fast aground, and the life-savers aided in discharging 300 tons of cargo and 100 tons of coal, after which the five tugs at hand succeeded in releasing her early in the morning of the 28th, with only slight damage.
Oct. 28	Am. sc. John Twohy	Cape Lookout, North Carolina.	Leaking and trying to make a safe anchorage. Keeper and crew boarded her with the surfboat and piloted her to a safe berth. As she ran into smooth water the leak diminished and no further assistance was needed.
Oct. 28	Small boat; no name	Ludington, Michigan, Lake Michigan.	Broke adrift from its mooring and was being carried out in the lake when two of the surfmen overtook it in station boat and towed it to a safe place near the station, where it was held for the owner.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Oct. 28	Am. sc. Anne F. Morse.	Ludington, Michigan, Lake Michigan.	While trying to sail out of harbor drifted against the south pier, and as there was quite a heavy sea running she was in danger of being damaged by pounding. The surfmen took station boat and towed schooner to the end of the piers, where she could safely set her course.
Oct. 28	Am. str. Britannic..	Milwaukee, Wisconsin, Lake Michigan.	Mistook a shore light for one of the harbor beacons, and ran on the beach 4 miles N. of station at 4 o'clock in the morning. The two surfmen who were left in charge of the station while remainder of the crew were at the stranded steamer F. H. Prince, notified the master of a tug, who went to her assistance but could not release her. When the other tugs came back from the Prince the life-savers pulled ashore in the surfboat and sent 25 men out on a tug to aid in shoveling coal overboard. At 4 p. m. the steamer was released undamaged.
Oct. 29	Catboat Boyd.....	Townsend Inlet, New Jersey.	Dragged anchor, struck against a bank 1 mile NW. of station and sank. The life-savers towed her to the clubhouse and took out spars for safe keeping. Bailed out the water and put her in a snug berth.
Oct. 30	Am. sc. Coquette....	New Shoreham, Rhode Island.	Missed stays and struck on a sand bar about $\frac{1}{2}$ mile E. of station. The life-savers immediately went to her assistance in surfboat. Aided in hauling her off and helped to make sail; she kept out on her fishing expedition.
Oct. 30	Am. slp. Sarah M ...	Spermaceti Cove, New Jersey.	Centerboard broke, and as she could not be worked to windward the anchors were let go, but would not hold her, and she dragged ashore about midnight on the 29th. Early the next morning she was discovered by the lookout $\frac{1}{4}$ miles W. of the station, high on the bay shore beach. Station crew ran out anchors for heaving her afloat, but the man in charge would not allow any of the ballast to be thrown overboard and she was not released. In the afternoon another effort was made, the ballast was taken out and the sand was dug away from her, but the night tide was not high enough to make the attempt successful. The next morning, the tide being higher, the surfmen succeeded in hauling her into deep water only slightly damaged.
Oct. 30	Am. sc. Magdalene..	Frankfort, Michigan, Lake Michigan.	Discovered by station watchman at 2 a. m. held by a line from the end of the south pier, and unable to enter harbor. After sending for a tug, the surfmen pulled out to the vessel in the surfboat and cast off the pier line, and the tug towed the vessel inside.
Oct. 31	Am. sc. Edna and Emma.	Fire Island, New York...	Stranded on the outer bar 4 miles W. of station, because of the master's lack of knowledge of the channel. As soon as possible the surfmen, assisted by the crew from the Oak Island Station, boarded the vessel and laid out an anchor and cable. When the tide rose she was released without damage and piloted in behind the point of the beach. Next day an effort was made to recover the anchor and cable that had been slipped, but they could not be found. Surfmen aided in getting the schooner under way and piloted her up the channel.
Oct. 31	Am. sc. Abbie Bowker.	Lewes, Delaware.....	Stranded at 6.30 p. m. on the point of Cape Henlopen. The patrolman informed keeper by telephone, and also notified

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Oct. 31	Am. sc. Abbie Bowker.	Lewes, Delaware	the keeper of Cape Henlopen station. Both crews hastened to the place and together launched surfboat. On boarding the schooner they found that a small anchor and hawser had been run out, and they aided in heaving on it, but could not release her. Keepers then advised the master to get a tug, and took him to one near by in the surfboat. Ran a hawser to the schooner, and the tug soon floated her.
Oct. 31	Scow; no name.	Oswego, New York, Lake Ontario.	Adrift in the lake about a mile east of the station and drifting offshore with a young man who had no oars. Lookout gave the alarm, station boat was launched, and the life-savers pulled to the rescue. The scow was half full of water when reached. The man was taken into the boat, and the scow was towed ashore and hauled out on the beach.
Oct. 31	Am. sc. Indian Bill.	Grand Haven, Michigan, Lake Michigan.	Made a landing at the end of the north pier, but owing to a head wind could not sail up the river. As the weather was threatening and she would have been imperiled by a heavy wind and sea, the surfmen took a line from her and hauled her into the harbor to a secure berth.
Oct. 31	Am. str. Edwin S. Tice.	Michigan City, Indiana, Lake Michigan.	Disabled $\frac{1}{2}$ mile S. of station by catching a log in her propeller. The keeper and two surfmen went to her assistance in station boat at 9.30 p. m., and after working about an hour succeeded in freeing the wheel, permitting the steamer to continue on her way.
Nov. 1	Am. sc. Augustus...	South Haven, Michigan, Lake Michigan.	Stranded on a sand bar near the end of the south pier, and was pounding heavily. Surfmen ran a line to her in the Whitehall boat, and after a couple of hours' work hove her off.
Nov. 2	Dory; no name.....	Davis Neck, Massachusetts.	Crew went out in the surfboat and picked up a dory that had broken away from a small steamer bound into Annisquam.
Nov. 2	Am. str. Mahoning..	Erie, Pennsylvania, Lake Erie.	As the Mahoning was entering port during a strong N.E. gale, she grounded at the mouth of the harbor on account of the low stage of the water. The tug America attempted to haul her off, but could do nothing in the heavy sea. At the request of the master of the Mahoning, surfmen took the Lyle gun on the pier and made an effort to fire him a line. The wind was too strong, however, for the gun to be effective at the distance, and after four abortive attempts the plan was abandoned. Crew then carried out a line in the surfboat, but when the master learned that the bottom was soft he concluded to lie there for moderate weather and higher water. As soon as the wind went down the water rose to normal stage, and at 8 p. m. two tugs hauled the steamer off.
Nov. 2	Am. yt. Manitou....	Cleveland, Ohio, Lake Erie.	Dragging her anchor and in danger of going ashore. Three surfmen boarded her in the dingey, and finding no one on board signaled the keeper to send a tug. As soon as the tug arrived surfmen hove up the anchor and the tug towed the yacht inside.
Nov. 3	Am. sc. Everett.....	Fletchers Neck, Maine ...	In trying to get her anchors, this vessel's windlass broke, and the master slipped his chains and ran into the pool for a harbor. Later on he asked the crew's assistance to recover the anchors, and the surfmen went out in the surfboat with a watch tackle and hove them up. After delivering the anchors to the vessel surfmen warped her alongside a wharf.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Nov. 4	Am. sc. Agricola...	Burnt Island, Maine.....	About 7 p. m. the crew of this schooner came to the station and reported that they had left their vessel about 3 miles from Burnt Island with her rudder gone and 5 feet of water in her hold. Station crew took the party in the surfboat and set out for the disabled vessel. Upon their arrival they found the schooner Emily, of New London, had taken the Agricola in tow and started for Port Clyde. Master of the Emily not being familiar with the locality, one of the surfmen piloted her into Port Clyde, arriving about midnight. The surfmen warped the Agricola alongside the Emily and secured her, and then went ashore for the night. Returning in the morning they warped her alongside the marine railway dock where she could be hauled out. The next day one of the surfmen towed the Agricola's boat, with the personal effects of the crew, from the station to Port Clyde.
Nov. 4	Am. sc. Edith Bean.	Block Island, Rhode Island.	Ashore on the N. side of the channel in West Harbor. As soon as the water had risen enough surfmen went to her in the surfboat, ran out an anchor, and soon had her afloat.
Nov. 5	Am. slp. Nancy Hanks.	Quoddy Head, Maine.....	Attempted to run the tide ribs on the ebb tide. Life-savers, well knowing the danger of such a venture, were standing by for a call, and at length they saw her wallowing in the trough of the sea, and then go down. She was about 3 miles from the station, but in twenty minutes the surfmen had rescued the sole occupant of the sloop. The sloop was a total wreck.
Nov. 5	Am. sc. Butterfly...	Grindstone City, Michigan, Lake Huron.	Anchored in a strong breeze a mile from Port Austin. Master pulled ashore and requested the keeper to help him pump her out and get his anchors as soon as the wind should abate. Accordingly, on the 7th, the crew boarded her, pumped her out (she was about a third full), and got her under way.
Nov. 5	Am. sc. Coquille....	Coquille River, Oregon.....	Stranded on a shoal about 200 yards W. of the end of the north jetty. Surfmen ran a 6-inch line to the south jetty, and when the tide began to flood, gradually worked the schooner into the channel. They then tried to tow her to a wharf, but about 8 p. m. she brought up on another shoal. Surfmen then called a tug and ran her a line, and she worked the schooner off and towed her to a wharf.
Nov. 6	Yawl Comfort.....	Erie, Pennsylvania, Lake Erie.	Dragged ashore in a westerly gale. Upon learning of the casualty, keeper and four surfmen went along the beach, and, wading out to her, succeeded in shoving her along the shore about 100 yards and dragging her to a place of safety in a pond.
Nov. 7	Am. sc. Diadem.....	Burnt Island, Maine.....	Missed stays and had to let go an anchor to keep from going ashore. Master ran a line to another vessel close by, and the surfmen, coming up at this time, helped to get her under way.
Nov. 8	Skiff; no name.....	Sea Isle City, New Jersey.	One of the surfmen picked up a small skiff and hauled it out for a claimant.
Nov. 9	Am. slp. Dora.....	Townsend Inlet, New Jersey.	Driven up on the bank near the station during the gale of October 25. On this date the surfmen and the owner of the sloop dismantled her and hove her on an even keel, where she could be repaired.
Nov. 9	Am. str. Major.....	Erie, Pennsylvania, Lake Erie.	Dragging down on the old breakwater during the gale, and her crew unable to get her anchors. Surfmen boarded her and helped to weigh the anchors, and the vessel was then able to take care of herself.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Nov. 9	Skiff; no name.....	Grand Haven, Michigan, Lake Michigan.	A fisherman having applied for help to haul out his boat, station crew lent him a hand and after an hour's work had the boat hauled.
Nov. 9	Am. sc. Annie Dall..	Two Rivers, Wisconsin, Lake Michigan.	Became water-logged in the fresh northerly wind and sea, and anchored a mile S. of the piers at 4.20 a. m. Surfmen, seeing her burning torches, pulled out, but the master wanted a tug. Keeper left two men to assist at the pumps, and pulled ashore to procure the towboat. Upon his return, all hands manned the pumps, and when the tug arrived at 9 a. m. they had gained materially over the water. Tug took the vessel inside, and the men then discharged the deck load, and by 2 p. m. the schooner was pumped dry.
Nov. 10	Am. sloop Anna M. and Valkyrie.	New Shoreham, Rhode Island.	Parted their cables and went ashore in the new harbor during the gale on the night of the 9th. Next morning the keeper hired a team and had the small boat and heavy lines transported across the island, and the surfmen pulled to the scene in the surfboat. Upon arriving, they ran the station lines to both sloops and hove taut for a pull at high water. By working high tides for two days they floated both vessels.
Nov. 10	Am. sc. Arabell	Block Island, Rhode Island.	Parted her cable and drifted ashore. Surfmen ran out her anchors and after no little work succeeded in getting her afloat.
Nov. 10	Am. slp. Ella May..	Hither Plain, New York..	Dragged ashore in Fort Pond Bay during the gale of the night of the 9th. Next morning the station crew, with a part of the Ditch Plain crew, dug a channel so that at high water the sloop's crew could float her.
Nov. 11	Catboat; no name ..	Brenton Point, Rhode Island.	Broke adrift and was pounding heavily on the rocks in a high surf. Station crew got a line to her and hauled her up a creek and moored her in a marsh. She had a hole stove in her side and would soon have broken up.
Nov. 11	Catboat Lottie.....	Shinnecock, New York...	Capized in the bay about a mile from the station. Keeper took three men and went to her assistance, and aided by her own crew soon freed her of water and put her in proper trim.
Nov. 11	Am. slp. Franklin ..	Sullivan's Island, South Carolina.	Two surfmen, out fishing in a small boat, saw a sloop get beyond control of its occupants and run into one of the jetties; they immediately pulled to her, laid out an anchor, and soon had her afloat.
Nov. 11	Sailboat; no name ..	Marquette, Michigan, Lake Superior.	A sailboat, containing two men, was seen drifting on shore in the gale, with sails blown to shreds; no harbor tug would venture out, but the station crew went out in the surfboat, a distance of 3 miles, and took off the two men and conveyed them to the station, where they were fitted out with clothing from the stores of the Women's National Relief Association.
Nov. 11	Skiff; no name.....	Grand Haven, Michigan, Lake Michigan.	The keeper sent one of the crew to haul out a small skiff moored in a dangerous place and liable to be broken up in the wash.
Nov. 11	Am. sc. Una	Saint Joseph, Michigan, Lake Michigan.	In a strong SW. gale and heavy sea the schooner Una capized in the river near the station. A tug took off four hands, and the surfmen arrived in the Whitehall boat in time to rescue the other three. The tug towed the wreck to the dock, where the surfmen enlisted the aid of about fifty spectators and cleared away the wreckage and straightened her up. The crew worked the next three days, except Sunday, in raising and pumping out the schooner.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897.			
Nov. 12	Fish boat; no name.	Quoddy Head, Maine.....	The crew went out in, the surfboat through a rough sea and picked up a fish boat that was drifting away.
Nov. 12	Am. sc. Cora Ella ...	Cross Island, Maine.....	Dragging her anchors during the heavy N.E. gale, and, the sea being too heavy to launch the surfboat, the keeper borrowed a fisherman's seine boat and pulled out to the schooner. She was lying on a ledge, side to, and was pounding heavily. The surfmen underran her cables and carried out her anchors full scope; then, by heaving on the windlass and setting the foresail, the vessel was forced off the ledge and anchored in a sheltered nook.
Nov. 12	Am. sc. Harry Leslie.	City Point, Massachusetts	Parted her moorings and was drifting to certain destruction on the rocks, when the surfmen boarded her, ran out an anchor, and moored her in a safe berth.
Nov. 12	Catboat; no name ..	Davis Neck, Massachusetts.	Made fast to a dolphin in Folly Cove with two men on board. When it came on to blow, the boat was in imminent danger of capsizing, or breaking adrift to dash upon the rocks to leeward. The sea being too high to launch in the vicinity, the surfboat was teamed to an abutment forming a sort of breakwater, and from this point the surfmen, watching their chance, pulled out through the breakers and rescued the imperiled men, and returning through the heavy surf landed them under lee of the abutment.
Nov. 12	Catboats Ranger, Lucile, X X X X, and one, no name.	Chatham, Massachusetts.	These four boats broke adrift and dragged ashore in the forenoon during the gale. As soon as the tide began to make, the crew went out in the station dory and floated them, one by one, and anchored them in safe places.
Nov. 12	Am. sc. Maud H. Dudley.	Watch Hill, Rhode Island.	Went ashore on the rocks in the gale during the night of the 11th. Next morning the surfmen boarded her, secured her sails, and did what they could to assist the crew until the wind shifted and the master made arrangements with a wrecking tug for the release of the schooner.
Nov. 12	Catboat Cecile.....	New Shoreham, Rhode Island.	The owner of the catboat Cecile reported his boat sunk in the new harbor and asked the keeper for help to raise her as soon as the weather would permit. Accordingly, on the 15th, the station crew took lines and falls to the point specified, and with the assistance of the owner the boat was beached, having sustained but little damage.
Nov. 12	Am. sloop. A. V. H.....	Hither Plain, New York..	Ashore in Fort Pond Bay, where she had dragged during the storm. Her crew were in a fish house close by, but were taken to the station by the surfmen until the weather should moderate. On the 15th, the wind having gone down, the crew, assisted by the Ditch Plain crew, pried up and calked the sloop, and laid out her anchors for a pull at high water. But the tide did not flood enough to make the effort successful and the work had to be postponed until the next day, when under more favorable conditions the two crews dug away the sand and floated the sloop without damage.
Nov. 12	Am. sc. Mattie B. Russell.	Ocean City, New Jersey ..	At 5.30 a. m. the crew went to the assistance of the schooner Mattie B. Russell, aground on the outer bar, bilged, and full of water. The wind was too strong to do anything at the time, but at 5.30 p. m. the surfmen landed the schooner's crew with their effects.
Nov. 12	Am. sc. Monguagon.	Cleveland, Ohio, Lake Erie.	In coming to anchor inside the harbor, this schooner drifted down against the West River pier, about a quarter of a

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Nov. 12	Am. sc. Monguagon.	Cleveland, Ohio, Lake Erie.	mile from the station. The crew went alongside, took her lines to a tug, and helped get up her anchor. The tug then took her to an anchorage in West Harbor.
Nov. 13	Am. sc. Henry Lippitt.	Gay Head, Massachusetts.	The Lippitt had broken her steam windlass and the crew could not get her anchors. The surfmen went on board, and after seven hours' work succeeded in getting one anchor on the bow. On the 15th the crew again boarded her and, assisted by the Cuttyhunk crew, got the other anchor and cleared it from the Weather Bureau cable, which it had fouled. They then made sail and took the schooner to Vineyard Haven.
Nov. 13	Yawl; no name.....	Short Beach, New York...	The surfmen found a yawl, bottom up, in the surf. It was hauled out and the owner notified.
Nov. 14	Am. bg. H. H. Wright.	Orleans, Massachusetts...	Shortly after midnight the south patrol came running to the station with the report that a vessel anchored off Chatham was burning torches, as if in distress. The surfmen launched the boat at once in the heavy sea and then made sail; and with the strong gale blowing off shore the boat fairly flew through the water. Arrived at the vessel, the master reported her as the brig H. H. Wright, of Portland, Me., from Perth Amboy to Portland, with a cargo of coal; cargo shifted, vessel leaking and in a sinking condition; crew exhausted from continuous work at the pumps. The surfmen boarded her and took charge, giving the crew a much-needed rest. After working the pumps an hour they were joined by the Chatham crew, who had also seen the signals. Both crews kept the pumps going until 8 in the morning, when the vessel was practically free of water. The hatches were then lifted, and it was found that the trouble with the cargo was confined to the lower hold. After a consultation between the two keepers it was decided that the Chatham crew should go ashore and send a tug. They left at 9 a. m., and the Orleans crew kept the pumps going until 3.30 p. m., when a tug arrived from Vineyard Haven and took the brig in tow for that point. The surfmen stayed by to keep the vessel free of water, and at 11 p. m. they anchored off Vineyard Haven. The surfmen continued their work at the pumps until 7 a. m., when hands were hired from the shore to relieve them. (See letter of acknowledgment.)
Nov. 14	Am. yt. Emma B....	Little Beach, New Jersey.	The cat yacht Emma B. having stranded on the middle ground of the north channel during the ebb tide, the surfmen tried to float her, but found the water too low. After the turn of the tide, however, another attempt was made, and the yacht was easily floated.
Nov. 14	Am. slp. Belle.....	Santa Rosa, Florida.....	In answer to a signal, the station crew pulled out to this vessel and got her anchor, which had fouled a wreck in such a manner that the sloop's crew could not raise it.
Nov. 14	Am. sc. J. M. Harvey.	Baileys Harbor, Wisconsin, Lake Michigan.	This schooner was lying alongside a pier in Baileys Harbor, and when it came on to blow from the SE., she parted her lines and was pounding on the bank, thereby losing her rudder. The deck hands jumped ashore, leaving only the master on board. The life-savers went to the vessel in the surfboat and took off the master from the jib-boom and landed him. They then took three of

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Nov. 14	Am. sc. J. M. Harvey.	Baileys Harbor, Wisconsin, Lake Michigan.	the station hawsers and returned to the schooner and ran the lines to the pier; they shifted her cargo to keep her from pounding bottom, and pumped her out, remaining by her until 11 p. m., when the storm abated, and the master and crew were taken on board. The next day the crew grappled for and recovered the rudder; then by shifting cargo they got her down by the head and reshipped the rudder. (See letter of acknowledgment.)
Nov. 14	Am. sc. Jupiter	Sand Beach, Michigan, Lake Huron.	Sprung a leak in crossing Saginaw Bay, and put into Sand Beach with 3 feet of water in her hold and her crew tired out from pumping. The master reported the facts to the keeper at 1.30 a. m., and the surfmen went out and worked the pumps until 6, when there was but 9 inches in the well, and one pump would hold her. The keeper then took the master ashore and procured a tug and four extra men. The tug towed the schooner in until she rested on the bottom. Later on the vessel was towed to Port Huron for repairs.
Nov. 15	Am. sc. Percy	Block Island, Rhode Island.	During the mid watch the north patrol reported this vessel ashore in the cove above the station. The surfboat was launched and the crew went to her, ran out her anchor, and easily hove her afloat.
Nov. 15	Yawl; no name	San Luis, Texas	The keeper and crew went down the beach and hauled out a large yawl that was coming ashore in the surf. It was marked "S. S. Avona," and was probably the boat from which three men were drowned in Bolivar Roads on the 6th. The boat was taken to the station and advertised in the Galveston papers.
Nov. 15	Am. str. John B. Ketcham 2d.	Michigan City, Indiana, Lake Michigan.	In answer to a signal the station crew went out to the steamer John B. Ketcham 2d, and gave the master information about the depth of water at Michigan City.
Nov. 16	Am. str. S. W. Gee ..	Buffalo, New York, Lake Erie.	Shortly after midnight the station crew started out in tow of the tug E. C. Maytham to the assistance of the tug S. W. Gee, which had gone ashore on Horsehoe Reef during the fog. Upon arrival it was found that the Maytham could be of no assistance on account of shoal water, and it was decided to send her back to Buffalo for a light-draft tug. While waiting, the surfmen ran soundings and found a good channel; and about 2 o'clock the Maytham returned in company with the tug Spaapeen. The latter went close in to the Gee and the surfmen ran her a line, and after about ten minutes' work the Gee was released with little or no damage.
Nov. 16	Am. sc. Frank D. Ewen.	Sand Beach, Michigan, Lake Huron.	This schooner, towing behind the steamer Servia, when about 8 miles off Sand Beach set a flag at half mast. The wind was strong from the NW., but the surfmen pulled out and passed up a line. It was found that she was leaking through her topsides and that her crew were about played out at the pumps. The surfboat towed into port behind her and the surfmen then boarded her and pumped her out. As soon as the wind moderated, she shipped two extra hands and started out again.
Nov. 16	Am. sc. Edith H. Koyen.	Kewaunee, Wisconsin, Lake Michigan.	The Koyen arrived water-logged off port about 3.30 a. m., anchored, and burned a torch for assistance. The station crew boarded her and set two hands to work at the pumps, the rest going for a tug.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Nov. 16	Am. sc. Edith H. Koyen.	Kewaunee, Wisconsin, Lake Michigan.	The tug took her inside and anchored her off the station, where the surfmen tried ineffectually to pump her out, and the tug had to come back and tow her into a slip. There the surfmen succeeded in getting ahead of the water, but in searching for the leak they found one of the bottom planks stove; and when they cleared out the gravel the water rushed in again and gained rapidly over the pumps. At 9 in the evening the work was abandoned, and after putting guys on her to keep her from capsizing, the surfmen returned to the station. They worked the next three days in conjunction with a tug's siphon and four extra pumps, but to no avail, and the owner then decided to put timbers under her and haul her out for repairs.
Nov. 16	Am. sc. Flotilla	Plum Island, Wisconsin, Lake Michigan.	The master of this vessel, being afraid of dragging his anchor during the night, signaled the station for help. The crew responded in the Whitehall boat and carried out another anchor with 50 fathoms of cable, and secured the vessel's main topsail which was adrift.
Nov. 17	Catboat Echo; slp. Dorothy T.	Gay Head, Massachusetts.	These two vessels having grounded on a shifting bar, word was sent by telephone to the keeper that assistance would be necessary to float them. Accordingly on the next flood tide the station crew went out in the surfboat, and by running lines and anchors succeeded in hauling both vessels over the bar and into a creek, where they were anchored in safety.
Nov. 17	Am. slp. Charles M. Kelly.	Little Egg, New Jersey...	After planting a load of oysters in Tuckerton Bay, the master of the Kelly put his sloop alongside the beach to take on ballast, and she became stuck on the bottom. When it breezed up from the W. the master sent to the station for aid. The surfmen walked over to her, but, although a line had been run out, the water was too low to float her. On the next high tide the surfmen ran out a heavy anchor in the surfboat, and by hard heaving succeeded in getting her afloat.
Nov. 17	Am. sc. James M. Hall.	.... do	After floating the sloop Kelly the surfmen went outside to the schooner Hall, flying a distress signal. The master reported his foremast sprung and asked to be piloted inside. The surfmen boarded the vessel and worked her in against the wind, and anchored her in a safe place.
Nov. 17	Am. sc. Theresa Wolf.	Assateague Beach, Virginia.	The keeper of Popes Island Station telephoned Assateague to look out for a vessel coming down the coast with a heavy list to starboard and a flag in her rigging. By 2.30 p. m. she was in sight, and the flag was made out to be union down. The crew at once went out to her in the surfboat and found her to be the Theresa Wolf, from James River to Philadelphia with pine wood. She had lost her mainmast, jib, and part of her deck load in the blow the night before, and was leaking so rapidly that her crew could not keep her free. The surfmen divided themselves at pumping and, crowding on what sail was left, they eventually worked her into Assateague, where the keeper procured three extra hands and telephoned for a tug. The tug arrived on the 19th and the schooner was towed to Philadelphia.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Nov. 17	Am. sc. J. R. Moffett	Smith Island, Virginia ...	In answer to a signal of distress the surfmen boarded this vessel, and found she had a broken windlass and the crew could not get the anchor. The station crew and the crew of the steamer Daisy went on board and got up the anchor with a deck tackle.
Nov. 17	Am. sc. G. H. Warmington.	Marquette, Michigan, Lake Superior.	Sprung a leak while anchored inside the breakwater, and a local tug pulled her into shoal water where she settled down upon the bottom. On the 18th the station crew boarded her and pumped her out, keeping her free all day; at night a tug kept her clear with a siphon. The crew worked on her again on the 19th, and repaired a diving apparatus and assisted the diver with the air pump. A steam pump was then put on board, and the surfmen could render no further service.
Nov. 17	Am. sc. York State..	Old Chicago, Illinois, Lake Michigan.	The station crew assisted to put out a fire that broke out in the fore-castle of the York State, lying in a slip near the life-saving station.
Nov. 17	Am. sc. Jennie Thelmin.	Shoalwater Bay, Washington.	In a heavy southerly gale and thick weather the schooner Jennie Thelmin stranded on a spit about 2 miles from the station, and at 3.30 a. m. began burning signals of distress. The patrolman answered with a Coston signal and reported to the keeper. It being impossible to transport the beach apparatus, the Lyle gun, projectile, and small line were loaded into the surfboat and the crew started for the wreck. After battling with the head wind and sea for two hours, making little progress, the crew landed in a cove and struggled on foot through the quicksands, arriving opposite the wreck at 6.30. The vessel was lying broadside on, and it was out of the question to do anything without a boat; accordingly, the keeper left two men on the beach and the rest returned to the boat; and by part of the men wading through the surf and the others poling the boat off the beach they succeeded in getting to the vessel at 11 o'clock. The shipwrecked crew were landed and the surfmen took a 6-inch line from the schooner and made her fast to the beach. The whole party then proceeded to the station, where the castaways were provided with food and dry clothing. During an extraordinary high tide that night the schooner was blown over the spit into smooth water, the 6-inch line holding her. The surfmen pumped her out and the crew returned to her.
Nov. 18	Am. slp. Ada and May.	Burnt Island, Maine.....	This sloop, while returning to Port Clyde from the fishing grounds, was caught in a whirlwind and swamped. The occupant escaped in his dory and made his way to Port Clyde. The accident was not heard of at the station until the next day, and on the 20th the keeper took the owner from Port Clyde to the scene of the disaster in tow of the schooner C. M. Gillmore, which had been engaged to raise the sloop. After dragging three hours, the surfmen located the wreck in 30 fathoms of water; they got a line to her and succeeded in raising her about 10 fathoms, when the line parted, and the tide was running too strong to make another attempt at the time. Owing to the prevalence of bad weather nothing further was done until the 17th of December, when the surfmen recovered the

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897.			
Nov. 18	Am. slp. Ada and May.	Burnt Island, Maine	sail, boom, and gaff, but could not recover the hull. Further attempt was then postponed until spring.
Nov. 18	Am. sc. E. F. Gamage.	New Shoreham, Rhode Island.	During the night of November 18 the Gamage missed stays in the new harbor and went ashore. The master asked the assistance of the station crew to float her, and at high water they hove her clear and took her to a dock.
Nov. 18	Am. sc. Lorena	Duranta, North Carolina..	Missed stays and ran ashore on a reef near the station. The life-savers went out and lightered her, ran out an anchor and floated her, afterwards taking her to a safe anchorage.
Nov. 18	Am. sc. Althea Franklin.	Santa Rosa, Florida.....	The fishing schooner Althea Franklin, having grounded on a lump near the station, the surfmen went out to her assistance. An anchor had already been laid out, but failed to hold, and the surfmen ran it out farther and hove taut; then, by running another anchor out astern, after three hours' work they succeeded in releasing her.
Nov. 18	Am. sc. Indian Bill..	Grand Haven, Michigan, Lake Michigan.	This schooner, being unable to sail into port, was tracked in by the station crew.
Nov. 18	Yawl; no name.....	Old Chicago, Illinois, Lake Michigan.	The yawl parted her moorings, and was rapidly drifting out into the lake, when one of the surfmen went out and towed it back.
Nov. 18	Skiff; no name	Racine, Wisconsin, Lake Michigan.	One of the surfmen picked up a drifting skiff and returned it to its owner.
Nov. 18	Am. sc. E. Scoville ..	Kewaunee, Wisconsin, Lake Michigan.	When the schooner E. Scoville came into port, with a fresh southerly wind, the station crew took her lines and helped to moor her.
Nov. 18	Am. str. Truckee ...	Umpqua River, Oregon ...	While en route from Tillamook to San Francisco the Truckee sprung a leak during a heavy southerly gale, and in attempting to take refuge in Umpqua River she grounded on the north spit and set her colors union down. The surfmen had been watching her and at once started to her relief with the surfboat; but owing to the gale being across the ebb tide they could not get alongside. They therefore anchored near by until slack water, when the 15 crew and 8 passengers were taken off and sent to the station. None of the rescued people saved anything but what they stood in. The castaways were made as comfortable as possible at the station, clothing being furnished them as needed from the stores of the Women's National Relief Association. On the following day the crew took 14 of them across the river, where they could get a stage for Coos Bay. Three more left for Coos Bay on the 20th and the rest on the 23d. The crew made several trips to the wreck and secured such articles as could be removed and took them all to the station. On the 5th of December the wreck drifted into the channel, and the surfmen boarded her and let go the large anchor; the cable parted, however, and the hulk, after drifting about some time, brought up again on the north spit, where she broke up the next day. The surfmen anchored a large piece of the bow, which was a menace to navigation, and on the 7th of December went out and picked up such articles of any value as they could find.
Nov. 20	Am. sc. Metacom ...	Fletchers Neck, Maine ...	The master of the Metacom, being unfamiliar with the locality, ran his vessel aground on the N. side of Fletchers Neck. The surfmen boarded her, laid out an anchor, and at high water hove her afloat. They then got her under way and piloted her to a safe anchorage.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Nov. 21	Launch Marion.....	Cold Spring, New Jersey.	At 5 p. m. the small launch Marion arrived in front of the station and signaled for help. The surfmen went out to her and found her machinery disabled. She was anchored there with the station anchor, and the two occupants were taken to the station for the night. Next morning the crew took the launch behind the surfboat and towed her 2½ miles to Cold Spring bar, where they anchored until high water, when they towed her through the surf with no little difficulty and anchored her in a safe berth. They then returned to the station, taking the launch's crew for shelter. On the following day the launchmen went to Ocean City and procured another launch to tow the Marion, and on the 25th they took her to Ocean City.
Nov. 23	Am. sc. James A. Parsons.	Orleans, Massachusetts...	During the thick snowstorm drifted too far inshore and grounded off the station. Life-savers boarded her, and at half tide, the wind having backed NW., they worked her off and piloted her through the alues to deep water.
Nov. 23	Am. sc. Golden Ray.	Rocky Point, New York..	Word reaching the station that this vessel was ashore at Long Beach, surfmen teamed the surfboat 2½ miles to a favorable point for launching, then pulled 3 miles through a heavy surf to the vessel. The seas were dashing clean over her, but the surfmen succeeded in grappling and boarding her. They worked all night at the pumps, and the next morning the storm having broken and the wind veered NE., at high tide they hove her afloat and she proceeded to Greenport.
Nov. 23	Am. sc. M. B. Millen.	Assateague Beach, Virginia.	In the early morning this vessel ran ashore near the beacon at Fishing Point, and began burning torches for assistance. Life-savers went out in the surfboat and kedged her off bottom and then waited for daylight, when with a gale from the N. they hove her clear, and putting on sail piloted her to a safe anchorage.
Nov. 23	Br. str. Straits of Magellan.	Little Island, Virginia....	Ran aground in the early morning 2 miles N. of the station. Crew boarded her, laid out anchors, and in about five hours had her afloat, and she proceeded to Baltimore without apparent damage.
Nov. 24	Am. sc. Little Minnie.	Quoddy Head, Maine.....	This schooner having grounded and twisted one of her plans loose, master applied to the station for help to float her. Surfmen soaped up her seams, hove her up with masthead tackle, bailed her out, and at high water floated her and took her to a wharf.
Nov. 24	Am. str. Argonaut..	Sand Beach, Michigan, Lake Huron.	In response to a signal, station crew pulled out to this vessel and took ashore the engineer to have a wound dressed. When this had been done, they conveyed him back to his vessel.
Nov. 25	Am. sc. Fair Wind..	Monomoy, Massachusetts.	Off the station, flying her flag union down. Upon boarding her surfmen found that she had lost an anchor and that the captain was severely injured. Got the vessel under way and took her into Hyannis, and the next day sent the captain to the hospital at Chelsea.
Nov. 25	Skiff; no name	Eatons Neck, New York..	Two young men, having been upset in a tide rip, were rescued by companions in another boat and taken to the station half dead of exposure. Surfmen stripped and rubbed them, gave them stimulants, and fitted them out with clothing from the stores of the Women's National Relief Association. Two of the surfmen went out and recovered the skiff.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Nov. 25	Am. sc. John Howard.	Cobb Island, Virginia	Ran aground in Mikes Channel, and the master did not know how to get back into deep water. Surfmen floated her and sailed her down to the inlet, and the keeper gave the master a course to take him out through the channel.
Nov. 25	Am. str. Gogebic....	North Manitou Island, Michigan, Lake Michigan.	About 7 p. m. the large steamer Gogebic went ashore in a blinding snowstorm and stuck on a rock at the SW. end of North Manitou Island, and the master dispatched four of his best men to the mainland to wire for a wrecker. When the news reached the station next morning, the keeper teamed the surfboat across the island to a point near the wreck and launched there. Arriving on board, found it impossible to be of any immediate assistance, as nothing could be done before the arrival of the wrecker. The master, however, requested the keeper to stay by so as to land his crew in case of necessity. The vessel was pounding heavily on the rocks, and her bottom was already broken through in places and she was badly hogged. On the 28th the wrecking tug Favorite arrived and went to Glen Haven for the four of the Gogebic's crew that had been sent there. Upon her return it was decided that the crew of the Gogebic should go on board the Favorite every night, and that they should lie in South Manitou Harbor during bad weather. Surfmen being unable to render further service, they returned to the station. (See letter of acknowledgment.)
Nov. 26	Am. sc. S. M. Bird...	Quoddy Head, Maine	In answer to a signal, station crew took out a pilot to this vessel and helped to get her under way.
Nov. 26	Am. sc. Mystery	Aranasas Texas	In trying to make Aransas Bar in a NW! squall sagged to leeward and let go an anchor to keep from stranding, but dragged about 3 miles before the anchor brought her up. At 6 p. m. surfmen saw her signal of distress and, putting a light in the watchtower, pulled out for the schooner. It was now quite dark, and the crew of the schooner being too deeply absorbed in pumping to notice that the anchor light was out, the surfmen had considerable difficulty in finding her. She was leaking badly through her decks, owing to her heavy deck load, and was holding on by one anchor and 45 fathoms of chain in 10 fathoms of water. Well knowing the danger of attempting the bar at night in such weather, keeper decided to stay by until morning. Surfmen kept watch at the pumps, and at daylight got under way and took the vessel over the bar and anchored her inside the breakwater.
Nov. 26	Am. sc. St. Joseph..	Sand Beach, Michigan, Lake Huron.	Began to drag in the fresh wind and signaled for a tug. Tug could not get to her on account of the shoal water, and the station crew went out and ran the line. Schooner then towed to a good berth.
Nov. 27	Launch Marion.....	Turtle Gut, New Jersey..	Stranded in Jarvis Sound on the 25th and lay there until the 27th, when the master applied to the station for a pilot to take him through. Keeper detailed Surfman Hand for the duty, and at high water he took the launch as far as Holly Beach.
Nov. 27	Am. slp. Mary.....	Saluria, Texas	Weather-bound and out of provisions. Master applied at the station for relief, and keeper gave him such stores as he could spare.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Nov. 27	Scow; no name.....	Old Chicago, Illinois, Lake Michigan.	A hoisting scow broke adrift from the Illinois Central slip and drifted over against the east breakwater, where she was rapidly making for the southeast gap. Keeper took four men in the station Whitehall boat and secured the scow to the breakwater. On the following morning a tug took her back to the slip.
Nov. 28	Am. sc. Henry Finch	Harvey Cedars, New Jersey.	Missed stays and went ashore about midnight 1 mile N. of the station. Keeper called up Loveladies Island Station for help, and then teamed the surfboat to the scene of the disaster. The wind being fresh from the east, it was out of the question to save the vessel, and the two crews bent their energies to rescue the people from the schooner and save the baggage. This done, they took the shipwrecked crew to Harvey Cedars Station and succored them there until after breakfast, when they went to a boarding house near by.
Nov. 28	Am. sc. Etta May...	Mosquito Lagoon, Florida	This schooner being short of water, the keeper of the station furnished the master with a temporary supply of 30 gallons.
Nov. 28	Am. sc. F. Fitch....	Old Chicago, Illinois, Lake Michigan.	Drifted against the north pier in a calm. Station crew went out and hove her clear, and she eventually got her anchor down in a safe berth.
Nov. 29	Am. slp. C. H. Green.	Point of Woods, New York.	Ashore about a mile from the station. Surfmen went out in the small boat at flood tide, and by heaving on her anchor and putting on sail they succeeded in getting her into the channel.
Dec. 1	Slp. Dinah A.....	Fourth Cliff, Massachusetts.	Anchored 3 miles S. of the station during a fresh breeze, with starboard shrouds carried away. At 10 p. m. south patrol conducted one of her crew to the station to procure help. Station crew pulled out to the sloop, made temporary repairs to the shrouds, and took her into Scituate Harbor.
Dec. 1	Am. sc. Joseph Paige.	Vermilion Point, Michigan, Lake Superior.	Stranded 1 mile E. of the station at 3.40 a. m., during a gale and blinding snow-storm. The east patrol saw her dangerously near the breakers and burned a Coston signal of warning, but owing to the high wind and frozen canvas she was unmanageable and stranded, jeopardizing the lives of all on board—six men and a woman. The patrolman promptly reported to the keeper, who immediately started for the wreck with the crew, carrying the beach apparatus in a sleigh. Heavy ice was banked high along the shore line and the wind was violent from the NE.; thick snow squalls wholly concealed the wreck at times, and the heavy sea dashed over the ice bank, while the temperature was 20° below the freezing point. The beach apparatus was, however, soon in place, and a shot was fired, but it fell short, and so little could be seen that the keeper decided to wait for daylight before firing again. Resuming at day-break, the life-savers fired several more shots, but the distance proved too great. In the meantime Crisps Station had been telephoned for assistance, and the keeper now arrived with four surfmen. Another attempt was made to fire a line over the vessel, but it proved ineffectual. The wind and sea had now moderated somewhat, and the life-savers determined to launch the surfboat as the only possible means of effecting a rescue. The boat was laboriously hauled over

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Dec. 1	Am. sc. Joseph Paige.	Vermilion Point, Michigan, Lake Superior.	the ice bank, from 15 to 20 feet high, and with great danger and difficulty a launch was effected at 9.15 a. m. As soon as the boat reached the wreck three men and the woman were taken into it and safely landed. They were suffering keenly from cold and exposure, and when they reached the station were almost frozen, it being necessary to cut some of their clothing in order to remove it. As the surfboat was somewhat injured in making the rescue another one was used to rescue the other three men, who were also quickly taken to the station, where all were given proper treatment and furnished with clothing from the supplies donated by the Women's National Relief Association. The next day they left by steamer for Whitefish Point. The men from Crispe Station rendered valuable service throughout. The vessel proved a total loss, with the exception of the rigging, which was stripped from her on the 9th. (See letter of acknowledgment.)
Dec. 2	Fish boat; no name.	Bodie Island, North Carolina.	Capsized early in the morning 600 yards S. of the station, throwing four men into the water. The life-savers were at the scene in six minutes but one of the men was drowned before aid could reach him. (For detailed account see caption "Loss of Life.")
Dec. 2	Am. sc. Charles Kimbell.	Point Marblehead, Ohio, Lake Erie.	Stranded shortly after midnight 7 miles SE. of station. At 1.30 a. m. patrol met the master making his way to the station for help. Station crew proceeded in the surfboat to the schooner, laid out an anchor and line, and hove her into deep water. The master then sailed her into port.
Dec. 3	Am. barge Jefferson.	Galveston, Texas.....	Caught in a heavy norther while being towed from Bolivar Point to Galveston and was driven ashore near the station. Life-savers boarded her, and at the master's request conveyed to the city a man who had been seriously injured, and telephoned for an additional tug. The tug arrived at 6.30 a. m. and the surfmen ran her a line, but she could not start the barge, and it was decided to wait until the wind and sea should moderate before making another attempt. Next day the surfmen again ran a line for the tug, but she failed to haul the barge off. The vessel was floated on the 6th, undamaged, her cargo having been lightered.
Dec. 4	Am. sc. Mishicott...	South Haven, Michigan, Lake Michigan.	Struck the north pier at 7.15 p. m. while trying to make the harbor in a heavy sea, sheered off and stranded. One of the sailors jumped to the pier when she struck, and ran to the station for aid. Keeper secured a volunteer crew (inactive season) and pulled out to the vessel. Took off the mate and landed him, and a sailor jumped from the jibboom to the shore. At the station their frozen garments were exchanged for dry clothing. The master and his men stripped the vessel of sails and cabin furniture, and ran lines ashore to hold her, but she was driven high on the beach and remained there all winter. She was released March 22, 1898.
Dec. 4	Am. str. Keystone ..	Two Rivers, Wisconsin, Lake Michigan.	Stranded with her consort, the schooner Masten, 6 miles N. of the station, during a thick snowstorm. Keeper secured three tugs and proceeded to the place with the surfboat in tow of one of them.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Dec. 4	Am. str. Keystone ..	Two Rivers, Wisconsin, Lake Michigan.	Ran lines between the steamer and tugs, and carried messages back and forth until the next afternoon, when the steamer was released, undamaged.
Dec. 4	Am. st. Joseph G. Masten.	.....do	In company with the steamer Keystone, stranded 6 miles N. of the station, and lay broadside to the beach, pounding against the steamer's stern, and leaking badly. Surfmen ran lines between her and the tugs, and then manned her pumps, but all efforts to release her were futile, and the attempt was abandoned at 8 p. m. Station crew transferred all hands to the Keystone, and next morning took off all the cabin furniture and put it on one of the tugs. Schooner became a total loss.
Dec. 5	Am. sc. Helen M.	Cobb Island, Virginia	Stranded on the beach near the station with three men on board. A high sea was running, but the surfmen boarded her, laid out an anchor, and hove her adrift without damage.
Dec. 5	Am. str. George W. Morley.	Evanston, Illinois, Lake Michigan.	Abandoned on fire, $\frac{1}{2}$ mile S. of the station. Surfmen boarded her with station fire pump and hose, and later carried out the Evanston fire company's hose. When they seemed to be in a fair way to put out the fire, the master and engineer arrived on board, saying that there was great danger of the boiler exploding, and protesting against the men exposing themselves to such danger. Accordingly, a signal was given to cease pumping, and the vessel burned and sank where she was found.
Dec. 6	Slp. Barber	Metomkin Inlet, Virginia.	Stranded $\frac{1}{2}$ mile S. of the station while attempting to leave the inlet. Surfmen laid out anchor, and on the next high tide hove her adrift, undamaged.
Dec. 6	Am. gasoline sc. Moro.	Coquille River, Oregon ..	When on the bar at the entrance to the river, with engine disabled, a large drift-log carried away her rudder, and she broached to and went on the beach. Station crew ran lines ashore to keep her in place, and at low water took off the propeller. At 10 p. m. tremendous seas began to break over her and the lines parted, but the surfmen were standing by with heaving lines, and they rescued all on board. At 3 o'clock next morning they went on board and saved all the personal property they could, and continued the work of saving her outfit until the 18th. On the 23d tried to heave her farther up on the beach, but the line parted without moving the vessel. On January 8, 1898, she began to break up, and the hull was abandoned.
Dec. 7	Am. sc. Lena Hall ..	Ludington, Michigan, Lake Michigan.	Unable to get inside the harbor on account of the strong current and drift ice. Keeper and one surfman took her lines and tracked her up the harbor to a good berth.
Dec. 8	Am. slp. Dorothy T.	Gay Head, Massachusetts.	Stranded on a bar 5 miles to the eastward of the station while trying to enter harbor. Surfmen landed two loads of grain and finally succeeded in getting her over the bar into the harbor. (See letter of acknowledgment.)
Dec. 10	Am. sc. Winner	Cape Elizabeth, Maine....	Stranded during thick weather 2 $\frac{1}{2}$ miles S. of the station. Owing to the fog she could not be seen, but three of her men landed and applied to the keeper for help. Hauled surfboat across the cape and proceeded to the schooner, which was found to be full of water, with the sea breaking over her. Surfmen landed the four men on board and then saved the furniture and stores.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Dec. 10	Am. Sc. Winner.....	Cape Elizabeth, Maine....	The men were cared for at the station until the 14th, when they were provided with passes to their homes. On the 11th surfmen went to the wreck and saved four sails. The schooner was sold to wreckers, but went to pieces on the 15th.
Dec. 10	Am. Barge S. O. Co. of New York, No. 57.	Gay Head, Massachusetts.	Stranded 11 miles E. of the station during foggy weather. When the fog lifted she was discovered by the look-out with a tug near her. Life-savers went to her, but the master only desired that they should stay by until she should be floated and then take a message to the owners. The master of the tug was transported to the barge to make soundings, and at high water the surfmen aided in securing a hawser that had been let go, and also made soundings around the barge. It was then past midnight, and as no further assistance was needed from the life-saver, they returned to the station. The barge was subsequently floated without damage.
Dec. 10	Am. sc. Hattie Chevalier.	Coney Island, New York.	Stranded on a sand bar and filled $\frac{1}{2}$ mile E. of the station. Her crew of four men were given food and lodging at the station. Next day the surfmen went to her and tried to pump her clear, but failed. Boarded her again on the 12th, and after three hours' pumping succeeded in freeing her. Kedged her to a spot behind a point where she could be laid ashore safely, and temporarily stopped the leak. She was then hauled afloat, to be taken to port for permanent repairs.
Dec. 11	Columbia River Light-ship.	Cape Disappointment, Washington.	Began dragging to the northward during the afternoon; very high sea and squally weather. Keeper sent telegram to the lighthouse tender Manzanita, at Astoria, which went out to the bar but found it too rough to cross. When night fell patrolmen burned Coston signals to warn the men on the light-ship that they were adrift, but it was not until after midnight that the warnings were heeded. The lights were then extinguished and the vessel was headed off-shore. At 9.45 a. m. she was sighted by the life-savers, who signaled to the Manzanita "Light-ship in sight 12 miles NW. Cape Hancock." The tender then crossed the bar in safety and towed the light-ship inside. She resumed her place on the 18th.
Dec. 12	Skiff; no name.....	Yaquina Bay, Oregon.....	Swamped with six men $2\frac{1}{4}$ miles NE. of station. Five of the men reached shore in a few minutes, while the sixth supported himself on an old stake driven into the bar. A surfman ran to the beach and, aided by one of the citizens, rescued the man and tied the boat to the stake for safety.
Dec. 13	Launch Buckeye...	Gilberts Bar, Florida.....	Put in at station with rudder unshipped, and master asked assistance to reship it. Keeper landed the four people who were on board, and then, by going under water, succeeded in reshipping the rudder. After securing it and adjusting the gear, returned the people on board and they went their way.
Dec. 13	Shanty boat; no name.	Louisville, Kentucky.....	In danger above the cross dam, with two men on board. Station boat pulled out and overtook the shanty boat, made a line fast to it, and towed it to safe water.
Dec. 14	Small boat; no name	Yaquina Bay, Oregon.....	Found on the beach $2\frac{1}{2}$ miles S. of the station. Keeper went down to the beach with the crew and hauled the boat above high-water mark.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Dec. 15	Am. sc. Susan P. Thurlow.	Cape Elizabeth, Maine....	Lost her bearings in the thick weather, steering gear broke, and she struck on the S. side of Cushings Island, 5 miles N. of the station, at 8 p. m., and was pounding heavily. A boat was lowered but was smashed alongside. The spars soon fell and the hull began to break up. Part of the crew attempted to swim ashore, while others clung to pieces of wreckage. One man only of the seven succeeded in reaching shore alive, and was cared for in the home of a fisherman. Owing to the distance of the disaster from the station and to the thick weather, the life-savers knew nothing of the wreck until morning, when the keeper received a telephone message from the collector of customs at Portland that five bodies had been recovered and that the surfmen were needed to transport them to town. As it was too rough to pull over, teamed the surfboat to the nearest favorable point for launching, whence the crew pulled across and conveyed the bodies to Portland and delivered them to the authorities.
Dec. 15	Slp. Beasie.....	Mosquito Lagoon, Florida.	Arrived at the station in need of fresh water. Keeper furnished her with 25 gallons from the station cistern.
Dec. 15	Am. tug W. I. Babcock.	Buffalo, New York, Lake Erie.	While trying to turn a steamer, listed so far over that she filled and sank before the towline could be cut. The crew of three men jumped overboard and were rescued by the station crew, who put out in three small boats as soon as the accident occurred. The rescued men were cared for by friends on another tug near by. The tug was raised by contract on the 18th.
Dec. 16	Small boat; no name.	Cape Fear, North Carolina.	Stranded on the beach 3 miles from the station. Surfmen hauled it up to be held for the owner.
Dec. 16	Sc. Ivan.....	Sabine Pass, Texas.....	A floating log stove a hole in her side and she sank 6 miles northward of the station, behind a point of land, where she could not be seen by the life-savers. Keeper received information by a messenger and went to the scene in the surfboat, but as nothing could be done toward raising her without the help of another vessel, took her crew to Sabine Pass. She was abandoned by her owners and became a total loss on the 27th.
Dec. 16	Scow John Brackett and scow; no name.	Cleveland, Ohio, Lake Erie.	Parted towline and drifted ashore 7 miles NW. of station. As the active season had closed, keeper engaged a volunteer crew and telephoned for a tug. Tug proceeded to the scows with the surfboat in tow, and the surfmen ran lines to the scows, and they were soon afloat. The line then parted, but the surfmen quickly ran another, and the tug proceeded into port with the scows in tow. Centerboard jammed and the vessel drifted on the reef eastward of the harbor, where she was pounding on the rocks. Keeper engaged a volunteer crew (inactive season), ran a line to windward, hooked on the station tackle, and succeeded in hauling her clear. Towed her to station dock and made her fast.
Dec. 16	Am. sc. Result.....	Bois Blanc, Michigan, Lake Huron.	Stranded while trying to beat out of the harbor 2½ miles N.E. of the station. At high water surfmen ran a line to the nearest point and hove her off with only slight damage, and then towed her out clear of danger.
Dec. 17	Slp. B. W. Brown....	Crumple Island, Maine...	Stranded during the night of the 16th on a bar 3½ miles W. of station. Her crew took out her ballast to lighten her and
Dec. 17	Slp. Henrietta.....	Long Beach, New York...	

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Dec. 17	Slp. Henrietta	Long Beach, New York...	then went ashore in their own boat. Discovering her at daylight, surfmen went to her, planted an anchor, and at high water got her afloat. Two of the surfmen remained on board and helped to make sail, and then piloted her to a safe anchorage.
Dec. 17	Vapor launch Osprey.	Mosquito Lagoon, Florida.	Keeper supplied the launch with fresh water from the station cistern, enabling her to continue on her way.
Dec. 17	Am. sc. Coquelle....	Coquille River, Oregon....	Stranded on the north spit, about a mile from the station. Life-savers ran lines to the south jetty, but they parted when a strain was put on them, and during the next two days parted several times, preventing the vessel's release. On the 20th, when all was ready and favorable for floating her, the lines had to be cut to allow a tug to take a tow to sea. On the morning of the 22d succeeded in getting her afloat and towed her to the wharf for repairs.
Dec. 18	Naphtha gunning boat; no name.	Atlantic City, New Jersey	Engine broke down and the boat was drifting out to sea. Occupant made a distress signal and the surfmen went to the rescue. Took the man into the surfboat and towed his boat inside. The man was chilled through, but soon recovered after being sent home.
Dec. 19	Am. sc. Sarah	Quoddy Head, Maine	Lost sails and anchors and was being driven to sea when the three men abandoned her 10 miles SE. of station. She was discovered at 10 a. m. and the surfboat went out 2 miles in search of her, but as nothing could then be seen of her, surfmen returned and made another survey of the sea from a hill-top. The vessel was again discovered and her position marked by ranges. The surfboat put out a second time, although the life-savers knew that they would not be able to get back until the weather should moderate. The wind was blowing a gale and the sea was high. After a dangerous passage they reached the schooner just as she struck on Grand Manan Island, but still in time to have saved the lives of any that might have been on board. Some of the inhabitants of the island were standing by with lines and buoys to aid the surfmen as they came in, but they made a landing without accident. A part of the cargo was saved, though somewhat damaged, but the vessel was a total loss. The surfmen were weather-bound on the island until the 21st, when they returned to the station.
Dec. 20	Am. sc. L. T. Whitmore.	Watch Hill, Rhode Island.	Mistook coast lights and struck a reef $2\frac{1}{2}$ miles W. of station at 2 a. m.; bottom stove in and vessel full of water. Surfmen answered her signal of distress by pulling out to her in the surfboat. Helped secure sails and took the master ashore to make arrangements for services of a wrecking company. Returned to the schooner and took crew to the station, as a NE. snowstorm was threatening. The vessel floated off the rocks during the night, and being lumber laden, swung to her anchor. Next morning she was towed to New London for repairs.
Dec. 20	Am. slp. Ida L. Eaton.	Core Bank, North Carolina	Missed stays and stranded 3 miles W. of station in smooth water. The surfmen responded to her signal of distress by going out in station boat at 4 p. m., but they could do nothing toward floating her until the morning of the 22d, owing to low range of tides. On the date named they helped in getting her off undamaged.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Dec. 21	Dory; no name	Brant Rock, Massachu- setts.	Drifting to sea near the harbor entrance. South patrol discovered it and reported to the owner, and helped him recover it.
Dec. 21	Am. sc. Edith Bean	Block Island, Rhode Is- land.	Stranded $3\frac{1}{2}$ miles N. of station at 9 p. m. Life-savers went out in surfboat, but could do nothing to save the vessel. The master and four men were sheltered at the station until the 25th.
Dec. 22	Am. naphtha sc. Annie E. Edwards.	Cobb Island, Virginia.....	Stranded $\frac{1}{2}$ mile NW. of station with four men on board. Surfmen pulled alongside and laid out schooner's anchor in the surfboat; then went on board and hove her afloat undamaged.
Dec. 22	Am. sc. R. B. Leeds	.....do	Stranded alongside the schooner Annie E. Edwards. After floating that vessel, surfmen ran a line from her to the Leeds and succeeded in releasing her without injury. Made sail on her and she continued on her way.
Dec. 22	Sc. Nautilus and catboat Nemo.	Santa Rosa, Florida.....	Stranded in a NE. squall 4 miles from the station at 1 a. m. Keeper found them at 7.30 a. m. and made a signal for the station crew, who arrived at 10 a. m. The catboat was released without difficulty, but it was only after seven hours of hard work that the larger boat was floated, the men being obliged to stand in the water and lift her over the shoal for a distance of 75 yards.
Dec. 22	Gasoline launch Re- pose.	Louisville, Kentucky.....	Machinery disabled above the cross dam, endangering the lives of the two occupants. Station crew pulled to the rescue, got a line to the launch, and towed her ashore.
Dec. 23	Am. sc. Lizzie S. James.	Assateague Beach, Vir- ginia.	In response to signals of distress surfmen boarded this vessel, ashore 2 miles S. of station, at 7.30 p. m. The wind was blowing a gale on shore, and the spray, flying over the schooner and freezing, completely enveloped her in ice. Though nothing could be done for her during the night, the master requested the surfmen to stay by her until daylight. They left her in the morning, as she was in comparatively little danger, and went to the assistance of two other schooners in immediate need of help. On the 25th the station crew boarded her again and planted an anchor with 120 fathoms of chain, but could not heave her afloat. Took the master to a schooner near by, which he hired to lighten the cargo. Hauled the vessel alongside and aided in transferring the lumber. Stayed by her all night, and at 8 a. m. on the 26th succeeded in heaving her afloat undamaged during a NE. gale. Took her to a safe anchorage and left her in good condition.
Dec. 24	Am. sc. Ethel F. Merriam.	Hunniwells Beach, Maine.	Dragging anchors during a NW. gale and in danger of striking on a rocky ledge. Station crew went out in the surfboat and found the gaff broken, but got her under way and worked her into a safe harbor. (See letter of acknowledgment.)
Dec. 24	Am. sc. Earl and Nettie.	New Shoreham, Rhode Island.	Dragged ashore 1 mile W. of the station and was pounding heavily on the bottom. Three surfmen went to her with lines and got her off, but the strong wind took her ashore again. On the morning of the 26th, with the assistance of the schooner's crew, surfmen floated her undamaged and moored her at the wharf.
Dec. 24	Am. sc. Jennie R. Tomlinson.	Barneget, New Jersey....	Stranded on a shoal $1\frac{1}{2}$ miles NE. of station at 9 p. m. Life-savers answered her signal of distress by pulling out immediately, and although the falling tide prevented anything being done, they stayed by her. The crew from the

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Dec. 24	Am. sc. Jennie R. Tomlinson.	Barnegat, New Jersey....	Forked River Station arrived at 11 p. m., and at 6 a. m. on the 25th the two crews worked the schooner off the shoal without apparent injury.
Dec. 24	Am. str. Jas. A. Carney.	Lewes, Delaware.....	Stranded early in the morning $1\frac{1}{2}$ miles E. of the station. The keeper telephoned Cape Henlopen Station, and the two crews met and went to the steamer in the surfboat. The master desired no assistance further than to take a message to a wrecking company and send a telegram to the owners of the vessel.
Dec. 24	Am. scs. Mary J. Robbins and Samuel C. Holmes.	Assateague Beach, Virginia.	The Robbins parted her moorings during a heavy NW. gale and fouled the Holmes, carrying away her head gear. The crew of the Robbins abandoned her and no effort was made to clear the two vessels, owing to the furious wind and the bitter cold weather. The sea was making a clean breach over the Robbins and freezing wherever it struck, forming a coating of ice several inches thick. The station crew went out and, after working three hours, succeeded in getting the Robbins to a secure anchorage and set her crew on board. She carried away her mainmast in the collision, and the keeper telegraphed for a tug to take her to her destination. The surfmen then cleared away the wreckage from the bows of the Holmes and hauled it on board. (See letter of acknowledgment.)
Dec. 24	Am. sc. Katie J. Hoyt.	Cobb Island, Virginia	Stranded on a bar 5 miles SE. of the station during a NW. gale. Life-savers started promptly for the 5-mile pull in answer to her signal of distress. As the spray from the heavy sea swept over the boat the extreme cold froze it until boat and men had a thick coating of ice upon them; but by great perseverance and endurance they reached the schooner. She was leaking rapidly and could not be saved. The master and his wife and the five men were taken into the surfboat, and the return trip was begun. The sea had grown rougher and the cold was so severe that the utmost powers of the life-savers were required to make their way to the beach, and when they landed, the master and his wife were so nearly helpless that they had to be lifted from the boat. All hands were cared for at the station for six days, when they left for their homes. The vessel was a total loss. (See letter of acknowledgment.)
Dec. 24	Am. sc. Samuel W. Hall.	Chicamacomico, North Carolina.	Stranded on the beach at 4.20 a. m., $\frac{1}{2}$ mile NE. of station. Keeper notified New Inlet and Gull Shoal stations, and then started out with the surfboat. The heavy sea and strong current made it inadvisable, if not impossible, to launch the boat, and therefore the beach apparatus was hurried to the scene. By this time the crews from the other two stations arrived, and a line was fired over the vessel and the hawser was soon set up. Four men were safely landed, but the hawser chafed through and parted under the cross-tees while the fifth was being hauled ashore. Life-savers hauled him through the surf in safety, sent off the hawser again, and finally landed the last two men. Took them all to the station for shelter and succor. Next day the surfmen boarded the schooner, furled sail, and landed the stoves and provisions. On the 27th the six seamen left for Norfolk; on the

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Dec. 24	Am. sc. Samuel W. Hall.	Chicamacomico, North Carolina.	29th the vessel was condemned by board of survey and was stripped of her rigging, and on January 19, the cargo having been disposed of, the master left the station. (See letter of acknowledgment.)
Dec. 24	Am. sc. Olivette.....	Bethel Creek, Florida.....	Grounded on a mud flat in the river while getting under way. Keeper went out in the station boat and worked for two hours with anchors, and finally got her into the channel.
Dec. 25	Am. sc. Onward.....	Jerrys Point, New Hampshire.	Flying signals of distress early in the morning, at anchor 5 miles east of station. Life-savers put off to her assistance and found that her sails had been carried away, some of her spars broken, and her windlass out of gear. The cook had been knocked overboard and drowned the day before, and the two remaining men were unable to handle the vessel. Surfmen made temporary repairs, got up anchor, and worked the schooner into the harbor.
Dec. 25	Am. sc. F. A. Smith.	Knobbs Beach, Massachusetts.	Dragged ashore on a mud flat in Ipswich Harbor, 3 miles from the station, on the morning of the 24th. As the tides were unusually low, nothing could be done for her then, but on the morning of the 26th the keeper boarded the schooner and consulted with the master, at whose request he returned ashore and telephoned for a tug. At 11.15 a. m. the tug arrived, and shortly released the vessel undamaged.
Dec. 25	Am. sc. Virginia Rulon.	Assateague Beach, Virginia,	Stranded on a lump 5 miles S. of the station while leaving the harbor and sprung a leak. Surfmen boarded her, threw overboard a large part of her deck load of ties, and succeeded in floating her at 3.30 p. m. Took her into harbor and anchored her, but being unable to keep the water down with the pumps, beached her to prevent sinking. Sent a man ashore to telegraph for a tug and hire a pumping crew. On the 27th the surfmen again boarded her and took the master to the custom-house at Chincoteague. Station crew rendered assistance from day to day by pumping, running lines and anchors, handling cargo, and carrying dispatches until the 12th, when the schooner was released. (See letter of acknowledgment.)
Dec. 25	Am. slp. Mascott.....	Hog Island, Virginia.....	Stranded 3 miles S. of the station while attempting to enter the inlet. Surfmen boarded her, and she lay comparatively easy until flood tide, and then pounded hard until she was floated, three hours later. She was taken inside to a safe berth.
Dec. 26	Am. sc. A. P. Emerson.	Point Allerton, Massachusetts.	Stranded on Toddy Rocks during a thick snowstorm at 6 p. m. Life-savers went alongside, ran out anchors, and by heaving on them and working the sails, succeeded in releasing her with but slight damage. Slipped anchor and took her to a good berth in Nantasket Roads, and the next day recovered the anchor.
Dec. 26	Catboat; no name..	Sullivan's Island, South Carolina.	Stranded on the beach $2\frac{1}{2}$ miles E. of the station, while trying to go through an inlet, with a party of nine men and women. Life-savers took the women to the station and gave them hot coffee, and then helped to get the boat afloat, and the men in charge took her to Charleston.
Dec. 27	Catboat Flirt.....	Little Beach, New Jersey.	Caught in the ice 2 miles N. of the station, and the man in charge being unable to release her, he requested aid from the surfmen. As the boat was in no imme-

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1897. Dec. 27	Catboat Flirt	Little Beach, New Jersey.	diate danger and darkness had set in, she was left for the night, and the man, who was ill, was given medicine and put to bed. Next morning all hands, after hard work, succeeded in breaking a way through the ice and hauling the boat into a creek, where they moored her in safety.
Dec. 27	Am. sc. Lady Dora..	Velasco, Texas.....	While crossing the bar at the entrance to San Bernard River, 13 miles SW. of the station, this schooner struck her centerboard and became unmanageable, making it necessary to beach her. Keeper received information and went to her in the surfboat, arriving at sunset. Surfmen ran out an anchor, and then unloaded her cargo of merchandise; but owing to offshore winds and low tides, they could not start her, and had to stay there until the 30th, when they succeeded in getting her off. Keeper took the master to the mouth of Brazos River on custom-house business.
Dec. 28	Br. sc. Heather Bell.	Hunniwells Beach, Maine.	Stranded 4 miles SW. of station at midnight of the 27th. Upon discovering her next morning, surfmen pulled out to her, and as it was evident that she must prove a total loss, they stripped her of rigging and sails, took the master and his three men to the station, and cared for them until the next day, when they left for their homes. (See letter of acknowledgment.)
Dec. 28	Am. sc. Josephine D.	Velasco, Texas.....	Stranded on the bar while attempting to leave harbor. Station crew planted an anchor, hove her off, and took her back to port uninjured.
Dec. 30	Am. sc. Major.....	White Head, Maine	Parted cables and stranded 1 mile NW. of station at 4 a. m., during a gale from the S. Finding her high on the rocks, the life-savers threw out the ballast, put skids under her, rigged a masthead purchase, and on the next flood tide dragged her off and kedged her clear. As she was leaking rapidly, they towed her to a sheltered cove and beached her for the slight repairs needed.
Dec. 31	Am. sc. Ida L. Ray..	Hunniwells Beach, Maine.	Anchored in an exposed berth 1 mile NW. of station. Surfmen boarded her and found that she was so near the bank that at low water she would ground and roll over. As they had no kedges and could not work her out under sail, they tripped her anchor and ran her up on a mud flat for safety. Station crew visited her at four different times, and on Jan. 3 hauled her aboard and piloted her out of the river.
Dec. 31	Am. sc. Dorothy	Galveston, Texas.	Ran aground on a sand spit about a mile from the station and set signal of distress. Station crew put off to her in the surfboat. Her men had already laid out an anchor, but it was not heavy enough to hold, and the surfmen laid out a heavier one preparatory to heaving her off at high water. They then returned to the station, as the eight fishermen on board thought they could release her. At 4 p. m. next day another signal was made, and the surfmen returned to her and laid out another anchor. The master hoped to float her on the next high tide, but did not get her off until Jan. 3.
1898. Jan. 1	Am. sc. Henry May.	White Head, Maine.....	Caught in a heavy NE. snowstorm and anchored off the station; her anchor dragged, however, and she was in such imminent danger of going on Browns Ledge that the master set a signal of

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898. Jan. 1	Am. sc. Henry May.	White Head, Maine.....	distress. The life-savers boarded her, closedeefed and set the sails, slipped the anchor, and ran her into Seal Harbor. On the next day they recovered her anchor and chain.
Jan. 1	Am. sc. Nevada.....	Burnt Island, Maine.....	Stranded on Davis Island in a thick snow-storm, and her crew landed their effects and returned to the vessel. When the surfmen arrived they took the crew to the station and furnished them with dry clothing, where needed, from the stores of the Women's National Relief Association. Next day they assisted in saving part of the cargo. The vessel was lost.
Jan. 1	Am. sc. E. L. Dow...	Hunniwells Beach, Maine.	During a thick snowstorm the Dow ran into the breakers at the mouth of Morse River and let go an anchor to keep from drifting ashore. Upon seeing her signal of distress the surfmen teamed the boat to the mouth of the river and there launched and pulled out through the heavy surf to the schooner. They got up the anchor, dropped the vessel outside the breakers, and then signaled for a tug, which came in due time and towed the schooner to her destination. (See letter of acknowledgment.)
Jan. 1	Am. sc. William K. Park.	Point Allerton, Massachusetts.	The Park having dragged ashore on Toddy Rocks, the surfmen took the master ashore to wire the owner and then took him back on board. Upon the arrival of a tug they ran a line to her and she pulled the schooner afloat.
Jan. 8	Skiff; no name.....	Cape Disappointment, Washington.	While practicing at rowing a skiff, one of the privates at Fort Canby was caught in the swift ebb tide and carried out toward the breakers; the station crew hastened to his assistance in the surfboat and took him and his skiff back to the post.
Jan. 8	Am. sc. North Bend.	Fort Point, California....	In trying to make San Francisco in a light wind the schooner went ashore on the rocks at Point Diablo; the station crew boarded her and signaled the look-out to telephone for a tug and for the Golden Gate crew to assist. When the latter arrived they took the books, instruments, etc., into their boat and lay off to give aid in case of necessity. The schooner was pounding heavily, and her crew seemed indifferent as to her fate. Part of the Fort Point crew remained on board while the rest ran a line from the tug to the schooner. After about fifteen minutes' work the vessel was floated. The gear was then put back on board and she was towed up on the flats.
Jan. 9	Am. bg. Manson	Assateague Beach, Virginia.	In beating up the coast the Manson brought up on Turners Lump and was boarded by the Assateague and Wallops Beach crews, who ran out an anchor and tried to heave her off; but she was pounding so hard that she bilged and filled up. The surfmen then took the crew with their effects into the two surfboats, loaded what gear they could into the brig's boat, and took them to Assateague station. Next day a salvage steamer came, but the brig rolled off the lump and became a worthless derelict. Her crew were put on board the steamer, which took them to the Delaware Breakwater.
Jan. 11	Am. sc. Emma W. Brown.	Cranberry Isles, Maine...	The schooner being reported ashore, the crew boarded her, laid out an anchor, and at high water floated her without apparent damage.
Jan. 11	Am. sc. Mary E. Hagan.	Fletchers Neck, Maine....	Went ashore on the mud flats and was left high and dry by the ebb tide; heeled over and opened some of her

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Jan. 11	Am. sc. Mary E. Hagan.	Fletchers Neck, Maine....	seams, so that she would have filled at flood tide. Surfmen ran out an anchor, took masthead tackles to the hawser and hove her up. When the tide came in they pumped and bailed until she floated, and then took her to a safe anchorage. Her seams gradually closed and the surfmen left her in apparently good condition.
Jan. 11	Am. sc. Antelope...	Coquille River, Oregon....	The wind having fallen, the Antelope stranded on the north spit. Surfmen boarded her, ran a line to the south jetty, and hove her afloat; then signaled a tug, ran her a line, and she towed the schooner to a wharf.
Jan. 12	U. S. str. Ordnance...	Sandy Hook, New Jersey.	Grounded during a fog on the point of Sandy Hook; landed passengers in own boats; surfmen landed her freight and went for assistance to U. S. S. Gedney. Ran line to the Gedney, and at high water the Ordnance was afloat.
Jan. 12	Am. sc. Mystery....	Saluria, Texas	Flying a signal of distress; surfmen went out to her, piloted her inside, and anchored her on Saluria Flats. The master was unacquainted with the locality and no regular pilot could be obtained.
Jan. 12	Small boat; no name.	Cape Disappointment, Washington.	A young man out shooting in a small boat capsized and was rescued by three of the surfmen in another small boat.
Jan. 13	Sc.; no name	Long Beach, New Jersey..	Lost both masts in a squall and was run ashore, where the surfmen reestepped masts, rigged her up and floated her.
Jan. 14	Am. sc. Mary A. Brown.	New Shoreham, Rhode Island.	Ashore outside of harbor; life-savers ran anchor, hove her off, and helped to get her under way.
Jan. 14	Am. slp. Far niente.	Little Beach and Brigantine, New Jersey.	Stranded on outer shoal and became a total wreck. Master and wife made their way to Brigantine in a small boat and were given succor for five days at that station; wife was furnished with necessary clothing from stores of the Women's National Relief Association. Crew from Little Beach saved sails, rigging, and ground tackle.
Jan. 19	U. S. revenue cutter Morrill.	Oak Island, North Carolina.	The revenue cutter Morrill having anchored about 30 miles from Cape Fear bar with her machinery disabled, a boat was sent in charge of an officer to Southport for a tug. On account of the strong ebb tide the boat could make no headway over the bar, and the station crew towed the boat to Fort Caswell and took the officer and boat's crew to Southport.
Jan. 19	Launch Two Sisters	Golden Gate, California...	Swamped in the breakers near the Ocean House and one of her two men drowned; surfboat was sent to the scene immediately upon information being received, but the surfmen could do nothing but assist in saving the wreckage.
Jan. 20	Am. slp. Lizzie Crocker.	Coney Island, New York..	Missed stays and ran aground; keeper and one surfman went to her assistance, laid out an anchor, and floated her; piloted her clear of obstructions.
Jan. 21	Am. sc. Joseph Murray.	Long Beach, New York...	As the Murray was coming over the East Rockaway bar her yawl shipped a sea and broke adrift; surfmen picked up the boat and took it to the schooner.
Jan. 22	Yt. Etta May	Mosquito Lagoon, Florida.	Short of water; keeper supplied her with 60 gallons from the station cistern.
Jan. 22	Am. sc. Marie Isabel	Brazos, Texas	In attempting the bar without a pilot the schooner struck, but succeeded in working off and stood away about 3 miles, when she hove to and set a signal of distress. The surfmen boarded her and found her leaking and her steering gear disabled; reefed sail, repaired steering gear, and beat up to the bar, where she was turned over to a pilot. Two of the crew remained by to pump until the schooner was well inside.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898. Jan. 23	Am. sc. Zenobia.....	Crumple Island, Maine ...	Dragged ashore and at low tide slid off the rocks and sank in 3 fathoms of water; crew made their way to a small island with poor shelter and no food. Surfmén took them to Jonesport, where the master wired the owners. Next day the surfmen took the master to the wreck and stripped her. She was afterwards floated by a wrecking company and taken to Jonesport.
Jan. 23	Am. sc. William	Oak Island, North Carolina.	Sprung a leak, capsized, and sank 3 miles south of the station; crew escaped to shore and were cared for and fitted out with clothing from the Women's National Relief Association stores by the surfmen, who also saved much of the cargo and outfit after the schooner washed up on the beach. Vessel a total loss.
Jan. 23	Am. sc. Tennie and Laura.	South Chicago, Illinois, Lake Michigan.	Broke away from wharf and drifted down Calumet River into the railroad bridge; keeper and two of crew hauled her back and secured her.
Jan. 24	Am. sc. J. R. Moffett	Little Egg, New Jersey...	Through lack of knowledge of the locality the master ran his schooner aground and then burned torches for assistance. Station crew laid out an anchor and made a fruitless attempt to get her afloat; but at high water they tried again, and after three hours' work she came off.
Jan. 24	Am. sc. Rosalie	Velasco, Texas.....	Anchored close inshore on account of fog and dragged into the breakers; set signal of distress and surfmen boarded her, got under way, and took her into port.
Jan. 25	Am. slp. Vigilant ...	Cranberry Isles, Maine...	Ran ashore on the ebb tide. Surfmen put planks under her and at high tide hove her afloat.
Jan. 25	Am. sc. Florence.....	Gurnet, Massachusetts ...	Mainsail badly torn. Sent boat to station for canvas, needles, palm, and twine to make necessary repairs. These articles were furnished by the keeper.
Jan. 25	Am. sc. Harry Messer.	Monomoy, Massachusetts.	Surfmén picked up a drifting yawl belonging to the schooner Harry Messer and notified the owners.
Jan. 25	Str., barge, and float; no names.	Louisville, Kentucky.....	A steam sand digger, a barge, and a float parted their stern moorings and swung out into the stream. Surfmen ran two lines to the shore and warped them in.
Jan. 26	Am. sc. Florida	Fletchers Neck, Maine ...	Anchored outside and parted her chain; ran into Biddeford Pool and stuck in the mud on the flats. Surfmen floated her and took her to a wharf, and next day recovered the lost anchor and put it on board.
Jan. 26	Am. str. City of Duluth.	Saint Joseph, Michigan, Lake Michigan.	This steamer grounded in the heavy surf and ice outside the piers and was fast going to pieces. A tug attempted to render assistance, but was forced to put back into the harbor. The keeper of the station called together the disbanded crew and hired two extra men, and, assisted by volunteers from the citizens of Saint Joseph and Benton Harbor and from the crew of the steamer City of Traverse, they carried the beach apparatus on their backs to the end of the pier, piled high with ice, and prepared for the work of rescue. The first shot fell short, but the second carried the line fair to the wreck, and the apparatus was soon ready for action. Thirty-nine times the breeches buoy was sent out, successfully bringing back 40 people, comprising the whole number of passengers and crew on board. On the second trip surfmen Charles Roberts went out and brought back a crippled woman whom it would have been dangerous to send without a competent escort. Proper stimulants were served to the rescued

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898. Jan. 26	Am. str. City of Duluth.	Saint Joseph, Michigan, Lake Michigan.	people, and Keeper Stevens's wife prepared hot coffee and lunch for them all. Such of them as needed dry clothing were fitted out from the stores of the Women's National Relief Association. The work of rescue began about ten in the evening, and the last man was landed about half past four next morning. There can be no doubt that many lives would have been lost but for the efficient services of the Saint Joseph life-saving crew. The vessel was a total loss.
Jan. 28	Am. slp. Restless ...	Lone Hill, New York	Capsize in the bay by a gust of wind, about 3 miles from the station. Surfm ⁿ , assisted by the Blue Point crew and crew of a schooner, righted her and bailed her out. The two occupants were taken off by a watch boat near by.
Jan. 28	Am. sc. J. R. Moffett	Bonds, New Jersey	In attempting to run Goose Bar channel without a pilot the schooner grounded and stuck. At high water the surfmen helped to heave her into the channel and piloted her through; the keeper gave the master ranges to make the inlet.
Jan. 28	Am. yt. Orion	Indian River Inlet, Delaware.	Lost her rudder, beat in, and set signal of distress. Surfm ⁿ boarded her and took a message for a tug. No tug arriving, toward dark surfmen took crew to the station for safety. Learning shortly afterwards that a tug had started, took crew back on board, and the tug towed the yacht to Wilmington for repairs. (See letter of acknowledgment.)
Jan. 29	Am. sc. Tragabigzanda.	Jerry's Point, New Hampshire.	Stranded on one of the Isles of Shoals and became a total wreck. Part of crew escaped, and the others could not be taken off at the time. The station crew were telephoned for, and they secured the services of a tug and started at once. Upon arrival they found all the crew had been taken off, and that the vessel could not be saved. Accordingly, they took the crew on board the tug and had them conveyed to the station, where they were fitted out with the necessary clothing from the stores of the Women's National Relief Association, and were given an asylum until the 31st, when free transportation to their homes at Gloucester was secured for them.
Jan. 29	Dory; no name	Highland, Massachusetts.	Overtaken dory came ashore through the surf and was hauled out by the surfmen. Next day a hat and a mitten were found, which led to the belief that a fisherman had become lost from his schooner in the snowstorm and had been drowned by the capsize of the dory in the breakers.
Jan. 29	Am. sc. William O. Snaw.	Sandy Hook, New Jersey.	Went ashore on Sandy Hook in a blinding snowstorm; surfmen launched their boat and notified a wrecking tug, with whose aid the vessel was floated after being on about four hours.
Jan. 29	Sailboat Lulu Tillett.	Chicamacomico, North Carolina.	The boat was caught in a whirlwind and swamped in Pamlico Sound, about 4 miles from the station; the two occupants were picked up by another boat and taken ashore, where the surfmen, then on their way to the rescue, took them to the residence of one of their number and there resuscitated them—for they were nearly dead from exposure—and cared for them until the next day, when they went home in their boat, which had been saved by one of the surfmen. (See letter of acknowledgment.)
Feb. 1	Am. sc. Clara Jane..	Point Allerton, Massachusetts.	Drifted out of Gloucester Harbor and in trying to make Boston Harbor stranded on the rocks on Great Brewster Island,

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898. Feb. 1	Am. sc. Clara Jane...	Point Allerton, Massachu- setts.	about 2 miles from station. Surfm ⁿ en and Massachusetts Humane Society crew arrived on the scene about the same time. The tide had fallen so much that the rescuers helped the schooner's crew ashore over the bows, without using their boats. The crew were cared for at the station until the 3d, when the vessel was released by a tug, the surfmen running the lines. The crew were then set on board and the vessel was towed to Boston.
Feb. 2	Am. slp. Sarah M...	White Head, Maine.....	During the NE. gale and snowstorm of Feb. 1 this sloop parted her chains and drifted from Ash Island to Spruce Head Island, where she went on the rocks and became a total wreck. None of the crew were on board at the time. Upon being notified of the disaster, surfmen went to the wreck on the 2d, and saved such sails and rigging as were of any value.
Feb. 2	Am. sc. Albert Cran- dall.	Point Allerton, Massachu- setts.	Dragged her anchors on the 1st, and drifted into the ice. Surfmen saw her signals of distress on the morning of the 2d, and started to her assistance, but could not get through the ice. They then pulled 3 miles to Nantasket Roads for a tug, which arrived in due time, broke the ice, and towed the schooner to Hull.
Feb. 3	Yawl; no name.....	Assateague Beach, Vir- ginia.	A yawl, belonging to the schooner William Linthicum, was left on the beach while its crew were ashore. On the rising tide the boat floated, and was rapidly drifting to sea. The surfmen recovered it and made it secure.
Feb. 3	Am. sc. Lily	Umpqua River, Oregon ...	Anchor foul; surfmen boarded her and helped to clear it.
Feb. 4	Am. sc. A. J. Per- kins.	Saluria, Texas	Weather-bound and short of provisions. Keeper supplied her with such stores as could be spared from the station.
Feb. 5	Am. slp. Minnie	Cranberry Isles, Maine ...	Sunk during gale of the 1st. On the 5th surfmen went to her in a dory, pushing their way through the ice, and laid out an anchor. At flood tide hove her up on the shore undamaged.
Feb. 5	Dories (5); no names.	Race Point, Massachu- setts.	These boats were out on the fishing grounds, when the wind breezed up NW., making a rough surf. As they came in through the surf, one by one, the life-savers helped them make a landing, saving all the boats, and losing but few fish. The last dory did not come in until after dark, and the patrol flashed his Coston signal to let the occupants know where to land.
Feb. 6	Catboat Thumper...	Santa Rosa, Florida.....	Two men out in this boat lost their bearings in the fog and beached the boat. They were found camping in the woods and were taken to the station for shelter. At high water the surfmen launched the boat and took it to the station for repairs, the skag having been broken off. The party left in the afternoon.
Feb. 7	Am. sc. Abbie S. Walker.	White Head, Maine.....	In winter quarters, no crew on board. Some time during the night of the 6th the gale forced her on a sunken ledge in Seal Harbor. Surfmen boarded her and hove her off the rocks, and on the 8th they procured a hawser and kedged her to a safe berth.
Feb. 7	Fish boat; no name.	Indian River Inlet, Flor- ida.	Swamped and capsized by a sea, throwing both occupants into the water. One succeeded in clinging to the boat, and drifted ashore with her. The other seized a floating spar and eventually reached the beach, more dead than alive; several times he had become entangled in the fishing gear and had to cut his way clear. Keeper (house of refuge, no

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898. Feb. 7	Fish boat; no name.	Indian River Inlet, Florida.	crew) helped to secure boat and gear, and then took the men to station, where they were cared for and fitted out with dry clothing from the stores of the Women's National Relief Association. Next day all three took station tackles and hauled the boat up on the beach. Keeper then took one of the men to Fort Pierce, where they engaged a carpenter to repair the boat. On the 9th they floated the boat, and the men proceeded up the inlet.
Feb. 7	Am. sc. Caroline	Saluria, Texas	Standing up and down the coast looking for entrance to Pass Cavallo. Surfmen set flags on range poles and she passed in over the bar.
Feb. 8	Slp. Hettie May	Aransas, Texas	In attempting a side channel at night, stranded on a bar. Surfmen boarded her, but finding her windlass broken, anchored the surfboat, jumped into the water and tried to heave the sloop into the channel; but the tide was falling so rapidly that they had to abandon the attempt until flood tide. The two passengers were taken to the station, leaving the master and one man on board. In the morning surfmen repaired the windlass, planted an anchor, and hove her into the channel on the high tide.
Feb. 9	Am. sc. Normandie.	San Luis, Texas.....	Came to anchor $\frac{3}{4}$ miles from station, and set signal of distress. Surfmen teamed boat opposite the schooner, then launched and boarded her. She was bound for Quintana, 14 miles distant, and the master, having little confidence in himself, requested aid to take her either to her destination or into San Luis Pass. As a heavy surf was running, keeper detailed surfman Lindell to assist the master to take the vessel to her destination.
Feb. 10	Catboat; no name...	North Beach, Maryland..	Keeper detailed a surfman to help the owner to float this boat which lay aground on the N.E. point of Great Egg Island.
Feb. 10	Sloop; no name.....	San Luis, Texas.....	Capsized by a heavy squall in Galveston Bay, 4 miles N. of station. Surfmen teamed boat opposite wreck and pulled out to her. Found her master clinging to the floating cabin, the sloop having sunk. The man was nearly dead from exposure, and it was with difficulty that his grasp was broken from the woodwork. He revived enough to say that he was the only one that had been on the sloop, and the surfmen then took him ashore and started for the station, carrying him on their shoulders. One was sent on horseback to the station for a wagon, and he met the others about half way, when the rescued man was put into the wagon and taken posthaste to the station. There they administered stimulants, put mustard and hot applications on him, rolled him in a blanket and put him to bed. He recovered consciousness in about three hours, and was soon able to be up. When the weather moderated, the sloop was raised and righted, taken to a wharf, and put in trim. She left for Galveston on the 13th. (See Edward McGrath's letter of acknowledgment.)
Feb. 12	Am. sc. Elmer E. Randall.	Gurnet, Massachusetts ...	Ran out of channel and stranded on Black Point ledge about $\frac{1}{2}$ mile from station. Surfmen boarded her, laid out anchor, and finally succeeded in kedging her into the channel and to a safe anchorage. The only apparent damage sustained was the loss of part of her false keel.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Feb. 12	Am. str. Ilwaco.....	Cape Disappointment, Washington.	Lost one of her spring lines overboard, and her crew were unable to recover it. Surfmen pulled over to her dock, grappled and recovered the line.
Feb. 14	Rowboat; no name..	Chicago, Illinois, Lake Michigan.	Occupant unable to manage the boat in the strong breeze, and it was drifting out into the lake. Keeper summoned a volunteer crew (inactive season) for the Whitehall boat, and went out and towed the boat ashore.
Feb. 15	Sloop; no name.....	Cuttyhunk, Massachusetts.	Owners ran her up on the beach in Cuttyhunk Pond for security and convenience. When, on the 16th, the gale sprang up, keeper helped make her well fast and took the men to the station for shelter. On the 18th, weather having moderated, surfmen helped launch the sloop.
Feb. 15	Am. sc. Minerva L. Wedmore.	Hog Island, Virginia.....	Dragged ashore in Hog Island channel. Surfmen laid out anchor and tried to float the vessel, but the neap tides were not high enough to make their efforts of any avail. On the 17th, however, the tide was higher and the vessel was hove off undamaged.
Feb. 15..	Fish boat; no name.	Paul Gamie's Hill, North Carolina.	Lost rudder and drifted ashore in Currituck Sound, partly filling with water. Her crew, two men, went ashore and were cared for at the station. Next day two surfmen set the fishermen across to the mainland, and their boat was bailed out and taken to the station until called for.
Feb. 15..	Small boat; no name.	Plum Island, Wisconsin, Lake Michigan..	Stuck in the ice $\frac{1}{2}$ mile from Plum Island and occupant was unable to extricate it. The ice was too thin to bear a man's weight, so the keeper put on a pair of Norwegian skates and went out to the rescue. He was soon on the scene and assisted the man ashore.
Feb. 16..	Dory; no name	Burnt Island, Maine.....	Su. boat was launched and pulled out to a drifting dory, which the crew towed ashore and hauled out until claimed.
Feb. 16..	Sloop Viking	Fletchers Neck, Maine ..	Anchored dangerously near the surf, and in danger also of parting her cable and drifting to sea before the gale. Surfmen went to her, ran out an extra anchor and took the crew to the station for safety. Next day, weather being fair, set crew on board, helped clear the sloop of ice, and got her underway.
Feb. 16..	Dories (3); no names .....	.....do	In danger of being broken up by the surf and ice; surfmen took them to places of safety.
Feb. 16..	Am. sc. Carrie L. Hix.	Jerrys Point, New Hampshire.	Parted one cable and was dragging toward the rocks on Fort Point. Surfmen boarded her and ran a line to a tug, then weighed the other anchor and the tug took her to a wharf at Portsmouth.
Feb. 16	Am. slp. Clipper....	Seatack, Virginia	Master mistook a flume for a wharf, during a heavy gale, and ran the boat up on the beach. At high water surfmen hauled the boat out as far as possible. On the 18th they put skids under her and launched her, but she would not float. Bailed her out and calked her and made her a new hatch, and on the afternoon tide got her off in good condition.
Feb. 16	Am. sc. Vennor	Gull Shoal, North Carolina.	Disasted in a squall in Pamlico Sound. Surfmen went to her assistance and worked her into harbor under a jury sail; took master ashore and telephoned the owner. On the 18th they refitted and resteped the masts, set up rigging, bent sails, and turned her over to her master. (See letter of acknowledgment.)
Feb. 17	Am. sc. R. S. Graham.	Hither Plain, New York..	Anchored off station with foresail and mainsail blown away, and set signal of distress. Station crew went on board and learned that the master wanted to

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898. Feb. 17	Am. sc. R. S. Graham.	Hither Plain, New York..	buy new sails. As none were to be had at this point, surfmen helped get her under way and she left for Dutch Island under short sail.
Feb. 17	Am. sc. Samuel W. Tilton.	Chicamacomico, North Carolina.	Stranded in heavy surf $\frac{1}{2}$ mile ESE. from station. Keeper called up Gull Shoal and New Inlet stations and then proceeded to the scene with beach apparatus. After firing two shots from Lyle gun, communication was established with the wreck and the apparatus was soon ready. Landed all hands, nine in number, in three trips of the life car, and brought off some of the personal effects. On the 18th took master and mate on board and secured the log book and more personal effects. The whole ship's company were kept at the station until the 19th, when six of them left for Elizabeth City. The other three, together with the owner, who arrived on the 21st, were furnished board and lodging until the 24th, when the wreck was sold. (See letters of acknowledgment.)
Feb. 18	Launch Buckeye; sloop; no name.	Mosquito Lagoon, Florida.	Stranded in Mosquito Lagoon about $\frac{1}{2}$ mile from station. At request of master of launch, keeper (house of refuge, no crew) went to their assistance and after about two hours' work got them afloat and at anchor off the station. The sloop was tender to the launch and had no crew. The launch had five passengers, all of whom, together with the master, were given shelter and meals at the station until next morning, their clothing and bedding having been drenched in the heavy rain.
Feb. 18	Flatboat; no name..	Louisville, Kentucky.....	In danger of being swept over the Falls of the Ohio. Surfmen hastened to her aid and towed her safely back to the shore.
Feb. 18	Am. str. Bostona....	.....do	Moorings carried away by being run into by a tow of flats, and she began to drift down the river. Station crew pulled to her assistance, ran lines and warped her back into her place. One of her crew, a colored man, in attempting to jump into the station boat, missed and fell into the water, but was rescued by the life-savers.
Feb. 19	Fish boat; no name.	Blue Point, New York....	Hemmed in by ice; keeper went to her in a "scooter" and found her entirely out of provisions; crew had had nothing to eat for twenty hours. Keeper went back to station and sent out enough provisions to last until the ice should clear away.
Feb. 20	Am. sc. Hattie C. Luce.	Jerrys Point, New Hampshire.	Lying in a dangerous berth near the rocks off the Battery, with signal of distress flying. Station crew boarded her, got her under way, and worked her clear of danger, but could not get her into Portsmouth Harbor. Master decided to run for Salem, and surfmen left her and landed on Isle of Shoals.
Feb. 20	Gasoline str. Alpha.	Point Lookout, New York.	Stranded in the bay $1\frac{1}{2}$ miles from station. Surfmen took off passengers and crew, nine in all, and landed them at the station, where they remained over night. The steamer was floated at high water, and the next day the passengers and crew were set on board.
Feb. 20	Am. sc. John Johnson.	Ship Bottom, New Jersey.	Water-logged and abandoned by crew about 10 miles off station on night of 19th. Crew succeeded in reaching shore and were cared for and given dry clothing from supply of the Women's National Relief Association. On the 20th vessel drifted ashore near Harvey Cedars Station and became a total loss. Part of her cargo was saved.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898. Feb. 21	Catboat Fanny	Saluria, Texas	Caught out in a norther, and occupant unable to manage her; beached $1\frac{1}{2}$ miles from station with broken boom and seams opened. Man was cared for at station, and surfmen hauled out the boat, calked her, fished boom and refitted boat, working on her two days. Keeper gave man provisions enough to last him to Port Lavaca.
Feb. 21	Danish shp. Jupiter.	Point Adams, Oregon.....	Carried away one of her cables and drifted aground about 2 miles from station. Surfmen boarded her and at high water helped to get other anchor and took her to a safe berth.
Feb. 22	Am. sc. Highland Queen.	White Head, Maine.....	During heavy gale dragged anchors in Seal Harbor and set signal of distress. Surfmen ran line from her to schooner Fannie and Edith, and then got her anchors and worked her to a clear berth and anchored her.
Feb. 22	Catboat Peri.....	Santa Rosa, Florida.....	Ashore in bay $3\frac{1}{2}$ miles N.E. from station, with surf breaking clean over her. Crew on the beach. Surfmen laid out anchor, jumped into the water, and by shoving and heaving got her afloat and to a wharf where she was put in trim.
Feb. 23	Am. sc. J. R. Moffett.	Bonds, New Jersey	Vessel grounded in Goose Bar Channel, and was released and got under way by surfmen.
Feb. 24	Am. sc. S. M. Bird...	Race Point, Massachu- setts.	Collided with schooner Isaac T. Campbell off Cape Cod and had part of her stern cut off, boat, wheel, and sparker carried away, and mainsail split. Anchored off station, and set colors union down. Surfmen boarded her, got under way, and did what they could to prevent a leak. The wind being fair for Boston, kept away for that point. Crew from Peaked Hill Bars Station came out and took ashore a message for a tug, which met the schooner and towed her into Boston, where repairs could be made.
Feb. 25	Shanty boat; no name.	Louisville, Kentucky	In danger just above the wing dam of the falls. Station crew hauled her back to shore and gave directions for entering the canal.
Feb. 27	Fishingsmack Peerless.	Cape Lookout, North Carolina.	Crew deserted her on account of her leaky condition, leaving her at anchor in Lookout Bight. Surfmen shifted her anchorage, pumped her out, and took care of her until a keeper was employed by the owners.
Mar. 3	Am. sc. R. S. Graham.	Jerrys Point, New Hampshire.	Missed stays, trying to work up Portsmouth Harbor, and went on the rocks near the station. Keeper telephoned for a tug, at the request of the master, and the surfmen then boarded the schooner and helped shorten sail. When the tug arrived, surfmen ran her a line and the schooner was released and towed to the city.
Mar. 3	Catboat Uncle Dan.	Santa Rosa, Florida.....	Anchored too close inshore, on the bay side, and was pounding bottom in the stiff N. wind. Station crew kedged her off, reefed sail, and took her to a safe berth.
Mar. 4	Br. str. Gleadowe ...	Cape Henry, Virginia.....	Stranded during a northerly gale about $2\frac{1}{2}$ miles SSE. of station. Keeper called up Seatack by telephone and requested assistance of that crew, then proceeded to the wreck with beach apparatus. The first shot laid the line across the vessel, the gear was set up and the work of landing the crew in the breeches buoy begun. The vessel was slowly drifting southward, making it necessary to move the apparatus twice, the hawser carrying away as many times. By perseverance the two crews landed all

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898. Mar. 4	Br. str. Gleadowe ...	Cape Henry, Virginia.....	hands, twenty-three in number, and took them to the two stations, ten to Cape Henry and thirteen to Seatack. A watch was kept over the vessel until the 9th, when she was floated by the Merritt Wrecking Company and towed to Newport News. Clothing was furnished, where necessary, to the shipwrecked crew from the supply of the Women's National Relief Association.
Mar. 4	Am. sc. Sea Queen..	Assateague Beach, Virginia.	Dragged anchors during gale and grounded near Fishing Point, pounding heavily. Station crew boarded her, borrowed an anchor from another schooner, and laid it out twice, kedging the Sea Queen to a safe berth and anchoring her with her own ground tackle. No damage was done to vessel or cargo.
Mar. 4	Am. sc. Maggie M. Keough.	Cape Lookout, North Carolina.	Dragged out of Lookout Bight and went ashore on the beach when the wind hauled to the westward. Surfmen boarded her and found her leaking badly and with poor facilities for floating her. The schooner James Boyce, jr., at anchor near by, shifted her anchorage to windward of the Keough and paid out full scope of chain. Surfmen then ran a 6-inch line to her and she hove in on her steam capstan, and the Keough came off and was taken to a safe anchorage. She was leaking so rapidly that the pumps would not free her, and it became necessary to throw sawdust around her which, sucking into her seams, stopped the leak to such an extent that her own crew were able to take care of her. (See letter of acknowledgment.)
Mar. 8	Dingey; no name...	Araansas, Texas	Found on the beach by two men who were tracking it along the inside break. Surfmen took the boat and men into the surfboat and landed them in the harbor. The boat was supposed to belong to the schooner Flower of France, and the keeper of Saluria Station was requested to make inquiries about it.
Mar. 8	Am. tug Triumph..	Coquille River, Oregon...	Filled with water during the night, owing to a valve being left open. Station crew took their pump aboard and after four hours' work got the water low enough to allow fires to be started, and as soon as steam made the tug was able to clear herself.
Mar. 10	Shanty boat; no name.	Louisville, Kentucky.....	In danger of being swept over the falls near the wing dam. One of the station boats went to her aid and towed her ashore, and the occupants were instructed how to proceed through the canal.
Mar. 11	Am. sc. Normandie..	Velasco, Texas.....	While towing out over the bar, towline parted and the vessel anchored to avoid stranding, and set a signal of distress. Surfmen boarded her, got under way, and took her back into the river. In getting under way one anchor was lost.
Mar. 12	Am. sc. Mattie Porter.	Bonds, New Jersey.....	Stranded on a bar. Station crew went to her assistance and found an anchor already laid out. After three hours' work with cable and sails, the schooner was floated and taken to a safe anchorage.
Mar. 12	Am. sc. Mary S. Ewing.	Little Egg, New Jersey...	Got into a blind channel by mistake and grounded. Surfmen boarded her, but the water was too low to effect a release and the keeper instructed the master how to extricate himself at high tide.
Mar. 13	Br. sc. Arona.....	Monomoy, Massachusetts.	Stranded $6\frac{1}{2}$ miles SW. of station. Surfmen boarded her and helped make sail and work her afloat. Tug Herald then towed her to Vineyard Haven.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898. Mar. 14	Dory of Am. sc. Mary H. Lewis.	Cross Island, Maine.....	Boat started out of Cross Island harbor with two men to attend to lobster traps, and was caught in the heavy rips on the ledges and capized. One man was washed ashore and the other drowned. (For detailed account, see caption "Loss of Life.")
Mar. 14	Fishing smack; no name.	Wood End, Massachu- setts.	Ran ashore near station. After working on her two hours surfmen got her afloat.
Mar. 15	Am. sc. Lou.....	Burnt Island, Maine.....	Stranded on Hart Island bar. Station crew went out and made sail on her and worked her afloat, then piloted her clear of danger and gave master sailing directions for Boothbay.
Mar. 15	Dory; no name.....	Plum Island, Massachu- setts.	Capized on the north breaker, throwing three men into the water. Life-savers hastened to the rescue and picked up all the men and took them to the station, where stimulants were administered and they were furnished dry clothing and put to bed. One man was so nearly exhausted that a physician was summoned by telephone for him. Owing to the urgent needs of the rescued men the crew had no time to look after the dory, and it drifted out to sea.
Mar. 16	Am. sc. Francis R. Baird.	Smith Island, Virginia....	Stranded on Isaac Shoals just about daylight; surfmen pulled out and ran a line to a tug, which hauled the schooner afloat.
Mar. 18	Houseboat; no name.	Blue Point, New York....	Keeper and four men assisted to launch a houseboat that had been driven on the meadows 2 miles east of the station.
Mar. 18	Sailboat; no name..	Mosquito Lagoon, Florida.	Keeper furnished materials and assisted crew of this boat to mend a broken halliard block.
Mar. 19	Am. sc. Jessie Mur- dock.	Gurnet, Massachusetts...	Ashore on Browns Island shoals with a flag in her rigging. A kedge had been laid out, but the keeper directed all hands to lay out on the head booms to put the vessel down by the head, and when this was done the kedge was slipped and the vessel was forced off the shoal under sail. The surfmen then picked up the kedge and turned it over to a tug that arrived to tow the schooner to port.
Mar. 20	Am. sc. Haze.....	Santa Rosa, Florida.....	Stranded on the reef in front of the station, bay side. Surfmen landed her passengers and then, returning to the schooner, all hands went forward to put her down by the head, and she was easily worked off into deep water.
Mar. 21	Am. str. E. Bailey & Sons.	Forge River, New York..	Stranded about a mile N. of the station with two scows in tow. Station crew carried out her anchor and hove her afloat, then piloted her up the channel.
Mar. 21	Sharpie Emma Jane	Wash Woods, North Car- olina.	Stood in and anchored off a fishery 2½ miles S. of station during smoky weather. Fishermen took off the two men, who were brought to the station and sheltered two days. (See letter of acknowledgment.)
Mar. 22	Catboat Waunana..	Sullivan's Island, South Carolina.	Ashore at low water on Drunken Dick shoal. Surfmen took off passengers and crew, and at high water the boat was floated and the people set on board. Keeper directed the master how to proceed in safety.
Mar. 22	Am. tug Rita Mc- Donald.	Racine, Wisconsin, Lake Michigan.	Stranded in a dense fog 3½ miles S. of Racine and began sounding signals of distress. Being the inactive season, a volunteer crew was assembled and they proceeded up in tow of the tug Dixon. The Dixon could not get near the stranded tug on account of her draft, and the surfmen sounded out the best water and ran a line between the two tugs. After pulling about an hour without success, it was decided to tel-

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898. Mar. 22	Am. tug Rita McDonald.	Racine, Wisconsin, Lake Michigan.	egraph Chicago for a larger tug. In due time the Welcome arrived, and the two tugs then hitched tandem and succeeded in floating the McDonald after two hours' work.
Mar. 23	Br. bkn. Culdoon....	Surfside, Massachusetts ..	Stranded during the early morning in a dense fog about a mile E. of the station. Surfmen hurried to the place, but found all hands, nine in number, on the beach, they having effected a landing in the ship's boat. In making the landing the boat capsized and the mate became entangled in the gear and was nearly drowned. He was immediately put in a wagon and conveyed to the station, where one of the surfmen worked on him and succeeded in thoroughly resuscitating him. The tug Right Arm was engaged to release the vessel, which she did on the 26th, the crew being provided for at the station during the operation.
Mar. 24	Am. sc. Frank Herbert.	Bonds, New Jersey	Collided with the schooner Henry J. Raymond, carrying away her starboard fore and main rigging, splitting foresail and mainsail, and opening seams on the starboard side. Stood in and anchored about 3 miles ENE. of station flying a signal of distress. She was boarded by the Long Beach and Bonds crews, the former taking a message ashore and the latter getting her under way and working her in for Little Egg Inlet, at the request of the master. At the bar she was boarded by the Little Egg crew, who worked in harmony with the men from Bonds. She took bottom twice in crossing the bar, and her steering gear was disabled. The surfmen rigged tackles on the rudder, and by backing and filling the sails, worked her to an anchorage, where they pumped her out and cleared up the wreckage.
Mar. 25	Am. sc. H. V. Duryea.	Long Beach, New York...	While loading beach sand inside Rockaway Inlet sprung a bad leak and set a signal for assistance. Station crew proceeded along the beach and were taken on board in the schooner's yawl. They manned the pumps, got her under way, took her up the bay and beached her where the master could stop the leak at low water.
Mar. 28	Skiff; no name	Cape Disappointment, Washington.	Adrift on the flood tide. Surfmen picked it up and towed it to the station, then pulled to Ilwaco to find the owner. He proved property on the 31st and took the boat away.
Mar. 30	Br. sc. A. Gibson....	White Head, Maine.....	In beating out of Seal Harbor brought up on a sunken ledge. Surfmen boarded her, ran out an anchor, and on the next high tide released her and piloted her out clear of the obstructions.
Mar. 30	Rowboat; no name..	Sullivan's Island, South Carolina.	Party of three men in a rowboat were trying to find the channel into Breach Inlet. Keeper dispatched one of the crew on a bicycle to wave a danger flag, but the occupants paid no attention to the warning and the boat was caught in the breakers and capsized. The three men managed to hold on to the boat until rescued by the surfmen, who then recovered the boat and landed the whole party on Long Island. (See letter of acknowledgment.)
Mar. 31	Am. sc. Break of Day.	Point Allerton, Massachusetts.	In attempting to make the harbor, missed stays and let go both anchors to keep from going ashore; later she dragged in toward the outer breaker and occasionally struck bottom. Station crew boarded her in the Massachusetts Humane Society's boat, which was near at

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898. Mar. 31	Am. sc. Break of Day.	Point Allerton, Massachusetts.	hand, and took off the crew. Master telegraphed Boston for a tug, which arrived in due time, when the surfmen set the crew on board the schooner and ran the tug's line. The chains were slipped and the vessel was towed to Boston. Station crew recovered anchors Apr. 6.
Mar. 31	Am. sc. Willie H. Higgins.	Peaked Hill Bars, Massachusetts.	Sails blown away in NE. gale and thick snowstorm and vessel drifted ashore 500 yards NW. of station. Keeper called up High Head and Race Point for assistance, and then hurried to the beach with boat and beach apparatus. An attempt was made to lay a line across her, but the distance was too great, and upon the arrival of the neighboring crews the surfboat was launched. The seas were very heavy, but the wreck was finally reached, and all hands (seven men and one woman) were taken off and landed. The surfboat shipped so much water that she had to be bailed constantly. The rescued people were taken to the station and given food and restoratives and were fitted out with clothing from the chest of the Women's National Relief Association. The vessel and cargo of ice were lost. One man was washed overboard and drowned before the vessel stranded.
Mar. 31	Am. str. Favorite...	Spermaceti Cove, New Jersey.	Parted cable and drifted ashore in the Horse Shoe about 4 a. m. At daylight surfmen boarded her and took a message ashore, to be sent to her owners in New York. Later in the day the tug Right Arm came down and released the vessel, the surfmen running the lines.
Mar. 31	Am. sc. Mystery....	Aransas, Texas.....	Ran out of channel and grounded 4 miles N. of station. Surfmen laid out her anchor, lightered part of her load of lumber, and hauled her off; then helped reload her and get her underway.
Apr. 1	Am. sc. William K. Park.	Jerrys Point, New Hampshire.	Anchored $\frac{1}{2}$ miles SE. of station and set signal of distress. Surfmen boarded her and found that one of her men had fallen from aloft, sustaining severe injuries. The man was transferred in the surfboat to a tug, which took him and surfmen to Portsmouth, where they conveyed the man to the hospital.
Apr. 1	Am. sc. Emma A. Chesebro.	Point of Woods, New York.	Ran aground $\frac{1}{2}$ mile NW. of station on the bay side. Surfmen worked her afloat with her sails and then piloted her to a safe anchorage.
Apr. 1	Am. sc. Samuel Wood.	Bonds, New Jersey.....	Ran aground on Margerys Bar and master got out two anchors to haul her off. Station crew went out and under-ran the cables, planting the anchors in deeper water, but could not float her on account of low water. They tried again on the next high tide, and she came off undamaged.
Apr. 2	Dory; no name.....	Brant Rock, Massachusetts.	Caught in a heavy flaw of wind and capsized about $\frac{1}{2}$ mile ENE. of station, and the occupant, Charles B. Cushing, was drowned before the surfmen could reach him. The boat was hauled out, and the body was recovered on the 5th. (For detailed account, see caption "Loss of Life.")
Apr. 2	Am. sc. H. V. Duryea.	Long Beach, New York...	Loaded with sand and leaking badly. Station crew boarded her, manned the pumps, got under way, and ran her up on a mud flat, where the leak could be repaired at low water.
Apr. 3	Br. sc. Advance.....	Crumple Island, Maine...	Lost her bearings in thick snowstorm and anchored in the breakers near Brownys Island. Surfmen pulled out

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898. Apr. 3	Br. sc. Advance.....	Crumple Island, Maine...	to her as soon as the storm lighted up and got her under way and took her to a clear offing.
Apr. 4	Fish boat; no name.	Old Chicago, Illinois, Lake Michigan.	While towing in from the fishing grounds behind the schooner Hustler, boat filled and swamped near the north breakwater, parting the towline and spilling out the fish and gear. There was nobody on board and the owners gave the boat up for lost, but the surfmen found it, towed it in, and turned it over to the owners.
Apr. 4	Sailboat Navy	Cleveland, Ohio, Lake Erie.	Dragged down against a raft of logs and was in danger of breaking up. Surfboat and dingey were sent to her relief, and the men succeeded in towing the boat under lee of the Pennsylvania dock, where they secured her.
Apr. 4	Am. str. Ellen Gertrude.	Beaver Harbor, Michigan, Lake Michigan.	Stranded on Horseshoe Reef, 3 miles N. of station. No tug having sufficient length of line to reach her, keeper took station lines on board the tug Margaretta and assisted the crew of that vessel to release the stranded steamer.
Apr. 4	Am. sc. D. P. Dobbins.	Milwaukee, Wisconsin, Lake Michigan.	In trying to make shelter under lee of the breakwater, struck the end of the pier and began to leak. Master anchored her and went ashore for assistance. Surfmen boarded her, pumped her out, got her anchor, and ran a line to a tug, which towed her to a shipyard for repairs.
Apr. 5	Am. sc. Thomas Brundage.	Race Point, Massachusetts.	Ran ashore while baiting trawls. Surfmen laid out anchor, floated her, and sailed her out of shoal water.
Apr. 5.	Am. slp. Sarah Smith.	Cuttyhunk, Massachusetts.	Anchored in a dangerous berth in Canapisset Channel during a snowstorm. Station crew boarded her and piloted her into Cuttyhunk Pond, and after the storm had abated they piloted her out.
Apr. 5.	Am. sc. Mary Ellen.	Point Judith, Rhode Island.	Carried away foremast in heavy snowstorm and foundered $1\frac{1}{2}$ miles S. of station. Crew abandoned her in their yawl and made their way ashore, where they were assisted in landing by the surfmen and were succored at the station until the next day. On the 6th the surfmen pulled out to the wreck, but she lay in 6 $\frac{1}{2}$ fathoms of water, with only her masts showing.
Apr. 5.	Am. sc. Gladys Whiting.	Little Egg, New Jersey..	Jib sheets carried away and sail split while entering Little Egg Inlet in a N.E. storm; both anchors were let go, but the larger cable parted, and the schooner was dragging down on a lee shore. She was boarded by the Little Egg and Little Beach crews, who stayed by her until flood tide, her anchor fortunately having brought her up, when they got her under way and took her to a safe berth.
Apr. 5.	Am. sc. Sarah E. Palmer.	Wachapreague, Virginia..	Stranded about 4 a. m. on the inner edge of Dawson Shoal. Patrol burned his Coston to let them know they were seen and then reported to the keeper. A strong N.E. wind was blowing and it was raining hard, but the surfmen boarded her and took dispatches ashore to be forwarded to her owners, the vessel being in no immediate danger and the master refusing to go ashore. The vessel was floated on the 11th by the tug North America.
Apr. 5	Am. sc. Lorena.....	Durants, North Carolina.	Missed stays and stranded on the shoal 4 miles N. of the station in Pamlico Sound. Station crew laid out an anchor, floated her, and took her out clear of the shoals.
Apr. 5	Am. sc. S. Warren Hall.	Portsmouth, North Carolina.	Missed stays and stranded in the breakers on Ocracoke Bar during a strong S.W. breeze and heavy surf. Station crew

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898. Apr. 5	Am. sc. S. Warren Hall.	Portsmouth, North Carolina.	pulled out but were unable to reach her on account of the surf; anchored surfboat and awaited a favorable chance, and at 9.30 next morning succeeded in getting alongside after two abortive attempts. Crew were in the rigging, but all were taken off (there were six all told) and conveyed to the station, where they were cared for and fitted out with clothing from the stores of the Women's National Relief Association. (See card of thanks under caption "Letters of acknowledgment.")
Apr. 5	Skiff; no name	Santa Rosa, Florida.....	Picked up adrift on the bay side and taken to the station to await the call of the owner.
Apr. 5	Am. sc. Shawnee....	Ashtabula, Ohio, Lake Erie.	Carried away one cable and dragged in near the rocks during the night in a NE. gale. Surfmen boarded her in the morning, helped get her anchor, and ran line to a tug, which towed her into the harbor.
Apr. 6	Am. str. Soo City ...	Holland, Michigan, Lake Michigan.	On account of low water, had to dredge her way out of the harbor. Station crew tended her lines from 10 p. m. to midnight.
Apr. 7	Am. slp. Susie Dirickson.	Cobb Island, Virginia ...	Ran aground on the shoal between Cobb Island and Bone Island. Surfmen laid out an anchor, hove her afloat, and took her to a safe berth in the harbor.
Apr. 7	Am. sc. Annie Root.	Saluria, Texas	Standing off and on, looking for the entrance to Pass Cavallo. Keeper had range flags set on the poles and the schooner then passed in over the bar.
Apr. 9	Catboat; no name ..	Fort Lauderdale, Florida..	Master came to the station and requested keeper to help float his boat, which was ashore on a shoal $\frac{1}{2}$ mile W. of the station. Together they ran out an anchor, hove a strain on it with a tackle, put skids under the boat, and finally got her afloat. It was then found that the rudder was disabled, and the keeper got the necessary articles from the station and repaired and reshipped it.
Apr. 10	Br. sc. A va	Block Island, Rhode Island.	Upon receiving a telephone message from the keeper of the north light that this vessel was ashore on Sandy Point, crew pulled over to her, laid out an anchor, and worked her afloat.
Apr. 11	Am. sc. Carl Schurz.	Knobbs Beach, Massachusetts.	Stranded on north breaker, Ipswich Bar, about $\frac{3}{4}$ miles S. of station. Surfmen boarded her, helped furl sail and jettison 20 tons of sand, and the Davis Neck crew then arriving, both crews laid out heavy anchor and on the rising tide hove her afloat and anchored her in deeper water.
Apr. 11	Ger. str. Dalmatia ..	Sullivan's Island, South Carolina.	Ran out of channel and grounded 2 miles SSW. of station; set international signal KRV (Send a tug). Surfmen answered DBQ (Will attend to your signal) and pulled to Charleston, notifying tug Confidence; then pulled out to the steamer, but no further assistance was necessary. She was floated at high water by the tugs Confidence and Hercules.
Apr. 11	Am. str. Fritz Karste.	Plum Island, Wisconsin, Lake Michigan.	Ashore on NW. point of Detroit Island. Surfmen loaded anchor and tackle into surfboat and pulled out, but found a tug had arrived to pull on her. Crew then ran a line to the tug, but after some hard pulling her towing bitts carried away and she returned to her anchorage. The anchor was then carried out and a strain put on it, when it was found to be too light. It was therefore reinforced by the steamer's anchor, and by working the engine and hauling on the tackle the vessel was finally floated without damage.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898. Apr. 12	Am. sc. Four Brothers.	New Shoreham, Rhode Island.	Missed stays and stranded on a sand bar near the break water, and one of her crew went to the station for aid. Surfmen laid out an anchor and hauled her aboard; then took her inside the harbor to a good anchorage.
Apr. 12	Am. sc. Mattie W. Porter.	Long Beach, New Jersey.	Foremast carried away about two miles S. of Barnegat, and master scudded down to Long Beach, flying a signal of distress. Surfmen boarded her and assisted to run her into Little Egg Inlet, where the crew of that station also boarded her and helped take her to a safe berth in the harbor, where repairs could be made.
Apr. 13	Dory; no name.....	Ocean City, Maryland....	Capized in surf $\frac{1}{2}$ mile from the station and four men were thrown into the water. Two were saved and two drowned. (For detailed account see caption "Loss of Life.")
Apr. 14	Am. sc. George F. Carman.	Short Beach, New York..	Stranded on Jones Inlet bar, $1\frac{1}{2}$ miles WSW. of station. She was boarded by Short Beach and Point Lookout crews, who ran her anchor and at high water released her uninjured.
Apr. 14	Rowboat; no name..	Burnt Island, Maine.....	Surfmen pulled out a mile NNE. of station and picked up a drifting boat, which they took to the station and held for a claimant.
Apr. 14	Rowboat; no name..	Coney Island, New York..	Picked up adrift by the watchman and held at the station until claimed.
Apr. 15	Am. sc. Delaware...	Burnt Island, Maine.....	In trying to make Port Clyde for shelter, stranded on Marshalls Point, but was floated at high water by the station crew, who forced her off under sail.
Apr. 15	Br. sc. Susie Pearl..	Fletchers Neck, Maine...	Stranded on the shoal ground about a mile N. of the station, let go an anchor and was pounding moderately when boarded by station crew. They hove her head into the wind, and when the tide had risen enough got her under way and piloted her to a good anchorage.
Apr. 15	Am. str. Seminole...	Saluria, Texas	Arrived off Pass Cavallo with two barges in tow, and stood off and on looking for the channel. Keeper had range flags set on the poles, but the vessel did not venture in, so the station crew pulled out to her and keeper piloted her over the bar and up to O'Connorsport. Next day the tug came down with one of the barges, and keeper set up range flags for her to pass out.
Apr. 16	Skiff; no name.....	Portsmouth, North Carolina.	Picked up on the beach and teamed to the station; on the 23d, no claimant having been found, it was turned over to the commissioner of wrecks.
Apr. 16	Sloop; no name.....	Michigan City, Indiana, Lake Michigan.	On this date three men, Charles Linn, Henry Slater, and Charles Harradon, went out in their sloop to attend to their fish nets. There was a brisk S. wind and moderate sea, and owing to the dense smoke from forest fires in the vicinity, the surfmen could not at all times see the boat. About dusk, the fishermen not having returned, surfmen set out in the surf boat to look for them. After cruising about for 5 hours, they found Harradon lashed to one of the net poles. Upon being taken into the boat, he said that the sloop had been capsized by a puff of wind, and that she went down almost immediately. Linn swam to a net pole, but it would not sustain his weight, and he was drowned. Slater clung to an oar and drifted away some 500 feet, when he became exhausted and sank. Surfmen took Harradon ashore and cared for him until he was fit to go home. The sloop was subsequently grappled and raised, undamaged.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898. Apr. 17	Am. sc. J. Henry Edmunds	Ocean City, New Jersey..	While towing in over the bar grounded and tug was unable to float her. The tide being ebb, surfmen ran an anchor to keep her from going higher up as the tide came in, and the next morning at the top of the flood they released her and she was towed to a wharf.
Apr. 17	Catboat Ouananiche.	Ocracoke, North Carolina.	Stranded near Hatteras bar about 5 miles N.N.E. of station. Surfmen boarded her, worked her afloat, and piloted her to a good anchorage. On the 19th they piloted her through the channel into Pamlico Sound.
Apr. 17	Skiff; no name.....	Grand Haven, Michigan, Lake Michigan.	One of the surfmen pulled out and recovered a skiff drifting out into the lake and brought it to the station, where the owner called for it on the 19th.
Apr. 18	Dory; no name.....	White Head, Maine.....	An old man was caught out on the fishing grounds in a strong breeze, which gradually became a gale, and was unable to get back. Surfmen got a line to his dory and gave him a tow to his home on Norton Island.
Apr. 18	Sloop Emma Jane...	Galveston, Texas.....	Became unmanageable in a heavy squall about 10.20 p. m. and was drifting rapidly toward the jetty about 400 yards from the station; the two men on board let go anchor and were shouting for help. Keeper burned a Coston signal to let them know they were seen, and the surfmen soon reached her, paid out full scope of chain, and took in and stowed sail. The boat now being in no great danger, the two men were taken to the station and provided with food and dry clothes and sheltered for the night. Next morning, the storm having abated, the lookout set them on board the sloop. (See letter of acknowledgment.)
Apr. 18	Am. sc. Mishicott...	Muskegon, Michigan, Lake Michigan.	Arrived water-logged off the piers about 9 p. m., and after several unsuccessful attempts to enter the harbor came to anchor about $\frac{1}{2}$ mile away and made frequent signals for a tug, but none responded. Surfmen pulled out and relieved the exhausted crew, who had been at the pumps over twelve hours. At 8 o'clock next morning a tug towed the schooner into the harbor, and her crew could then take care of her.
Apr. 18	Am. sc. Condor	Grand Haven, Michigan, Lake Michigan	Ran alongside the end of the south pier for shelter from the gale; surfmen took her lines and tracked her up the river about 800 feet to a safe berth.
Apr. 19	Am. slp. Dread-naught.	Forked River, New Jersey.	Missed stays and stranded inside Barnegat Inlet and set signal for help. As it was ebb tide, surfmen could do nothing for her at the time, but returning at high water they laid out an anchor and floated her, and then took her to a safe berth. Next morning, at request of master, surfmen helped clear her centerboard, which had become jammed.
Apr. 19	Am. sc. Mary S. Ewing.	Bonds, New Jersey	Stranded on Goose Bar shoals. Station crew laid out an anchor and after an hour's work had her afloat.
Apr. 19	Am. str. Fred King.	Erie, Pennsylvania, Lake Erie.	In attempting to tow a lighter of stone off the beach in Erie Bay, grounded and was unable to work off. Surfmen laid out a kedge, and by heaving on that and working the engine, the tug was released without injury.
Apr. 19	Yawl; no name.....	Sand Beach, Michigan, Lake Huron.	Broke adrift from schooner Sunny Side and was rapidly coming ashore. Keeper took part of crew and, wading out, caught her and hauled her up clear of the wash. Notified the owner on the 24th and he took her away.
Apr. 19	Am. str. J. H. Outhwaite; Am. sc. H. A. Barr.	Middle Island, Michigan, Lake Huron.	The Outhwaite, towing the Barr up the lake, was caught in the heavy easterly gale and snowstorm, and both vessels

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898. Apr. 19	Am. str. J. H. Outhwaite; Am. sc. H. A. Barr.	Middle Island, Michigan, Lake Huron.	being light and the steamer's machinery partially disabled, they went ashore about 6 miles NNW. of the station. The steamer whistled to her consort to anchor and the surfmen, mistaking the signal for one of distress, pulled out in the teeth of the gale and tried to board the steamer, over which the seas were constantly breaking. When close alongside her a huge combur completely submerged the lifeboat, washing out two men, who, however, succeeded in reaching the shore. After righting and clearing itself of water, the boat was anchored and swung down near the steamer, and a line, floated down to them, was picked up and the vessel was boarded. The crew did not wish to leave, and the surfmen remained by all night. The two men ashore waded out and got aboard the Barr, which was lying in 3½ feet of water. The station crew assisted the wreckers nearly every day, carrying dispatches, landing people, running lines, and manning pumps, until May 4, when operations were temporarily suspended. Both vessels were floated later in the month by another wrecking company, and were taken to Detroit for repairs. (See letter of acknowledgment.)
Apr. 20	Naphtha launch; no name.	Fort Point, California	Engine broke down 1 mile NW. of station. Crew launched whaleboat and towed her to Sausalito.
Apr. 21	Am. slp. Victory	Corson Inlet, New Jersey.	Blown out of Delaware Bay on the night of the 20th, and next morning arrived off the station with jib split, yawl lost, and fresh water spilled. Master tried to run in, but the sloop pounded bottom several times before clearing the bar. After she anchored surfmen went on board, pumped her out, and took the crew of two to the station, where they were given food and sheltered for the night; one was given shoes from the Women's National Relief Association stores. On the 22d keeper supplied master with sail twine and fresh water, and piloted the sloop up the inlet 3 miles to a place where she could be hauled out and repaired.
Apr. 21	Am. sc. Sophia Minch.	Buffalo, New York, Lake Erie.	While steamer Horace A. Tuttle was taking the Minch in tow, near the breakwater, the towline fouled the steamer's wheel, and although the schooner's anchors were let go, she did not bring up in time to prevent her stranding. The tug S. W. Gee towed the Tuttle away and then came back for the Minch. The surfmen ran a line for the tug and helped get the schooner's anchors, and she was then released and towed out to the Tuttle, which in the meantime had cleared her wheel of the hawser.
Apr. 21	Am. sc. Glad Tidings.	Hammonds Bay, Michigan, Lake Huron.	Driven ashore by the gale on the 19th, 6 miles WNW. of station, and was abandoned as a total wreck. On the 21st, at the request of the master, station crew helped to strip her of rigging.
Apr. 21	Am. sc. Kate Walker	Chatham, Massachusetts .	Leaking badly, anchored 2½ miles SSE. of station, and set flag in main rigging. Upon being boarded master asked for a towboat, and keeper went to the telegraph station, but was unable to secure a tug from any port in the general vicinity. Surfmen then returned and explained matters to the master, who decided to lie at anchor for the night. Next morning, the wind having come out south with threatening weather, keeper decided to take the schooner into a harbor. She was accordingly got

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898. Apr. 21	Am. sc. Kate Walker	Obatham, Massachusetts.	under way, and the keeper and three surfmen remained by her and kept her free until she arrived at Hyannis, the other surfmen taking the boat back to the station. (See letter of acknowledgment.)
Apr. 22	Lighter; no name...	Cleveland, Ohio, Lake Erie.	Became unmanageable in the fresh breeze and in danger of breaking up against the west breakwater. Surfmen got a line from her to the surfboat, and towed her to the dock near station.
Apr. 23	Br. str. James Walker.	Charlotte, New York, Lake Ontario.	Lost her bearings in the fog and stranded 18 miles W. of station; had two barges in tow, but being light, they did not ground. Master wired Charlotte for assistance, and the tug Florence Gates took the surfboat in tow and proceeded to the scene, where surfmen ran a line to the tug and the steamer was released at the first pull. She then picked up her barges and the surfboat was towed back behind the Gates.
Apr. 23	Mt. vt. Harriet M....	South Chicago, Illinois, Lake Michigan.	Machinery disabled and yacht drifted down against the sea wall, 1½ miles S. of the station. Surfmen pulled out, closely followed by two tugs. Upon arrival, station crew took an anchor and line from one of the tugs, planted the anchor, took the end of the line aboard the yacht, and hove her clear of the sea wall, then ran a line to the other tug, which towed the yacht into port.
Apr. 25	Am. sc. Lissie Williams.	Burnt Island, Maine.....	Anchored in Port Clyde with main boom broken, and seams open. Surfmen got her under way and sailed her to the marine railway, where they made her fast.
Apr. 25	Nloop Sport.....	Velasco, Texas.....	Stranded on the rock jetty at the mouth of Brazos River and became a total wreck. The master made his way ashore by crawling along the jetty, and the other hand (she had but two) was clinging to the rocks, with the waves continually dashing over him. Keeper pulled out and rescued him in the skiff, and the rest of the crew then came up in the surfboat and took him on board, together with such wreckage as was of value, and made a landing at the station.
Apr. 26	Am. sc. Fannie.....	Saluria, Texas.....	Mistook channel and stranded 4½ miles N. of station. Surfmen boarded her and laid out a kedge anchor, but it was too light to be effective, and one of the surfmen was dispatched to O'Connorsport to send down another schooner. Later on, the schooner Lester came down and made a contract to float the Fannie.
Apr. 27	Am. sc. Milton.....	Bodie Island, North Carolina.	Sprung a leak in N.E. gale and was run ashore as a last resort, about a mile S. of station. Keeper called up Nags Head Station for assistance, and both crews hastened to the scene with beach apparatus. Two attempts failed to lay the shottline across the wreck, but the third was successful, and the whipline and hawser were soon set up and the crew of seven were brought ashore, one by one, in the breeches buoy. The ship was broken in two and the foremast and main topmast went by the board before the last man was landed. The castaways were all taken to the station and provided with necessary dry clothing from the stores of the Women's National Relief Association.
Apr. 27	Am. sc. George L. Freedman.	Chicamacoma, North Carolina.	Wrecked about a mile N.E. of the station, and four men were lost; three men rescued by the life-saving crews. (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.
1898. Apr. 27	Am. str. John Harlin.	Cape Lookout, North Carolina.	During the heavy gale arrived at Lookout Bight leaking so badly that her fires were nearly out, and when she anchored her chain parted and she went ashore on the west side of the bight. Surfmen, assisted by local fishermen, took a small anchor up on the bank and drove a post to try to hold the steamer in position, but on the high tide that night she broke loose and went on the point of the spit, and at low water took such a list that she filled. The crew, with their effects, were taken to the station and succored until May 5, when the tug was floated by the underwriters. (See letter of acknowledgment.)
Apr. 28	Catboat Osprey.....	Block Island, Rhode Island.	Parted cable and stranded 2 miles N. of station. Keeper took crew and laid out an anchor, and in a short time had the boat afloat.
Apr. 28	Yt. Flirt.....	Little Beach, New Jersey.	Driven ashore on the meadows by the gale, and master applied to the station for help to float her. Surfmen took planks and rollers and by hard work moved her about 75 yards and got her afloat.
Apr. 28	Cape Charles light-ship.	Little Island, Virginia....	Parted moorings and drifted down by the station, flying the signal HB (Want immediate assistance). Keeper set answering pennant and sent report to the Weather Bureau station for transmission to the proper authorities.
Apr. 29	Am. sc. Alfaretta...	Plum Island, Massachusetts.	Ran out of channel and stranded in Plum Island River. Station crew boarded her and carried out two anchors to windward to keep her off the rocks, and then left her for the night. As she did not float at high water, surfmen boarded her next day and set her crew ashore, where they had a cottage. She was floated May 7 without assistance from the surfmen.
Apr. 29	Catboat Always Ready.	Block Island, Rhode Island.	Parted cable and went ashore 2 miles N. of station. Keeper and crew released her by carrying out an anchor and heaving her up to it.
Apr. 29	Am. str. Climax.....	Barnegat, New Jersey....	Anchored in narrow channel, swung ashore, and set signal for help. Tide was too low to float her, but on May 1 surfmen dug sand away and succeeded in releasing her with practically no damage.
Apr. 30	Am. sc. Henry Diss-ton.	Smith Island, Virginia....	Stranded on Isaac Shoals; station crew boarded her and laid out an anchor, and at high water they succeeded in releasing her. Keeper piloted her out of the shoal.
May 1	Rowboat; no name.	City Point, Massachusetts	Adrift off Thompsons Island. Patrol launch went out and towed it to the station, and later in the day took it to Dorchester and delivered it to owner.
May 1	Rowboat; no name.	Old Chicago, Illinois, Lake Michigan.	The two men in this boat being unable to manage it, one of the station crew went out and towed it into a slip.
May 1	Am. str. Albert Soper.	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	At 4 p. m. keeper received a telephone message from the superintendent of the canal that the Soper was ashore 10 miles S. of the station and that a tug was wanted to release her. The telephone line to Sturgeon Bay being out of order, keeper borrowed a steam launch from the light keeper and went to the town and procured a tug. Upon his return, station crew got the surfboat ready, and when the tug came along they towed behind her to the wreck, arriving at 8.15 p. m. Sounded out the deepest water and ran line from the tug to the steamer. Line carried away, but after groping about in the darkness for some

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898. May 1	Am. str. Albert Soper.	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	time surfmen found it and ran it again, and eventually the tug succeeded in getting the Soper afloat with but slight damage. (See letter of acknowledgment.)
May 2	Am. str. Ann Arbor, No. 1.	Point Betsie, Michigan, Lake Michigan.	Stranded in the thick fog $1\frac{1}{2}$ miles S. of the station. Surfmen pulled out and ran a line to the Ann Arbor, No. 2, which soon released the stranded vessel.
May 2	Yawl; no name.....	Old Chicago, Illinois, Lake Michigan.	Two boys started for the east breakwater in this yawl, but the wind was too strong for them, and they were drifting out into the lake, when two surfmen went out in the station skiff and towed them back inside.
May 4	Am. sc. Mary Standish.	Davis Neck, Massachusetts.	While getting away from a wharf in a light breeze, current carried her dangerously near the rocks, and she would have stranded but for the quick work of the surfmen, who got a line to her and towed her out into the bay.
May 4	Am. bk. Benj. F. Hunt, jr.	North Scituate, Massachusetts.	Anchored close inshore during a thick fog, $2\frac{1}{2}$ miles S. of the station. Keeper sent a message for a tug to North Scituate and pulled to the vessel. As she was in no immediate danger the station crew simply stayed by until the arrival of the tug.
May 4	Am. sc. Mystery....	Saluria, Texas	With deck load shifted and partly washed overboard, rudder unshipped, 3 feet of water in her hold, and her crew of two exhausted from two days at the pump, this vessel arrived off the station at 4.30 p. m., flying a signal of distress. Surfmen pulled out through the south breakers of the bar and boarded her. Keeper decided that the only chance of saving the vessel was to run her in through the south breakers, as she could not be handled well enough to attempt the main channel. Accordingly the surfmen went ahead with the surfboat, picking out the best water, and the schooner followed them through the surf, which at times broke clean over the vessel and washed off more of her deck load of lumber. When over the worst of the bar, keeper sent part of his crew on board the schooner to help at the pump, and at 8 p. m. they got her to an anchor off Saluria Bayou. Surfmen then furled her sails and made her as snug as possible and the keeper reported her to the quarantine station. Two schooners were at anchor near by, and their crews went on board the Mystery and helped with the pump. As the pump did not work well, a plunger was secured from one of the other schooners, and the surfmen took the defective parts to the station for repairs. At 8 o'clock in the morning the station crew returned to the schooner, put the pump in good order, cleared her of water, and restowed the deck load. After getting into smooth water she did not leak much, and when the surfmen had put her in as good trim as possible and reshipped the rudder, the master thought he could manage her without further assistance.
May 4	Government dredge; no name.	Grand Haven, Michigan, Lake Michigan.	On the 4th and 5th Keeper detailed three surfmen to assist in locating and stopping a leak in the U. S. Engineers' harbor dredge.
May 4	Am. sc. John T. Mott.	Kenosha, Wisconsin, Lake Michigan.	In trying to make the harbor in a strong N.E. wind, this schooner broached to and ran into the lighthouse at the pier head, sustaining slight damage. Surfmen ran along the pier and hauled her up the river.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898. May 5	Fish boat; no name.	Atlantic City, New Jersey	Capsized on the north bar of Absecon Inlet, at a point hidden from the station by intervening houses. Seeing a man running toward the station, the surfmen ran out the surfboat and hurried to the scene. Arrived in time to save the two men that had been in the boat, and took them to the station and gave them hot coffee and stimulants. The boat was taken ashore and put in proper trim.
May 5	Small boat; no name	Gilberts Bar, Florida	Stopped at station with rudder fastenings broken. Keeper made the necessary repairs.
May 5	Fish boat Rambler..	Hammonds Bay, Michigan, Lake Huron.	Stranded during the night on a sand bar at the mouth of the Oueque River. In the morning the station crew went to her in the surfboat, got a line from her to some boom poles, pried her out of the sand, and soon hauled her afloat, and took her to a wharf near by.
May 8	Am. sc. Newell B. Hawes.	Plum Island, Massachusetts.	Dragging anchors near Plum Island light-house and set colors, union down. Station crew boarded her, followed shortly by a tug. Surfmen got up the anchors, and the tug took the schooner to a safe berth.
May 8	Slp. Nina	City Point, Massachusetts.	While cruising through the fleet the station patrol launch took the Nina in tow and anchored her in lee of the clubhouse. She was nearly full of water, and the two men on her signaled for help.
May 8	Slp. Empire	do	Parted cable and went ashore opposite the pumping station. Patrol launch towed her to an anchorage at City Point.
May 8	St. launch Tiot.....	do	Ashore between Sheldons Landing and the Head House. Patrol launch hauled her off and took her to a safe berth.
May 8	St. launch from U. S.S. San Francisco.	Wood End, Massachusetts.	While out on patrol duty, this launch got too near the shore and stranded. Station crew took out two boat anchors and a line, and hauled her off the beach.
May 8	Catboat Regina.....	New Shoreham, Rhode Island.	Ashore in the new harbor, badly damaged. At the request of the owner, station crew went over on foot, and at low water hauled her up clear of the tides.
May 8	Am. sc. Mary S. Ewing.	Assateague Beach, Virginia.	Anchored off Wallops Beach Station with fore boom broken and jib split, and set signal of distress. Crew from Wallops Beach boarded her and took off two of the crew, but the master and mate refused to leave her. On the next morning another signal was displayed, and the same crew tried to reach her, but could not get through the surf. The Assateague Beach crew had a fair wind to her and sailed down and boarded her, repaired her sail and boom, got her under way, and took her to a safe anchorage in Assateague Cove.
May 8	Am. str. Seminole...	Saluria, Texas	Standing in for the bar with a pilot flag set. As there is no pilot at this point, keeper had range flags set up on poles, and the steamer and her tow passed safely in.
May 8	Scow No. 7.....	Fenwick Island, Delaware.	Broke adrift from a tug on the night of the 6th, and on the morning of the 8th was seen about 5 miles off the station. Keeper telephoned to Lewes for a tug, but none being available he pulled out to the scow and found one man on board. When the scow had drifted within 2 miles of the beach, the master anchored her and the station crew went ashore to make another effort to secure a tug. They met with no success, however, and the wind soon came out N.E., causing the scow to drag ashore $1\frac{1}{4}$ miles N. of the station. The surfmen were on hand and caught a line thrown from the scow, on which the master came ashore in safety.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898. May 8	Scow No. 7.....	Fenwick Island, Delaware.	The scow went up high on the beach, and the next day part of her bottom planking broke off. On the 11th an agent of the underwriters came and made a contract to have the vessel floated and delivered at Wilmington, Delaware.
May 9	Am. str. City of New Orleans.	Louisville, Kentucky.....	At the request of the master of this steamer, keeper sent one of the station boats to the foot of the Indiana chute of the falls to help with his lines and stand by the vessel while she went up through the chute. The passage was made in safety.
May 10	Fish boat; no name.	Cape Disappointment, Washington.	Capsized on Peacock Spit while two men were fishing in the breakers, and before the surfboat could reach her, one man was drowned; the other was rescued by the life-savers. (For detailed account, see caption "Loss of Life.")
May 11	Am. sc. S. L. Foster.	White Head, Maine.....	Mistook buoy and ran aground in Muscle Ridge Channel. Station crew went to her assistance, and at flood tide forced her off the ledge under sail. She was apparently but slightly damaged.
May 11	Am. sc. Golden Gate.	Grindstone City, Michigan, Lake Huron.	Capsized by a squall about 3 miles N.W. of station. Crew hastened to her in the lifeboat and rescued her two men. Threw out most of her ballast and tried to right her, but she kept rolling over. A small boat came off and took the rescued men ashore. Finding that they could not get the vessel to the station, surfmen towed her to Grindstone City and bailed her out, leaving her at the wharf.
May 12	Am. sc. Mary Miller.	Point Judith, Rhode Island.	Leaking badly, anchored in the breakwater and set a signal of distress. Surfmen pulled out and found a tug alongside trying to pump her out. Station crew assisted at her pumps, but were unable to gain over the water, and the master decided to beach the schooner. The anchor was weighed and the tug laid the vessel ashore, resting easy on the bottom. Master left the keeper in charge and went away on the tug. Surfmen secured everything about the vessel and then took the four remaining men from her to the station. On the next day they returned and transferred everything movable to the boathouse at Sand Hill Cove. On the 16th the schooner's men left for their homes. On the 31st the mate returned with another vessel and stripped the Miller of rigging, sails, and anchors, saved 200 tons of her coal, and took the gear from the boathouse.
May 13	Am. str. Gaspee.....	Chatham, Massachusetts.	While anchoring 2½ miles N.E. of station, boiler burst. Three men went to the station, and at their request keeper telegraphed the owners for a tug. The men stopped at the station for the night, and at 3 p. m. next day a tug came and took the disabled steamer and her barges to their destination.
May 14	Slp. Seabird.....	Fire Island, New York...	While at anchor in the bay 2 miles E. of the station, the sloop filled and sank, and later dragged ashore. Surfmen raised her and bailed her out, and took her to the station boathouse, where she was claimed on the 23d.
May 14	Am. sc. Lavinia Thoms.	Core Bank, North Carolina.	Dragged ashore in a heavy N.E. wind, 4 miles N.E. of station. Keeper took part of his crew and assisted the schooner's men to haul her up into a creek and block her up for painting.
May 14	Am. str. Robert C. Wente.	Manistee, Michigan, Lake Michigan.	On fire at a wharf 400 yards from the station. Surfmen hurried to her with the hose and force pump in two small boats, and soon had the fire under control. Other lines of hose were run to the ves-

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898. May 14	Am. str. Robert C. Wentz.	Manistee, Michigan, Lake Michigan.	sel from the wharf, and the fire was extinguished with about \$200 damage to the vessel.
May 15	Am. sc. Henrietta Hill.	Portsmouth, North Carolina.	In trying to pass through Wallis Channel stranded on Amity Shoal. The station crew helped the crew of the vessel in attempting to float her, but failing in this, they as-isted to transfer her cargo to another schooner. Gave the master the use of station gear and worked with him part of twelve days and nights. On July 26 they succeeded in getting her over the bulkhead, and on the 31st a tug towed her to Newbern for repairs.
May 16	Am. sc. Red Rover...	High Head, Massachusetts.	Stranded on the bars $1\frac{1}{2}$ miles NW. of station at 1 a. m. Her two men made their way ashore in their boat and went to Peaked Hill Bars Station, whence they were taken to High Head, meeting the crew of that station in the vicinity of the wreck. Owing to the high surf and to the fact that the vessel was deserted, the surfmen did not board her. Took the schooner's crew to High Head Station and gave them dry clothing from the supply of the Women's National Relief Association and cared for them until the next day, when the surfmen took them to Provincetown and left them in the care of the Seamen's Aid Society. The vessel came over the bar and washed up on the beach, a total wreck.
May 16	Catboat Harriet	Cape May, New Jersey ...	In attempting to make a harbor at Hughes Jetties in a squall the boat ran into one of the jetties and stove a hole in her side, and then went ashore on the beach. On the following day the damage was repaired by carpenters, and the station crew then laid out anchors and floated the boat.
May 17	Am. sc. William F. Campbell.	Hunniwells Beach, Maine.	While towing down the river at low water, tug was compelled to stop her engine on account of the submarine mines, and the schooner went ashore. Tug went on below the mines and surfmen ran a line to her twice, but she failed to release the schooner. At high water surfmen boarded the vessel, put on sail, and forced her into the channel. Sailed her down the river and piloted her out. (See letter of acknowledgment.)
May 17	Am. sc. Puritan.....	Fletchers Neck, Maine...	In getting under way the vessel stranded on Negro Island bar. The station crew boarded her, planted an anchor with 75 fathoms of hawser, hove her off, and piloted her out clear of the dangers.
May 17	Skiff; no name	City Point, Massachusetts.	In trying to take in sail the occupant of this skiff fell on the gunwale and capsized her. He managed to climb on top of the overturned boat, and then shouted for help. The patrol launch was in the vicinity and immediately went to his assistance. Surfmen took him to the station and then returned to the boat, righted her and towed her to the station. The man was given dry clothes and cared for until recovered from his exhaustion.
May 18	Small boat; no name.	Grande Pointe au Sable, Michigan, Lake Michigan.	Surfmen pulled out about a mile and recovered a small boat adrift. Towed it to the station and turned it over to the owner, who was at that place.
May 19	Sloop Winnie Tuxet	Gurnet, Massachusetts...	Capsized in a sudden squall 1 mile W. of the station, her two men managing to cling to the bottom of the boat until rescued by the station crew, who then towed the boat ashore and took the men to the station and provided them with

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898. May 19	Sloop Winnie Tuxet	Gurnet, Massachusetts ...	dry clothing. When the tide fell, surfmen righted the boat and made repairs to her topsides and rail and laid out anchors to float her. At high water they got her off and started the two men on their way.
May 19	Boat from yt. Cypress.	Buffalo, New York, Lake Erie.	Broke adrift from the yacht in the night and was seen from the station in the morning, about $\frac{1}{2}$ mile out on the lake. Keeper and one surfman went out in small boat and towed it to the station. It was returned to the yacht later on.
May 19	Sailboat; no name...	Two Rivers, Wisconsin, Lake Michigan.	Two boys were out sailing in this boat, when she capsized in a squall just around the bend of the river from the station. Hearing the bystanders shout, keeper and two of the crew hurried to the rescue in the small boat. Arrived in time to save the boys, and took them into the station boat. Righted the sailboat, took in her sail, hauled her out and made her fast to a landing.
May 20	Am. sc. W. O. Nettleton.	Coskata, Massachusetts...	Dragged ashore on Great Point, $\frac{1}{2}$ miles SW. of station. Surfmen planted an anchor and sent a message by telephone to her owners. On the next high water the schooner was released with slight damage.
May 20	Sailboat Southern Girl.	Little Kinnakeet, North Carolina.	Pivot pin to centerboard broke, and the boat filled and sank in Pamlico Sound, about 2 miles NW. of the station. Surfmen pulled out and took her cargo of lumber into their boat, then freed her of water, fitted a new pin and hung the centerboard. The boat now being tight, they put the lumber back on board and she proceeded to Buxton.
May 20	Am. str. Clinton ...	Brazos, Texas.....	Stranded in the north breakers at the entrance to the harbor and set distress signal. Surfmen boarded her and landed the purser to go for assistance, then returned and took ashore the two passengers and carried a message to the vessel's agents. The agents and purser made arrangements with lighters and wired to Galveston for a tug, which arrived on the 24th. From the 20th to the 26th, on which date the vessel was floated, the station crew rendered assistance in carrying messages between ship and shore, running lines to lighters and the tug, helping to plant anchors to heave the vessel off, and doing general boat duty in the interest of the master and the wrecking company. The vessel was but slightly damaged, and after minor repairs proceeded on her route.
May 21	Am. sc. T. Harris Kirk.	North Beach, Maryland...	Missed stays and stranded on the beach, $\frac{1}{2}$ miles S. of the station. Surfmen boarded her and at the master's request went ashore and telegraphed for a tug. Then returned and lay by the vessel until sunset. On the following day, took the crew of six to the station and succored them all for six days, the master and mate remaining four days longer. The vessel broke up and was sold on June 4.
May 21	Am. str. J. Emory Owen.	Middle Island, Michigan, Lake Huron.	Stranded in the thick fog on the SE. side of the island. Surfmen heard her fetch up and immediately went to her assistance. At the request of the master, they went ashore and telephoned for a tug and lighter. Returning to the steamer, they found that her consort had been hauled alongside and they assisted in transferring the steamer's fuel to the barge until midnight, when work was suspended to await daylight. Next morning the station crew returned

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898. May 21	Am. str. J. Emory Owen.	Middle Island, Michigan, Lake Huron.	to the steamer and resumed the work until 6.30, when the tugs pulled her afloat. When she was anchored alongside her consort, surfmen assisted in putting her fuel back on board. (See letter of acknowledgment.)
May 22	Am. sc. Eugene Hall	Hog Island, Virginia	Stranded and sunk on the outer east shoals at 10 p. m., May 21, during thick weather. Owing to the fog surfmen could not find her until 4 a. m. next day. They then boarded her through the heavy surf, and after arranging signals with the master, returned ashore with dispatches for the owners. At 5 p. m. a signal was made from the schooner, indicating that the crew wished to abandon her. Surfmen went out in the lifeboat and took off all hands, landing them at the station, where they remained for the night. On the 23d sent them back on board, and when the tug arrived put them aboard her. On the 24th contractors stripped the vessel and took the crew to Norfolk. The hull was a total loss.
May 22	Slp. yt. Bessie	Charlotte, New York, Lake Ontario.	In charge of an inexperienced crew who were unable to make the harbor in the fresh wind and came to anchor off the river. Surfmen went out and towed her into the harbor and made her fast to the west pier.
May 22	Catboat; no name ..	Cleveland, Ohio, Lake Erie.	Capsized in the river about $\frac{1}{2}$ mile from the station, endangering the lives of two boys. Surfmen went out and brought the boys to the station, and then returned to the boat, righted her, took her to the dock and hauled her out.
May 22	Am. scs. James H. Hall and D. A. Wells.	Grand Haven, Michigan, Lake Michigan.	On account of the fresh wind and heavy sea, surfmen went down the pier and tracked the Hall about 300 yards up the river to a safe berth. Then took lines from the Wells and towed her to the pier heads, she being outward bound.
May 22	Rowboat Bob	Old Chicago, Illinois, Lake Michigan.	Two boys out rowing in this boat were unable to reach the harbor on account of the fresh head wind. Surfmen went out and towed the boat inside.
May 24	Am. sc. Lorna Doone	Old Harbor, Massachusetts.	Mistook lights and stranded on Chatham bars shortly after midnight. Station crew boarded her, followed shortly by the Chatham crew and a crew from shore. Master made contract with the men from shore to float the vessel. Old Harbor crew took a telegram ashore for the owners, and later in the day carried one off to the master from the owners. The contractors released the vessel on the 25th, apparently undamaged.
May 24	Am. sc. William Rice.	New Shoreham, Rhode Island.	Stranded at 3.30 a. m. on Sandy Point, Block Island. Keeper hired a team and took the surfmen to the place by land; then launched the boat kept there and boarded the vessel. Master and crew were throwing overboard the cargo of lime to lighten the schooner, and the surfmen joined in the work, in hopes that on the next high tide the vessel would float off. She did not float, however, and the master made arrangements with two companies to release her. As the weather was threatening, neither of the companies sent anyone to work on the vessel, and the surfmen, with her own crew, kept up the work of jettisoning lime until dark, throwing over about 800 barrels. On the next high water, the schooner floated and the men worked her to a safe offing. The vessel having sprung a leak, the master requested the station crew to stay by him to land his men in case of necessity. Accordingly,

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898. May 24	Am. sc. William Rice.	New Shoreham, Rhode Island.	the crew went with her until she reached Race Rock light, at 9 a. m., the 25th. Master then thought he could take care of her, and the surfmen sailed up to New London, Conn., whence they made their way back to the station via Newport.
May 24	Br. shp. Troop	Forge River, New York.	Stranded during a fog about 9.30 p. m., 1 mile east of the station. Keeper notified Moriches and Smiths Point stations, and then started for the wreck with beach apparatus. The first shot laid the line across the vessel, and the gear was set up in short order. The mate came ashore in the breeches buoy and stated that the crew would not leave the vessel. He was sent back to the ship, and then one of the surfmen went off in the breeches buoy and had a talk with the master. Master sent some messages to be forwarded, and the surfmen went back to their respective stations, leaving the gear set up and two men to keep watch. Wrecking outfit arrived the next day, and after eleven days got the ship afloat and took her to New York.
May 25	U. S. S. Oregon	Jupiter Inlet, Florida.....	About 8.30 p. m. the battle ship Oregon anchored off Jupiter and sent in a boat with dispatches. Keeper took the officer to the telegraph office and later piloted the ship's boat into the inlet.
May 25	Am. sc. Laurel	Watch Hill, Rhode Island.	Stranded on Catumb Rocks at 2 a. m. and burned a signal of distress. Patrol answered with a Coston light and reported to the keeper. Crew pulled out and manned the pump and threw overboard some of her cargo of stone, but were unable to move her. The wind then sprang up S.E. and the vessel pounded a hole in her bottom and filled. Seeing that the vessel could not be saved, master asked surfmen to help strip her of rigging and sails. When this had been done the steamer Amagansett came along and took the master and his one man, together with the gear that had been saved, and started for Stonington.
May 26	Am. sc. Maid of the Mist.	White Head, Maine	Lost her bearings in the fog and stranded on Two Bush reef, 4 miles ESE. of station. Keeper of Two Bush light brought one of the schooner's crew to the station for help, and the surfmen immediately responded with the surfboat. The vessel was badly stove and was full of water, and it being evident that she could not be saved, station crew assisted to strip her of sails, rigging, and ground tackle, which they took to the station. The vessel's crew took care of the cargo of fish in their dories.
May 26	Skiff; no name.....	Cuttyhunk, Massachusetts.	Two men were out in this skiff hauling lobster pots when the sheet became jammed and the skiff careened over and swamped in a fresh flaw of wind. Station crew quickly pulled to the keeper's sailboat, moored near by, and proceeded with all dispatch to the rescue. They had to sail about 1½ miles, but reached the two men in time to save both. One was nearly exhausted and was taken into the station boat; the other was in fairly good condition, and he assisted to right and bail out his boat, and then took charge of it until taken in tow by one of the surfmen, who went out in his own sailboat. Crew took the exhausted man to the station and gave him stimulants, and he soon went home, declining a change of clothing.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898. May 28	Sloop; no name.....	Duluth, Minnesota, Lake Superior.	Ran up on a sunken crib about 400 yards from the station. Crew pulled out in the lifeboat and soon got the boat off, but when they put sail on her the mast snapped in two. Towed the boat alongside the dock, repaired the mast, and set sail.
May 28	Am. sc. R. P. Mason.	Frankfort, Michigan, Lake Michigan.	Master of tug Holton went to the station and requested the crew to go to Empire, 24 miles to the northward, and run a line for him to the schooner R. P. Mason, windbound against the pier and in danger of breaking up in the surf. Keeper consented, and the surfboat was soon on the way in tow of the tug. Upon arrival at Empire surfmen ran the tug's line to the schooner and she was easily released from her perilous position.
May 29	Am. sc. Chocorua ...	Brigantine, New Jersey ..	Lost her bearings in the fog and stranded on Brigantine Inlet Shoal at 3.30 a.m. When the fog lifted in the morning, surfmen boarded her, but she had sprung a leak and was beyond saving. Surfmen aided the crew of nine to strip her of sails and rigging, and took the gear to the station for safe-keeping. All hands were sheltered at the station one day, and the master remained three days. The vessel was a total loss.
May 29	Sailboat; no name..	Charlotte, New York, Lake Ontario.	Three inexperienced men started out on a pleasure trip in a small sailboat, but when about 6 miles from the harbor the wind freshened and they became seasick, lost the rudder, and were unable to control the boat. Surfmen saw their plight and sailed out in the lifeboat to their relief. Took the men into the lifeboat and towed the sailboat back to the harbor.
May 29	Rowboats (2); no names.	Marquette, Michigan, Lake Superior.	Parted their moorings and drifted out into the lake. Station dingey went out, a distance of 2 miles, and towed them back to their owner.
May 29	Sailboat; no name..	Duluth, Minnesota, Lake Superior.	While in charge of seven small boys, stranded on the sunken wreck of the Winnipeg. Station crew went out in the lifeboat, but the boys got the boat off before their arrival. Took them into the lifeboat and towed the sailboat to a wharf. The boys then ran away as they had taken the boat without permission, and the surfmen held the boat until the owner claimed it later in the day.
May 30	Catboat; no name...	City Point, Massachusetts	Mast carried away in a squall. Crew went out in the patrol launch and took off the man in charge and towed the boat to the station. On the following evening they towed the boat to Dorchester.
May 30	Catboat Winged Arrow.	Chatham, Massachusetts.	Capized on a bar 2½ miles NNE. of station. Crews from Chatham and Old Harbor stations hurried to the scene, but the man had been rescued by other boats in the vicinity. The mast had become unstepped and had thumped a hole in the side of the boat. After no little difficulty surfmen cleared the mast and got a line to the boat. With the assistance of several fishermen they hauled the boat up on the beach, bailed her out, and stopped the leak; then floated her and turned her over to another catboat, which took her and the owner to his home. Surfmen set the fishermen aboard their several boats.
May 30	Yacht; no name ...	Duluth, Minnesota, Lake Superior.	A party of eight out sailing in this boat ran her upon a sunken crib and were unable to get her off. Surfmen pulled out, and after working an hour succeeded in releasing her.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
May 31	Yacht; no name....	Old Harbor, Massachusetts.	Parted moorings and was drifting to sea. Surfmen went out in a dory and took her to a safe berth.
May 31	Am. sc. Isaiah K. Stetson.	Monomoy, Massachusetts.	Mistook a vessel's light for lightship and stranded on SE. part of Shovelful Shoal about 9.30 p. m. Surfmen boarded her, but could do nothing before morning. At daylight they began throwing overboard the cargo of ice and spars, but it being evident that they would not be able to lighten her by the next high water, master contracted with a wrecking company to float her. She was released on the evening of June 1.
May 31	Mex. sc. Marelos....	Valasco, Texas.....	Standing off and on signaling for a pilot, but local pilot refused to go out to her. Station crew signaled her, but signal was apparently not understood, for the vessel stood in and anchored off the station. Crew pulled alongside, and finding that she was bound for Galveston, keeper gave the master sailing directions for that point and the vessel proceeded to her destination.
June 2	Fish boat; no name.	Holly Beach, New Jersey.	Two fishermen attempted to go out through the surf to the fishing grounds, but their boat was capsized, and it was with difficulty that they saved themselves by swimming ashore. It being the inactive season, keeper secured the aid of one of the regular crew and, launching a small surfboat that two could handle, went out and secured the boat and fishing gear.
June 2	Rowboat; no name..	Duluth, Minnesota, Lake Superior.	An old man out in this boat was unable to manage it in the fresh wind and was fast drifting toward a dock. Surfmen went out in lifeboat and took the man and his boat to a landing.
June 2	Am. tug Record....	.....do	Sunk in the canal by the steamer Robert Fulton. One man escaped and was picked up by a ferryboat, and three men were drowned. (For detailed account see caption "Loss of Life.")
June 3	Rowboat; no name..	Ashtabula, Ohio, Lake Erie.	About 3 a. m. patrol recovered a small boat adrift in the harbor and secured it to the dock.
June 4	Skiff; no name.....	Cleveland, Ohio, Lake Erie.	Three boys out in this boat were unable to manage it in the strong wind and drifted against a raft of logs where the boat began to fill. Three surfmen went out in the station skiff and towed the boat into a slip where it belonged.
June 4	Dredge Wild Irishman.	Marquette, Michigan, Lake Superior.	Sunk alongside dock. Surfmen aided in preparations for raising it until the 13th, when a wrecking company took a contract to float it.
June 4	Skiff; no name.....	Racine, Wisconsin, Lake Michigan.	Picked up adrift in the river and returned to the owner.
June 5	Canoe; no name	Grand Haven, Michigan, Lake Michigan.	One of the surfmen picked up a canoe drifting down the river and took it to the station, where the owner claimed it later in the day.
June 6	Launch Nohoko	City Point, Massachusetts.	Patrol launch picked up the Nohoko, broken down in Dorchester Bay, and took her to the station, and thence to the landing in Pleasure Bay.
June 6	Slp. Lina B	Gay Head, Massachusetts.	Stranded on a rock and stove a hole in her bottom. Keeper secured the aid of two men (inactive season) and went out in a dory. Transferred the cargo of dried codfish to the dory, and then towed the sloop ashore. Put the fish in station boathouse, and, assisted by neighbors with a yoke of oxen, hauled the sloop out where she could be repaired.
June 6	Launch Helen Canfield.	Pontwater, Michigan, Lake Michigan.	Adrift 3 miles SSW. of station with machinery disabled. Surfmen pulled out and towed her into the harbor after an hour's work.

Services of crews—Continued.

Date.	Name and nationality of vessel	Station and locality.	Nature of casualty and service rendered.
1898.			
June 6	Am. sc. Tennie and Laura.	Plum Island, Wisconsin, Lake Michigan.	Stranded on Plum Island reef, but soon got afloat. Master asked keeper to pilot her into Detroit Harbor, but the night was too dark, and keeper took her to a safe berth for the night, and next morning sailed her into Detroit Harbor.
June 7	Skiff White Cloud..	Ottawa point, Michigan, Lake Huron.	Adrift 3 miles out on the lake. Surfmén pulled out and towed it to the station to be held until called for by owner.
June 7	St. scow Rival	Pontwater, Michigan, Lake Michigan.	On fire at her dock $\frac{1}{2}$ mile from station at 3 a. m. Keeper sent one of the crew to the scene on his bicycle and the rest of them hurried across in the surfboat. The first surfmén succeeded in getting the fire under control before the others arrived. The fire was extinguished with slight damage to the vessel.
June 8	Yt. Etta May	Musquito Lagoon, Florida	Keeper supplied yacht Etta May with 60 gallons of fresh water from station cistern.
June 9	Sailboat Uana	Milwaukee, Wisconsin, Lake Michigan.	Capized in a squall $3\frac{1}{2}$ miles N.E. of station. Surfboat at once put out in tow of the tug Hagerman, but the tug Carl reached her first and took off the three men. Upon their arrival, surfmen got a line to the boat and the Hagerman towed her into the harbor, where the surfmen put her to rights.
June 9	Fish boat; no name.	Point Adams, Oregon.....	Dangerously near the breakers on the fishing grounds. Surfboat backed down to her and the crew got a line to the boat and hauled her clear of the surf, where she could carry sail.
June 10	Slp. Ola	Old Chicago, Illinois, Lake Michigan.	Two boys were sailing this boat in the basin when she was struck by a sudden squall and nearly capized. The boys were thoroughly frightened, and were glad to be towed inside by the station crew.
June 10	Am. sc. O. J. Hale...	Racine, Wisconsin, Lake Michigan.	Stranded at 3.20 a. m. on Racine Reef and signaled for a tug. Surfmén pulled out and, finding her hard aground and resting easy, decided to do nothing until the master could hear from the owners. The vessel carried six men and a female cook, and, as a matter of caution, surfmen took the woman ashore and lodged her at the keeper's house, then landed the master and guided him around town to make arrangements for floating the vessel. There was too much sea to do any work on the vessel during the day, and toward night surfmen took off the crew and sheltered them at the station. Next day station crew took out hired workmen and assisted in transferring the deck load. But even then the schooner was so badly water-logged that two tugs could not move her. During the night of the 11th surfmen helped to get steam pumps on a lighter, and on the 12th the vessel was pumped out and released, surfmen rendering valuable aid in running lines and transferring workmen. After she was floated, surfmen set her crew back on board, together with such effects as had been carried ashore.
June 11	Catboat Pirate.....	Cleveland, Ohio, Lake Erie.	Caught in a squall $\frac{1}{2}$ mile out on the lake and in danger of capizing. Station crew pulled out and towed her inside.
June 11	Am. tug Fisherman.	Thunder Bay Island, Michigan, Lake Huron.	About 11 a. m., during a thick fog, lookout telephoned from Middle Island that this tug was disabled out in the lake and that the master wished the keeper to go to his assistance with his launch, the Florence C. After running around in the fog about 2 hours, the crew located the tug and took her in tow. Shortly afterwards another tug came along and towed the Fisherman to Alpena.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
June 12	Slp. Naiad	City Point, Massachu- setta.	Became unmanageable in a squall, the two men aboard being unable to get the sail in. Crew of patrol launch took charge of her and towed her to a safe anchorage at City Point.
June 12	Slp. Lily Gay	Pea Island, North Caro- lina.	Sprung a leak and sank in 3 feet of water in Pamlico Sound, 2 miles from the station. Crew went out in supply boat and landed the baggage and stores, and at low water helped stop the leak and put the boat in trim. Sheltered the two men over night, and next morning put them and their effects on board the sloop.
June 12	Sailboat; no name.	Buffalo, New York, Lake Erie.	Capsized in a squall 2 miles from station and out of sight from the lookout tower. Upon receipt of information of the accident, surfmen pulled out and were taken in tow by a tug going on the same errand. Another tug and a shore boat arrived ahead of them and picked up the three men, who were well nigh exhausted, but the surfmen transferred the men to the tug that towed them out and sent them to the station, two of the crew going with them. The remainder of the crew righted the boat and towed it into the harbor. At the station the rescued men were stripped, furnished with dry clothing, given stimulants, and put to bed until thoroughly recovered from their exhaustion.
June 12	Sloop; no name.....	Duluth, Minnesota, Lake Superior.	Surfmen pulled out and released a small sailboat stranded on an old crib, about 400 yards from the boathouse.
June 12	Am. str. I. M. West- on.	Kenosha, Wisconsin, Lake Michigan.	Stranded at 9.30 p. m. during a thick fog, 1 mile N. of the station. Crew went to her assistance and helped get her afloat, and then piloted her into the harbor.
June 13	U. S. S. San Fran- cisco.	High Head, Massachu- setta.	Stranded on the outer part of the inner bar at 6.15 a. m., during a dense fog, and began sounding signals of distress. Surfmen pulled alongside and took messages ashore for the Navy Department and Charlestown Navy Yard. Landed an officer, and keeper loaned him a conveyance to go to Provincetown for lighters. Station crew and part of the Peaked Hill and Highland crews assisted all day in carrying messages to and from the ship. She was floated at 5.55 p. m.
June 14	Yawl; no name.....	Grand Haven, Michigan, Lake Michigan.	Lying in an exposed berth on the outside of the pier. Keeper sent two surfmen to track her around the pierhead and then up the harbor. This work occupied about three-quarters of an hour.
June 15	Am. barge 107	Erie, Pennsylvania, Lake Erie.	Cargo shifted and vessel sprung a small leak while towing behind a steamer. Steamer cast her off and she anchored near the peninsula. Surfmen pulled out and ran a line from her to the tug America, which towed her into port.
June 15	Slp. Argo	Cleveland, Ohio, Lake Erie.	Parted cable and drifted ashore among a raft of logs. Station crew pulled out and passed a line to the sloop and towed her to a pile driven in deep water, and there made her fast.
June 15	Rowboat; no name...	South Haven, Michigan, Lake Michigan.	At 3 a. m. lookout picked up a rowboat drifting out toward the lake and brought it to the station. Owner called for it in the afternoon.
June 15	Am. sc. Jesse Phil- lips.	Old Chicago, Illinois, Lake Michigan.	Sprung a leak and was seen 2 miles NE. of station, flying signal of distress. Surfmen pulled out, but a tug had taken her in tow for the harbor. Surfboat followed her in and keeper went on board with the crew and helped pump her out. Part of her deck load was lost and went ashore at Oak street and keeper sent a man to guard it until the owner arrived.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898. June 15	Scow; no name.....	Old Chicago, Illinois, Lake Michigan.	The scow on which the Columbian Yacht Club have their clubhouse sprung a leak alongside the sea wall at the foot of Randolph street and, seeing that he would be unable to keep her free, the man in charge applied to the surfmen for help. Keeper detailed part of the crew with the force pump and they kept her afloat until she could be taken to a dry dock.
June 17	Rowboat; no name.	Fairport, Ohio, Lake Erie.	Capsized with three men in the river about 1,000 feet from the station. One swam ashore and the others clung to the boat until rescued by the surfmen, who then towed the boat ashore.
June, 17	St. yt. Florence B...	Cleveland, Ohio, Lake Erie.	A tug came to the station and the master asked for a line and requested the keeper to help him float a steam yacht ashore at the west end of the harbor. Put hawser on board the tug and towed out in the surfboat; ran line to the yacht and the tug pulled her off and took her to a place of safety.
June 18	Am. sc. General Hancock.	White Head, Maine.....	While beating through Muscle Ridge channel, stranded on a sunken ledge and sprung a leak. Surfmen went on board, ran anchors, and worked her off. Manned the pumps and bailed with buckets, and succeeded in keeping her afloat until they could run her up on a beach. She was afterwards repaired and taken to Rockland.
June 18	Am. sc. James R. Talbot.	.....do	Stranded at 11 p. m. on a ledge near Sheep Island, during thick weather. Next morning surfmen boarded her, but the sea and wind were too heavy to plant an anchor, and the keeper took the master to Crescent Beach to telephone for a tug. Upon the arrival of the tug, surfmen ran her line to the schooner, crowded on sail, and helped force her off. She then towed to Rockland for repairs.
June 18	Yt. Queeny	Old Chicago, Illinois, Lake Michigan.	Capsized at entrance to harbor. Station crew pulled out in the Whitehall boat and took the three men to the station, towing the yacht along. Righted her and put her in trim, and the rescued men then sailed her to her moorings.
June 19	Am. sc. Lavinia Bell.	Hunniwells Beach, Maine.	Abandoned, water-logged, by her crew 8 miles SW. of Seguin Island, the crew reaching shore near the station. The vessel drifted ashore on Seguin Island, and on the 20th station crew went over and found that she could be saved. Pulled back to station and telephoned for a tug, upon the arrival of which surfmen ran a line to the schooner and the tug pulled her off and took her to port. Sheltered and boarded schooner's crew two days.
June 19	Sloop; no name.....	City Point, Massachusetts.	Struck by a squall and dismasted while sailing in the bay. Launch went to her aid and towed her to an anchorage off City Point.
June 20	Slp. Idlewild.....	.....do	Struck by a squall and dismasted 4 miles E. of the station. Patrol launch went out and after taking her men off towed her to Dorchester.
June 20	Sailboat Bob Martin.	Duluth, Minnesota, Lake Superior.	In charge of two inexperienced men, who were unable to manage her in the fresh breeze. Station crew went out and took in sail and towed the boat to a dock, where they reefed the sail and made her ready for the trip to Duluth. One of the men refused to go in her again and the keeper sent one of his crew to help take the boat to her berth.
June 20	Skiff; no name.....	Grand Haven, Michigan, Lake Michigan.	At 4.15 a. m. patrol pulled out and brought to the station a skiff that was drifting out into the lake. It was claimed the same day.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
June 22	Skiff; no name.....	Louisville, Kentucky.....	Skiff containing three boys was in danger above the cross dam of the falls. Keeper sent out a crew in one of the station boats and they towed the skiff to the station.
June 22	Yt. Old Abe.....	Sheboygan, Wisconsin, Lake Michigan.	Carried away her mast about a mile off the station. Crew pulled out and towed her inside the harbor.
June 23	Am. str. Gettysburg	Two Heart River, Michigan, Lake Superior.	At 10 p. m. station crew went out to this steamer and gave the master directions for entering Two Heart River, he being unable to locate the mouth of the river in the darkness.
June 23	Flatboat; no name..	Old Chicago, Illinois, Lake Michigan.	Three boys on this boat were pulling around the basin, when one of the oars broke and they were unable to reach shore. Keeper sent out a crew in the small boat and they towed the flatboat ashore.
June 24	Skiff; no name.....	Michigan City, Indiana, Lake Michigan.	Crew pulled out in the surfboat and picked up a skiff that had broken adrift and towed it ashore.
June 24	Sailboat; no name..	Old Chicago, Illinois, Lake Michigan.	Two men sailed this boat into the basin and then took in sail and started to pull ashore. Losing one of their oars they were unable to manage her, and she drifted against the breakwater and was pounding heavily when the station boat arrived and towed her into a slip.
June 24	Am. str. Lindrup....	Milwaukee, Wisconsin, Lake Michigan.	Struck on a sunken crib inside the breakwater. Surfmen took owner out to see what was to be done and ran a line for the tug Welcome, which released the steamer.
June 25	Slp. Midget.....	City Point, Massachusetts.	Capized by a squall off Commercial Point, throwing four men into the water. Crew hastened out with patrol launch and rescued the men, and later, when the wind moderated, raised the sloop and beached her.
June 25	Sailboat; no name, and sailboat It.	Charlotte, New York, Lake Ontario.	Capized by a squall about 100 yards from station. The It had one man and the other boat had two. Station crew rescued the men and towed the boats to the landing.
June 25	Rowboat; no name..	Fort Niagara, New York, Lake Ontario.	One of the rowlocks broke and the boat drifted ashore with two men on board. Surfmen pulled out and towed it to the station.
June 25	Fish boat; no name.	Marquette, Michigan, Lake Superior.	Dragged ashore in a strong north wind and heavy sea; nobody on board. Surfmen took tackles and hauled her up on shore before she was damaged.
June 25	Am. sc. West Side..	North Manitou Island, Michigan, Lake Michigan.	Anchor foul and crew unable to raise it. At master's request station crew went out and hove the anchor up.
June 25	Fish boat; no name.	Point Adams, Oregon.....	Swamped while two men were fishing on Clatsop Spit, at the edge of the breakers. Surfmen were patrolling in the vicinity and quickly rescued the men and got a line to the boat. Another fish boat came up and assisted to tow the boat to the station, where the surfmen hauled it up and bailed it out.
June 26	Rowboat; no name..	City Point, Massachusetts	Became unmanageable in the heavy wind and anchored in the bay. Patrol launch went out and towed it to the landing at City Point.
June 26	Slp. yt. Nomax.....	.....do.....	Anchored in a dangerous berth off Thompsons Island, where she would take bottom at low water. Patrol launch towed her to a good berth in Pleasure Bay, and landed her occupants at City Point.
June 26	Slp. yt. Moose.....	.....do.....	Steering gear carried away and she anchored 3 miles SSE. of station. Crew went out in launch and towed her to City Point.
June 26	Rowboat; no name..	Charlotte, New York, Lake Ontario.	Station crew pulled out and brought in a small boat adrift on the lake.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898. June 26	Am. tug Wm. Kennedy.	Cleveland, Ohio, Lake Erie.	Anchored 10 miles NE. of station with broken shaft. Upon receiving information, keeper notified tug company and started out in the surfboat. A tug overhauled station boat and towed it to the disabled steamer, when the surfmen ran a line between the two vessels and they started for the harbor. The towline soon parted and the keeper had the station line run, and the tow then proceeded to the harbor without further incident.
June 27	Am. sc. Eugene H. Cathrall.	Little Egg, New Jersey...	Stranded on the point of Long Beach. Surfmen boarded her and planted an anchor astern, and at high water hove her off and took her into the inlet.
June 27	Sailboat Arrow; rowboat; no name.	Old Chicago, Illinois, Lake Michigan.	Surfboat started out to the assistance of two men in a rowboat that became unmanageable in the strong offshore breeze, and on the way the crew were hailed by three boys in the sailboat Arrow, who were unable to handle their craft. Surfmen took the sailboat in tow for the harbor, and the keeper, seeing the incident from the station, pulled out in the skiff. Meeting the surfboat, he put one of the crew in charge of the sailboat, and then started for the rowboat, which by this time had reached the breakwater, where several bystanders pulled the two men up. Station crew took the men into the surfboat and towed the rowboat to the station. The Arrow was sailed to a place of safety.
June 29	Sc. yt. Ethel.....	Holland, Michigan, Lake Michigan.	Capsized in Black Lake, $\frac{1}{2}$ mile from station, and the two people on board were picked up by other boats before the surfmen could reach them. Station crew towed the yacht ashore, righted her, and bailed her out.
June 29	Rowboat; no name.	Racine, Wisconsin, Lake Michigan.	Three boys out sculling in this boat were unable to reach the harbor against the fresh wind. Keeper sent out three surfmen in the Whitehall boat, and they towed the rowboat into the river.
June 30	Am. slp. Rhoda Ann.	Little Egg, New Jersey...	Stranded on the middle ground $\frac{1}{2}$ mile SW. of station. Surfmen went on board, and, after an hour's work, got her afloat.
June 30	Gasoline launch Butcher Boy.	Duluth, Minnesota, Lake Superior.	Stranded on a sunken crib in the harbor. Station crew went to her assistance, and after pulling twelve minutes succeeded in releasing her.
June 30	Bkn. Ruth.....	Fort Point, California.....	Drifted dangerously near shore at Point Lobos. Station crew went out in whaleboat and kedged her clear and stood by her from 1 a. m. to 7.30.

SERVICES OF CREWS (MISCELLANEOUS).

Date.	Service rendered.	Station and locality.	Nature of casualty.
1897. July 1	Shelter afforded	Orange Grove, Florida....	A belated traveler was furnished with lodging for the night.
July 2	Attempted resuscitation.	Galveston, Texas.....	At 11 a. m. a man was drowned while bathing near the south jetty, $1\frac{1}{2}$ miles from the station. The body was recovered after it had been in the water about twenty minutes, but the keeper was not notified of the accident until 11.30. He reached the scene, however, in ten minutes, and immediately attempted to resuscitate the unfortunate man; but after working for nearly two hours the face commenced to turn black, and the effort was abandoned. The body was turned over to the authorities.

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1897. July	Assistance in recovering property.	Cape Disappointment, Washington.	Some fishermen who had been obliged to let go their nets in the breakers during the morning, returned in the afternoon to recover them; but in the meantime they had drifted some distance away, and the keeper sent one of his crew in the small boat to show the fishermen where they were.
July 4	Resuscitation.....	Evanston, Illinois, Lake Michigan.	At 4.40 p. m. a telephone message from the boat club, $\frac{1}{2}$ mile distant, stated that a man had been drowned from the end of the wharf. The keeper and four surfmen immediately started for the scene on their bicycles. In the meantime the body had been recovered, after having been in the water about ten minutes, and when the life-savers arrived the bystanders were rolling it on a barrel, and had succeeded in getting some of the water from the stomach. The keeper at once began to practice the prescribed methods of resuscitation, and breathing was soon restored. A fire was built, and by the application of hot-water bottles, together with vigorous rubbing, the man's body was kept warm until a doctor arrived and administered stimulants. As soon as the physician pronounced the man in condition to be moved he was conveyed in the city patrol wagon to the Evanston hospital. By the following noon he had recovered sufficiently to be removed to his home in Chicago.
July 5	Recovery of body...	Cleveland, Ohio, Lake Erie.	Word having been received that a man had fallen from a dredge and drowned, about 4 miles from the station, the keeper sent the dingey with two men to drag for the body. After pulling about for over an hour and a half, the body was recovered and committed to the authorities.
July 5	Attempted recovery of bodies.	.....do	A telephone message reached the station stating that a man and a woman had fallen or jumped overboard from a rowboat, about $\frac{3}{4}$ miles distant. Taking the dragging apparatus with them, the life-savers proceeded to the place, and found the rowboat with several articles of clothing in it. They dragged for the bodies for over an hour and a half without success, when an approaching squall compelled them to desist, and they returned to the station, taking with them the boat and the clothing, which they delivered to the authorities.
July 5	Recovery of four bodies.	Duluth, Minnesota, Lake Superior.	Four persons were drowned in Allouez Bay, about 10 miles from the station, and assistance was requested to recover the bodies. The surfboat was manned and towed by a tug to the scene of the casualty, where, after an hour of dragging, the four bodies were recovered and turned over to the authorities.
July 5	Recovery of body...	South Haven, Michigan, Lake Michigan.	Upon information that a boy had been drowned about half a mile up the river, the keeper, taking two men with him in the supply boat, pulled to the place as quickly as possible, and after dragging for nearly two hours recovered the body.
July 6	Property recovered.	Little Egg, New Jersey...	A half barrel of brandy, found on the beach by one of the surfmen, was taken to the station, and subsequently turned over to the collector of customs at Tuckerton.
July 6	Attempted resuscitation.	Louisville, Kentucky.....	A colored boy having fallen into the water, a short distance from the station, the body was recovered by some fishermen after it had been immersed but a few minutes. The life-savers arrived upon

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1897. July 6	Attempted resuscitation.	Louisville, Kentucky.....	the scene just after the body was taken from the water, and at once attempted resuscitation by the usual methods; but after working for thirty-five minutes without success, they turned the body over to the coroner.
July 6	Rescue from drowning.	Racine, Wisconsin, Lake Michigan.	The patrolman on the end of the north pier heard a splash, and running in the direction of the sound discovered a man in the water between the wharf and a yacht moored alongside. The surfman caught hold of him, but being unable to pull him out alone, called for help. The cries brought to the scene the crew of another yacht near by, who assisted to haul the man up on the wharf. He proved to be a sailor who, while under the influence of liquor, had fallen asleep on the yacht's rail and rolled overboard.
July 7	Recovery of body...	Cleveland, Ohio, Lake Erie.	Information having reached the station that two girls had been drowned at Adlai Beach, about 12 miles distant, the keeper dispatched a surfman to the place with a drag. Arriving there the surfmen found that one body had been washed ashore, and after dragging for about two hours he recovered the other. Both were then delivered to the parents.
July 7	.....do	Saint Joseph, Michigan, Lake Michigan.	Two small boys reported to the station that they had seen a body floating in the river. The keeper took two of his crew with him in the surfboat, rowed up the river, recovered the body (which proved to be that of a man), and delivered it to the authorities.
July 7	.....do	Evanston, Illinois, Lake Michigan.	The body of a newborn babe, which apparently had been in the water several days, was found on the beach by a patrolman. The keeper notified the police, who subsequently took charge of the remains.
July 7	Property recovered.	Cape Disappointment, Washington.	While the surfboat was patrolling near some fishermen, so as to be at hand in case of accident, the crew recovered a gill net which had been lost in the breakers and returned it to the owners.
July 8	Fresh water supplied.	Orange Grove, Florida....	A small sloop with several fishermen on board, having run out of fresh water, stopped at the station and was furnished with a full supply.
July 8	Recovery of body...	Cleveland, Ohio, Lake Erie.	Word having been received that a boy had been drowned while bathing, about $\frac{1}{2}$ mile from the station, the keeper put the dragging apparatus in the dingey and sent it with three surfmen to the scene. In a short time they recovered the body and committed it to an undertaker.
July 9	.....do	City Point, Massachusetts.	Three men hired a boat in Pleasure Bay, and started out on a rowing excursion. All were more or less intoxicated, and attracted considerable attention by their noise and actions. A dispute soon arose for possession of the oars, and one man, in attempting to pass from the stern to the bow, fell upon the gunwale and capsized the boat, throwing all three into the water. One of them sank immediately and was drowned, but the other two clung to the bottom of the boat until help reached them from the shore. The accident happened near the float from which the boat had been hired, and was witnessed by the superintendent of the boathouse, who, with his assistant, reached the scene as quickly as possible and rescued the two survivors. The place where the capsizing occurred was around the point from the life-saving

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1897. July 9	Recovery of body...	City Point, Massachu- setta.	station, and the intervening pier and boathouse completely hid the scene from view; therefore, the keeper knew nothing about it until an hour afterwards, when he was notified. He hastened to the scene at once with two dorys, two men in each, and a drag line. The place where the man sunk being pointed out, the men proceeded to drag, and in about five minutes recovered the body of the drowned man and delivered it to the police.
July 9	Medical assistance..	Manistee, Michigan, Lake Michigan.	About 6.30 p. m. the day watch noticed some excitement on the shore a mile north of the station, whereupon the keeper and two surfmen ran down the beach, while another pulled to the scene in the small boat. They found that a young woman had been seized with violent convulsions while bathing. They placed her in the boat and rowed to the station, meanwhile rubbing and chafing her hands to restore the circulation. A physician was summoned to take charge of the patient, and by 8.30 p. m. she had recovered sufficiently to be taken home in a carriage.
July 9	Rescue from drown- ing.	Pentwater, Michigan, Lake Michigan.	While several young men were swimming in the channel in front of the station one of them called for help, but sank almost immediately. One of the surfmen launched a skiff which was at hand, pulled to the spot, and caught the man as he was going down for the third time. He managed to hold on to the gunwale of the skiff until it could be paddled to the incline, where he was helped ashore, and although he had taken some little water into his stomach, soon recovered and was able to walk to his home.
July 9	Assistance in recov- ering property.	Cape Disappointment, Washington.	While two fishermen were laying out a gill net, near Peacock Spit, it fouled a snag near the breakers and would have been lost had not the life-saving crew hastened to the spot and cleared it.
July 10	Succor afforded.....	Two Heart River, Michi- gan, Lake Superior.	The patrolman brought to the station a man who had been lost in the woods while camping out with a party of friends. He had wandered about for eight days with scarcely anything to eat, and when found was in an almost famished and extremely pitiful condition. The keeper gave him stimulants and food, provided him with a bed, and made him as comfortable as possible until he was able to leave the station.
July 11	Recovery of body ..	Old Chicago, Illinois, Lake Michigan.	Early in the evening the body of a drowned man was discovered on the beach by the patrol. It was removed to the station and subsequently delivered to the authorities.
July 12	Transportation	Chatham, Massachusetts.	The crew of the schooner Cora E. Smith, which had been wrecked on Shovelful Shoal, were furnished with transportation to the railroad depot, and the keeper secured passes to Boston for them over the New York, New Haven and Hartford R. R.
July 12	Shelter afforded	Absecon, New Jersey.....	The tent, belonging to two students who had been camping on the beach, having blown down, the keeper gave them shelter for the night.
July 12	Property recovered.	Ashtabula, Ohio, Lake Erie.	A man appeared at the station and stated that while driving on Bridge street his horse became frightened and ran away, throwing him out of the buggy. The drawbridge having been open at the time, the horse fell into the river, dragging the buggy after him. The surf-boat was sent to the scene, and, after

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1897. July 12	Property recovered.	Ashtabula, Ohio, Lake Erie.	grappling a short time, the crew recovered the buggy, with the body of the horse attached, and turned it over to the owner.
July 13	Shelter afforded	Orange Grove, Florida....	A belated traveler applied at the station for lodging and was made comfortable for the night.
July 13	Recovery of body...	Golden Gate Park, California.	Shortly before 1 p. m. word was received at the station that the body of a man was lying on the rocks off Point Lobos, where it could not be reached without assistance. The keeper took four of the crew, with lines and stretchers, and secured the body and committed it to the coroner.
July 14	.....do .....	.....do	About 2 a. m. the patrol reported that he had found a dress skirt, cape, and hat on the beach, and that a woman's footsteps could be traced from them as far as the bridge at the pumping works. He was thereupon ordered to keep extra good lookout, and at 5.30 a. m. the body of a woman was discovered floating in the surf about 200 yards south of the station. It was taken from the water and delivered to the coroner.
July 15	Assistance in recovering property.	Pointe aux Barques, Michigan, Lake Huron.	Two tugs arrived on the 15th to float a portion of a raft of logs that had drifted to the beach on the 13th. The lifeboat assisted the tugs to run hawsers and log chains to the raft. While engaged in this work an overloaded yawl from one of the tugs, containing three men, filled with water and commenced to sink. The men were rescued by the lifeboat, but the yawl went down before it could be secured.
July 16	Recovery of body...	Erie, Pennsylvania, Lake Erie.	Upon being informed, shortly after 7 p. m., that a boy had drowned while bathing in the bay, the keeper and two surfmen pulled in the dingey to the spot indicated. The water being shallow, they rowed around until they saw the body on the bottom, when they hauled it up and delivered it to the coroner.
July 16	.....do	South Chicago, Illinois, Lake Michigan.	During the afternoon the keeper was informed that a boy had drowned while bathing in the Calumet River the day before, and the body had not yet been found. The Whitehall boat was sent with the dragging apparatus to the spot, and in a short time the body was recovered and turned over to the proper authorities.
July 16	Property recovered.	Cape Disappointment, Washington.	A section of gill net, about 150 fathoms long, having been lost in the breakers on Peacock Spit, the surfboat recovered it for the owner.
July 17	Succor afforded	Pamet River, Massachusetts.	The crew (three men) of the sloop yacht Tomahawk, which foundered about 5 miles off shore, reached the beach in their small boat, and were taken to the station and cared for until the 19th, when they left for their homes, the keeper having obtained for them a pass over the New York, New Haven and Hartford Railroad.
July 17	Recovery of body and attempted resuscitation.	Holland, Michigan, Lake Michigan.	At 9.15 p. m. word reached the station that a young man had fallen from a wharf a quarter of a mile distant and drowned. The keeper and two surfmen hurried to the scene in the supply boat, and after dragging for the body for a few minutes recovered it. The unfortunate man had been in the water for thirty-two minutes, but resuscitation was immediately attempted. After working for over an hour, the attempt was abandoned, and the body was taken to the station where, on the following day, it was delivered to the undertaker.

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1897. July 17	Property recovered.	Cape Disappointment, Washington.	A gill net, which had been lost in the breakers the day before, was recovered with the lifeboat and returned to the owners.
July 18	Recovery of body...	Cleveland, Ohio, Lake Erie.	A telephone message announced that a boy had fallen into the lake and drowned, some 3 miles to the eastward of the station. Sent three men to the spot with the dingy and the dragging apparatus, and after a few minutes work they recovered the body and gave it over to the authorities.
July 18	Assistance to the police.	Michigan City, Indiana, Lake Michigan.	At the request of the parents, the keeper detained two runaway boys who came into the harbor with a small sloop-rigged boat. Their craft contained a bowie knife, rifles, revolvers, and 1,200 cartridges. The boys, together with the boat and contents, were turned over to the police.
July 19	Rescue from drowning.	Louisville, Kentucky	Shortly before 5 o'clock p. m. a young man fell into the water near the station, and being unable to swim, would have drowned but for the prompt assistance of one of the crew, who immediately jumped overboard and pulled him out.
July 19	Transportation	Bois Blanc, Michigan, Lake Huron.	Early in the morning a resident of the island requested the keeper to go to Cheboygan for a doctor, as his daughter was very ill. The surfboat was pulled over to the city, a distance of 8 miles, but to save time, a tug was engaged to tow it back to the island. When the girl was out of danger the life-saving crew rowed the doctor back to the city.
July 19	Success afforded	Muskegon, Michigan, Lake Michigan.	Having received notice that a man, apparently dead, was lying near Muskegon Lake, $\frac{3}{4}$ mile distant, the keeper sent the small boat and had him brought to the station. He was alive, and proved to be a lunatic who had escaped from the county house the week before. He was nearly starved, and was given food and proper care until the authorities took charge of him.
July 19	Recovery of body...	Old Chicago, Illinois, Lake Michigan.	Upon receipt of a telephone message stating that a boy had been drowned at the foot of Monroe street, the keeper and four men hastened to the spot. A surfman immediately dived and brought up the body. Although it had been in water thirty minutes the life-savers made a persistent effort to bring about resuscitation. They were unsuccessful, however, and the body was put in charge of the proper authorities.
July 20	Rescue from drowning.	Charlotte, New York, Lake Ontario.	A man who attempted to swim across the river became exhausted when within 100 yards of the station and called for help. Keeper and one of the crew promptly launched a small boat and brought him to the station, where he was given proper treatment and kindly cared for.
July 20	Fire extinguished ..	Point Marblehead, Ohio, Lake Erie.	Shortly before 8 p. m. a fire started in the Kelleys Island Wine Works, about $\frac{1}{2}$ mile from the station. The crew promptly went to the scene with fire extinguishers and put out the blaze before any serious damage was done.
July 20	Anchor recovered...	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	An anchor, lost from a sailboat on May 23, was recovered by the life-saving crew and held for the owner.
July 21	Medical assistance..	Plum Island, Massachusetts.	About 10.30 p. m., no doctor being available, keeper was called to a cottage near by to assist in reviving a young man who had fainted. He had been unconscious for over an hour, but by vigorous rubbing and the application of hot-water bottles, he was restored to consciousness.

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1897. July 21	Fresh water supplied.	Orange Grove, Florida....	A small sloop, having run short of fresh water, was furnished with a full supply at the station.
July 21	Rescue from drowning.	Racine, Wisconsin, Lake Michigan.	A man, crazed from drink, jumped into the river abreast the light-house. The light-keeper's son caught up a rope, jumped into the river, and threw it to the man, who grasped it and held on until the station patrol arrived in a small boat and took both men from the water. When hauled up on the dock, the man was with difficulty restrained from jumping in again, until he was taken away in the police patrol wagon.
July 22	Shelter	Orange Grove, Florida....	Furnished lodging for the night to a belated traveler who sought shelter at the station.
July 22	Rescue from drowning.	Cleveland, Ohio, Lake Erie.	One of a yacht's crew capsized in a small boat, and being unable to swim, would have drowned had not the life-savers promptly rescued him.
July 22	.....do	Two Heart River, Michigan, Lake Superior.	A small boy fell from the station wharf into the river and was rescued by a surferman, who promptly jumped in after him.
July 22	Shelter	Old Chicago, Illinois, Lake Michigan.	Master of a tug brought to the station a boy whom he had taken off a capsized boat near Jackson Park. Keeper gave him dry clothes and sheltered him over night.
July 23	Rescue from drowning.	Santa Rosa, Florida.....	During the evening, while a party of excursionists were landing from a steamer at a wharf near the station, two girls fell into the water. The keeper and another man immediately jumped in after the girls and swam with them to the piling, where they held on until they could be hauled up on the wharf.
July 23	Transportation....	Grindstone City, Michigan, Lake Huron.	Shortly after 7 p. m. a distress signal was made from the Port Austin lighthouse, where, upon arrival of the life-saving crew, they learned that the assistant keeper was seriously ill and desired to be rowed over to the keeper's residence. He was accordingly carried over and a physician summoned.
July 24	Medical assistance..	Plum Island, Massachusetts.	A young man, having run a fishhook into his hand, called at the station for relief. Keeper applied liniment from the medicine chest and then dressed the wound.
July 24	Recovery of body...	Oswego, New York, Lake Ontario.	A boy having been drowned in the breakers on the 23d, two boats from the station dragged for the body until dark without success. The search was renewed in the morning, but was abandoned at noon. About 2 p. m., however, the body rose not far from the station and the crew brought it to the boat-house and notified the coroner.
July 24	Clothing furnished.	Charlotte, New York, Lake Ontario.	A boy who fell into the water near the station was furnished with dry clothing from the store supplied by the Women's National Relief Association.
July 24	Assistance at fire...	Holland, Michigan, Lake Michigan.	At 3.30 a. m. surfmen loaded the hose and force pump into the surfboat and started for a fire that had broken out in the hotel at Jennison's Park. The hose being too short to reach to the lake, they led it to a well near by, but the first few strokes filled it with dirt and disabled it. While two men were cleaning the valves, the rest of the crew carried the furniture out of the house. When the pump was again in working order it was too late to save the main building, and the crew turned their attention to the dining room and cook house, about 100 yards nearer the lake. These two buildings, together with about half the furniture from the hotel, were saved. There

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1897. July 24	Assistance at fire...	Holland, Michigan, Lake Michigan.	were about 200 people in the building when the fire started, but all escaped without injury.
July 25	Recovery of body...	Louisville, Kentucky.....	Upon being informed that a man had been drowned in the river near the water-works, keeper sent a crew in the small boat to the scene with drags, and after a short time they recovered the body, which they carried to the station and delivered to the coroner.
July 25	Rescue from drown- ing.	South Chicago, Illinois, Lake Michigan.	A drunken sailor, being left on shore by a yacht, jumped into the Calumet River, but the cold water sobered him somewhat, and he caught hold of one of the piles and clung there until the station crew arrived and pulled him out.
July 27	Lumber saved.....	Orleans, Massachusetts...	Keeper called the people in the vicinity, and together they worked all day and saved 40,000 feet of drift spruce lumber, valued at about \$800. The lumber, which was evidently from the deck load of some passing vessel, was piled up above tide water to await a claimant.
July 27	Recovery of body...	Fairport, Ohio, Lake Erie.	Early in the morning the crew were aroused by the blowing of four whistles (distress signal) by a tug. Pulling out, they learned that a man had been drowned from a neighboring barge, but as only a floating coat and hat could be found as a guide to where he sank, it was not until they had dragged the harbor for nearly five hours that the crew recovered the body. It was given in charge of the proper authorities.
July 27	Transportation	Grindstone City, Michi- gan, Lake Huron.	Several men who had been working on a crib for a lighthouse some distance from the beach, were unable to get ashore in the evening in their small boat on account of the rough sea that had made up during the day. Surfmen landed them in safety.
July 27	Rescue from drown- ing.	Old Chicago, Illinois, Lake Michigan.	Shortly after noon a small boy fell into the water from a pier near the station. The crew ran to the end of the pier, pulled him out, and took him to the station, where they gave him dry clothing to wear while his own was drying.
July 27	.....do	Kenosha, Wisconsin, Lake Michigan.	A man engaged in running a line on the north pier fell into the water, and would have drowned had not the surfman on watch sustained him until assistance arrived.
July 28	Assistance at fire...	Michigan City, Indiana, Lake Michigan.	Keeper and six surfmen hurried with buckets to a fire in a door and sash factory three blocks away, and rendered valuable assistance in saving several residences and the furniture of the burning building.
July 28	.....do	Old Chicago, Illinois, Lake Michigan.	About 4 p. m. fire broke out in a salt shed adjacent to the station. Crew hastened to the scene with hose and force pump, and assisted the city fire department to put out the blaze.
July 29	Shelter	Pointe aux Barques, Michi- gan, Lake Huron.	Gave shelter to two raftsmen who were detained on the beach after picking up timber that had washed ashore from a wreck.
July 29	Transportation	Two Heart River, Michi- gan, Lake Superior.	Launched surfboat and pulled 5 miles to the wreck of the schooner Phineas S. Marsh, in order to locate the place for the owner, who wished to recover the cargo.
July 29	Fire extinguished ..	South Haven, Michigan, Lake Michigan.	During the first watch lookout discovered a fire on a pile driver at the south end of the pier. Crew pulled to the scene with fire buckets, and by sharp work succeeded in putting out the blaze.
July 31	Succor	Coskata, Massachusetts ..	Fourteen men composing the crew of the schooner William E. McDonald, which

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1897. July 31	Succor	Coskata, Massachusetts ..	sunk off the coast on the night of the 30th, reached shore in their own boat about daybreak on the 31st, and were furnished with breakfast at the station.
July 31	Recovery of body...	Cleveland, Ohio, Lake Erie.	Word being received that a man had been drowned about $\frac{1}{2}$ mile from the station, keeper and three men pulled to the scene in the dingey, and after dragging for nearly an hour recovered the body, which they delivered to the proper authorities.
July 31	Property recovered.	Ilwaco Beach, Washington.	A missing gill net was recovered by the life-saving crew where it had been washed ashore on the beach. They took it to the station and notified the owner.
Aug. 1	Recovery of bodies .	Plum Island, Massachusetts.	During the forenoon station crew recovered two bodies from the surf; one at 5 a. m. and the other at 9.30. They were identified as those of two men drowned the day before by the capsizing of a dory from the schooner Sylvester Whalen, lying offshore.
Aug. 3	Recovery of body...	Ashtabula, Ohio, Lake Erie.	Shortly before midnight on the 2d a young man informed the keeper that his brother was missing, having been last seen on a dock about 5 p. m. Early in the morning keeper and surfmen took the station skiff and began to drag where the boy was supposed to have been drowned. They recovered the body at 10.30 a. m. and delivered it to the undertaker.
Aug. 3	Recovery of bodies..	Holland, Michigan, Lake Michigan.	Observing signs of excitement on the south pier near the bathing beach, surfmen pulled to the place and learned that two young women had been drowned. Search was immediately begun, and one of the bodies was recovered in three hours, but although the search was continued up to midnight, the other was not found. Resuming the search at 4 a. m., surfmen recovered the second body at 10 o'clock, 100 yards from where the young woman went down. The scene of the accident was not visible from the station.
Aug. 4	Shelter	Velasco, Texas.....	A fierce squall sweeping over the coast blew down a tent in which a party of farmers were camping near the station. Keeper and crew hurried to their assistance, but nobody was hurt. The two men, three women, and three children were sheltered at the station until the storm was over, and the surfmen picked up the scattered belongings and secured the tent during the blow.
Aug. 4	Recovery of body...	Louisville, Kentucky	Keeper receiving information that a man had been drowned in the river on the Indiana side, above the ferry landing, crew went over with drags, recovered the body and gave it in charge of the coroner.
Aug. 4	Property recovered.	South Haven, Michigan, Lake Michigan.	While two young men were riding bicycles on the north pier after dark, one of them rode off into the river. Being helped out by his companion, he reported the loss of his wheel to the surfmen, who succeeded in recovering it with grappling hooks.
Aug. 6	Aid at fire	Hereford Inlet, New Jersey.	Keeper and crew were aroused at 2 a. m. by the town fire alarm and immediately proceeded to the fire, about five blocks away. Found a burning cottage, too far gone to be saved, but assisted in saving the furniture and an adjoining cottage.
Aug. 6	Shelter	Orange Grove, Florida....	A catboat arrived at the station at 8.30 p. m. with five people on board, who asked for shelter during the night. The boat was secured and the people were cared for until morning.

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1897. Aug. 6	Rescue from drowning.	Kewaunee, Wisconsin, Lake Michigan.	A man under the influence of liquor fell asleep on the dock, and about 11.40 p. m. rolled overboard. Hearing his cries, surfman on lookout pulled out in a small boat and found him clinging to a pile. Pulled him into the boat and took him to the station, where he was provided with dry clothes and put to bed. He left for his home the next morning.
Aug. 7	Recovery of body...	City Point, Massachusetts	The keeper was informed during the afternoon that a boy had been drowned at a point $1\frac{1}{2}$ miles from the station. The crew went to the place with a launch and a small boat to drag for the body. After working for about three-quarters of an hour they recovered the body and delivered it to the police.
Aug. 7	Rescue from drowning.	Chicago, Illinois, Lake Michigan.	While playing on a raft near the station a boy fell off and was in imminent danger of drowning, when surfman No. 1 sprang into the water and saved him.
Aug. 8	Aid at fire.....	Frankfort, Michigan, Lake Michigan.	Shortly after noon the lookout reported that a lumber mill was on fire 1 mile east of station. Surfman hastily launched the lifeboat and went to the place with force pump. As nothing could be done to extinguish the flames in the lumber, they turned their attention to saving the town, which was in serious danger. With the aid of the citizens, they succeeded in confining the flames to the mill and lumber.
Aug. 9	Rescue from drowning.	City Point, Massachusetts	A swimmer was seized with cramps in Pleasure Bay and called for help. The life-saving patrol went to him immediately, took him into the boat and conveyed him to the bathing house at City Point.
Aug. 9	Recovery of body...	Gilgo, New York	During the first watch the west patrol found the body of a child on the beach. Upon being notified, the coroner removed the body.
Aug. 9	Shelter	Fort Lauderdale, Florida..	While three men and a little girl were making their way from Lake Worth to Holland in an open boat, night came on and they were attacked by such swarms of mosquitoes that they were compelled to seek refuge at the station. Keeper cared for them until morning.
Aug. 9	Fire extinguished ..	Muskegon, Michigan, Lake Michigan.	A house near the station was struck by lightning at 9 a. m., during a thunderstorm, and set on fire. Station crew extinguished the flames before much damage was done.
Aug. 9	Medical aid.....	Grand Haven, Michigan, Lake Michigan.	While an old man was returning along the board walk from the pier to seek shelter from a squall, the wind blew him off onto the rocky breakwater below, injuring his shoulder and arm. Surfmen, who saw the accident, took him to the station and treated his injuries, and after the squall was over ferried him across the river to his home.
Aug. 10	Fire extinguished ..	High Head, Massachusetts.	Two surfmen, while passing near the railroad track, extinguished a fire, kindled by the sparks of a locomotive, which was rapidly spreading and might have resulted in serious consequences.
Aug. 11	Recovery of body ..	Evanston, Illinois, Lake Michigan.	Two surfmen were sent to Fort Sheridan to continue the dragging, begun on the 9th, for the body of an officer drowned on the 8th. The body was found in the breakers, taken ashore and delivered to the authorities.
Aug. 12	Rescue from drowning.	City Point, Massachusetts.	A bather, unable to swim, stepped into a deep channel in Pleasure Bay and immediately cried for help. The station patrol boat quickly went to the rescue and the surfman caught the drowning man as he was about to sink for the second or third time.

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1897. Aug. 12	Transportation	Grindstone City, Michigan, Lake Huron.	In answer to a signal from the Port Austin lighthouse, station crew pulled over in the lifeboat and, finding the light-keeper sick, took him ashore and sent him to his home, where he could have medical attention.
Aug. 12	Medical aid	Hammonds Bay, Michigan, Lake Huron.	A sick sailor was brought to the station with the request that the keeper take him to Rogers City for transportation to the marine hospital at Detroit; but he was too ill to be moved from the station until the 14th, when the keeper conveyed him to Rogers City. While he was at the station the keeper and crew gave him good care and such medical treatment as they could.
Aug. 12	Rescue from drowning.	Holland, Michigan, Lake Michigan.	While trying to step from the pier to a boat alongside, a man fell into the water. Two of the station crew pulled to him in a small boat and took him to the station, where he was provided with dry clothing.
Aug. 13	Transportation	Gay Head, Massachusetts.	Keeper, being requested to convey a sick sailor to the marine hospital at Vineyard Haven, 13 miles distant, took the man in the surfboat early in the morning and landed him safely at Vineyard Haven, where he was admitted to the hospital.
Aug. 13	Rescue from danger.	Narragansett Pier, Rhode Island.	Early in the afternoon keeper received information that a swimmer was caught on a rock at the mouth of Narrow River and was unable to reach the mainland against the swift current. Two surfmen went out in small boat and rescued him.
Aug. 13	Recovery of body....	Quogue, New York	A girl having been drowned in Shinnecock Bay on the 12th, surfmen searched for the body all through the afternoon, but without success. On the 13th, aided by a part of the crew from Tiana Station, they recovered the body and delivered it to the parents.
Aug. 13	Attempted resuscitation.	Sea Isle City, New Jersey.	Learning that a woman had been drowned 1 mile S. of the station, keeper went to the locality and used the Service methods of resuscitation upon the body until the physician in charge pronounced life extinct.
Aug. 13	Transportation	Turtle Gut, New Jersey..	The owner and the master of a small yacht called at the station and requested keeper to set them across Cold Spring Inlet, stating that a man had taken the yacht and departed for Cape May. They were transported across in a small boat and the yacht was recovered.
Aug. 13	Shelter	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Eight women and two children on board a tug which was weather-bound were, at the master's request, furnished lodging at the station for the night, as there were no accommodations for them on the tug.
Aug. 14	Transportation	Narragansett Pier, Rhode Island.	The keeper of Whale Rock lighthouse requested station crew to take him and the district sergeant out to the light-house, and the request was promptly complied with.
Aug. 14	Recovery of body....	Muskegon, Michigan, Lake Michigan.	Late in the afternoon of the 13th the keeper received information that a young man had been drowned in a lake 7 miles from the station and that assistance was needed to recover the body. Keeper recovered it in less than twenty minutes and delivered it to the proper authorities.
Aug. 15	Medical aid	Plum Island, Massachusetts.	About 9.45 p. m. a man arrived at the station with the information that a dwelling was on fire on the opposite side of Plum Island Basin, and that a man and a woman were badly burned. Keeper telephoned for a physician, and then with two surfmen crossed over the basin in a small boat, carrying supplies from

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1897. Aug. 15	Medical aid.....	Plum Island, Massachu- setts.	the medicine chest. The house had been destroyed and the two injured persons were in a cottage near by, in a very serious condition, the woman's clothes being almost wholly burned from her body. Keeper treated the burns with sweet oil and made the patients as comfortable as possible while awaiting the physician. At the latter's request, keeper stayed with the sufferers all night, and the next day they were carried to the hospital, where the woman died at 7 p. m. The man eventually recovered.
Aug. 18	Rescue from drown- ing.	Charlotte, New York, Lake Ontario.	An intoxicated man who fell into the water alongside the pier was rescued by the surfman standing watch on the pier.
Aug. 18	.....do	Muskegon, Michigan, Lake Michigan.	At 4 p. m. the surfman on lookout in the tower saw a boy fall into the water near the station. He gave the alarm and the station crew promptly rescued the lad, who was unable to swim and would doubtless soon have drowned.
Aug. 20	Recovery of body ..	Ashtabula, Ohio, Lake Erie.	Recovered the body of a man that had been washed ashore 4 miles west of the station and delivered it to the undertaker. It proved to be the body of a person drowned from one of the Cleveland and Buffalo steamers.
Aug. 24	Property recovered.	Old Chicago, Illinois, Lake Michigan.	A smokestack having been lost overboard from a tug near the Rush street bridge, a surfman took a line in his hand, dived down, and made it fast to the smokestack, which was hauled up and fitted for use again.
Aug. 25	Rescue from drown- ing.	Ditch Plain, New York...	While bathing a short distance E. of the station a man was carried seaward by the undertow, and would have perished but for the timely aid of surfmen Nos. 2 and 5, who succeeded in getting him ashore, though in an unconscious state.
Aug. 26	Shelter and succor..	Orange Grove, Florida....	At 3 p. m. an exhausted wayfarer arrived at the station and sought shelter for the night. Keeper gave him food and lodging.
Aug. 27	Rescue from drown- ing.	Buffalo, New York, Lake Erie.	Hearing a splash and cries for help about midnight, surfman on watch pulled out in the small boat and found a man in the water clinging to a duck pile. Conveyed him to the station, where he was given shelter for the remainder of the night and breakfast the next morning.
Aug. 29	Recovery of body...	Louisville, Kentucky.....	Recovered and delivered to the coroner the body of a man who had been drowned in the Ohio River at the foot of Fourth street.
Aug. 29	.....do	Cleveland, Ohio, Lake Erie	Received a telephone message that a man had fallen into the river 2 miles from the station and was drowned. Surfmen went to the place with drags and recovered the body in a few minutes and gave it in charge of an undertaker.
Aug. 30	Rescue from drown- ing.	City Point, Massachu- setts.	While trying to swim from shore to a yacht about 300 feet distant, a man became exhausted and was on the point of drowning when rescued by the station patrol launch.
Aug. 31	Recovery of body...	Cape Henlopen, Delaware.	During the watch from midnight to 4 a. m. the north patrol discovered the body of a man in the surf, which he drew out on the beach. The coroner was notified, and after an inquest the body was buried.
Sept. 1	Water supplied.....	Orange Grove, Florida....	A small sloop, bound for Indian Key, anchored off the station and the master requested a supply of fresh water, which was furnished.
Sept. 2	Recovery of body...	Charlotte, New York, Lake Ontario.	A man fishing about 600 yards from the station hailed the keeper, saying that he had discovered the body of a woman. The remains were brought to the boat-house and the coroner was notified.

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1897. Sept. 2	Recovery of body...	Charlotte, New York, Lake Ontario.	About 10 p. m. the keeper's attention was attracted by the blowing of five whistles by a steamer moored at the wharf, and he quickly sent the dingey over with three surfmen, who learned that a man had fallen overboard and drowned. The surfmen began at once to grapple for the body and recovered it in about one minute. Resuscitation was attempted, but, although the body had not been in the water over thirteen minutes, animation could not be restored. A physician arrived soon after and pronounced life extinct.
Sept. 3	Shelter	Orange Grove, Florida....	A weary and belated traveler applied at the station late in the evening and was given shelter for the night.
Sept. 4	Succor	Gay Head, Massachusetts.	A man appeared at the station and stated that he had been landed, sick and destitute, on Squibnocket Beach, 5 miles distant, by the master of the fishing schooner Edith Bean. He was furnished with dinner and with a pair of shoes from the stores of the Women's National Relief Association. The keeper also secured his passage to his home at New Bedford.
Sept. 4	Property recovered.	Cedar Creek, New Jersey.	A barrel of oil was found on the beach and was brought to the station, where, being unmarked, it was stored and an advertisement for the owner was inserted in the papers.
Sept. 6	Attempted resuscitation.	Chicago, Illinois, Lake Michigan.	Lookout saw a man fall overboard from the north pier, and the Whitehall boat was quickly dispatched to the spot. The man had sunk immediately and did not rise, but in about fifteen minutes the body was recovered by the use of grapnels, and the crew worked vigorously for more than an hour to restore animation, but their efforts failed and the body was turned over to the authorities.
Sept. 6	Recovery of body	do	The body of an unknown man, floating near the Casino pier, was found by the surfmen, who brought it to the station and notified the police.
Sept. 7	Shelter	Middle Island, Michigan, Lake Huron.	A man with his family (four persons) in a small flatboat, looking for a camping place, reached the station in the night and were given shelter.
Sept. 9	Rescue from drowning.	City Point, Massachusetts.	While two young women were bathing in Pleasure Bay, one ventured too far and stepped off into Sheldon's Landing Channel. Her companion, who could swim some, endeavored to hold her up, but was grasped around the neck, and both were sinking when the station crew, alarmed by the cries for help, arrived and rescued them.
Sept. 9	Recovery of body...	Cleveland, Ohio, Lake Erie.	The station being notified that a man had drowned while bathing about a mile distant, the dingey was dispatched to the spot with three surfmen. After dragging about half an hour they recovered the body and delivered it to the authorities.
Sept. 10	Rescue from drowning.	Toms River, New Jersey..	A young woman, while bathing in the surf, was caught in the undertow and carried beyond her depth, and would have drowned but for the timely assistance of one of the surfmen, who swam out and took her safely to the beach.
Sept. 12	Recovery of body...	Louisville, Kentucky.....	Word being received that a boy had fallen overboard and drowned some distance from the station, two boats were dispatched to the scene, and after an hour's dragging the body was recovered.
Sept. 12	Shelter	Sabine Pass, Texas.....	During the hurricane of this date four families sought shelter at the station over night. These, with the crew of a

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1897.			
Sept. 12	Shelter	Sabine Pass, Texas	distressed sloop (see "Services of crews," sloop Independence, Sept. 12), made a total of thirty persons sheltered during this storm.
Sept. 14	.....do	Orange Grove, Florida.....	A young man, much fatigued from a long journey on foot and still far from his destination, was accorded shelter and lodging for the night at the station.
Sept. 14	Medical aid.....	Pentwater, Michigan, Lake Michigan.	A boy, having been taken with a fit in a bath house near the station, was carried to the keeper's dwelling, where, after vigorous rubbing and the application of restoratives from the medicine chest, he regained consciousness and was soon able to go home unaided.
Sept. 15	Shelter and succor...	Umpqua River, Oregon ...	A man and his four children, on their way to Coos Bay, appeared at the station shortly before noon and asked for food and shelter, stating that they had neither provisions nor money. Keeper took them in, provided them with food and lodging, and set them across the river after breakfast next morning.
Sept. 16	Recovery of body ..	Cleveland, Ohio, Lake Erie.	Three of the station crew were sent in the dingy to drag for the body of a man drowned from one of the city wharves. The body was recovered in a short time and turned over to the authorities.
Sept. 16	.....do	Deal, New Jersey.....	Surfmen recovered the body of a negro boy who was drowned while bathing at Hendricksons Beach, $1\frac{1}{2}$ miles from the station.
Sept. 22	Transportation	Gurnet, Massachusetts ...	A family living near the station having been prevented by unfavorable weather from removing a sick child to town for medical attendance, and the weather on this date being good, a couch was made in the surfboat and the child, with his mother and aunt, was taken to town under sail.
Sept. 23	Recovery of body...	City Point, Massachusetts	Information being received that a body had been seen floating in the vicinity of Castle Island, keeper and three men went to the spot and after a short search found the body and towed it to Sheldons Landing and there turned it over to the police.
Sept. 23	.....do	South Chicago, Illinois, Lake Michigan.	The body of a man reported missing since the 18th was found floating in the Calumet River by one of the surfmen, who took the Whitehall boat and brought the body to the station, whence it was removed to the morgue.
Sept. 25	Assistance at fire...	Ship Bottom, New Jersey ..	Lookout discovered fire in a clubhouse near the station in time for the crew to save a part of the building. Two men whose sleeping apartments were destroyed took shelter at the station for the night.
Sept. 25	Clothing furnished ..	Old Chicago, Illinois, Lake Michigan.	A boy having fallen into the river from a wharf some distance from the station, surfmen hastened to the spot, but before they arrived the boy was rescued. Unnerved and shivering with cold, he was taken to the station and furnished with dry clothing from the stores of the Women's National Relief Association, and was then taken home.
Sept. 27	Rescue from drowning.	Southampton, New York ..	Station crew rescued two young men whose canoe capsized in the pond near the station.
Sept. 27	Salvage of lumber ..	Grindstone City, Michigan, Lake Huron.	Keeper and crew worked from 5 a. m. to 1 p. m. securing drift lumber along the beach. They saved about 50,000 feet and piled it up to await demand by the owner. On the 30th an agent for the underwriters called and identified it.
Sept. 27	Recovery of body...	Manistee, Michigan, Lake Michigan.	A body having been reported on the beach about 8 miles S. of the station, keeper and three of the crew went out

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1897. Sept. 27	Recovery of body...	Manistee, Michigan, Lake Michigan.	in the Whitehall boat and recovered it. Upon the arrival of the coroner soon after, it was committed to his charge.
Sept. 28	Salvage of laths....	Vermilion Point, Michigan, Lake Superior.	Keeper and crew took the supply boat and recovered 47 bundles of laths, adrift along the beach, which they piled up near the station until claimed by the owner.
Sept. 28	Rescue from drowning.	Duluth, Minnesota, Lake Superior.	A woman ran screaming along the new boathouse bridge, closely pursued by a man, and before anybody could reach them, both jumped into the water. They were soon fished out by the life-savers, and left the station apparently on amicable terms.
Sept. 28	Body found.....	Golden Gate Park, California.	Found the body of a supposed suicide near the foot of Point Lobos and carried it to the station, where it was given over to the coroner.
Sept. 30	Salvage of fish oil...	Pea Island, North Carolina.	Patrol found a large hogshead of fish oil on the beach, which was handed over to the commissioner of wrecks, by whom it was sold on Oct. 23.
Sept. 30	Assistance to surgeon.	Grindstone City, Michigan, Lake Huron.	At 7.40 p. m. station crew took a surgeon from the station to the U. S. lighthouse tender <i>Amaranth</i> to set a broken arm for one of the crew. At 9.30, when the operation was completed, they took the surgeon ashore.
Oct. 1	Recovery of body...	Ashtabula, Ohio, Lake Erie.	Life-savers being requested to recover the body of a man drowned $\frac{3}{4}$ mile up the river, keeper and three surfmen went to the place in the station boat and after dragging fifteen minutes found the body and delivered it to the undertaker.
Oct. 1	Fire extinguished ..	Cleveland, Ohio, Lake Erie.	At 9 p. m., station lookout reporting that the west river pier was on fire, surfmen hurried to the place with buckets and put out the flames before any considerable damage was done.
Oct. 7	Recovery of body...	Monmouth Beach, New Jersey.	Learning that the body of a man had been washed ashore 2 miles N. of the station, keeper and two surfmen went to the spot and carried the body to the bluff. It proved to be that of one of the men drowned on the 4th by the capsizing of a boat on the bar $1\frac{1}{4}$ miles from the station, and was transferred to the proper authorities.
Oct. 10	.....do .....	.....do	The body of a man found in the water near Seabright was taken from the surf by the station crew, and as soon as possible the keeper notified the coroner of Long Branch, who took charge of it.
Oct. 10	.....do	Deal, New Jersey.....	While on watch one of the surfmen found the body of a man in the undertow. With the assistance of a fisherman he took it from the water, and it was later delivered to the coroner.
Oct. 13	Rescue from danger.	Spermaceti Cove, New Jersey.	One of the surfmen found a drunken man hanging by one arm and one leg between the ties of a railroad bridge over the inlet, into which he was in momentary danger of falling. The surfman hauled him up, took him to the end of the bridge, and thence to the key post, where he left him to sleep off his stupor. When the patrolman visited the post two hours later he found the man able to walk, and set him on his way.
Oct. 13	Property recovered.	Gull Shoal, North Carolina	Patrolman found 60 cypress boards in the surf at different points along the beach and carried them to a safe distance from the tidewater. On the 15th they were delivered to the commissioner of wrecks.
Oct. 14	.....do	Two Rivers, Wisconsin, Lake Michigan.	At 10 p. m. keeper and patrolman picked up 105 bundles of drift shingles and carried them out of the reach of the sea. On December 1 shipped them to the owner at Chicago.

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1897.			
Oct. 15	Recovery of body...	Chicago, Illinois, Lake Michigan.	Learning that a body had been seen floating in the lake, five of the surfmen went out in the station boat and took it ashore, turning it over to the police.
Oct. 16	Transportation.....	Grindstone City, Michigan, Lake Huron.	While thirteen men were working on a crib in the lake about $\frac{1}{2}$ mile from the station a fresh breeze sprang up, and, deeming it dangerous to land in their own boat, the foreman requested the keeper to land them. Surfmen set them ashore in three trips of the surfboat.
Oct. 17	Assistance at fire...	Point Marblehead, Ohio, Lake Erie.	At 3 a. m. station crew hastened with ladder and buckets to a house on fire $\frac{1}{2}$ mile away, but the fire had gained such headway that three buildings were destroyed. Surfmen succeeded, however, in saving some of the furniture and in preventing further spread of the flames.
Oct. 18	Aid to harbor master.	Grand Haven, Michigan, Lake Michigan.	The harbor master wishing to make soundings in the channel, five of the surfmen went with him and aided him during the afternoon and next morning.
Oct. 19	Transportation.....	Grindstone City, Michigan, Lake Huron.	The tug and lighter belonging to the force at work on the Port Austin Reef light-house having gone to Detroit, the station crew transported five men to the light-house in the morning and landed them in the afternoon, making two trips with the surfboat.
Oct. 20	Rescue from drowning.	Cleveland, Ohio, Lake Erie	While walking along the dock a man fell into the river and was in danger of drowning, but was rescued by surfmen in the skiff and taken to the station, where he was furnished with dry clothing from the supply donated by the Women's National Relief Association.
Oct. 20	Recovery of body...	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	At 7.30 p. m. keeper received a request to drag for the body of a man drowned from a steamer at Sturgeon Bay. Crew pulled to town in the surfboat, and after grappling for three hours recovered the body and delivered it to the proper city official.
Oct. 21	.....do	Grand Haven, Michigan, Lake Michigan.	When about $\frac{1}{2}$ mile N. of the station, shortly after midnight, the patrol found the body of a man on the beach. He returned and reported to the keeper, who went to the place with a cart, but as the body had been in the water for a long time and was headless, it was wrapped in canvas and buried in the sand hills.
Oct. 22	Property recovered.	Big Kinnakeet, North Carolina.	Patrol having found a barrel of wine on the beach, keeper had it hauled to the station to be stored until it could be delivered to the proper authority.
Oct. 24	Assistance at fire...	Point Marblehead, Ohio, Lake Erie.	At 4 p. m. surfmen hastened with ladder and buckets to assist in extinguishing a fire about $\frac{1}{2}$ mile from the station. The burning building was destroyed, but two others close by were saved.
Oct. 25	Rescue from danger.	Absecon, New Jersey.....	Early in the morning a house $\frac{1}{2}$ miles W. of the station was surrounded by the tide, which was still rising. As the occupants would probably be unable to reach the nearest land, $\frac{1}{2}$ mile distant, keeper and a surfman pulled over in a small boat and found that the two persons had been forced to take refuge on the upper floor. They were promptly landed about $\frac{1}{2}$ miles from the station.
Oct. 26	Property recovered.	Rye Beach, New Hampshire.	One of the surfmen picked up a float that had drifted ashore. It was hauled out on the beach and held to await information as to its ownership.
Oct. 28	Recovery of body...	Erie, Pennsylvania, Lake Erie.	About 5.30 a. m. a man fell overboard from a steamer at a dock in Erie and was drowned. Upon a request by telephone, station boat was sent to the scene, and

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1897. Oct. 28	Recovery of body...	Erie, Pennsylvania, Lake Erie.	In a short time surfmen recovered the body. They made an attempt at resuscitation, but without success.
Oct. 30	Surgical aid.....	Townsend Inlet, New Jersey.	At midnight a man arrived at the station and requested that a physician be procured from Sea Isle City to attend the manager of a hotel near by who had cut his throat. A surfman was sent on the errand and the keeper went to the hotel to see if he could do anything to save the man's life. Bandages and adhesive plaster were applied to the wound, and the flow of blood was finally stopped. At 5.30 a. m. the surfman returned from Sea Isle City with word that the doctor was away. He then went to the mainland for one, whom he found to be sick and unable to attend. During this time the keeper gave the patient every possible attention, and when the Sea Isle City physician arrived, at 10 a. m., he said that the man's life had been saved by the keeper's prompt and intelligent action.
Oct. 30	Property recovered.	Chicamacomico, North Carolina.	Thirty-six large pieces of lumber were found on the beach by the surfmen and were hauled up clear of the sea to be turned over to the wreck commissioner.
Oct. 31	Assistance at fire...	Brant Rock, Massachusetts.	The midnight patrol discovered a small stable on fire $\frac{1}{2}$ mile from the station. He assisted to remove a refractory horse that was in the building and then gave the alarm at the station. All hands quickly responded and aroused the inhabitants as they went. The fire was extinguished in about an hour, but not until five small buildings were consumed.
Oct. 31	Rescue from danger.	Golden Gate Park, California.	Lifeboat pulled to the rescue of a bather who had taken refuge on one of the seal rocks about 300 yards north of the Cliff House. The boat could not be pulled close alongside the rock, but the man jumped into the water and was taken into the boat. A life belt was put on him preparatory to landing, and after waiting for a favorable opportunity the keeper effected a landing in safety, but not without difficulty, owing to the high surf.
Nov. 1	Body found.....	Sullivan's Island, South Carolina.	Keeper and crew went in search of a body reported to be lying on the beach to the eastward. When found, an examination showed that life had been extinct some time. The keeper went to Charleston and notified the proper authority, who held an inquest and removed the body.
Nov. 2	Drunken sailor assisted.	Ludington, Michigan, Lake Michigan.	A drunken sailor, rolling about the docks and in danger of falling overboard, was taken to his vessel by the patrol about 1.30 a. m.
Nov. 3	Physician procured.	Bois Blanc, Michigan, Lake Huron.	Learning of the severe illness of a woman on the island, the keeper made a trip in the surfboat to Cheboygan and brought a physician.
Nov. 3	Dragging for body..	Old Chicago, Illinois, Lake Michigan	Crew went out in a small boat to rescue a man hanging from a balloon, off Randolph street. They reached the balloon just as it settled into the water, but the man had sunk. Persistent dragging, which was continued on the next day, failed to recover the body.
Nov. 4	Rescue from peril...	Sullivan's Island, South Carolina.	A man fishing from one of the jetties, oblivious of the rising tide, found himself out off from the land with no means of retreat. He hoisted a distress signal with his fishing rod, whereupon the surfmen went out in a small boat and rescued him.

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1897. Nov. 5	Messenger service..	Cleveland, Ohio, Lake Erie.	At 7.40 p. m. lookout reported a schooner about a mile from the station burning a torch. Surfboat went out and the master requested that a tug be sent him, which was done.
Nov. 6	Attempted resuscitation.	Galveston, Texas.....	A boat belonging to the British steamer Avona and carrying five men, capsized and sank alongside the steamer, throwing the occupants into the water. Four were picked up by the crews of two other steamers, but the fifth was missing. The Avona requested the services of the life-saving crew, who started for her, but were called to one of the other steamers while on the way, where they found the crew trying to resuscitate one of the rescued men. The surfmen took charge of the body, and although life had been pronounced extinct by the quarantine surgeon, they worked upon it for some time according to the service methods, but to no avail. It was decided that search for the missing body alongside the Avona would be useless, owing to the strong flood tide, and the crew returned to the station. It was learned that another of the rescued men was beyond resuscitation.
Nov. 9	Bottled message forwarded.	Grand Haven, Michigan, Lake Michigan.	One of the surfmen found a bottle containing a message to a party in Chicago, saying that the writer had jumped overboard from a skiff. The message was forwarded to the address given.
Nov. 10	Shelter	New Shoreham, Rhode Island.	At 1.30 a. m. the crew of the schooner Maude Gertrude applied for lodging at the station, as their vessel was stranded and full of water. Keeper took them in and made them comfortable for the night.
Nov. 10	Rescue from peril...	Cape Disappointment, Washington.	Seeing a woman and a small boy start across the bay in a small boat while a fresh breeze was blowing, and fearing that they would be capsized and lost, keeper sent out the surfboat and had them brought to the station.
Nov. 11	.....do	Brenton Point, Rhode Island.	Hearing someone call, the surfmen instituted a search and found a fisherman, helplessly drunk, lying partly in the water and in imminent danger of being carried out by the surf. They detained him at the station until sober.
Nov. 12	Rescue from dilemma.	Napeague, New York.....	During the gale of this date a fisherman went out to his sloop in a skiff, which he dropped astern while working at the pump; the skiff, however, broke adrift and went ashore. The surfmen picked it up and rescued the fisherman from his dilemma.
Nov. 12	Fresh water supplied.	Mosquito Lagoon, Florida.	The schooner Etta May, being short of water, her master was furnished with a supply at the station.
Nov. 13	Loss by fire prevented.	Old Chicago, Illinois Lake Michigan.	Surfmen hauled two scows out of a slip near a coal yard, which was on fire, and moored them in places of safety.
Nov. 14	Recovery of body...	Narragansett Pier, Rhode Island.	Keeper and three of his crew helped the medical examiner to remove a body from Indian Rock.
Nov. 14	.....do	Old Chicago, Illinois, Lake Michigan.	Surfmen went out in the Whitehall boat, and after dragging ten minutes succeeded in recovering the body of a man drowned by falling from one of the piers.
Nov. 17	Transportation	Grindstone City, Michigan, Lake Huron.	The keeper of the Port Austin Reef light-house, having had one of his fingers crushed under a falling window, signaled the station for help, and the crew conveyed him ashore, where he could find a surgeon.
Nov. 18	Aid to the injured...	Atlantic City, New Jersey	While on his beat one of the patrolmen found and carried to his home a boy who had fractured an ankle on the beach and who lived but a short distance from the station.

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1897. Nov. 18	Recovery of body...	Golden Gate Park, California.	In response to a telephone message from Point Lobos, keeper sent three men with a stretcher to bring in the body of a man that had committed suicide by shooting himself.
Nov. 19	Transportation	Little Egg, New Jersey...	Keeper took a sick man from the schooner May and Eva in the surfboat to Brigantine Inlet, whence the keeper of that station took him in a wagon to Absecon. He lived at Atlantic City and the crew from that city conveyed him to his home.
Nov. 19	Rescue from drowning.	Cleveland, Ohio, Lake Erie.	While the tug Sprinkle was towing a float in the river, the float dragged under and a man was washed off into the river, but was rescued by a surferman who chanced to be near by in a skiff.
Nov. 19	Succor	Cape Arago, Oregon	While going from Umpqua to Empire City, three of the crew of the wrecked steamer Truckee lost their way and obtained food and shelter for the night at the life-saving station.
Nov. 25	Anchor recovered ..	Coney Island, New York ..	At the request of the owner of the sloop Georgie O., the keeper and three men dragged for and recovered an anchor lost from that vessel.
Nov. 27	Recovery of body...	Long Beach, New York...	The midnight patrol found the body of a man lying on the beach with the head and one hand missing and bearing the appearance of having been some time in the water. It was hauled above the high-water mark and the coroner was notified.
Nov. 28	Fire extinguished ..	Two Rivers, Wisconsin, Lake Michigan.	While the rest of the crew were at dinner the keeper ran to a dock near the station and put out a small fire that had been started by sparks from a passing tug.
Dec. 2	Assistance to keeper of lighthouse.	Grindstone City, Michigan, Lake Huron.	Having been cut off from communication with the shore for eight days by drift ice, the lighthouse keeper and his assistant had run short of provisions. Life-savers pulled out in the surfboat through the slush ice and took a supply to the two men.
Dec. 2	Rescue from drowning.	Old Chicago, Illinois, Lake Michigan.	A man fell overboard from a pier near the station, but by grasping a pole pushed out to him by one of the hands on a tug near by, managed to keep himself from sinking until the life-savers pulled out and rescued him.
Dec. 4	.....do .....	.....do	Upon information that a man had fallen off a dock some distance up the river, five surfmen hastened to the spot in the station boat and found him clinging to a pile, almost paralyzed with cold. They took him to the station, treated him with hot applications, rubbed him down until circulation was restored, and furnished him with dry clothing.
Dec. 9	Shelter and succor..	Chicamacomico, North Carolina.	Keeper gave food and lodging for the night to a man and his two sons from a small sloop anchored off the station.
Dec. 16	.....do	Chester Shoal, Florida....	A man, with his wife and two boys, traveling from Titusville to Canaveral, stopped at the station at 6 p. m. and asked for shelter over night. Keeper gave them lodging and breakfast and then directed them on their way.
Dec. 19	Shelter .....	.....do	A man from a boat anchored off the station requested lodging for his two daughters. This was granted, and the next morning they continued on their way.
Dec. 21	Rescue from danger.	Corson Inlet, New Jersey..	Cries of distress being heard near the station at 7 p. m., keeper hastened out and, following the sounds, found a youth who was lost among the ponds and creeks in the meadows. Keeper conducted him to the station, and after giving him supper sent him to his home.

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1897. Dec. 25	Shelter and succor..	Currituck Inlet, North Carolina.	Two travelers reached the station late in the afternoon and asked shelter for the night. Keeper gave them food and lodging.
Dec. 28	Medical aid.....	Little Beach, New Jersey.	A man arrived at the station at 4 p. m. and requested medicine for his companion on a catboat frozen in the ice. Keeper furnished the medicine and arranged to go out to the man in the morning if further assistance should be needed, but none was required.
Dec. 28	Shelter and succor..	Chester Shoal, Florida....	At 6 p. m. a geologist who had lost his way arrived at the station, tired and hungry. Keeper gave him food and lodging, and the next morning the keeper's son took him to Titusville.
Dec. 30	Aid to navigation ..	White Head, Maine	Learning that the can buoy was gone from Hay Island Ledge, keeper reported the fact to the lighthouse inspector, in order that the aid to navigation might be speedily replaced.
Dec. 30	Rescue from drowning.	Whales Head, North Carolina.	While on the landing belonging to the clubhouse on the inside beach, a little boy, son of the clubhouse keeper, fell overboard and was in danger of being drowned. The keeper of the life-saving station, being near by, hastened to the rescue and took the child from the water.
1898. Jan. 5	Fire extinguished ..	Gilberts Bar, Florida	Keeper assisted to put out a fire that had been started in the underbrush about $\frac{1}{2}$ mile from the station.
Jan. 12	Search for lunatic ..	Orleans, Massachusetts ..	At 6.30 a. m. the crew turned out and joined in the search for a demented old man who had been wandering, half-dressed, in the salt marshes all night. When found he was chilled through and was taken to a physician for treatment.
Jan. 14	Succor afforded.....	Brigantine, New Jersey..	A man and his wife, having been in a sloop wrecked on Little Egg Shoal, went to the station and were cared for until the 19th, when they left for their home. The woman was furnished with necessary clothing from the stores of the Women's National Relief Association.
Jan. 14	Inebriates assisted .	Townsend Inlet, New Jersey.	Two men under influence of liquor lost their way during the night and drove their team into a salt pond. Keeper and two of crew got the team out of the pond and upon the turnpike, and gave the men an old lantern, which they sent back by the patrol.
Jan. 15	Fire discovered.....	Davis Neck, Massachusetts.	About 10 p. m. the east patrol discovered a fire in a meat market. He ran to a church near by and rang the bell. The fire department responded and extinguished the flames.
Jan. 19	Mule rescued from drowning.	Hog Island, Virginia.....	While a launch was towing a float with a mule on board, the float upset, and the mule would probably have been lost but for the quick work of the surfmen, who got a line around its neck and towed it ashore.
Jan. 21	Shelter afforded	Chester Shoal, Florida....	Three persons on their way from Titusville to Canaveral were accorded shelter at the station for the night.
Jan. 23	Body recovered	Racine, Wisconsin, Lake Michigan.	During the gale the heavy sea released the body of a man that had been missing for about a year. The body had apparently been held under water by a snag. Two surfmen took it to the station incline and the coroner was notified.
Jan. 29	Body found.....	Point Adams, Oregon	Upon receiving word that a body was lying on the rocks at the jetty, the surfmen proceeded to the spot and removed it to the station, where the coroner took charge of it.
Feb. 2	Rescue from drowning.	Point Allerton, Massachusetts.	The master of a tug, in trying to walk on the ice from his vessel to the distressed schooner Albert Crandall, broke through and was in imminent danger

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1898.			
Feb. 2	Rescue from drowning.	Point Allerton, Massachusetts.	of drowning, but was rescued by the life-savers, who had to haul their boat over and through the ice to reach him.
Feb. 6	Transportation of baggage.	Chester Shoal, Florida....	Keeper took baggage of one of the members of the Canaveral Club to the steamer, 9 miles away, steamer not being able to get nearer on account of shoal water.
Feb. 6	Physician procured	Cape Arago, Oregon	Surfmen pulled to Empire and procured a physician for a sick woman.
Feb. 7	Shelter and succor..	Fort Lauderdale, Florida.	In crossing New River bar, sloop Cupid shipped a sea which wet all the clothing and bedding. The crew, two men, were cared for at the station for the night.
Feb. 17	.....do	Salisbury Beach, Massachusetts.	A man, caught out in the blinding snow-storm, was sheltered at the station for the night. He left his boat until he should call for it.
Feb. 17	Recovery of body...	Cleveland, Ohio, Lake Erie.	Keeper pulled in skiff 2½ miles to a dock near Columbia street, where C. C. Lovell, a ship keeper, had been drowned. The body was soon recovered and given over to the harbor master.
Feb. 19	Transportation of body.	Monomoy, Massachusetts.	Crew found the body of a man in the wreck of the barge Excelsior, and transported it to Chatham Station, where it was given over to the authorities.
Feb. 19	Assistance at fire...	Coquille River, Oregon ...	Station crew assisted in efforts to save the Ocean House, on fire at Bandon, but owing to a strong breeze the fire got beyond control, and nothing could be saved but the outbuildings.
Feb. 21	Pilot procured	Ilwaco Beach, Washington.	In answer to a signal from a vessel off the station, keeper procured a pilot for her by telephone.
Feb. 26	Rescue from drowning.	Santa Rosa, Florida	While at the Pensacola Navy-Yard, Surfman John Jacobson, seeing a boy fall from a wharf into the water, immediately plunged in and rescued the little fellow.
Mar. 1	Transportation of physician.	Humboldt Bay, California	A physician from Eureka arrived at the station in a gasoline launch on his way to attend a sick child on the south spit, and the master of the launch refusing to go any farther on account of the strong tide, the surfmen took the physician in a boat to the spit, and later on brought him back.
Mar. 11	Shelter	Bodie Island, North Carolina.	Two itinerant preachers, having no other place to spend the night, were given lodging at the station.
Mar. 12	....do	Pea Island, North Carolina.	Two men traveling along the seashore were sheltered at the station over night.
Mar. 16	Recovery of property.	Louisville, Kentucky	A gentleman hailed the station from a steamer, saying that he had dropped a package of valuable papers into the river and the current was carrying it away. Surfmen pulled out and recovered the package and returned it to the owner.
Mar. 25	.....do	Caffeys Inlet, North Carolina.	During the night the patrol found a barrel of kerosene on the beach. Keeper turned it over to the commissioner of wrecks.
Mar. 26	Shelter	Currituck Inlet, North Carolina.	A man applied to the keeper for lodging and was accommodated for the night.
Mar. 28	Recovery of body ..	Isle of Wight, Maryland .	Keeper found a body near the beach and, assisted by the keeper of Ocean City Station, put a rope around it and hauled it out and notified the coroner. It had apparently been in the water for a month or more, the flesh being gone in places. The initials H. A. R. and Z. B. R. were tattooed on the right forearm.
Apr. 2	Transportation	Old Chicago, Illinois, Lake Michigan.	At 7.20 p. m., in answer to a lantern signal, crew pulled to outer breakwater and took off two men who were afraid to venture ashore in their own boat on account of its having sprung a leak. Landed the men and towed their boat ashore.

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1898. Apr. 4	Recovery of body...	Cleveland, Ohio, Lake Erie.	Learning that there was a body floating in the old river bed, about $\frac{1}{2}$ mile SSE. from station, keeper took the skiff, picked up the body, and turned it over to the authorities.
Apr. 4	Transportation	Umpqua River, Oregon ...	A cripple without means was carried across the river and given supper, lodging, and breakfast by the keeper.
Apr. 5	Recovery of body...	Brant Rock, Massachusetts.	A body floating in the surf was hauled out by the surfmen, and the keeper notified the coroner, who went down and took charge of it.
Apr. 7	Wagon released from mire.	Great Egg, New Jersey ..	Receiving word from Absecon that a wagon was mired in the surf N. of station, crew pulled out, took a line from the wagon to the shore, and with assistance of keeper and one man from Absecon, hauled it out on the beach.
Apr. 10	Success	Core Bank, North Carolina.	A gentleman traveling along the beach was caught in a storm and sought refuge at the station. Keeper gave him food and lodging.
Apr. 11	Transportation	Sand Beach, Michigan, Lake Huron.	Keeper of Detour Lighthouse requesting to be set aboard the tender Marigold, lying out in the harbor, two surfmen took him out to the vessel in the station dingey.
Apr. 11	Rescue from drowning.	Milwaukee, Wisconsin, Lake Michigan.	Patrol found a man lying in the water alongside the breakwater, unable to move; calling a switchman of the Chicago and Northwestern R. R. to his aid, patrol jumped into the icy water and passed a rope around the man's body, and the switchman hauled him up. He had fallen off the breakwater while intoxicated and was nearly chilled to death, but recovered at the Emergency Hospital, where the patrol had him sent.
Apr. 14	Recovery of body...	Erie, Pennsylvania, Lake Erie.	An inmate of the Soldiers' and Sailors' Home was drowned from the boathouse, and the keeper of the station, being notified by telephone, went over with his crew and recovered the body with a grapple. Artificial respiration was kept up for half an hour, but the physician of the institution then pronounced the man dead.
Apr. 15	Release from quicksand.	Kill Devil Hills, North Carolina.	Station crew went along the beach $\frac{1}{2}$ mile and helped to haul four mules and a wagon out of the quicksand, where they had become mired.
Apr. 16	.....do	Absecon, New Jersey	Horse and wagon becoming mired 75 yards W. of station, crew unhitched horse and hauled it out, and then released the wagon.
Apr. 19	Transportation	Cleveland, Ohio, Lake Erie.	A man on the east breakwater, desiring to be landed, made a lantern signal at 7.40 p. m., and the surfmen pulled over and set him ashore.
Apr. 21	Physician procured.	Cape Arago, Oregon	Surfmen pulled over to Empire and procured a physician for a sick woman at the Government jetty works.
Apr. 22	Assistance at fire...	Lewes, Delaware	Station crew hastened to a burning dwelling, about a mile from the station, and helped remove the furniture. The fire was so far advanced that the building could not be saved, but they saved an adjoining dwelling by keeping the roof saturated with water.
Apr. 25	Recovery of bodies...	Manistee, Michigan, Lake Michigan.	Keeper detailed two surfmen to go up the river and drag for two men drowned there; the bodies were recovered and given over to the coroner.
Apr. 26	Rescue from drowning.	South Haven, Michigan, Lake Michigan.	A small boy fell into the river from the station boat-alide and was rescued by the keeper, who was close by at the time of the accident.
Apr. 27	Shelter	Metomkin Inlet, Virginia.	During the N.E. storm ten fishermen abandoned their boats and were sheltered at the station. They had anchored in the harbor near the station, but the storm

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1898.			
Apr. 27	Shelter	Metomkin Inlet, Virginia.	was so severe, and their boats leaked so badly, that they deemed it unsafe to remain on board.
Apr. 27	.....do	Core Bank, North Carolina.	Ten crab fishers camping on the banks were sheltered at the station during the N.E. storm.
Apr. 29	Recovery of body...	Spermaceti Cove, New Jersey.	Learning from a fisherman that a body was lying on the beach in the Horseshoe, keeper sent two surfmen to secure it. From letters and a bank book found on the body, it was presumed to be that of John W. Gray, of Red Bank, N. J. Keeper accordingly telegraphed coroner of that place and he came down and took charge.
Apr. 29	.....do	Milwaukee, Wisconsin, Lake Michigan.	Surfmen brought in a body found floating in the lake a mile east of the station. It was turned over to the coroner and identified as that of Harry E. Vollmer.
May 5	Physician procured.	Chester Shoal, Florida....	Keeper sent supply boat to Titusville and transported a physician from that point to Canaveral and return to attend a sick man.
May 6	Fires extinguished.	Cleveland, Ohio, Lake Erie.	By the prompt use of their fire buckets station crew put out two fires on this date—one in a building used by the yacht club and the other on the end of the West River pier. No damage was done.
May 7	Body found.....	Golden Gate Park, California.	Being notified that the body of a suicide was lying in the grass near the station, keeper reported to the coroner and took charge of the remains until the arrival of that official.
May 8	Shelter and succor..	Wallops Beach, Virginia..	Three men, the crew of the stranded schooner E. S. Ingersoll, were cared for at the station over night.
May 8	.....do	Parramore Beach, Virginia.	Four men, the crew of the schooner Emma M. Robinson, sunk in the Horseshoe, came to the station cold, wet, and hungry. Keeper gave them dry clothing from the supply of the Women's National Relief Association and cared for them over night. Next morning the station crew took them across to the mainland.
May 8	Assistance at fire...	Milwaukee, Wisconsin, Lake Michigan.	Local fire tug responded to an alarm of fire in a fisherman's shanty near the station, but could not make a landing on account of shoal water. Station crew took firemen and hose ashore in the surfboat and the flames were soon subdued.
May 9	Succor.....	Chester Shoal, Florida....	Two fishermen came to the station tired and hungry, and applied for relief. Keeper gave them food and a supply of water.
May 9	Recovery of body ..	Old Chicago, Illinois, Lake Michigan.	Learning that a man had been drowned near the State Street bridge, keeper sent three surfmen to the scene with drags. They soon recovered the body and turned it over to the authorities.
May 15	Clothing and succor.	Charlotte, New York, Lake Ontario.	An intoxicated man who had fallen off a dock and been rescued by companions, was taken to the station and fitted out with dry clothing, and put to bed until sober.
May 15	Recovery of body ..	Evanston, Illinois, Lake Michigan.	Keeper and two surfmen went to a pier about 1 mile from the station, where a boy had fallen overboard. After working about twenty minutes they recovered the body and landed it on the pier. There they stripped it and expelled the water, and the police patrol wagon then coming up, they loaded the body into it and went to the police station, where they worked over it for two hours, but it was beyond resuscitation.

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1898.			
May 16	Shelter	Gull Shoal, North Carolina.	A young man bound from Nags Head to Kinnakeet in a small sailboat had to make a harbor on account of the strong wind. Keeper gave him shelter for the night at the station.
May 18	Recovery of body ..	Louisville, Kentucky	Receiving a telephone message that a boy had been drowned near the foot of Tenth street, keeper sent a crew in one of the station boats to drag for the body. They failed to locate it, and, having broken all their hooks on the rocky bottom, returned to the station. On the next day they resumed the search, recovered the body, and turned it over to the undertaker.
May 20	Assistance at fire...	Salisbury Beach, Massachusetts.	Fire having broken out in a cottage $\frac{1}{2}$ mile from the station, crew hurried to the scene with fire buckets, but the flames were beyond control, and they turned their attention to another cottage close by. They were unable to stop the progress of the fire, however, and four cottages, all close together, were destroyed. The fifth was farther away, and they managed to save that. In the meantime about 200 people had gathered, and the surfmen helped to remove the furniture of the doomed buildings. One of the crew was hurt by a piece of furniture dropped from the window above him, and all were more or less blistered by the intense heat.
May 20	.....do	Kewaunee, Wisconsin, Lake Michigan.	Shortly before midnight fire started in a row of wooden buildings in the town, and nearly two blocks were destroyed. Keeper and crew turned out and took the station pump to a corner where there was a cistern, and played water on the bank building until the fire company could get there. In this way the fire was held in check and the building saved.
May 22	Transportation	Tathams, New Jersey	The U. S. S. Zizania, of the Mosquito Fleet, stood down toward the station and signaled for a boat. Crew pulled out and took off the mate, who had had one of his feet crushed. Took him ashore and the keeper then conveyed him to his home at Cape May.
May 22	Recovery of body...	Cleveland, Ohio, Lake Erie.	Keeper sent three men in the dingey to drag for the body of a boy drowned near the foot of Wilson avenue, $3\frac{1}{4}$ miles from the station. They recovered the body in a very short time and gave it in charge of the father.
May 24	Shelter to soldiers ..	Sandy Hook, New Jersey ..	The Third Regiment New Jersey Volunteers having arrived without tents, the soldiers slept in the cars and ten officers and one disabled private put up at the station. On the 25th keeper turned over the storehouse for the shelter of the soldiers during a storm.
May 25	Physician procured.	Bois Blanc, Michigan, Lake Huron.	Keeper took two men in the supply boat and sailed across to Cheboygan and brought back a physician for a sick woman.
May 25	Rescue from drowning.	Old Chicago, Illinois, Lake Michigan.	While fishing from the north pier a man fell into the water, but clung to a pile until rescued by surfmen in the station Whitehall boat. They took him to the station and gave him dry clothing.
May 25	Property recovered.	Point Adams, Oregon.....	While out on Clatsop Spit patrolling among the fishermen, surfmen picked up a net that had been lost in the heavy surf and returned it to the owner.
May 27	Body found.....	Spermaceti Cove, New Jersey.	Soldiers camped near the station found a body in the surf and hauled it out on the beach. Keeper notified the coroner, who came down and took charge.

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1898. May 28	Medical treatment..	Jerrys Point, New Hampshire.	One of the soldiers from the battery being taken sick, keeper put him to bed at the station, gave him medicine from the station chest, and telephoned to Portsmouth for a physician.
May 28	Property recovered.	Lone Hill, New York.....	Recovered a sturgeon net adrift in the surf and took it to the station, where the owner claimed it two days later.
May 29	Rescue from drowning.	Grand Haven, Michigan, Lake Michigan.	Four men were rowing by the station when one fell out into the river. Keeper and two surfmen hurried out in the station skiff, rescued the man, and put him back aboard his boat.
May 30	Rescue from peril...	Sullivan's Island, South Carolina.	While out on one of the jetties a soldier was cut off from land by the rising tide, and made a signal for help. Station crew manned the small boat and brought him ashore.
May 30	Recovery of body...	Erie, Pennsylvania, Lake Erie.	At 5 45 a. m. two surfmen recovered the body of a man drowned by falling from a dock on the 29th. They notified the coroner, who decided that an inquest was unnecessary, and relatives took charge of the body.
May 31	Fire extinguished..	Racine, Wisconsin, Lake Michigan.	One of the station crew discovered an ash barrel on fire near a dwelling, the flames having already attacked the house. Surfman called the owner and helped put out the fire.
June 4	Shelter and succor..	Gay Head, Massachusetts.	Two fishermen sought and obtained supper and a night's lodging at the station.
June 4	Dragging for bodies.	Buffalo, New York, Lake Erie.	While three men were fishing in a skiff near the outer breakwater the steamer F. W. Fletcher came along, and fearing that they would be cut down, the men all jumped overboard and were drowned. Immediately upon learning of the casualty station crew pulled out, but could find no trace of the men. Keeper had their boat taken to the station and then sent two crews in the small boats to drag for the bodies. Persistent grappling for three days failed to locate the bodies and the effort was abandoned. The boat was taken away on the 5th by its owner. The body of one of the men was found on the 12th floating near Erie Basin.
June 5	Clothing furnished.	Erie, Pennsylvania, Lake Erie.	Keeper furnished dry clothing to a man that fell into the water in trying to make a landing from his rowboat.
June 6	Body found.....	Fenwick Island, Delaware.	Learning that there was a body on the beach some distance from the station, keeper requested help from keeper of Isle of Wight Station, no regular crew being employed at this season, and together they went to the scene in a wagon and brought the body to the station. A search of the clothing threw no light upon the identity of the man, and the keeper notified the coroner of the incident. On the 8th that official arrived, held an inquest and requested the keeper to bury the body, decomposition being too far advanced to admit of its being moved to town. Accordingly, keeper made a box and, assisted by a neighbor, gave the body a decent burial.
June 6	.....do.....	Chicamacomico, North Carolina.	Receiving information that a body in advanced state of decomposition was on the beach a mile from the station, keeper had a box made and drove to the place, put the body in the box, and gave it burial on the high land near the station.
June 6	Rescue from drowning.	Buffalo, New York, Lake Erie.	Seeing a boat capsize with a man near the Watson elevator, two of the surfmen jumped into the station ferryboat and hastened to the rescue. They took him into their boat and landed him and his boat at the station.

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1898. June 7	Body found.....	Ocracoke, North Carolina.	Hearing that there was a body on the beach 7 miles from the station, keeper had a box made and sent three men to the place to bury it. It had been in the water a long time and there was nothing about it to give a clue to its identity.
June 10	Property recovered.	Two Rivers, Wisconsin, Lake Michigan.	At request of wharfinger, crew went to dock opposite the station and recovered a package of hardware that had fallen from the wharf into the river.
June 11	Body found.....	New Inlet, North Carolina.	Body of a man washed up on the inside shoals $1\frac{1}{2}$ miles from station. Keeper called up Pea Island Station for assistance, made a box, and proceeded to the place. The two crews searched the effects and found that the body was that of a young man named Salter, who was drowned near Long Shoal lighthouse on the 4th. They removed the body to a place of safety and notified the father by telephone.
June 11	Rescue from danger.	Cleveland, Ohio, Lake Erie	Crew pulled out $\frac{1}{2}$ mile and rescued a small boy who, while bathing, had drifted out beyond his depth on a small raft; landed him on the beach, where he had left his clothes.
June 11	.....do	Kewaukee, Wisconsin, Lake Michigan.	Surfmen manned small boat and pulled to the rescue of two men who had fallen into the river and were clinging to a pile. Took them into the station boat and landed them.
June 12	.....do	Louisville, Kentucky	Keeper dispatched a crew in one of the station boats to the assistance of three men who were clinging to a flatboat lodged on a reef in the Kentucky chute of the falls. Took the men to the station and gave them proper care.
June 17	Property found	Absecon, New Jersey	One of the surfmen found and took to the station a bundle containing clothing and a clock. Keeper notified police and held the bundle subject to call of owner.
June 18	Recovery of body...	Louisville, Kentucky	Keeper sent a crew in one of the station boats to drag for the body of a colored boy drowned near the steamer <i>Bostona</i> . They soon recovered the body and took it to the station, where it was delivered to the proper authorities.
June 19	Body found.....	Oak Island, New York	Found the body of a sailor on the beach, badly decomposed. Keeper notified the coroner, who took charge of it.
June 21	Transportation	Cleveland, Ohio, Lake Erie	In answer to signal of distress, station crew pulled over to the west arm of the breakwater, where they found a man severely injured by a falling derrick. Carried him to the city and telephoned for an ambulance to take him to the hospital.
June 21	.....do	Marquette, Michigan, Lake Superior.	Keeper went out to the Granite Island lighthouse, 10 miles to the northward, with the steam launch, and brought ashore the light keeper to take charge of the body of his son, the keeper of the Marquette light, who was drowned April 30, and whose body was found on this date.
June 21	Succor.....	Racine, Wisconsin, Lake Michigan.	Receiving word that a man had fallen from a pier, keeper sent out two skiffs, but before they could reach him the man was rescued by fishermen on the pier. Surfmen took him to the station, gave him dry clothing, and put him to bed, as he was shivering with cold. In about two hours he had recovered sufficiently to go home.
June 22	Recovery of body...	Spermaceti Cove, New Jersey.	Upon information that a man had fallen overboard and drowned in Spermaceti Cove the night previous, keeper went over and took the body from the water and telephoned the coroner. Conveyed the remains to the Highlands, where the coroner received them.

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1898. June 22	Recovery of property.	Sturgeon Point, Michigan, Lake Huron.	A man going along the dock on a bicycle accidentally rode overboard, but reached the shore unaided. Surfman on watch recovered the bicycle.
June 23	Rescue from drowning.	Michigan City, Indiana, Lake Michigan.	While carrying grate bars on board a pile driver a man fell into the river, but was promptly rescued by a surfman who chanced to be near by.
June 24	.....do	South Chicago, Illinois, Lake Michigan.	A skiff capsized with four boys near the end of the north pier. Surfman on watch hove them a line and hauled them up on the pier.
June 27	Recovery of body ..	Louisville, Kentucky.....	Keoper sent a crew out in one of the station boats to drag for the body of a man drowned near the foot of Fourteenth street. They recovered the body and took it to the station, whence it was removed by the proper city officials.
June 27	.....do	Erie, Pennsylvania, Lake Erie.	Learning that a boy was supposed to have drowned at one of the city wharves, three surfmen went to the place, and after dragging a short time recovered the body and gave it in charge of the parents.
June 27	Rescue from drowning.	South Chicago, Illinois, Lake Michigan.	In attempting to cross the river in a small boat, a man and a woman were thrown into the water by the capsizing of the boat. Four surfmen hurried out in the supply boat and rescued them.
June 28	.....do	Buffalo, New York, Lake Erie.	While fishing from the pier at 9.30 p. m. a man fell into the river and was in danger of drowning, but was rescued by the pier patrol from the station, who climbed down the side of the pier and pulled the man up on the piling.
June 28	Recovery of body ..	Evanston, Illinois, Lake Michigan.	A boy having drowned while swimming about 1,000 yards N. of the station on the afternoon of the 27th, keeper and crew dragged all that day, assisted by local fishermen, and tried several expedients for raising the body, but without success. Shortly after midnight, however, they brought the body up in a seine and turned it over to the police.
June 30	Recovery of property.	Long Branch, New Jersey.	Surfmen assisted crew of a pound boat to save 3,000 pounds of fish scattered along the beach by the capsizing of their boat while beaching it.

VESSELS WARNED FROM DANGER.

1897-1898.

VESSELS WARNED FROM DANGER.

The value of the patrol system could have no better illustration than that afforded by the record of the numerous occasions during the year on which the signals of the patrolmen, both by night and by day, were successfully used to warn off vessels standing into danger. The returns from the various stations show that in 215 instances vessels were apprised of their peril in the nighttime by the burning of the Coston night signals, and 11 in the daytime by the signals of the International Code and other appropriate means.

BY NIGHT SIGNALS.

Date.	Station and locality.	Circumstances of warning.
1897. July 20	Point Reyes, California.....	During the first watch the north patrol burned a Coston signal to warn a vessel that was approaching too close to the beach. She went about and stood offshore.
Aug. 4	Cape May, New Jersey.....	The surfman on the west patrol during the first watch discovered a vessel dangerously near the beach. He burned a Coston signal, and she tacked and stood offshore.
Aug. 18	Big Kinnakeet, North Carolina	Patrolling southward from 6 to 9 p. m., surfman No. 3 saw a vessel standing toward the beach. He promptly burned a danger signal, and she kept offshore.
Aug. 21	Plum Island, Massachusetts..	During the middle watch the south patrol burned a Coston signal and warned away a vessel that was running dangerously near the beach.
Aug. 21	Chicamacomico, North Carolina.	The north patrol from 9 p. m. to midnight burned a danger signal to warn a steamer of her dangerous approach to the beach. Her course was at once changed and she went clear.
Aug. 22	Tathams, New Jersey.....	A steamer was discovered by the south patrol during the middle watch too near the bar for safety. He showed a danger signal, and she hauled off.
Aug. 24	Parramore Beach, Virginia ...	Surfman No. 2 on north patrol saw a steamer running dangerously near the shoals at 2.30 a. m. He warned her off by burning a Coston signal.
Aug. 25	San Luis, Texas	At 2 a. m. the patrolman southward burned a Coston signal to warn of her danger a vessel that was too near the outer bar. Her course was promptly shaped seaward.
Aug. 26	Nauset, Massachusetts	When 1½ miles S. of station, at 1 a. m., the patrolman saw a steam yacht too close to the beach for safety. In response to a danger signal she stood out to sea.
Aug. 31	San Luis, Texas	At 11 p. m. the southwest patrol warned a vessel that was too near the bar, and she immediately stood off out of danger.
Sept. 1	Crumple Island, Maine	At 11.30 p. m. the lookout discovered a schooner's lights dangerously near Egg Rock. He at once burned a danger signal, and she stood offshore.
Sept. 1	Fletchers Neck, Maine	During the first watch the north patrol fired his Coston signal and warned a vessel that was standing in too close to the point of Wood Island.
Sept. 2	Forked River, New Jersey....	As the north patrol of the middle watch reached the end of his beat a large three-masted schooner was seen standing into danger. Upon due signal she headed to seaward.
Sept. 2	Parramore Beach, Virginia ...	Shortly after 10 in the evening the watch to the southwest showed his red light to a schooner that was heading directly for a dangerous ledge. She went about at once and stood out to sea.
Sept. 5	Absecon, New Jersey.....	Shortly before midnight the south patrol burned a Coston signal to warn a vessel standing into danger, and she promptly stood offshore.

By night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1897.		
Sept. 5	Metomkin Inlet, Virginia.....	During the middle watch the south patrolman, observing a vessel hugging the shore, showed the danger signal, and she changed her course at once.
Sept. 7	Assateague Beach, Virginia ..	A vessel approaching the shoals too close was discovered by the patrol and warned off in time to clear them.
Sept. 13	Chicamacomico, North Carolina.	Shortly after sunset a steamer was warned against a nearer approach to the shore by the exhibition of the usual night danger signal.
Sept. 13	San Luis, Texas	About 10 p. m. the north patrol burned his Coston light to apprise of danger a small schooner heading directly for the beach. She quickly heeded the warning and went about.
Sept. 15	Turtle Gut, New Jersey	A Coston signal was displayed by the north patrol, about 8 p. m., to a schooner skirting Turtle Island Bar too close for safety; she altered her course without delay.
Sept. 16	Barnegat, New Jersey	At 7 p. m., while the sunset patrol was near the end of his beat, he saw a southbound steamer steering a course leading her into danger, and showed his night signal, whereupon the steamer hauled out.
Sept. 17	Peaked Hill Bars, Massachusetts.	During the middle watch the east patrol discovered a schooner near the bar, apparently unaware of danger. He flashed his signal and she quickly stood away.
Sept. 17	Atlantic City, New Jersey.....	At 3.30 in the morning the south patrol burned a Coston signal and warned off a schooner running too near the beach.
Sept. 17	Hog Island, Virginia	About 9.35 p. m. a vessel was observed approaching the shoals, making good time in a fresh breeze; the patrolman burned his signal and she kept away in time to clear the danger.
Sept. 21	San Luis, Texas	Shortly before daylight the southwest patrol signaled danger to a steamer hugging the beach too close. She heeded the warning and shaped a proper course.
Sept. 22	Knobbs Beach, Massachusetts	About an hour before daylight the north patrol made out a large schooner standing directly on shore and close in; he fired his Coston signal and the vessel went about.
Sept. 25	Peaked Hill Bars, Massachusetts.	At 9 p. m. the west patrol warned off a vessel that was very close to the most dangerous of the Peaked Hill bars.
Sept. 29	Orleans, Massachusetts.....	About 3.30 a. m. the north patrol observed a fishing schooner standing directly on shore, and dangerously near; he burned his Coston signal and she went about.
Oct. 1	Jerrys Point, New Hampshire.	At 7.30 p. m. the patrolman on the Battery discovered a schooner about to run ashore. He flashed a Coston signal, whereupon she tacked off and then anchored.
Oct. 1	Watch Hill, Rhode Island	The west patrol discovered a schooner at 9.20 p. m. dangerously close in and heading for the reef. He burned a Coston signal at once. She quickly stood out and, fortunately, passed clear.
Oct. 5	Brigantine, New Jersey.....	The sunset patrol, south, saw a bark almost on Brigantine Shoals and burned a danger signal, which she promptly heeded and went clear.
Oct. 5	South Brigantine, New Jersey.	During the watch from sunset to 8 p. m. the south patrol discovered a large bark standing too close to the shoals. Upon the usual signal she kept off and cleared the danger.
Oct. 7	Umpqua River, Oregon	About 9.45 p. m. one of the patrolmen warned a steamer going north of her dangerous proximity to the shore. She passed clear and went on her way.
Oct. 8	Cape Elizabeth, Maine.....	The surfman on the west patrol warned away from the rocks a schooner that was standing dangerously near them.
Oct. 8	Peaked Hill Bars, Massachusetts.	Patrol to the eastward at 9 p. m. saw a vessel's light near the bar. He burned a danger signal and she tacked off shore.
Oct. 13	Smith Island, Virginia.....	At 10.30 p. m. the surfman on the south patrol warned off a vessel standing too close inshore for safety.
Oct. 15	Sullivan's Island, South Carolina.	At 4 a. m. patrol discovered a schooner running into danger, which he warned away by a Coston signal.
Oct. 19	Erie, Pennsylvania	During the prevalence of a fog, at 5 a. m., one of the surfmen saw a steamer heading in directly for the shore. He swung his lantern to warn her, but as it was not heeded he burned a danger signal and she then backed out into the lake.
Oct. 19	Coquille River, Oregon	The lookout saw a schooner's light off the bar at 7.30 p. m., and, as the tide was ebbing, he burned a Coston signal to warn her off, and she stood out into deep water.
Oct. 20	Long Beach, New York.....	While on the south patrol from sunset to 8 p. m., the surfman burned a Coston signal to warn a steamer that was too near the shore. She immediately headed out and passed clear.
Oct. 20	Hereford Inlet, New Jersey...	About 11.25 p. m. the south patrol discovered a steamer heading toward the beach, close inshore. Heeding his danger signal, she promptly sheered out.

By night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1897.		
Oct. 22	Assateague Beach, Virginia...	A sloop, while running in for anchorage, approached the beach too close. The surfman on the south patrol quickly burned a danger signal and she headed off into deep water.
Oct. 22	Cobb Island, Virginia.....	At 11 p. m. one of the patrolmen saw a vessel standing into danger and burned a Coston signal, whereupon she promptly changed her course and passed clear.
Oct. 23	Sea Isle City, New Jersey	A steamer bound north and too near the beach was warned off about 10 p. m.
Oct. 24	Shoalwater Bay, Washington.	The north patrol discovered a vessel's light dangerously near the shore about 3 a. m. and fired a danger signal. She laid her course to seaward at once.
Oct. 25	Cape Henry, Virginia.....	The north patrol reported to keeper at 8 p. m. that a large steamer was running for the point of the cape and was in danger of stranding. The keeper burned a Coston signal at once and the steamer headed offshore.
Oct. 25	.....do	While patrolling the north beat from sunset to 9 p. m. the surfman found it necessary to fire two danger signals to warn off a schooner standing toward the beach.
Oct. 25	Little Island, North Carolina.	Keeper burned a Coston signal to warn a steamer dangerously near the beach. She hauled out and passed clear.
Oct. 25	.....do	The north patrol from sunset to 9 p. m. saw a steamer approach the shore too near for safety. Being close to the station, he reported it to the keeper, who burned a Coston signal, which the steamer promptly heeded and thereby escaped disaster.
Oct. 26	Sea Isle City, New Jersey	At 5.15 a. m. a large steamer was observed by a surfman very close to the beach. He fired a Coston signal, followed by another a few minutes later, the first seeming not to be noticed. The steamer answered the second with two long blasts of the whistle and then headed seaward.
Oct. 26	Seatack, Virginia.....	The keeper burned a danger signal at 9 p. m. to warn off a steamer running too near the beach. She sheered out and passed in safety.
Oct. 27	Rehoboth Beach, Delaware ...	The north patrol saw a steamer heading directly for the beach at 7 p. m. and flashed a Coston signal to warn her of the danger. Her whistle was sounded, and the keeper's attention being attracted by it, he rushed out, and not knowing that she had already been warned, also burned a signal. As her course was not altered and her peril was momentarily increased, both keeper and patrol fired signals a second time, when she took heed and headed offshore. The weather was thick and stormy.
Oct. 27	Indian River Inlet, Delaware.	The patrol on the north beat during the first watch burned a danger signal to warn a steamer in danger of stranding. As she did not change her course, he fired another and she then kept off. Farther down the coast she again stood in too close for safety and the south patrol gave her warning. This time she headed straight offshore and was soon out of sight.
Oct. 27	Seatack, Virginia	The south patrol fired a danger signal at 10 p. m. to warn away a ship which headed off just in time to avert a casualty.
Oct. 28	Watch Hill, Rhode Island	The west patrol from sunset to 8 p. m. signaled a vessel in danger, which instantly put about and stood into deep water.
Oct. 28	Cape Henlopen, Delaware	A steamer was warned away from the beach by the south patrol.
Oct. 28	.....do	During the early morning watch the north patrol warned off a steamer that was in imminent danger of stranding.
Nov. 4	Cobb Island, Virginia.....	At 9.45 p. m. patrol signaled a vessel standing dangerously close to the beach and she stood off into deep water without delay.
Nov. 5	Bonds, New Jersey.....	Shortly after dark the patrol warned off a sloop standing too close in.
Nov. 6	Vermilion Point, Michigan ...	Between squalls of rain and sleet, at 2 a. m., the east patrol apprised a steamer too close to the beach that she was in danger. She sheered out at once.
Nov. 9	False Cape, Virginia.....	A schooner standing dangerously near the beach was warned off shortly before daylight. She quickly tacked and went clear.
Nov. 10	Velasco, Texas.....	The west patrol warned away a schooner that was heading directly for the end of the jetty.
Nov. 11	Orleans, Massachusetts.....	Two schooners hugging the coast too close were warned by Coston signal; one answered the signal with a torch and both swung away to safe courses.
Nov. 11	Turtle Gut, New Jersey	About 10 p. m. the patrol signaled danger to a schooner too close in between Cold Spring and Turtle Gut, and she bore away.
Nov. 12	Sea Isle City, New Jersey	During the mid watch a large sloop, bound north, was warned out of danger.

By night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1897.		
Nov. 13	Nauset, Massachusetts	A large three-masted schooner standing much too close to Nauset bars, was given warning and went clear.
Nov. 13	Long Beach, New York	A pilot boat standing on shore immediately giped and stood away upon the flash of the patrol's Coston.
Nov. 13	Indian River Inlet, Delaware.	Sunset patrol showed a danger signal to a steamer heading too much inshore, and she thereupon swung out to a safe course.
Nov. 14	Hog Island, Virginia	Patrol from 8 p. m. to midnight warned a vessel standing toward the bar, and she changed her course just in time to avoid stranding.
Nov. 15	Cranberry Isles, Maine	A vessel heading dangerously near the shore immediately went about when she saw the patrolman's warning signal.
Nov. 16	Cuttyhunk, Massachusetts ...	Midnight patrol fired a Coston signal to warn a vessel of her proximity to the shore, and she thereupon kept out to a safe course.
Nov. 16	Cape Fear, North Carolina....	Shortly before daylight a steamer was warned that she was too near the beach.
Nov. 16	Vermilion Point, Michigan ...	Between squalls of snow the west patrol discerned a steamer very close in, and burned his Coston signal; but she did not heed the warning and he fired another, when the vessel kept off somewhat. As she passed the east patrol she was still too close in, and he also gave the danger signal. She thereupon headed broad offshore.
Nov. 17	Orleans, Massachusetts.	Midnight patrol burned two Coston signals to warn a steamer running too near the bar. She heeded the second one and swung offshore.
Nov. 18	.....do	A schooner too close in for safety was warned off by the danger signal.
Nov. 20	Pointe aux Barques, Michigan.	A steamer, with consort, was heading right for a reef, but was quickly warned off, whereupon she headed out and cleared the obstruction.
Nov. 20	Coquille River, Oregon	Just after dusk a schooner was warned by the keeper not to attempt to cross the bar.
Nov. 22	Indian River Inlet, Delaware.	The south patrol fired a signal to a steamer dangerously close in and the warning was quickly heeded.
Nov. 22	Dam Neck Mills, Virginia	Patrol flashed his Coston and warned a vessel off the beach.
Nov. 23	High Head, Massachusetts ...	About 1 a. m. a Coston signal was displayed to a steamer too close inshore during a snowstorm.
Nov. 23	Eatons Neck, New York	A schooner, heading on shore in a thick snowstorm, stood off upon being warned by the patrol's red Coston.
Nov. 23	Hog Island, Virginia	The sunset patrol fired a Coston signal to a steamer whose lights showed her to be heading for the shoals. As the vessel did not seem to heed the warning, another signal was fired and she then hauled out just in time to avoid stranding.
Nov. 23	Cobb Island, Virginia	At 7 p. m. the patrol warned off a vessel standing into danger, and she stood off into deep water.
Nov. 23	Vermilion Point, Michigan ...	During a light-up between snow squalls the patrol made out a steamer's lights coming directly toward the beach. He set off his red Coston and she quickly put about.
Nov. 25	Point Lookout, New York	A vessel was warned off the beach during the first watch by Coston signal.
Nov. 25	Cape Fear, North Carolina....	A vessel standing into danger was given warning by the usual night signal and she kept away.
Nov. 27	Georgica, New York	A vessel too close in stood off on a safe course when warned.
Nov. 27	Ilwaco Beach, Washington ...	At 11 p. m. the surfman on the north watch saw a steamer heading well inshore. Upon the usual signal she stood off.
Nov. 27	Point Reyes, California	The north patrol made out a vessel getting too close inshore and burned the danger signal, whereupon she stood away.
Nov. 30	.....do	A vessel not heeding the north patrol's first danger signal, he flashed another, and she then stood out of danger.
Dec. 5	Knobbs Beach, Massachusetts	While on the south beat from 4 a. m. to sunrise, patrol discovered a large steamer heading directly for the beach, and already dangerously near it. He quickly fired a Coston signal and she headed offshore.
Dec. 5	Townsend Inlet, New Jersey ..	The north patrol having burned a danger signal to a three-masted schooner near the bar, she stood out and passed clear.
Dec. 9	Little Beach, New Jersey	At 9.25 p. m. south patrol discovered a four-masted schooner standing too near the outer shoal for safety. He promptly burned a Coston signal, and as there was little wind, she anchored to avoid drifting on the shoal.
Dec. 9	False Cape, Virginia	At 3.30 a. m. surfman on the south beat saw a steamer running dangerously near the beach. When he fired his danger signal, she backed off and went clear.
Dec. 12	Townsend Inlet, New Jersey ..	At 11 p. m. north patrol flashed a warning to a vessel in danger, whereupon she headed out and went clear.
Dec. 14	Bonds, New Jersey	A vessel having been warned that she was too close to the beach, she altered her course and hauled offshore.

By night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1897.		
Dec. 14	False Cape, Virginia.....	Sunset patrol having warned a schooner off the beach, she immediately tacked and stood out to sea.
Dec. 16	Lone Hill, New York.....	At 8.15 p. m. patrol saw a steamer running too near the bar and quickly burned a Coston signal, whereupon the vessel edged offshore.
Dec. 16	Corson Inlet, New Jersey....	South patrol burned a danger signal at 9.30 p. m. to warn off a vessel too near the bar for safety. She hauled out and passed clear.
Dec. 16	San Luis, Texas.....	At 11 p. m. patrol flashed a warning to a vessel dangerously near the beach, and she stood off at once.
Dec. 19	Orleans, Massachusetts.....	Shortly before dawn a steamer going south was warned that she was too near the bar, and she promptly kept away, clearing the danger.
Dec. 20	San Luis, Texas.....	At 3 a. m. the southwest patrol burned a danger signal to warn a steamer that she was too near the bar. Her course was immediately altered offshore.
Dec. 21	Race Point, Massachusetts....	Sunrise patrol saw a steamer heading in dangerously near the beach. He quickly fired a Coston signal and warned her off.
Dec. 21	Point Adams, Oregon.....	A steamer was sighted at 9.30 p. m. standing directly in for the beach and in danger of stranding. On seeing the patrol's Coston light she turned and stood out to sea.
Dec. 22	Ilwaco Beach, Washington ...	Midnight patrol south discovered a steamer approaching dangerously near the shore. The flash of his Coston was heeded and her course laid offshore.
Dec. 23	North Beach, Maryland.....	Between 8 p. m. and midnight a schooner was warned off the beach and shortly bore away.
Dec. 24	Nauset, Massachusetts	When 1½ miles S. of the station, at 4.45 a. m., surfman discovered a three-masted schooner in dangerous proximity to the beach. He fired a Coston light and her course was changed seaward.
Dec. 24	Ilwaco Beach, Washington ...	At 2 a. m. north patrol saw a vessel too close inshore and burned a danger signal. This being unheeded, he burned another, and she kept off in time to avert stranding.
Dec. 24	.....do	South patrol sighted a steamer at 3 a. m. heading straight in for the beach. Heeding his warning, she immediately stood out to sea.
Dec. 25	High Head, Massachusetts ...	Shortly before midnight south patrol fired a warning to a vessel perilously near the bar. She kept off at once and went clear.
Dec. 29	Muskeget, Massachusetts.....	At 9.30 p. m. west patrol warned a steamer out of danger and she hauled to the northward and was soon out of sight.
Dec. 30	Cape Disappointment, Wash- ington.	At 10 p. m. surfman burned a Coston signal to warn a schooner's crew that the vessel was dragging into danger. She got under way soon afterwards and put to sea.
Dec. 31	Ilwaco Beach, Washington ...	South patrol from 4 a. m. to sunrise fired a Coston signal to warn off a steamer that was drawing too near the beach for safety. The warning was heeded and she stood off-shore at once.
1898.		
Jan. 1	Chicamacomico, North Caro- lina.	A steamer running into danger having disregarded the Coston signal displayed by the sunset patrol, the keeper had another flashed from the station, whereupon the vessel altered her course.
Jan. 3	Tiana, New York.....	Observing a steamer and barge too close in, the midnight patrol attempted to fire his danger signal, but it failed to work; a second one, however, flashed up and the tow gradually hauled out into deep water.
Jan. 5	Rocky Point, New York.....	A three-masted schooner standing toward Orient Shoal was warned off by the patrol's signal and tacked just in time to clear the danger.
Jan. 5	Ilwaco Beach, Washington ...	The warning signal was fired to a vessel near the breakers, whereupon she kept off.
Jan. 8	Turtle Gut, New Jersey	In the early morning the patrol flashed his Coston and warned off a schooner that was too near the north bar of Turtle Gut Inlet.
Jan. 8	False Cape, Virginia.....	A schooner too near the beach was warned of the proximity of land by the usual night signal and promptly kept away.
Jan. 10	Davis Neck, Massachusetts...	Sunset patrol flashed a warning to a vessel near the ledges and she stood offshore.
Jan. 10	Little Kinnakeet, North Caro- lina.	Shortly before sunrise the patrol burned his red light to a schooner apparently aground; she soon gathered headway and stood off to sea.
Jan. 13	Barnegat, New Jersey	At 7.30 p. m. a schooner heading directly for the beach was warned of her danger by the patrol's Coston, and at once put about.
Jan. 15	Blue Point, New York.....	Judging by a vessel's light that she was too near the beach, patrol showed his danger signal and the vessel stood away.
Jan. 16	Jerrys Point, New Hampshire	At 10.45 p. m. Battery patrol flashed his warning to a vessel too close inshore; as she did not keep away, the north patrol burned his red light and she anchored until daylight.

By night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1898.		
Jan. 17	Wachapreague, Virginia.....	A steamer was warned off a dangerous course by the usual night signal.
Jan. 17	False Cape, Virginia.....	Seeing a steamer too close to the shore, patrol warned her off by flashing his Coston.
Jan. 19	North Beach, Maryland.....	Midnight patrol burned a night signal and warned a schooner out of danger.
Jan. 20	Harvey Cedars, New Jersey ..	Sunset patrol made out a vessel standing into danger; fired his Coston and she went clear.
Jan. 22	Hog Island, Virginia.....	At 9.30 p. m. patrol notified a steamer of her dangerous course by setting off a red Coston.
Jan. 23	Pecks Beach, New Jersey	At 11.30 p. m. south patrol displayed the danger signal to a steamer close to the beach; as she did not haul out enough, north patrol repeated the signal as she passed him and she kept off.
Jan. 23	North Beach, Maryland.....	Two schooners were warned off the bar this night by Coston signals, at 10.10 and 10.50, respectively.
Jan. 26	Cape Elizabeth, Maine.....	At 2 a. m. patrol saw a vessel too close to the shore and fired his Coston. She answered with a torch and tacked.
Jan. 27	Barnegat, New Jersey	Sunset watch flared his red light to a vessel dangerously near the north shoal and apparently aground. She worked off and stood away.
Jan. 28	Long Beach, New Jersey	During the first watch the flare of the patrol's Coston gave timely warning to a steamer close inshore, and she hauled out.
Jan. 29	Wood End, Massachusetts....	Sunrise patrol set off a red Coston and warned a schooner out of danger.
Jan. 29	Race Point, Massachusetts ...	Seeing a four-masted schooner standing into danger, patrol burned a red light and she kept off.
Jan. 29	North Beach, Maryland	A schooner was warned off the bar by the patrol's night danger signal.
Jan. 30	Ocean City, New Jersey	A small vessel was seen dangerously near shore and was warned off by the usual night signal.
Jan. 30	Cape Disappointment, Wash- ington.	The steamer Columbia, bound in, got too close to Peacock Spit. Patrol fired his Coston and she sheered into the channel.
Jan. 31	Little Beach, New Jersey.....	During the mid watch, patrol saw a large steamer hugging the beach too close and flashed her a warning. She then edged off into deep water.
Jan. 31	Cape Henry, Virginia.....	A large steamer was heading directly for the point of the cape, but hauled out into the channel upon being warned of her peril by the patrol's red Coston.
Feb. 10	Yaquina Bay, Oregon.....	During the first watch the patrol saw a steamer through the mist, too near the beach. He flashed his Coston and she kept away.
Feb. 11	Wood End, Massachusetts....	Sunset patrol showed a red light to a schooner near the bar and she stood offshore.
Feb. 15	Cape Elizabeth, Maine.....	At 7 p. m. patrol displayed danger signal and warned off a tug with a barge in tow.
Feb. 15	Metomkin Inlet, Virginia....	First watch fired a Coston signal to warn a vessel from shoal water.
Feb. 15	Wachapreague, Virginia.....	Judging from a vessel's side lights that she was too close to the shore, patrol burned a Coston and she sheered out.
Feb. 15	Parramore Beach, Virginia ...	About 10 p. m. north patrol warned off a schooner that was standing into danger.
Feb. 15	Cobb Island, Virginia	Upon being warned of her danger by a Coston signal a schooner anchored and awaited daylight.
Feb. 20	Ocracoke, North Carolina.....	At 7 p. m. a schooner was warned off the shoals by the flash of the red danger signal.
Feb. 22	Blue Point, New York.....	During the first watch patrol made out a vessel's lights through a rift in the fog, showing her to be dangerously near the beach. He flashed a Coston signal and warned her off.
Feb. 22	Long Beach, New York.....	About midnight patrol burned a red Coston to warn off a vessel standing directly for the beach. She tacked and went clear.
Feb. 22	North Beach, Maryland.....	During the mid watch a steamer was warned out of danger by the flash of a Coston.
Feb. 24	Assateague Beach, Virginia ..	Vessel, shaving the point of shoals too close, was warned off by the night danger signal.
Feb. 26	North Beach, Maryland.....	Mid watch burned a Coston and advised a schooner of her dangerous proximity to the shoals. She kept off and went clear.
Feb. 27	Ilwaco Beach, Washington ...	A steamer was warned off a dangerous course at about 10 p. m. by the flash of the patrol's night signal.
Mar. 2	Shoalwater Bay, Washington.	At 3 a. m. patrol flashed his Coston and warned off a vessel dangerously near the beach.
Mar. 5	North Beach, Maryland.....	A schooner standing too close to the bar was warned off by the patrol's Coston at 10.05 p. m.
Mar. 11	Hog Island, Virginia.....	At 9 p. m. the north patrol showed his red flash to a steamer headed for North Shoal. Vessel headed out and passed clear.

By night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1898.		
Mar. 15	Peaked Hill Bars, Massachusetts.	Sunset patrol burned a warning signal to a vessel too near the bar, and she promptly edged offshore.
Mar. 15	Turtle Gut, New Jersey	Steamer was warned off Cold Spring Inlet bar at 11.30 p. m. by night danger signal.
Mar. 18	Hog Island, Virginia.....	Judging by her lights, a steamer was dangerously near the shoals about 9 p. m. Patrol warned her off by firing his Coston signal.
Mar. 19	Napeague, New York.....	Steamer heading on shore was apprised of her danger by the patrol's red Coston.
Mar. 22	Cape Henry, Virginia.....	At 8.50 p. m. patrol flashed a Coston to a large steamer running for the point of the cape, but no heed was given and it was necessary to burn two more before the situation was grasped and the vessel kept off.
Mar. 22	False Cape, Virginia.....	A steamship was warned off the beach at 3 a. m. by the flare of the patrol's Coston signal.
Mar. 23	Knobbs Beach, Massachusetts.	Sunset patrol made out a large schooner heading for the beach and perilously close; he burned a Coston signal and she went in stays and stood into deep water.
Mar. 23	Chatham, Massachusetts	Patrol set off his signal and warned a schooner away from the bars, where she was in danger of stranding.
Mar. 24	Assateague Beach, Virginia..	Seeing a small schooner approaching Chinotague bars too close, patrol burned a red Coston and she drew off to a safe distance.
Mar. 24	Cape Disappointment, Washington.	At 11.40 p. m. a Coston was flashed to a steamer too close inshore and she promptly headed farther out.
Mar. 27	Chicamacomico, North Carolina.	North patrol of first watch warned a vessel out of shoal water by a Coston signal.
Mar. 30	Gurnet, Massachusetts.....	During the first watch, patrol saw a vessel too near the beach and burned a Coston to warn her off; she immediately tacked offshore.
Mar. 30	Bonds, New Jersey	During the mid watch the patrol made out a steamer heading too much inshore for safety; he displayed his danger signal and she bore away into deeper water.
Apr. 3	Race Point, Massachusetts....	Midnight patrol burned his Coston signal and warned off a three-masted schooner that was about to run ashore.
Apr. 3	Oregon Inlet, North Carolina.	Schooner was warned off the beach about 2 a. m. by the flash of the patrol's Coston.
Apr. 7	Fire Island, New York	Midnight patrol made out a steamer too close to the beach and advised her of her danger by burning a Coston.
Apr. 15	Assateague Beach, Virginia ..	Small schooner standing into danger was warned off about 3 a. m. by a Coston signal.
Apr. 16	Knobbs Beach, Massachusetts	A schooner dangerously near the shore went in stays and stood away upon the flash of the patrol's Coston.
Apr. 16	North Beach, Maryland.....	Patrol sighted a schooner standing into danger and quickly flashed his Coston, whereupon the vessel drew out to a safe offing.
Apr. 17	Cahoons Hollow, Massachusetts.	Patrol burned a Coston signal to a four-masted schooner in danger of running ashore 2 miles north of station at 3 a. m.
Apr. 17	Isle of Wight, Maryland.....	Upon the display of a danger signal by the patrol a schooner standing too near the beach kept out to a safe distance.
Apr. 19	False Cape, Virginia.....	During a thick squall sunset patrol made out a steamer dangerously near the beach and fired his Coston; the vessel edged out and passed clear.
Apr. 20	Assateague Beach, Virginia ..	At 10 p. m. patrol displayed 2 Coston signals to warn off a schooner dangerously near the shoals.
Apr. 23	High Head, Massachusetts ...	About 10.30 p. m., during a fog, patrol touched off a Coston signal to a steamer dangerously close inshore.
Apr. 25	Bodie Island, North Carolina.	Patrol burned a Coston during the mid watch and prevented the stranding of a schooner running too close to the beach.
Apr. 28	Aransas, Texas	Schooner mistook light on a wreck for the jetty light and was about to ground, when patrol ran to the end of the south jetty and burned his Coston. The schooner went about barely in time to avoid stranding.
Apr. 29	Ilwaco Beach, Washington ...	At 10 p. m. south patrol warned off a steamer by flashing a Coston signal.
Apr. 30	Assateague Beach, Virginia ..	About 8 p. m. patrol discerned a vessel very near the shoals and warned her off by burning his Coston.
May 2	Cahoons Hollow, Massachusetts.	At 9 p. m., south patrol burned a Coston signal and warned off a fishing vessel in danger of running ashore.
May 2	Parramore Beach, Virginia ...	During the first night watch, patrol warned a sloop from a dangerous position by flashing his Coston signal.
May 2	Oregon Inlet, North Carolina..	Seeing a small schooner too near the beach, patrol burned his night signal and she kept off to a safe course.
May 5	New Inlet, North Carolina....	Judging by her lights that a steamer was dangerously near the bar, patrol touched off his red Coston and she edged off to a safe distance.
May 8	Portsmouth, North Carolina ..	Sunset patrol warned a vessel off the beach by flashing a Coston signal.
May 12	Nauset, Massachusetts	About 11 p. m., patrol burned a Coston signal to warn a tug with barges in tow that she was too close to the beach for safety.

By night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1898.		
May 14	Plum Island, Massachusetts...	A steamer being dangerously near the bar E. of the station, north patrol burned a Coston signal, and shortly afterwards the keeper burned another from the station. The steamer backed clear and anchored until daylight.
May 19	Harvey Cedars, New Jersey...	Seeing a vessel standing into danger, patrol flashed a warning signal and she changed her course and disappeared in the darkness.
May 21	Thunder Bay Island, Michigan.	During thick weather in the morning, a steamer heading for the SE. end of the island was warned off by a danger signal.
May 22	Chicamacomico, North Carolina.	Sunset patrol burned two Coston signals to warn a steamer off the beach; at the second flash she stood out into safe water.
May 24	Gull Shoal, North Carolina...	A small schooner was heading directly on the beach, but went about immediately upon seeing the flash of the patrol's Coston.
May 27	Harvey Cedars, New Jersey...	Patrol burned a warning signal and diverted a steamer from a course that would have run her ashore.
May 27	Hog Island, Virginia.....	A steamer standing too near the shoals stood out into deeper water upon the warning flash of the patrol's Coston.
May 28	Ilwaco Beach, Washington...	During the first night watch the patrol made out a steamer heading almost into the breakers. He quickly set off his danger signal, and the steamer blew a whistle and kept off.
May 29	Nauset, Massachusetts.....	At 1.50 a. m. south patrol warned a schooner of her dangerous proximity to the shore and she stood away.
May 29	Ilwaco Beach, Washington....	During the mid watch a vessel was diverted from a course carrying her too near the beach for safety.
May 30	Old Harbor, Massachusetts...	Seeing a vessel out of the regular track, surfman burned a Coston signal and the vessel altered her course.
May 31	.... do	During the watch from 8 p. m. to midnight, south patrol flashed a signal of warning to a steamer too close to the bar, and she kept clear.
June 5	Ilwaco Beach, Washington...	North patrol from 8 p. m. to midnight burned two danger signals to warn a steamer off the beach. She sheered out at the second flash.
June 7	Currituck Inlet, North Carolina.	Keeper fired three Coston signals to warn a steamer that she was too near the beach, but the vessel struck despite his efforts. As the tide was flooding, she soon floated and stood away.
June 10	Lone Hill, New York.....	At 1 a. m. patrol sighted a steamer hugging the beach too close and set off a danger signal, the vessel immediately altering her course.
June 13	Plum Island, Massachusetts...	Seeing a vessel standing too close to the beach at 1.30 a. m., patrol gave her warning of her danger and she stood out to a safe offing.
June 17	North Beach, Maryland.....	Patrol warned a steamer from a dangerous course at 4 a. m.
June 23	Cobb Island, Virginia.....	Being advised of her dangerous course at 9 40 p. m., a schooner kept out into deep water.

BY DAY SIGNALS.

1897.		
July 23	Point Reyes, California.....	At 9 a. m. a large four-masted ship was discovered standing in toward the beach under all sail. Keeper set the international code signal J D (You are standing into danger) and as soon as the vessel saw the signal she attempted to go about, but failed, and had to anchor to keep from stranding. Her position being dangerous, keeper telephoned to San Francisco for a tug and kept a sharp lookout on the vessel until the tug arrived.
Aug. 15	Plum Island, Massachusetts...	At 7 p. m. a large schooner yacht was seen heading in for the bar. Station crew hoisted signal J D to warn her from crossing and she went clear.
Aug. 21	.... do	A fishing vessel standing in for the bar was warned not to cross by the signal J D, the keeper thinking that there was not water enough to float her. No attention being paid the signal, the vessel took bottom, but managed to drag over.
Nov. 22	Coquille River, Oregon.....	The current in the river being very strong on account of a freshet, keeper set the danger signal to a schooner about to attempt the bar in a light wind. The vessel thereupon stood away.
1898.		
Jan. 31	Fletchers Neck, Maine.....	Through a rift in the snowstorm the patrol saw the tops of the masts of a vessel, from the position of which he judged she was coming directly on shore. Having his gun with him he fired three shots in rapid succession, whereupon the vessel tacked and just cleared the rocks.

By day signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1898.		
Feb. 4	Biscayne Bay, Florida	At 10 a. m. a bark was edging dangerously near the shoals; keeper set the danger signal and she stood offshore.
Mar. 10	Blue Point, New York.....	About 9 a. m., during a dense fog, a steamer was heard sounding her fog signal, and was apparently drawing dangerously near the beach. Surfmen fired guns and blew a horn, and the steamer's sounds soon began to recede.
Apr. 29	False Cape, Virginia.....	At 10 a. m. set signal J D to a steamer running for Pebble Shoals; she altered her course and went clear.
Apr. 29	Wash Woods, North Carolina.	Set signal J D to a British tramp steamer too near Pebble Shoals, and she stood out to a safe offing.
May 17	Ilwaco Beach, Washington ...	At 10 a. m., while the weather was a little hazy, lookout saw a schooner coming straight for the beach and not far from shoal water. He set the signal J D and the vessel stood out to sea.
June 8	Currituck Inlet, North Carolina.	During a fog in the forenoon a steamer ran into shoal water; keeper set the danger signal to her as soon as the fog lifted enough for him to make her out, and she headed into safe water.

LETTERS OF ACKNOWLEDGMENT.

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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:

HUNNIWELLS BEACH, MAINE, July 15, 1897.

DEAR SIR: In behalf of the crew of the schooner *Edward W. Schmidt*, I wish to express our appreciation of the prompt and efficient services rendered by the life-saving crew of this station on July 14, when the above-named schooner was wrecked at the mouth of the Kennebec River.

Captain Spinney acted as promptly as any man could, and displayed seamanship and judgment of a high order. Our position on the wreck could not have been maintained over thirty minutes longer, as the seas were running over us and the men were well-nigh exhausted. Had the regular crew* been on duty, the lifeboat would have reached us in time to save the captain, who was drowned about ten minutes before help arrived.

As soon as Captain Spinney decided that our position was critical, he hastily collected a volunteer crew, and had it not been for his judgment and promptness we should all have drowned. We have been treated with the greatest kindness and consideration since we have been at the station

Yours, truly,

D. C. POWELL,

Mate Schooner Edward W. Schmidt.

S. I. KIMBALL,

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

[From the Post-Express, of Rochester, New York, July 15, 1897.]

THANKING CAPTAIN GRAY.

I take advantage of the hospitality of your columns to extend to Captain Gray and the life-saving crew an expression of my thanks for the work they did on Monday last. As was stated in your estimable paper, the life-savers came and reached us in just twenty-five minutes. I was nearly exhausted by the cold and had given up all hope of rescue, when my friend Schwab plunged in after me and said there was a steamer coming up to the rescue. We never thought of the life-saving station and were depending entirely upon the *Sea Breeze* steamer. Captain Gray and one of his crew took off their own clothes to keep us warm and worked with both of us for an hour at least.

Not only did they save us, but went to-day after our capsized boat, so as to save us the trouble of getting it ourselves. I beg to be excused for using the columns of

*Inactive season; no crew employed during June and July.

your paper, but it is the only way we have to express our thanks and admiration toward Captain Gray and his men.

ALBERT B. BLITZ, *Aeronaut.*

BOSTON, MASSACHUSETTS, *July 30, 1897.*

DEAR SIR: During the northeaster which has been raging for the past week along the coast I met with a very severe accident off Cape Ann. The top rigging gave way and I had to run for this port. The assistance rendered by Captain E. C. Glawson, of the City Point Life-Saving Station, was invaluable, and I write this to acknowledge the deep obligations I am under, and also to show my appreciation of the timely help rendered.

Sincerely, yours,

F. W. LOCKWOOD,

Captain Sloop Yacht Josephine, Stamford, Connecticut.

GENERAL SUPERINTENDENT LIFE-SAVING SERVICE,

Washington, D. C.

STANDISH SHORE,

South Duxbury, Massachusetts, September 14, 1897.

DEAR CAPTAIN: I write you a few lines to try and thank you for the timely assistance you rendered us on Friday, September 3, when our boat dragged anchor and went ashore on Saquish Point.

I thank you very much for your kindly aid, as without it our boat would have gone ashore on the rocks. A friend who was with us said he had never seen better or quicker service rendered by captain or crew.

Thanking you again for your kindness, I remain,

Yours, gratefully,

Mrs. A. M. FRAME.

Captain JOHN F. HOLMES,

Keeper of the Life-Saving Station, Gurnet, Massachusetts.

NO. 90 WALL STREET, NEW YORK, NEW YORK, *September 21, 1897.*

DEAR CAPTAIN: I feel that I have been somewhat remiss in not acknowledging the kindness and attention of yourself and crew, but I think you will overlook this seeming neglect when I explain that at the time of the mishap to the *Adèle* I was suffering from a fracture of the right arm, and as you may suppose, the events that then transpired did not tend to improve it, as after I arrived at the hotel the pain had become so great that I had to leave immediately for New York to have the arm attended to by my physician. I was then laid up for many weeks, and have only just returned to business, so with this explanation I trust that you will feel that I have not forgotten you.

I desire at this time to extend to you my most hearty thanks for all you have done for us, and trust you will convey to your crew the same sentiments as coming from me to them.

Yours, very truly,

F. W. BOYER.

Captain JOHN F. HOLMES,

Keeper of Gurnet Life-Saving Station, Plymouth, Massachusetts.

ISLAND HEIGHTS, NEW JERSEY, *September 23, 1897.*

DEAR SIR: I wish to personally bear witness to the personal fitness and worth to the service of two surfmen of Life-Saving Station No. 24 at Little Beach (I have

heard it called Captain Ryder's station). The men did not give me their names and absolutely refused to accept anything for their kindness to me.

I was coming from Atlantic City with my friend Mr. Fred Hawley, of Orange, New Jersey, in my sneak box *Nip*, and against a hard northwest storm. We were wrecked on the Meadows south of Little Egg Harbor Inlet and were rescued by the two men from the above station. They dragged our boat by hard work over a long stretch of meadows and assisted us to a safe position, and came away to the old Hatfield House, where by their assistance alone I was enabled to stay for the night. Such cheerfully rendered help in time of distress and need, I thought was worthy of special mention, and write to thank these men through the superintendent.

Very respectfully,

Hon. J. G. W. HAVENS,
Superintendent Life-Saving Service.

HOWARD D. VANSANT.

FRANKFORT, MICHIGAN, *October 5, 1897.*

DEAR SIR: We, the undersigned, passengers and crew of the schooner *Addie*, wish to bring to your notice the bravery and the heroic efforts of the members of the Frankfort life-saving crew. We would especially mention the keeper and No. 1, whose efforts never ceased until all were rescued from the stranded vessel.

We wish also to speak of the kind care and attention paid us by the keeper's wife and the members of the crew after our rescue from the breakers, which, but for them, we believe would have been our grave.

We hope and believe that you will take due notice of this.

Respectfully, yours,

G. L. McCracken.
C. L. McCracken.
KATE McCracken.
DEE McCracken.
JEROME B. WARNER.
RUTH M. WARNER.
ISAAC VER SCHURE.

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

PORT AUSTIN, MICHIGAN, *October 8, 1897.*

DEAR SIR: We, the undersigned, wish to express through you our sincere thanks to the gallant crew of the Grindstone City Life-Saving Station, under command of Captain Henry Gill, for their unparalleled promptness on October 6 in rescuing us from a watery grave. While attempting to go ashore in a common yawl from the tug *Grace A. Ruelle*, moored at a crib about 500 yards from the life-saving station, our boat was capsized by a huge breaker, leaving us at the mercy of the waves, which were continually rolling over us and threatening to drive us into eternity; but the promptness of the life-saving crew soon extricated us from our perilous position and saved us from certain death.

Again we wish to express our heartfelt thanks to Captain Gill and crew, as we owe our lives to them.

Very truly, yours,

ROBERT CRAIG, *Engineer*,
DANIEL MORRISON, *Linesman*.

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

CAPE HATTERAS LIFE-SAVING STATION, *October 11, 1897.*

SIR: We, the undersigned, members of the crew of the British steamer *Hesperides*, bound from Cuba to Baltimore, with a cargo of iron ore, wish to make the following statement:

On the 9th instant, at 9.30 a. m. (presuming ourselves well clear of shallow water), made out Cape Hatteras lighthouse for a few minutes, the weather at the time being very hazy on the land. Soon afterwards the steamer took the ground on the outer Diamond Shoal. The weather being very fine and the water smooth, we did not anticipate any danger and made no signal of distress, but during the remainder of the day we could see neither the land nor the lighthouse. On October 10, at 6.30 a. m., could make out the land distinctly, the weather still continuing fine, and at 8 a. m. sighted a boat under sails bearing toward us from the lighthouse, which on coming alongside proved to be the Cape Hatteras life-saving boat, and soon afterwards the lifeboat of the Creeds Hill Station came alongside.

After a long consultation, we came to the decision that the floating of the ship was an impossibility and decided upon abandoning her.

We have great pleasure in expressing our heartfelt thanks for the splendid service rendered and the kindness displayed by all in aiding us to gather together our personal effects and bringing us ashore; and afterwards in attending to our wants and comfort. We also wish to extend to all connected with this humane institution our warmest thanks.

Respectfully, yours,

G. O. WILLIAMS, *Master.*

MORRIS JONES, *Chief Officer.*

LEWELLYN T. GRIFFITH, *Chief Engineer.*

Hon. S. I. KIMBALL,

General Superintendent United States Life-Saving Service.

H. B. RAWSON & Co., 45 SOUTH STREET,

New York, New York, October 16, 1897.

SIR: I wish to thank Captain H. F. Doane and crew, of the Chatham Life-Saving Station, for their kind treatment and services in helping me to pump my vessel as far as Vineyard Haven on October 10. She had sprung a leak and I ran down to Chatham and set my flag for assistance. The life-savers promptly came on board and went to Vineyard Haven with me, doing everything in their power for me.

Yours, very truly,

O. S. ELLIS,

Master of Schooner Annie P. Chase.

The SECRETARY OF THE TREASURY,

Washington, D. C.

LEHIGH VALLEY TRANSPORTATION COMPANY,

Buffalo, New York, November 4, 1897.

DEAR SIR: I have yours of the 26th ultimo, inclosing wreck report for the steamer *Tuscarora*, which has been filled out and is herewith returned.

I am pleased to acknowledge the good services rendered by the men of the life-saving station. The captain of the *Tuscarora* speaks very highly of the promptitude with which they acted, and in behalf of the Lehigh Valley Transportation Company I am pleased to extend their thanks for the assistance rendered by your station.

Yours, truly,

WM. P. HENRY, *Manager.*

Captain JOHN D. PERSONS,

Keeper of Thunder Bay Life-Saving Station, Tenth District, Alpena, Michigan.

PORTLAND, MAINE, *November 23, 1897.*

DEAR SIR: I desire to compliment, through you to the Government, the valuable and heroic services rendered to the brig *H. H. Wright*, of Portland, Maine, by Captain J. H. Charles [Orleans Station] and his gallant crew on November 13, on her late passage to Portland, whereby the vessel and cargo were saved.

J. P. WILLIAMS,

Master Brig H. H. Wright, of Portland, Maine.

Mr. S. I. KIMBALL,

*Chief of United States Life-Saving Service, Washington, D. C.*NORTH MANITOU ISLAND, MICHIGAN, *November 28, 1897.*

SIR: I wish to kindly thank the Department and also the keeper and crew of the North Manitou Station for drawing their boat a distance of 8 miles and coming to our assistance and remaining with us three days, until assistance arrived in the shape of a wrecking tug and outfit. The steamer *Gogebic* is stranded on a bowlder reef, and there was a possibility of her breaking up. The best men of my own crew were at Glen Haven to wire for assistance, and were unable to return on account of bad weather.

The men of the North Manitou crew are able men and gentlemen.

I am, sir, yours, respectfully,

WM. D. NEAL,

Master Steamer Gogebic.

General Superintendent S. I. KIMBALL,

*United States Life-Saving Service, Washington, D. C.*VERMILION, MICHIGAN, *December 1, 1897.*

MY DEAR SIR: The schooner *Joseph Paige* left Marquette on November 30, on her way to Detroit with a cargo of iron ore, in tow of the steamer *H. B. Tuttle*. When we got near Vermilion Life-Saving Station, the steamer let go of my towline, and at 2.45 p. m. the schooner stranded about a mile east of the station.

We can not sufficiently express our thanks to the keeper and crew for their noble work of saving the lives of seven people from watery graves or from freezing to death. I and my crew also received the kindest of treatment after we were rescued, and will always remember Captain Bernier and his noble crew for their gallant work and for their kindness to us.

Yours, truly,

STEPHEN ROSE, *Master.*W. S. ROSE, *Mate.*MAGGIE ROSE, *Cook.*

Captain J. G. KIAH,

*Superintendent Tenth Life-Saving District, Sandbeach, Michigan.*9749 AVENUE A, SOUTH CHICAGO, ILLINOIS, *December 7, 1897.*

DEAR SIR: My vessel, the schooner *J. M. Harvey*, with a \$2,000 cargo of general merchandise, struck the bank in Baileys Harbor, Wisconsin, and lost her rudder on the morning of November 21. The sea was very rough, with a strong gale blowing from the southeast. In fact, some eleven large vessels had run into the harbor for shelter. If it had not been for Captain Peter Olsen and his gallant crew, I most assuredly should have been beached. I can not express my thanks sufficiently for their kindness and timely aid.

Very respectfully,

J. HARVEY,

Captain of Schooner J. M. Harvey.

SUMNER I. KIMBALL,

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

SQUIBNOCKET, MASSACHUSETTS, *December 27, 1897.*

DEAR SIR: I wish to bring to your notice the very able service rendered me by the life-saving crew of Gay Head Station. Captain Hayman, of the Service, is a kindly, courteous gentleman, and on several occasions has helped me out when I badly needed assistance.

I felt that the least I could do was to call your attention to the services so cheerfully and successfully given me.

Yours, respectfully,

JAMES T. MOSHER,
Master of Sloop Dorothy T.

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

COBB ISLAND, VIRGINIA, *December 27, 1897.*

DEAR SIR: I wish to say for Captain Andrews and crew, of the Cobb Island Life-Saving Station, that they performed their duty fully in rescuing my wife, self, and crew, of the schooner *Katie J. Hoyt*, which stranded on the bar December 24 in a northerly gale and was in a sinking condition. They brought us safely to the station, where we were kindly treated and received every comfort in their power. They saved everything they could from the *Hoyt*, which was full of water when we left her last.

Yours, very truly,

J. M. ADAMS,
Master of Schooner Katie J. Hoyt.

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

POPHAM BEACH, MAINE, *December 29, 1897.*

DEAR SIR: I had the misfortune to be cast away on Fullers Rock, near this station, on the night of December 27, and was rescued by Captain Z. H. Spinney and crew, of Hunniwells Beach Station; was taken ashore and treated in the very best manner possible.

Captain Spinney has also helped me in every way out of my trouble in getting my men sent to their respective homes, for all of which I am very thankful.

Yours, respectfully,

WILLIAM GALE,
Master of British Schooner Heather Bell.

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

PORT NORRIS, NEW JERSEY, *December 30, 1897.*

DEAR SIR: Please accept my most heartfelt thanks for saving my vessel and my life on December 24, under the most unfavorable circumstances, in a midwinter gale of wind. After parting her moorings and colliding with the schooner *Samuel C. Holmes*, and becoming a heap of wreckage and ice, my vessel was saved from becoming a total loss by you and your crew, through your knowledge and skill. The seamanship of you and your brave and noble crew can not be too highly praised, in my estimation.

I give credit and thanks to whom it belongs for the saving of my life and my schooner, the *Mary J. Robbins*.

Yours, thankfully,

ELCANA S. GASKILL,
Master of Schooner Mary J. Robbins.

Captain N. B. RICH,
Keeper of Assateague Beach Life-Saving Station.

BOOTHBAY HARBOR, MAINE, *January 3, 1898.*

DEAR SIR: I wish to say a few words in regard to the men of the Hunniwells Beach Life-Saving Station. I anchored off the beach on the night of December 23, in a disabled condition, in the schooner *Ethel F. Merriam*. On the 24th the wind increased to a gale and the schooner began to drag her anchor. I signaled for assistance, and was soon boarded by Captain Spinney and his crew, who took us to Boothbay Harbor to a safe anchorage.

I think we owe the safety of the schooner to Captain Spinney and crew.

Yours, respectfully,

A. F. MCINTIRE,

Master of Schooner Ethel F. Merriam.

S. I. KIMBALL,

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

HALEY, MAINE, *January 14, 1898.*

To the Life-Saving Crew at Hunniwells Beach:

We, the captain and his wife and the mate and one passenger of the schooner *E. L. Dow*, wish to send you, through this letter, our heartfelt thanks for your prompt and efficient aid to ourselves and our vessel when in a perilous position near your station.

You came to our assistance with great promptness, and readily gave all the help in your power. Your lives represent a high calling, to rescue the perishing; and you, gentlemen, fill yours with great honor to yourselves and to the State, showing that Maine has a strong and hardy class of men ready to risk their lives in their efforts to help those in peril on land or sea.

Let me say this to you by way of showing our gratitude: That we sincerely hope and trust that if you are ever in need of help, in time of trouble, God will send just as kind hearts and willing hands to your assistance as He sent on board the schooner *E. L. Dow* on the morning of the 1st of January, 1898, when the life-saving crew of Hunniwells Beach came over the side of our vessel to help save the people and vessel, if in their power to do so.

Thanking God for His great mercy in caring for us through that dark, storm night, and the life-saving crew for their kind and ready assistance to ourselves and our schooner, we subscribe ourselves,

Your grateful and true friends,

JOHN H. PINKHAM, *Master.*

MARY E. PINKHAM, *Wife of Master.*

VICTOR R. PINKHAM, *Mate.*

Mrs. LEVI D. EASTMAN, *Passenger.*

CHICAMACOMICO LIFE-SAVING STATION, NORTH CAROLINA,
January 18, 1898.

SIR: Please accept thanks from me for the valuable services rendered by the keeper and crew of this station and the keepers and crews of the New Inlet and Gull Shoal stations in saving me and my crew from a watery grave at the wreck of my vessel on December 24, 1897, near this station.

I also wish to mention the kind treatment to myself and crew while at the station. Respectfully submitted.

THOMAS MUMFORD,

Master of Schooner Samuel W. Hall.

Hon. S. I. KIMBALL,

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

The following was published in the Boston Journal of January 29, 1898, by the master of the schooner *Virginia Rulon*:

CARD OF THANKS.

I wish to thank Captain Rich and crew of the Assateague Life-Saving Station for their promptness in boarding the schooner *Virginia Rulon* when she was ashore on Turners Lump, Virginia, and assistance rendered in floating that vessel; also for their kind attention shown to me afterwards.

J. W. LEEK,
Master of the Schooner Virginia Rulon.

CHICAMACOMICO STATION, NORTH CAROLINA, *January 31, 1898.*

SIR: We, the undersigned, do wish to express our many thanks for the service rendered to us by the Chicamacomico keeper and crew in saving our lives, for we feel and know had it not been for them and the means and medicines they used, we would have died sure. We can not find words to express our feelings toward the Life-Saving Service and its members; also we know that everything was done for us that could be done, and as quickly as possible.

R. F. GASKINS.
L. A. MIDGETT.

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

The following card of thanks appeared in the New York Herald:

To the Editor of the Herald:

We, the members of the crew of the sloop yacht *Orion*, of New York, do hereby tender our thanks and good will to Captain Vickers and crew, of the Indian River (Delaware) Life-Saving Station, for the prompt and efficient service rendered us when the *Orion* lost her rudder off the station on January 28.

L. L. PAULSON, *Captain.*
J. H. BENNETT.
E. J. O'BRIEN.
RICHARD R. BURNS.

MARCUS HOOK, PENNSYLVANIA, *February 3, 1898.*

GALVESTON, TEXAS, *February 17, 1898.*

DEAR SIR: I desire to express through you my sincere thanks to Captain J. Bottjer and crew of the San Luis Life-Saving Station, who saved my life on the 10th of February, 1898, by rescuing me from certain death, my sloop having capsized in a heavy squall from the northward, between 4 and 5 miles from the life-saving station, throwing me into the waters of Galveston Bay. The small cabin of my sloop floating off, I clung to it until I became unconscious from cold and exposure, and had no hope of being rescued, thinking it impossible for anyone to have seen the accident in that weather. The first real knowledge I had of where I was, I found myself at the San Luis Life-Saving Station with the keeper and crew making every effort to bring me back to life, which they did successfully, and for which, to the end of my existence, I shall ever feel grateful. I also desire to thank Mrs. J. Bottjer, the keeper's good wife, for the womanly devotion and kindness she showed toward me.

Very truly, yours,

EDWARD McGRATH.

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

CHICAMACOMICO LIFE-SAVING STATION, NORTH CAROLINA,
February 23, 1898.

SIR: We were shipwrecked on February 17, 1898, on Chicamacomico Beach, North Carolina, and were rescued by the life-saving crew at that point, assisted by the crews of the adjoining stations. They were prompt and quick in landing us, and we received the very best treatment while at the station.

We would further state that the life car far excels anything we have yet seen for saving life.

Very respectfully,

W. R. SMITH, *Master,*
GEORGE W. LOUD, *Mate,*
FELIX ALLEN, *Steward,*
Of the Schooner Samuel W. Tilton.

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

CHICAMACOMICO, NORTH CAROLINA, *February 23, 1898.*

MY DEAR SIR: I take great pleasure in acknowledging my appreciation of the kind treatment I received from the several life-saving stations, as follows:

On February 17, 1898, the four-masted schooner *Samuel W. Tilton*, from Charleston to Baltimore with a cargo of phosphate rock, stranded on the beach near the Chicamacomico Station. Upon receiving a telegram I set out to reach the vessel. I was conveyed across the sound from Roanoke Island to the beach, and landed at Bodie Island, some 20 miles from the wreck, without any means of conveyance. At Bodie Island Station I was given a good dinner, and the crew conveyed me to Oregon Inlet, whence I was carried across the inlet and to Pea Island Station by the Oregon Inlet crew; thence to the New Inlet Station, where I was welcomed by the crew and given accommodations for the night, and I could not have had better treatment at my own home. From this station I was carried to the Chicamacomico Station, the place of the wreck, where I was received by Captain Midgett and crew, and I can not speak too highly of the treatment I received from them, in every possible way, during my stay at that station. They launched their surfboat and carried me on board the wreck, which lies on the outer bar, and I feel that they are worthy of great praise for the way they handle their boat in approaching a wreck.

In conclusion, I can not say too much for the valuable services all those men are rendering to vessels and crews in shipwreck.

Very respectfully,

Capt. W. C. SMITH,
Of Ocean City, New Jersey,
Managing Owner of Wrecked Schooner Samuel W. Tilton.

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

WASH WOODS LIFE-SAVING STATION, NORTH CAROLINA, *March 22, 1898.*

Before leaving this station I desire to return my thanks to Captain Corbel and crew, and also to the fishermen of this beach, for their kind treatment of me while in their care.

FRANK HAYNES,
Sharpie Emma Jane.

CHARLESTON, SOUTH CAROLINA, *March 31, 1898.*

DEAR SIR: Allow me to thank you in behalf of myself and my two men for your prompt and efficient aid to us on yesterday, when my boat capsized in the breakers off Breach Inlet.

I should have heeded your danger signal, but having confidence in my ability to take the boat through I disregarded it. When you reached us I was completely exhausted. I also thank you for your kindness in saving my boat and belongings.

I beg that you will keep the cup sent herewith as a reminder of my grateful remembrance.

Very truly,
Capt. JOHN ADAMS,

W. W. LAWTON.

United States Life-Saving Station, Sullivans Island, South Carolina.

[From the Newbern (North Carolina) Journal of April 5, 1898.]

CARD OF THANKS.

We desire to give our heartfelt thanks to Captain Terrell and crew, of the Portsmouth Life-Saving Station, for saving our lives when wrecked on the schooner *S. Warren Hall* and for their kind and brotherly attention to all our wants. Braver and more gallant men never lived, and we shall remember them to our dying hour with love and regard.

E. W. HILL, *Captain.*
MATTHEW NELMIDLATE, *Mate.*
ALFRED COLLINS,
HAYWARD K. HOWERTON,
CHAS. GORDNOR,
MANUEL PEREIRA,

Seamen.

[From the New York Herald.]

CARD OF THANKS.

NEW YORK. *April 7.*

I desire, through the Herald, to thank Capt. William H. Gaskill and crew, of the life-saving station at Cape Lookout, for the great assistance rendered by them and for the efficient manner in which they performed their duties when the schooner *Maggie M. Keough* went ashore in Lookout Cove during the severe gale of March 4.

GEO. W. TILTON,
Master Schooner Maggie M. Keough.

GALVESTON, TEXAS, *April 19, 1898.*

DEAR SIR: On the night of April 18, in a severe blow, our sloop, *Emma Jane*, was caught in the bay and was about to go to pieces, and we should have been drowned, but the life-savers at Fort Point (Galveston Station) came out in a hurry with their boat and saved us and our boat. They took us to their house, gave us warm food, dry clothes, and a place to sleep, and in the morning helped us to get to town. As their promptness saved our boat and our lives, and as they were especially kind to us, we desire to call your attention to their bravery and kindness, in order that they may be properly thanked.

Very truly, yours,

A. A. HUKÉ.
CHAS. CARR.

SUPERINTENDENT OF LIFE-SAVING STATIONS.

VINEYARD HAVEN, MASSACHUSETTS, *April 25, 1898.*

DEAR SIR: I, the master of the schooner *Kate Walker*, wish to express many thanks to you and the crew of the Chatham Life-Saving Station for the kind assist-

ance they rendered in taking my vessel from under Chatham, where she was leaking badly, to the port of Hyannis.

Yours, respectfully,

FRED SEGEBARTH,
Master.

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

BUXTON, NORTH CAROLINA, *April 29, 1898.*

DEAR SIR: On February 16, 1898, the schooner *Vennor*, while on her way from Elizabeth City, North Carolina, to Buxton, North Carolina, loaded with general merchandise, was dismantled in Pamlico Sound, off Long Shoal, and was scudding into Gull Shoal Channel when she was sighted by the lookout at Gull Shoal Station, and soon Capt. D. M. Pugh and crew met her and took her to a safe anchorage. They showed every courtesy to her crew and aided them to restep the broken masts, so they could come on to their destination.

I desire to thank the captain and crew of the Gull Shoal Station for their prompt and efficient service, and I am glad to notify the Department of the gallant conduct of its men on this occasion.

Yours, respectfully,

J. J. DAVIS, M. D.,
Owner of Schooner Vennor.

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

DETROIT, MICHIGAN, *April 29, 1898.*

DEAR SIR: On behalf of myself and crew of the steamer *J. H. Outhwaite* and consort, *H. A. Barr*, which went ashore on the afternoon of the 19th instant at False Presque Isle, Lake Huron, about 9 miles above Middle Island Station, I desire to commend the keeper and crew of that station for services rendered. There was a strong easterly gale when we went ashore, a heavy sea, and snowstorm. Knowing our perilous position and seeing steam escape from our whistle (which was a signal for our schooner to anchor), they believed it to be a distress signal and put out into the teeth of the violent gale to rescue lives from the imperiled craft, and in an hour and a half they had their large lifeboat alongside the wreck of the *Outhwaite*.

Thinking the crew in immediate danger, they attempted to drop alongside, but in the violent breakers their boat was completely buried in the heavy sea, rolled over on its beam ends, and two of the crew were dumped out and another was slightly injured. The two that were dumped out succeeded, with great presence of mind, in making their way through the tremendous breakers over a rocky ledge a quarter of a mile distant to shore. The others, remaining in the boat, cast their anchors and came to alongside the wreck. As the vessels were well out on the beach the crews remained on board the wrecks and dropped a buoy, with a thousand feet of rope attached, down to the lifeboat. A substitute member of the crew jumped overboard, swam in the breakers, and finally the buoy was picked up by them and the line made fast to the lifeboat. Lifeboat was hauled back to the wreck and the crew were compelled to remain in their wet clothing, constantly being drenched with water almost as cold as freezing, for fifteen hours, when the sea moderated and they were able to proceed alongside the *Barr*, and were finally taken on board that vessel. By this exposure they saved their lifeboat from serious injury or total destruction. Their conduct was certainly heroic.

We cheerfully commend them for gallant men and the right kind of men for the Life-Saving Service, and are pleased to recommend to you such promotions as it is

possible for you to give them at any time, as we vouch they are fully competent in every sense of the word.

Hoping men will never face such a peril again, we sincerely wish to thank them for all services rendered us, and hope that Congress will see fit, from time to time, to increase their salaries and provide suitable homes for them at their station, as nothing Congress can do will be better than they deserve.

Very truly,

E. J. BURKE,

Master Steamer J. H. Outhwaite.

GENERAL SUPERINTENDENT UNITED STATES LIFE-SAVING SERVICE,

Washington, D. C.

MAY 6, 1898.

The officers and crew of the steamer *Albert Soper* hereby tender their thanks to the captain and crew of the Sturgeon Bay Canal Life-Saving Station for their valuable assistance in the releasing of said steamer on the 1st instant.

Yours, respectfully,

THOS. J. HIGGINS, *Master.*

JOHN H. PETERMANN & SON,

COMMISSION MERCHANTS IN PROVISIONS,

No. 182 East Bay, Charleston, South Carolina, May 19, 1898.

DEAR SIR: Please accept the thanks of the company for the valuable and timely service rendered in taking crew off the tug *John Harlin*, blown ashore at the cape during the storm of April 27, 1898.

Yours, truly,

J. W. PETERMANN,

For the Company.

Captain WILLIAM H. GASKILL,

Cape Lookout Life-Saving Station, Moorehead City, North Carolina.

MILLBRIDGE, MAINE, May 25, 1898.

DEAR SIR: I desire to express my sincere thanks to you for your valuable services on May 16 in getting the schooner *W. F. Campbell* off the rocks in the Narrows at Popham Beach, Maine.

Yours, very truly,

W. H. STROUT.

Captain Z. H. SPINNEY,

Hunniwells Beach Life-Saving Station.

GRAY & GRAY,

ATTORNEYS AND COUNSELORS,

Room 39, Moffat Block, Detroit, Michigan, May 27, 1898.

DEAR SIR: I saw Captain Hart, of the steamer *J. Emory Owen*, on his way down to-day, and he spoke to me in the highest terms of the assistance which he and the *Michigan* received when ashore on Middle Island from yourself and your men. We wish to thank you for the interest and service rendered, and assure you that they are thoroughly appreciated by us all and that we only regret that the rules of your service prevent our making our appreciation in a more substantial manner.

Again thanking you and your men for your untiring efforts in releasing the boats, I remain,

Very truly,

R. T. GRAY.

M. A. MCLENNAN, Esq.,

Keeper Middle Island Station, Alpena, Michigan.

MEDALS OF HONOR.

AWARDS OF MEDALS.

The following table contains 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, together with a brief statement of the services for which awards have been made, to the close of this year. Detailed 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 the 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
Lucien Young	Ensign, U. S. Navy	Rescuing and attempting to rescue his shipmates from the U. S. S. Huron,	Gold medal ...	June 12, 1878

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Lucien Young	Ensign, U. S. Navy	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
John H. Rapp	New York	Rescue from drowning in the East River, New York, of two persons;	Silver medal ..	July 2, 1879

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
John H. Rapp	New York	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.
Charles H. Valentine	Keeper of 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 dur-	Gold medal...	June 18, 1880

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Charles H. Valentine ..	Keeper of life-saving station.	ing 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.
Tyloe C. Pearce.....	.....do.....	.....do.....	.....do.....	Do.
Benjamin Truex.....	.....do.....	.....do.....	.....do.....	Do.
William Vannote.....	.....do.....	.....do.....	.....do.....	Do.
Charles Seaman.....	.....do.....	.....do.....	.....do.....	Do.
John Flemming.....	.....do.....	.....do.....	.....do.....	Do.
William H. Brower.....	.....do.....	.....do.....	.....do.....	Do.
Lewis Truex .....	.....do.....	.....do.....	.....do.....	Do.
Abram J. Jones.....	.....do.....	.....do.....	.....do.....	Do.
Charles W. Flemming.....	.....do.....	.....do.....	.....do.....	Do.
Demerest T. Herbert.....	.....do.....	.....do.....	.....do.....	Do.
William L. Chadwick.....	Volunteer.....	.....do.....	.....do.....	Do.
Isaac Osborn.....	.....do.....	.....do.....	.....do.....	Do.
David B. Fisher.....	.....do.....	.....do.....	.....do.....	Do.
David B. Clayton.....	.....do.....	.....do.....	.....do.....	Do.
Abner R. Clayton.....	.....do.....	.....do.....	.....do.....	Do.
Abner Herbert.....	.....do.....	.....do.....	.....do.....	Do.
Charles P. Smith.....	Queens County, N. Y.	Heroic conduct at the time of the burning of the steamer Seawanaka, of which he was captain, June 28, 1880, whereby nearly all of the three hundred persons on board were saved. (An. Rpt., 1881.)	.....do.....	June 25, 1881
Ida Lewis-Wilson	Keeper of Lime Rock light-house, Newport, R. I.	Rescuing from drowning at various times at least thirteen persons, and particularly for the rescue of two soldiers who had broken through the ice near Lime Rock on the afternoon of Feb. 4, 1881. (An. Rpt., 1881.)	Gold medal ...	July 16, 1881

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
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, Apr. 15, 1883. (An. Rpt., 1883.)	Gold medal ...	June 7, 1883
Alfred Cardran .....	.....do .....	.....do .....	.....do	Do.
Alfred M. Palmer	Second Lieutenant, U. S. Army.	Rescue of two persons, father and son, from drowning at Angel Island, Cal., Aug. 19, 1878. (An. Rpt., 1884.)	Silver medal..	Mar. 15, 1884
William E. Bowman ...	Shawneetown, Ill.	Rescue of a boy named Herbert Martin from drowning, Feb. 22, 1883. (An. Rpt., 1884.)	.....do	Do.

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
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.)	Silver medal..	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 Brandley .....	.....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
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

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
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 ...	Apr. 24, 1885
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. 23, 1885, during a severe gale and intensely cold weather. (An. Rpt., 1885.)	.....do	Apr. 25, 1885
Harry Rutter	Atlantic City, N. J.	Rescue of a man from drowning in the surf at Atlantic City, July 26, 1883. (An. Rpt., 1885.)	Silver medal..	May 20, 1885
John P. F. Hagan.....	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
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

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Joseph Devine.....	Cranston, R. I....	Rescuing several persons from drowning in April, 1884, and July, 1885. (An. Rpt., 1887.)	Silver medal..	July 22, 1886
Michael J. Bradford ...	Of the volunteer Life-Saving Corps, Atlantic City, N. J.	Rescuing the crew of the schooner Flora Curtis, wrecked off Atlantic City on the 18th of Aug., 1879. Mr. Bradford had also rescued from drowning a great many persons at various times. (An. Rpt., 1887.)	Gold medal ...	July 26, 1886
Jesse B. Bean.....	do	do	Silver medal..	Do.
E. Owens	do	do	do	Do.
Hiram Dudley Buck...	Crown Point Center, N. Y.	Rescue from drowning of four persons at various times. (An. Rpt., 1887.)	do	Do.
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
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.)	Gold medal...	Mar. 23, 1887

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Frederic Kernochan...	New York.....	Rescue from drowning, at Highlands, N. J., on the 4th of Oct., 1886, of a young woman. (An. Rpt., 1887.)	Gold medal...	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.)	....do	Nov. 12, 1887
* Thomas Finn.....	....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.
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.

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
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 capsized in the harbor of Charleston by the heavy wind prevailing on Aug. 21, 1888. (An. Rpt., 1889.)	Silver medal..	Do.
Maud King	do	do	do	Do.
Dennis O'Hara	Metropolitan police, New York.	Rescue from drowning of a woman who fell from a pier into the North River early in the morning of Dec. 2, 1885. (An. Rpt., 1889.)	do	Do.
Walter Claus	Ontario, Canada ..	Rescuing, on Oct. 15, 1886, during a severe storm, four men from the rigging of the American schooner O. M. Bond, wrecked near Rondeau, Canada. (An. Rpt., 1889.)	do	Do.
Christopher Ludlam...	Keeper of life-saving station.	Rescuing, on the night of Dec. 4, 1886, during a heavy northeast gale and snowstorm, the entire crew—five men—of the schooner D. H. Ingraham, afire and stranded among the breakers on the bar at Hereford Inlet, N. J. (An. Rpt., 1889.)	Gold medal ...	Do.
Jason Buck	Surfman	do	Silver medal..	Do.
Henry W. Hildreth	do	do	do	Do.
Willard F. Ware	do	do	do	Do.
Somers C. Godfrey	do	do	do	Do.

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Smith S. Hand.....	Surfman.....	Rescuing, on the night of Dec. 4, 1886, during a heavy northeast gale and snowstorm, the entire crew—five men—of the schooner D. H. Ingraham, afire and stranded among the breakers on the bar at Hereford Inlet, N. J. (An. Rpt. 1889.)	Silver medal..	Nov. 17, 1888
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. 25, 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.
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	Gold medal...	Do.

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
H. Webster Mitchell...	Volunteer of the Massachusetts Humane Society.	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.
James Macdonald.....	Gloucester, Mass.	Rescuing, on Jan. 2, 1882, during a northeast gale and snow storm, the crew of three men of the small schooner Dorado. (An. Rpt., 1890.)	do	Do.
Patrick G. McInnis.....	do	do	do	Do.
Alexander Brimmer.....	do	do	do	Do.

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
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. 26, 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 of 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.....	Governors Island, N. Y.	Rescue from drowning in The Narrows, entrance to harbor of New York, of a sailor, July 27, 1889. (An. Rpt., 1890.)	.....do.....	Do.
James S. Donahue....	Keeper of lighthouse at South Haven, Mich.	Rescuing a number of persons from drowning at various times during the years 1875-1889. (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.
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

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Harry H. Moore	Brooklyn, N. Y. ...	Rescuing a girl from drowning near Coscob, Conn., Aug. 6, 1890.	Silver medal..	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.
Custis Harrison.....	Corporal, Troop D, 5th U. S. Cavalry.	Rescuing three persons from drowning in the Red River, near Fort Sill, Tex., Nov. 23, 1890.	do	Do.
Mabel Mason.....	Mamajuda light station, Detroit River.	Rescuing a man who had been thrown from his boat into Detroit River by the wash of a passing steamer, May 11, 1890.	do	Apr. 15, 1891

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
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.	Silver medal..	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 14 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, 1882
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.
Benjamin Dexter.....	Grays Harbor, Wash.	Rescuing eighteen or twenty persons from the steamer Tacoma, wrecked near the mouth of Umpqua River, Jan. 29, 1883.	Silver medal..	Feb. 6, 1892

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Benjamin Dexter	Grays Harbor, Wash.	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, 1891
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. Joyner .....	.....do .....	.....do .....	.....do	Do.
William B. Gottigon ..	.....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, 15 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.)	.....do	Apr. 2, 1892
Jesse H. Eldridge	Surfman .....	.....do	Silver medal ..	Do.
Roland H. Perkins .....	.....do .....	.....do .....	.....do	Do.
Charles B. Cathcart ..	.....do .....	.....do .....	.....do	Do.
John Nyman .....	.....do .....	.....do .....	.....do	Do.
Josiah B. Gould	Temporary surfman.	.....do .....	.....do	Do.
George J. Flood .....	.....do .....	.....do .....	.....do	Do.

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 Fern-dale, wrecked on the coast of Washington, Jan. 29, 1892.	Gold medal ...	Apr. 18, 1892
Frank D. Ring.....	Chicago, Ill.....	Rescuing, during a period of six or seven years, several persons from drowning, and particularly for marked heroism in saving the lives of a girl (May 1, 1889) and an old man (Sept. 12, 1890), both of whom had fallen into North River.	.....do	Apr. 25, 1892
Elias S. Wingate	Charleston, S. C...	Rescuing from drowning a young woman who had fallen overboard in Charleston Harbor, Nov. 7, 1877.	Silver medal..	Do.
Herman C. Schumm ...	Second lieutenant, U. S. Army.	Rescuing, under circumstances which imperiled his own life, two men clinging to a capsized boat off Fort Schuyler, N. Y., June 16, 1891.	.....do	June 4, 1892
William Jones.....	Sergeant, Battery K, Second Artillery.	.....do .....	.....do	Do.
Harry Kenrick	Sergeant, Battery M, Second Artillery.	.....do .....	.....do	Do.
Waldo B. Carpenter...	Corporal, Battery K, Second Artillery.	.....do .....	.....do	Do.
William A. Monck ...	Private, Battery M, Second Artillery.	.....do .....	.....do	Do.
James Ryan	Private, Battery K, Second Artillery.	.....do .....	.....do	Do.
James Quinlisk.....	Private, Battery K, Second Artillery.	.....do .....	.....do	Do.
Cyrus S. Van Amringe.	Wilmington, N. C.	Rescue from drowning, after a hard struggle, of a man who had become exhausted and was being carried out to sea by the tide, at Wrightsville, N. C., Sept. 3, 1891.	.....do	Do.
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 Com- mission 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. Cav- alry.	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. Wolt	Sergeant, Battery M, Third U. S. Artillery.	Rescuing, in 1886, 1890, and 1892, several persons from drowning at Fort Monroe, Va., under circumstances of danger rendering the actions especially heroic.	Silver medal . .	Oct. 6, 1892
Harvey McGuire	Private, Hospital Corps, U. S. Army.	Rescued from drowning a soldier who had been taken with cramps while bathing in the Licking River, near Fort Thomas, Ky., June 14, 1892, by swimming	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.	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. Christiennin.	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
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	Gold medal ...	Feb. 23, 1893

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
W. G. Lee.....	Savannah, Ga.....	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, 1892
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

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
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.	Silver medal..	May 3, 1893
P. G. Lowe, jr.....	Second lieutenant, U. S. Army.	Assisting to rescue, by swimming to his relief after he had sunk twice and supporting him while returning to the shore, one of a party of scouts with whom they were crossing the swiftly flowing Pecos River, Texas, May 14, 1890. The service required the incurrence of danger and extraordinary exertion.	.....do.....	May 4, 1893
Julian Longorio.....	Corporal of scouts, U. S. Army.	.....do.....	.....do.....	Do.
Martin Knudsen.....	Keeper of Port des 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-work crib, Milwaukee, Wis., Apr. 20, 1893.	Gold medal...	May 24, 1893
G. W. S. Jenkins.....	Master of the tug Juno.	Rescuing, on Apr. 11, 1893, the mate and seven sailors of the Norwegian bark Riga, which stranded on that date off Bay Point, near Beaufort, S.C., in a northeast gale, and was completely wrecked and broken up. Captain Jenkins went out in the tug Juno with a crew of nine men and picked up the castaways, who were adrift on the wreckage. A public meeting of the citizens of Beaufort, May 6, 1893, passed resolutions commendatory of the work, which had	.....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.	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, Third Infantry.	Rescuing, 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
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	Silver 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.	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 were 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).
Gilbert T. Hadlock	Master of steamer Islesford.	Daring seamanship, June 19, 1894, in navigating the small steamer Islesford in a dense fog and high sea through a tortuous and dangerous channel to the wreck of the schooner Effie T. Kemp, stranded on Thumper Ledge, Bakers Island, Maine, with seas breaking over her, and in rescuing thirteen men from her bowsprit by the skillful management of a dory.	Silver medal ..	Mar. 18, 1898

TABLE OF CASUALTIES

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

Season of 1897-1898.

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.
1897.					
July 5	Brothers Island.....	Burnt Island	Sc. Sea Flower, Bangor, Me.	Robinson ..	100
July 8	Long Ledge.....	Cranberry Isles...	Sc. Samuel W. Brown, Eastport, Me.	Johnson ...	63
July 12	One-third mile east by south of station.	Hunniwells Beach	Sc. Rodney Parker, Marblehead, Mass.	Higgins ...	440
July 14	Shotts Island	Cross Island.....	Sc. George E. Dale, Calais, Me.	Barnes.....	230
July 14	One mile southeast of station.	Hunniwells Beach	Sc. Edward W. Schmidt, Philadelphia, Pa.	Cranmer..	428
July 15	Three-quarters of a mile north of station.	Fletchers Neck ...	Sc. Kate, Boston, Mass.	.....	.....
Aug. 1	One-half mile southwest of station.	Jerrys Point.....	Rowboat, Portsmouth, N. H.	.....	.....
Aug. 6	Boon Island .....	.....do	Sc. A. C. Newhall, Portsmouth, N. H.	White	37
Aug. 7	Clam Ledge Reef	White Head	Sc. Tragabigzanda, Gloucester, Mass.	Buckard ...	68
Aug. 8	Northern Triangles.....	.....do	Sc. Hattie A. Marsh, New London, Conn.	McCaffey ..	436
Aug. 11	Three miles west of station.	Cape Elizabeth ...	Sc. Howard W. Middleton, Philadelphia, Pa.	Shaw	590
Aug. 16	One-half mile east-north-east of station.	Hunniwells Beach	Slp. Blizard, York, Me.	Edwards...	8
Aug. 17	One-quarter mile south-east of station.	Rye Beach.....	Catboat,* Newburyport, Mass.	.....	.....
Aug. 19	Long Point.....	White Head	Yt. Sayonara, New York City.	Woodbury..	24
Aug. 20	Two miles west-south-west of station.	Hunniwells Beach	Sloop .....	.....	.....
Aug. 21	Three miles north north-west of station.	Fletchers Neck...	Sc. Etta B. Rich, Biddeford, Me.	Verrill.....	9
Aug. 23	Negro Island .....	.....do	Sc. Beattie C. Beach, New Haven, Conn.	McKeague..	341
Sept. 1	Three-quarters of a mile south of station.	Jerrys Point.....	Sailboat, Portsmouth, N. H.	.....	.....
Sept. 3	One-half mile west north-west of station.	Hunniwells Beach	Sc. Madcap, Portland, Me.	Lewis	11
Sept. 26	Kelleys Point.....	Crumple Island...	Sc. Pearl, St. John, New Brunswick.	Dugall.....	55
Sept. 27	Hay Island Ledge	White Head	Sc. May McFarland, New Bedford, Mass.	Saunders ..	480
Sept. 27	Five miles south of station.	Hunniwells Beach	Sloop .....	.....	.....
Sept. 28	Four miles north-north-east of station.	Burnt Island	Slp. Ianthé, St. George, Me.	.....	.....
Sept. 28	Caldwells Island .....	.....do	Sc. Annie Laura, Eastport, Me.	Ellsworth..	11
Sept. 29	Ten miles south-south-west of station.	White Head	Sc. Emerald, Gloucester, Mass.	Wilson	13
Sept. 29	Four and three-quarters miles east-southeast of station.	Burnt Island	Sc. Kearsage, Gloucester, Mass.	Mills	106
Oct. 4	Stone Island Ledge .....	.....do	Slp. Puffin .....	.....	.....
Oct. 9	One and one-half miles southwest of station.	Cranberry Isles...	Sc. Harry C. Chester, Machias, Me.	Small	76
Oct. 14	Dogfish Ledges	Cross Island.....	Sc. Hiram Lowell, Gloucester, Mass.	Nelson.....	127
Oct. 17	North side Cross Island..	.....do	Sc. J. A. Webster, Machias, Me.	Wade	26
Oct. 17	.....do .....	.....do	Sc. Puritan, Machias, Me.	Wright.....	12
Oct. 18	Northwest Ledge.....	White Head	Sc. D. W. B., St. John, New Brunswick.	Holder.....	121

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

casualties, season of 1897-98.

MAINE AND NEW HAMPSHIRE

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Boston, Mass., to Bangor, Me.	.....	\$1,000	.....	\$1,000	\$200	\$800	3	3	.....	.....	.....
Rockland to Eastport, Me.	.....	400	.....	400	375	25	2	2	.....	.....	.....
Boston, Mass., to Bowdoinham, Me.	.....	1,000	.....	1,000	1,000	.....	6	6	.....	.....	.....
New York City to St. John, New Brunswick.	Coal and powder.	2,000	\$1,370	3,370	.....	3,370	7	7	.....	7	28
Saco to Richmond, Me.	.....	10,000	.....	10,000	.....	10,000	7	6	1	6	6
Saco River to Biddeford Pool, Me.	.....	300	.....	300	300	.....	2	2	.....	.....	.....
Pleasure trip.	.....	10	.....	10	10	.....	3	3	.....	.....	.....
Fishing trip.	.....	1,000	.....	1,000	900	100	12	12	.....	.....	.....
.....do.....	.....	3,500	.....	3,500	3,400 ⁸	100	14	14	.....	.....	.....
Belfast, Me., to Suffolk, Va.	Ice.....	12,000	1,000	13,000	12,900	100	7	7	.....	.....	.....
Philadelphia, Pa., to Portland, Me.	Coal.....	15,000	3,000	18,000	.....	18,000	7	7	.....	.....	.....
Squirrel Island to Small Point, Me.	.....	900	.....	900	900	.....	2	2	.....	.....	.....
Portsmouth, N. H., to Newburyport, Mass.	.....	150	.....	150	150	.....	5	5	.....	.....	.....
Rockland, Me., to New York City.	.....	8,000	.....	8,000	8,000	.....	10	10	.....	.....	.....
Boothbay to Baileys Island, Me.	Furniture.	150	150	300	300	.....	4	4	.....	.....	.....
Excursion trip.	.....	500	.....	500	500	.....	8	8	.....	.....	.....
Saco to Bath, Me.	.....	7,000	.....	7,000	7,000	.....	6	6	.....	.....	.....
Excursion trip.	.....	100	.....	100	75	25	3	3	.....	.....	.....
Boothbay to Portland, Me.	.....	1,500	.....	1,500	1,500	.....	8	8	.....	3	3
Beaver Harbor to Rockland, Me.	Wood.....	1,500	200	1,700	1,200	500	3	3	.....	.....	.....
Bangor, Me., to New York City.	Ice.....	5,000	1,000	6,000	6,000	.....	7	7	.....	.....	.....
Fishing trip.	.....	50	.....	50	50	.....	1	1	.....	1	1
Thomaston to Port Clyde, Me.	.....	400	.....	400	400	.....	2	2	.....	.....	.....
Eastport to Lovells Island, Me.	.....	1,000	.....	1,000	1,000	.....	2	2	.....	.....	.....
Fishing trip.	Fish.....	3,000	500	3,500	3,400	100	12	12	.....	.....	.....
.....do.....	.....	10,000	.....	10,000	8,000	2,000	17	17	.....	.....	.....
Camden to Damariscotta, Me.	.....	200	.....	200	200	.....	2	2	.....	.....	.....
East Machias, Me., to Boston, Mass.	Lumber...	1,200	900	2,100	1,800	300	3	3	.....	.....	.....
Gloucester, Mass., on fishing trip.	.....	10,000	.....	10,000	9,800	200	20	20	.....	.....	.....
Cutler to Machiasport, Me.	Fish.....	1,000	100	1,100	1,100	.....	2	2	.....	.....	.....
Machiasport to Cross Island, Me.	.....	800	.....	800	600	200	3	3	.....	.....	.....
Elizabethport, N. J., to St. John, New Brunswick.	Coal.....	2,000	900	2,900	2,860	40	5	5	.....	.....	.....

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.
1897.					
Oct. 21	Bakers Island Bar	Cranberry Isles...	Sc. Lawrence Murdock, Gloucester, Mass.	Dunsky....	67
Nov. 4	Two and three-quarters miles southeast of station.	Burnt Island	Sc. Agricola,* New York City.	Berry.....	68
Nov. 5	Three miles east of station.	Quoddy Head.....	Slp. Nancy Hanks, Lubec, Me.	Kinney....	7
Nov. 12	Three-quarters of a mile northwest of station.	Cross Island.....	Sc. Cora Ella, Machiasport, Me.	Small.....	8
Nov. 18	Three miles southeast of station.	Burnt Island.....	Slp. Ada and May, St. George, Me.	.....	.....
Nov. 20	One mile north of station.	Fletchers Neck...	Sc. Metacomb, Saco, Me.	Pierce.....	11
Nov. 24	Five miles northeast of station.	Quoddy Head.....	Sc. Little Minnie, Lubec, Me.	Cousins....	7
Dec. 10	Richmonds Island	Cape Elizabeth...	Sc. Winner, Machias, Me.	Robbins...	185
Dec. 17	Great Wass Island	Crumple Island...	Slp. B. W. Brown, Millbridge, Me.	.....	.....
Dec. 24	Two and one-quarter miles south-southeast of station.	Hunniwells Beach	Sc. Ethel F. Merriam, Boothbay, Me.	McIntire..	79
Dec. 25	Five miles east of station.	Jerrys Point.....	Sc. Onward,† Rockland, Me.	Kallosch....	72
Dec. 28	Four miles southwest of station.	Hunniwells Beach	Sc. Heather Bell, St. John, New Brunswick.	Gale.....	99
Dec. 30	One mile northwest of station.	White Head	Sc. Major, Rockland, Me.	Drinkwater	7
Dec. 31	Davis Island	Burnt Island	Sc. Nevada, Rockland, Me.	Spencer....	59
Dec. 31	One-half mile north of station.	Hunniwells Beach	Sc. Ida L. Ray,; Deer Isle, Me.	Smith.....	157
1898.					
Jan. 1	One-half mile southwest of station.	White Head	Sc. Henry May,; Portland, Me.	Perry.....	189
Jan. 1	Two and one-half miles southwest of station.	Hunniwells Beach	Sc. E. L. Dow, Boothbay, Me.	Pinkham..	401
Jan. 11	Bakers Island Bar	Cranberry Isles..	Sc. Emma W. Brown, Boston, Mass.	McKay....	78
Jan. 11	Near Half-tide Rock.....	Fletchers Neck...	Sc. Mary K. Hagan, Portland, Me.	Hussey....	34
Jan. 23	Green Island Ledges	Crumple Island...	Sc. Zenobia, Gloucester, Mass.	Slade.....	79
Jan. 25	One and one-half miles west of station.	Cranberry Isles..	Slp. Vigilant, Cranberry Isles, Me.	.....	.....
Jan. 26	One mile northwest of station.	Fletchers Neck...	Sc. Florida, Sedgwick, Me.	Bunker....	42
Jan. 29	Cedar Island Ledge, Isle of Shoals.	Jerrys Point.....	Sc. Tragabigzanda, Gloucester, Mass.	Buckard...	68
Feb. 1	Two miles west-northwest of station.	Cranberry Isles..	Slp. Minnie, Cranberry Isles, Me.	.....	.....
Feb. 1	Clarks Island.....	Jerrys Point.....	Sc. Diadem, § Rockport, Me.	Blake.....	67
Feb. 6	Lobster Rocks.....	.....do	Str. Lancaster, Philadelphia, Pa.	Taylor....	1,283
Feb. 7	Seal Harbor	White Head	Sc. Abbie S. Walker, North Haven, Me.	Dobbins...	191
Feb. 16	One mile north of station.	Jerrys Point.....	Sc. Carrie L. Hix, Rockland, Me.	Rogers....	147
Feb. 20	One-quarter mile south-east of station.	.....do	Sc. Hattie C. Luce, § Rockport, Me.	Heald.....	336
Feb. 22	One and one-quarter miles northeast of station.	White Head	Sc. Highland Queen, Machias, Me.	Dobbin....	51

* Disabled, requiring assistance.

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

casualties, season of 1897-98—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 grounds to Cranberry Isles, Me.	Fish	\$2,400	\$200	\$2,600	\$2,550	\$50	13	13	.....	.....	.....
Bangor, Me., to Boston, Mass.	Lumber...	500	1,000	1,500	1,475	25	3	3	.....	.....	.....
Machias to Lubec, Me.	Fish	600	30	630	.....	630	1	1	.....	.....	.....
Machiasport to Cross Island, Me.	.....	500	.....	500	475	25	2	2	.....	.....	.....
Fishing grounds to Port Clyde, Me.	.....	400	.....	400	.....	400	1	1	.....	.....	.....
Fishing trip .....	.....	500	.....	500	500	.....	3	3	.....	.....	.....
Little Machias to Lubec, Me.	.....	200	.....	200	195	5	.....	.....	.....	.....	.....
Boston, Mass., to Harrington, Me.	.....	1,500	.....	1,500	.....	1,500	9	9	.....	7	28
Great Wass Island to Millbridge, Me.	.....	400	.....	400	390	10	3	3	.....	.....	.....
Boston, Mass., to Rockland, Me.	.....	3,000	.....	3,000	3,000	.....	3	3	.....	.....	.....
Rockland, Me., to Boston, Mass.	Lime	1,000	700	1,700	1,600	100	2	2	.....	.....	.....
Boston, Mass., to St. John, New Brunswick.	.....	2,000	.....	2,000	.....	2,000	4	4	.....	.....	.....
Rockland, Me., on fishing trip.	.....	200	.....	200	185	15	3	3	.....	.....	.....
Boston, Mass., to Sandy Point, Me.	Food and meal.	300	400	700	100	600	3	3	.....	2	2
Hingham, Mass., to Deer Island, Me.	.....	600	.....	600	600	.....	6	6	.....	.....	.....
Red Beach, Me., to New York City.	Stone	4,000	3,000	7,000	7,000	.....	6	6	.....	.....	.....
New York City to Boothbay, Me.	.....	8,000	.....	8,000	8,000	.....	8	8	.....	.....	.....
Fishing trip	Fish	3,000	500	3,500	3,500	.....	18	18	.....	.....	.....
.....do .....	.....	1,000	.....	1,000	1,000	.....	5	5	.....	.....	.....
.....do	Fish	3,200	250	3,450	2,375	1,075	12	12	.....	.....	.....
.....do .....	.....	300	.....	300	275	25	2	2	.....	.....	.....
Parted chains and stranded.	Turnips ..	300	700	1,000	1,000	.....	3	3	.....	.....	.....
Fishing trip	Fish	4,000	400	4,400	.....	4,400	14	14	.....	14	28
Sunk at moorings ..	.....	50	.....	50	50	.....	.....	.....	.....	.....	.....
Gloucester, Mass., to Boothbay, Me.	Salt	900	700	1,600	1,600	.....	3	3	.....	.....	.....
Philadelphia, Pa., to Portsmouth, N. H.	Coal	100,000	5,800	105,800	105,800	.....	21	21	.....	.....	.....
Dragged anchors and stranded.	.....	5,000	.....	5,000	5,000	.....	.....	.....	.....	.....	.....
.....do	Lime	3,000	1,700	4,700	4,625	75	5	5	.....	.....	.....
Boston, Mass., to Rockport, Me.	.....	20,000	.....	20,000	20,000	.....	8	8	.....	.....	.....
Jonesport, Me., to Boston, Mass.	Fish	3,000	2,000	5,000	5,000	.....	3	3	.....	.....	.....

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

§ No assistance required of life-saving crew.

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.
1898. Mar. 3	Great Island	Jerrys Point.....	Sc. R. S. Graham, Philadelphia, Pa.	Vannaman	342
Mar. 14	One-quarter mile south-east of station.	Cross Island.....	Boat belonging to Sc. Mary H. Lewis, Lubec, Me.	.....	.....
Mar. 15	Three and one-half miles north-northeast of station.	Burnt Island	Sc. Lou, Boothbay, Me..	Bartlett ...	12
Mar. 30	One mile northwest of station.	White Head	Sc. A. Gibson, St. John, New Brunswick.	Ward.....	97
Apr. 3	Two miles northwest by north of station.	Crumple Island...	Sc. Advance,* St. John, New Brunswick.	Stevens....	99
Apr. 15	Marshall Point.....	Burnt Island	Sc. Delaware, Boston, Mass.	Philbrooks.	65
Apr. 15	One mile north of station.	Fletchers Neck...	Sc. Susie Pearl, St. John, New Brunswick.	Sabeare.....	.....
Apr. 18	One mile southeast of station.	White Head.....	Small boat, St. George, Me.	.....	.....
May 11	Gangway Ledge.....	.....do	Sc. S. L. Foster, Southwest Harbor, Me.	Malanson..	48
May 17	One-half mile north-northeast of station.	Hunniwells Beach	Sc. William F. Campbell, Machias, Me.	Strout	211
May 17	Negro Island Bar.....	Fletchers Neck...	Sc. Puritan, Gloucester, Mass.	Geel	89
May 26	Two Bush Reef.....	White Head	Sc. Maid of the Mist, Portland, Me.	Doughty...	12
June 10	Ragged Cove, Campobello Island.	Quoddy Head.....	Sc. Henry, Machias, Me.	Sawyer....	153
June 18	Sheep Island Ledge	White Head	Sc. James R. Talbot, Thomaston, Me.	Averell....	316
June 18	Clam Ledge Reef.....	.....do	Sc. General Hancock, Rockland, Me.	Snow	12
June 19	Eleven miles southwest of station	Hunniwells Beach	Sc. Lavinia Bell, Bangor, Me.	Olsen	155
June 19	Old Orchard Beach	Fletchers Neck...	Sc. Grecian Bend, Windsor, Nova Scotia.	Bezanson ..	196
	Total .....	.....	.....	.....	.....

DISTRICT NO. 2.—EMBRACING

1897. July 4	One-half mile southwest of station.	Gay Head	Sc. Florence A., Machias, Me.	Strout	155
July 4	One and one-half miles east-northeast of station.	City Point.....	Launch Letitia, Boston, Mass.	.....	.....
July 5	Two-thirds of a mile northwest of station.	Davis Neck.....	Slp. yt. Ruth, Gloucester, Mass.	.....	.....
July 6	Six miles north-northeast of station.	Gay Head	Sc. Keewaydin, Parrsboro, Nova Scotia.	McLean ...	187
July 7	One and one-half miles east-southeast of station.	City Point.....	Slp. Grace G., Boston, Mass.	.....	.....
July 12	One mile east-southeast of station.	Muskeget.....	Carboat Priscilla, Nantucket, Mass.	Roberts....	8
July 13	One mile south of station.	Brant Rock	Slp. yt. M. P. A., Marblehead, Mass.	.....	.....
July 13	One-half mile west-northwest of station.	City Point.....	Slp. Emma C., Boston, Mass.	.....	.....

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

casualties, season of 1897-98—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.
Boston, Mass., to Boothbay, Me.	.....	\$4,000	.....	\$4,000	\$4,000	.....	7	7	.....	.....	.....
Capsized .....	.....	10	.....	10	.....	\$10	2	1	1	1	1
Tremont to Boothbay, Me.	.....	250	.....	250	250	.....	2	2	.....	.....	.....
St. John, New Brunswick, to Boston, Mass.	Lumber ..	2,000	\$1,100	3,100	3,100	.....	4	4	.....	.....	.....
Boston, Mass., to St. John, New Brunswick.	.....	1,500	.....	1,500	1,500	.....	5	5	.....	.....	.....
Bangor, Me., to Boston, Mass.	Lumber ..	800	1,200	2,000	2,000	.....	3	3	.....	.....	.....
St. John, New Brunswick, to Boston, Mass.	do	1,200	1,500	2,700	2,700	.....	4	4	.....	.....	.....
Fishing trip .....	.....	25	.....	25	25	.....	1	1	.....	.....	.....
Boothbay to Southwest Harbor, Me.	Fish	1,500	300	1,800	1,760	40	8	8	.....	.....	.....
Portland to Franklin, Me.	.....	10,000	.....	10,000	10,000	.....	5	5	.....	.....	.....
Fishing trip .....	.....	4,000	.....	4,000	4,000	.....	12	12	.....	.....	.....
do	Fish	800	50	850	250	600	5	5	.....	.....	.....
Cambridge, Nova Scotia, to New York City.	Piling	3,000	600	3,600	.....	3,600	5	5	.....	.....	.....
Boston, Mass., to Rockland, Me.	.....	5,000	.....	5,000	4,900	100	7	7	.....	.....	.....
Rockland to Metinic Island, Me.	.....	500	.....	500	465	35	8	8	.....	.....	.....
Gardiner, Me., to Boston, Mass.	Lumber ..	2,500	250	2,750	.....	2,750	5	5	.....	5	15
Cheverie, Nova Scotia, to Boston Mass.	Plaster ...	1,500	575	2,075	75	2,000	7	7	.....	.....	.....
.....	.....	309,095	32,075	341,170	285,240	55,930	449	447	2	46	112

COAST OF MASSACHUSETTS.

Port Liberty, N. J., to Provincetown, Mass.	Coal	\$6,000	\$1,000	\$7,000	\$6,500	\$500	5	5	.....	.....	.....
Pleasure trip .....	.....	1,000	.....	1,000	1,000	.....	20	20	.....	.....	.....
Capsized .....	.....	300	.....	300	295	5	3	3	.....	.....	.....
New York City to Halifax, Nova Scotia.	Coal	4,000	900	4,900	4,900	.....	6	6	.....	.....	.....
Pleasure trip .....	.....	1,500	.....	1,500	1,400	100	6	6	.....	.....	.....
Nantucket to Muskeget Island, Mass.	.....	550	.....	550	550	.....	3	3	.....	.....	.....
Boston, Mass., to New York City.	.....	800	.....	800	800	.....	2	2	.....	.....	.....
Dragged anchor .....	.....	1,000	.....	1,000	1,000	.....	.....	.....	.....	.....	.....

United States Life-Saving Service.—Table of

DISTRICT NO. 2.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1897.					
July 13	One-half mile northwest of station.	City Point	Slp. Maggie, Perth Amboy, N. J.	Smith	6
July 13	Three-quarters of a mile north of station.	.....do	Sc. Nautilus, Boston, Mass.		
July 13	One-half mile west-northwest of station.	.....do	Catboat Joe, Boston, Mass.		
July 13	.....do .....	.....do	Slp. Rival, Boston, Mass.		
July 13	.....do .....	.....do	Slp. Topsy, Boston, Mass.		
July 13	.....do .....	.....do	Slp. yt. Fortuna, Boston, Mass.	McCarthy .	11
July 13	One-half mile west of station.	.....do	Slp. Pansy, Boston, Mass.		
July 13	.....do .....	.....do	Slp. Nelka, Boston, Mass.		
July 13	Three-quarters of a mile northwest of station.	.....do	Catboat Lillian, Boston, Mass.		
July 13	One-half mile west of station.	.....do	Catboat Varuna, Boston, Mass.		
July 13	.....do .....	.....do	Sc. Raven, Boston, Mass.		
July 13	Three-quarters of a mile northwest of station.	.....do	Slp. Arrow, Boston, Mass.		
July 14	One-half mile northwest of station.	.....do	Slp. Maggie, Perth Amboy, N. J.	Smith	6
July 14	Nauset Bars	Orleans and Nauset.	Sc. Ira Laffrinier, Deer Isle, Me.	Pomeroy ..	199
July 14	One-half mile west-northwest of station.	City Point	Catboat Lurline, Boston, Mass.		
July 14	.....do .....	.....do	Catboat Olga, Boston, Mass.		
July 22	.....do .....	.....do	Slp. Falcon, Boston, Mass.		
July 23	Three-quarters of a mile northeast of station.	.....do	Sloop, Boston, Mass.		
July 24	One and one-half miles northeast of station.	.....do	Slp. Rambler, Hingham, Mass.		
July 24	One and one-quarter miles from station.	.....do	Rowboat, Boston, Mass.		
July 26	One and one-half miles east-southeast of station.	.....do	Slp. yt. Josephine, Stamford, Conn.	Lockwood .	16
July 30	Great Point	Coskata	Sc. William E. McDonald, Gloucester, Mass.	Keith	98
July 30	One and one-half miles east-northeast of station.	City Point	Launch Lottie B., Boston, Mass.		
July 31	Toddy Rocks	Point Allerton	Sc. M. K. Rawley, St. George, Me.	Harris	203
July 31	Three-quarters of a mile west-southwest of station.	City Point	Slp. Wanderer, St. George, Me.		
July 31	Three-quarters of a mile east-southeast of station.	.....do	Slp. Louise, Cambridge, Mass.		
July 31	One-half mile south of station.	.....do	Slp. May, Boston, Mass.		
July 31	One and one-half miles east-northeast of station.	.....do	Rowboat, Dorchester, Mass.		
Aug. 1	One-half mile east of station.	Race Point	Str. C. W. Morse, Bath, Me.	Blizzard ..	510
Aug. 1	.....do .....	.....do	Bge. C. C. Chapman, Bath, Me.	Bird	1,621
Aug. 1	.....do .....	.....do	Bge. Knickerbocker, Bath, Me.	Lund	2,382
Aug. 2	Three-quarters of a mile west-northwest of station.	City Point	Sailboat, Boston, Mass.		
Aug. 5	One and one-half miles southeast of station.	Point Allerton	Catboat Ada, Hull, Mass.		

casualties, season of 1897-98—Continued.

COAST OF MASSACHUSETTS—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
•Dragged anchor		\$700		\$700	\$650	\$50					
Dragged anchor and stranded.		600		600	575	25	2	2			
Dragged anchor.....		75		75	75						
Dragged anchor and collided.		500		500	475	25					
Fouled by another vessel.		400		400	385	15					
Dragged anchor.....		1,000		1,000	1,000		1	1			
...do		300		300	300						
...do		400		400	400						
Adrift.....		500		500	500						
Dragged anchor.....		500		500	495	5					
...do		400		400	400						
...do		50		50	50						
Lying at anchor.....		700		700	700		2	2		2	2
Bangor, Me., to New York City.	Lumber ..	1,400	\$2,800	4,200	2,800	1,400	5	5			
Adrift.....		500		500	480	20					
Broke from moorings and stranded.		460		400	370	30					
Parted moorings.....		100		100	100						
Pleasure trip		20		20	20		1	1			
...do		350		350	350		4	4			
Fishing trip		10		10	10		2	2		2	2
Stamford, Conn., to Boston, Mass.		4,000		4,000	3,800	200	3	3			
Gloucester, Mass., to Georges Bank.		3,000		3,000		3,000	14	14		11	11
Pleasure trip		500		500	500		2	2			
New York City to Boston Mass	Coal	8,000	2,000	10,000	9,850	150	7	7			
Pleasure trip		10		10	10		5	5			
In Boston Harbor.....		500		500	425	75	5	5			
Pleasure trip		5		5	5		4	4		4	4
...do		10		10	10		2	2		2	2
Salem, Mass., to Philadelphia, Pa.		30,000		30,000	30,000		18	18			
...do		10,000		10,000	10,000		6	6			
...do		20,000		20,000	20,000		6	6			
Capsized.....		25		25	25		1	1			
Parted cable and stranded.		100		100	90	10	1	1			

United States Life-Saving Service.—Table of

DISTRICT NO. 2.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1897.					
Aug. 5	One-half mile west of station.	Race Point	Sc. Boyd and Leeds, Salem, Mass.	Hines	69
Aug. 5	Two miles southwest of station.	Monomoy	Sc. Anna L. Sanborn, Salem, Mass.	Bemis	35
Aug. 5	Two-thirds of a mile east of station.	Gay Head	Sloop .....	.....	.....
Aug. 5	Three miles east of station.	.....do	Sc. Maud Gertrude, Providence, R. I.	Davis	15
Aug. 12	Three-quarters of a mile north of station.	Plum Island	Sc. W. H. Y. Hackett, Boston, Mass.	Arnold	75
Aug. 12	Abreast of station	North Scituate ...	Small boat, North Scituate, Mass.	.....	.....
Aug. 12	Tuckernuck Shoal	Muskeget	Sc. Harold Borden Baxters Harbor, Nova Scotia.	Barklehouse.	142
Aug. 13	Four miles east of station.	North Scituate ...	Rowboat, North Scituate, Mass.	.....	.....
Aug. 13	One mile northwest of station.	Wood End	Sc. Carrie E. Phillips, Provincetown, Mass.	Millock	116
Aug. 15	One-half mile southwest of station.	City Point	Sloop, Dorchester, Mass.	.....	.....
Aug. 15	One and three-quarters miles south of station.	.....do	Rowboat, Dorchester, Mass.	.....	.....
Aug. 16	Two and one-half miles northwest by north of station.	Gurnet	Slp. yt. Adele,* New York City.	.....	.....
Aug. 16	Pollock Rip	Monomoy	Sc. Isaiah Hart, Boston, Mass.	Williams ..	898
Aug. 17	One and one-half miles east of station.	City Point	Catboat, Dorchester, Mass.	.....	.....
Aug. 22	Toddy Rocks	Point Allerton ..	Slp. Olga, Boston, Mass.	.....	.....
Aug. 22	One mile northwest of station.	.....do	Sloop, Boston, Mass.	.....	.....
Aug. 23	Three-quarters of a mile southwest of station.	City Point	Slp. Corsair, Boston, Mass.	.....	.....
Aug. 24	North Breaker	Plum Island	Slp. yt. Louise, Dorchester, Mass.	.....	.....
Aug. 25	One mile southwest of station.	Point Allerton ..	Slp. Linnet, Quincy, Mass.	.....	.....
Aug. 30	One mile north of station.	Chatham	Yt. Rebecca, Chatham, Mass.	.....	.....
Aug. 30	One and three-quarters miles east of station.	City Point	Slp. Athena, Dorchester, Mass.	.....	.....
Sept. 2	One mile southwest of station.	Davis Neck	Yt. Trouble, Boston, Mass.	.....	.....
Sept. 2	Dogfish Bar	Gay Head	Sc. Henry Ellsworth, Gloucester, Mass.	Sweeney ...	59
Sept. 3	Two and one-quarter miles east-northeast of station.	Davis Neck	Slp. yt. Aline, Boston, Mass.	.....	.....
Sept. 3	Two miles west by south of station	Gurnet	Catboat Water Witch, Duxbury, Mass.	.....	.....
Sept. 4	Browns Bank .....	.....do	Sc. Everett Pierce, Gloucester, Mass.	Fisher	68
Sept. 7	Two and one-half miles north-northeast of station.	Chatham	Catboat Leon, Orleans, Mass.	.....	.....
Sept. 8	Browns Bank	Gurnet	Sc. Florence, Boston, Mass.	Driscoll ...	64
Sept. 8	Dogfish Bar	Gay Head	Sc. Triumph,† Edgartown, Mass.	Hillman ...	17
Sept. 10	One-half mile north of station.	North Scituate ...	Sloop, North Scituate, Mass.	.....	.....
Sept. 17	One mile east-southeast of station.	Monomoy	Slp. Clara,† Pawtucket, R. I.	.....	.....

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

† No assistance required of life-saving crew.

casualties, season of 1897-98—Continued.

COAST OF MASSACHUSETTS—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Fishing trip	Bait and ice.	\$5,500	\$150	\$5,650	\$5,650	.....	15	15	.....	.....	.....
...do	Fishing outfit.	1,500	300	1,800	1,800	.....	10	10	.....	.....	.....
Dragged anchor .....	.....	50	.....	50	50	.....	.....	.....	.....	.....	.....
...do	Fisherman's supplies.	800	300	1,100	1,095	\$5	8	8	.....	.....	.....
Boston to Newburyport, Mass.	.....	1,000	.....	1,000	1,000	.....	4	4	.....	.....	.....
Pleasure trip .....	.....	5	.....	5	5	.....	3	3	.....	.....	.....
Windsor, Nova Scotia, to New York City.	Plaster ...	3,500	300	3,800	3,800	.....	8	8	.....	.....	.....
Adrift .....	.....	50	.....	50	50	.....	3	3	.....	.....	.....
Fishing trip .....	.....	6,000	.....	6,000	6,000	.....	17	17	.....	.....	.....
Pleasure trip .....	.....	10	.....	10	10	.....	2	2	.....	.....	.....
...do .....	.....	10	.....	10	10	.....	2	2	.....	.....	.....
Fishing trip .....	.....	1,500	.....	1,500	1,475	25	6	6	.....	.....	.....
Philadelphia, Pa., to Boston, Mass.	Coal	30,000	5,000	35,000	35,000	.....	11	11	.....	.....	.....
Pleasure trip .....	.....	45	.....	45	40	5	3	3	.....	3	3
...do .....	.....	300	.....	300	300	.....	2	2	.....	.....	.....
Capsized .....	.....	75	.....	75	75	.....	5	5	.....	.....	.....
Adrift .....	.....	200	.....	200	185	15	.....	.....	.....	.....	.....
Capsized	Miscellaneous.	250	250	500	250	250	3	3	.....	3	9
Pleasure trip .....	.....	75	.....	75	70	5	2	2	.....	.....	.....
Sunk in harbor .....	.....	200	.....	200	195	5	1	1	.....	.....	.....
Pleasure trip .....	.....	500	.....	500	500	.....	3	3	.....	.....	.....
Ipswich to Boston, Mass.	.....	400	.....	400	400	.....	3	3	.....	.....	.....
Fishing trip	Fisherman's supplies.	2,000	2,000	4,000	4,000	.....	14	14	.....	.....	.....
Boston, Mass., to Portland, Me.	.....	700	.....	700	625	75	8	8	.....	.....	.....
Pleasure trip .....	.....	175	.....	175	170	5	2	2	.....	.....	.....
Fishing trip .....	.....	3,000	.....	3,000	3,000	.....	16	16	.....	.....	.....
Capsized and sunk .....	.....	500	.....	500	425	75	1	1	.....	.....	.....
.....	Gravel....	1,000	75	1,075	1,075	.....	5	5	.....	.....	.....
New Bedford to Menemsha Bight, Mass.	General...	700	100	800	785	15	7	7	.....	.....	.....
Pleasure trip .....	.....	200	.....	200	200	.....	2	2	.....	.....	.....
Boston, Mass., to Providence, R. I.	.....	150	.....	150	150	.....	3	3	.....	.....	.....

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

United States Life-Saving Service.—Table of

DISTRICT NO. 2.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1897.					
Sept. 17	One-quarter mile west by north of station.	Cuttyhunk	Catboat Unity, New Bedford, Mass.	.....	.....
Sept. 17	Three-quarters of a mile south-southeast of station.	City Point	Catboat, South Boston, Mass.	.....	.....
Sept. 18	One mile northeast of station.	Wood End	Sc. Maggie M. Keough, Perth Amboy, N. J.	Tilton	584
Sept. 19	One and one-quarter miles east-southeast of station.	City Point	Slp. Idlewild, Dorchester, Mass.	.....	.....
Sept. 23	One-half mile west-northwest of station.	.....do	Slp. Topsy, Boston, Mass.	.....	.....
Sept. 26	One and one-quarter miles east of station.	.....do	Sloop, Boston, Mass.	.....	.....
Sept. 27	One and three-quarters miles south of station.	.....do	Slp. Three Bill, Boston, Mass.	.....	.....
Sept. 28	One-half mile southwest of station.	.....do	Sloop, Boston, Mass.	.....	.....
Sept. 29	Three and three-quarters miles east-southeast of station.	Chatham	Sc. Jesse Murdock,* New Bedford, Mass.	Wheatly	360
Oct. 2	Near Toddy Rocks	Point Allerton....	Sc. Norombega, Bucksport, Me.	Armstrong	311
Oct. 2	One-half mile east-northeast of station.	City Point	Slp. Naiad, Boston, Mass.	.....	.....
Oct. 2	One-quarter mile east-northeast of station.	.....do	Slp. Edith M., Boston, Mass.	.....	.....
Oct. 2	.....do .....	.....do	Slp. Blizzard, York, Me.	.....	.....
Oct. 9	Three-quarters of a mile east of station.	Point Allerton....	Catboat, Boston, Mass.	.....	.....
Oct. 9	One milesouth of station.	Monomoy	Sc. Empress, Rockland, Me.	Johnson	121
Oct. 9	One mile west of station.	City Point	Slp. Mary, Boston, Mass.	.....	.....
Oct. 9	One mile south-southwest of station.	.....do	Rowboat, Boston, Mass.	.....	.....
Oct. 10	Three miles north-northeast of station.	Orleans	St. launch Zilpha, Plymouth, Mass.	.....	.....
Oct. 10	Four miles southeast of station.	Chatham	Sc. Annie P. Chase,* Bangor, Me.	Ellis	257
Oct. 12	Three-quarters of a mile north of station.	City Point	Slp. Clío, Boston, Mass.	.....	.....
Oct. 12	.....do .....	.....do	Slp. Eeka, Boston, Mass.	.....	.....
Oct. 12	Three-quarters of a mile south-southeast of station.	.....do	Rowboat, Neponset, Mass.	.....	.....
Oct. 12	One-half mile northwest of station.	.....do	Slp. Reynard, Boston, Mass.	.....	.....
Oct. 12	.....do .....	.....do	Slp. Memento, Boston, Mass.	.....	.....
Oct. 12	Three-quarters of a mile north of station.	.....do	Slp. Nydia, Boston, Mass.	.....	.....
Oct. 16	One-half mile north-northeast of station.	.....do	Rowboat Boston, Mass.	.....	.....
Oct. 17	Three quarters of a mile northwest of station.	Plum Island	St. launch Nadjy, West Newbury, Mass.	.....	.....
Oct. 17	Four and one-half miles south-southwest of station.	Monomoy	Sc. Humboldt, Boothbay, Me.	Wentworth	58
Oct. 17	One and one-quarter miles east of station.	City Point	Sailboat, Boston, Mass.	.....	.....
Oct. 17	One-half mile southeast of station.	.....do	Small boat, Boston, Mass.	.....	.....
Oct. 18	One mile east-southeast of station.	Peaked Hill Bars.	Sc. Lodowick Bill, Damariscotta, Me.	Harrington.	60
Oct. 19	Shovelful Shoal	Monomoy	Sc. L. T. Whitmore, New York City.	Haley	295

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

casualties, season of 1897-98—Continued.

COAST OF MASSACHUSETTS—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
New Bedford to Cuttyhunk, Mass.		\$50		\$50	\$50		4	4			
Fishing trip		150		150	150		2	2			
James River, Va., to Portland, Me.	Piling	15,000	\$4,000	19,000	19,000		6	6			
Dorchester to Hull, Mass.		800		800	790	\$10	4	4			
Parted moorings and stranded.		400		400	370	30					
Pleasure trip		75		75	75		3	3			
Fishing trip		70		70	70		2	2			
do		50		50	50		2	2			
Georgetown, S. C., to Boston, Mass.	Lumber	2,250	4,500	6,750	6,050	700	6	6			
Boston, Mass., to Bangor, Me.		8,000		8,000	8,000		6	6			
Dragged anchor		400		400	400						
do		300		300	300						
do		500		500	470	30					
Dragged anchor and stranded.		200		200	190	10	4	4			
Rockland, Me., to New York City.	Lime	1,500	1,100	2,600	2,600		4	4			
Adrift		300		300	300						
Fishing trip		30		30	30		3	3			
Plymouth to Wareham, Mass.		1,500		1,500	1,500		3	3			
Bangor, Me., to New York City.	Lumber	6,000	5,000	11,000	11,000		7	7			
Parted moorings and stranded.		500		500	500						
Dragged anchor		500		500	500						
Fishing trip		15		15	15		2	2		2	2
Dragged anchor		1,300		1,300	1,300						
do		500		500	490	10					
Adrift		600		600	595	5					
Fishing trip		5		5	5		2	2			
Dragged anchor and stranded.		250		250	250		2	2			
New York City to Boston, Mass.	Miscellaneous.	400	3,000	3,400	3,250	150	4	4			
Pleasure trip		25		25	25		1	1		1	1
Boston to Neponset, Mass.		10		10	10		3	3			
Damariscotta, Me., to Boston, Mass.	Brick	600	300	900		900	3	3		3	6
St. John, New Brunswick, to New York City.	Lumber	2,500	2,400	4,900	4,900		7	7			

! No assistance by life-saving crew.

United States Life-Saving Service.—Table of

DISTRICT NO. 2.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1897.					
Oct. 20	Two miles south-south-west of station.	City Point.....	Slp. Boreas, Boston, Mass.	.....	.....
Oct. 21	One-third mile south-southeast of station.	Nauset	Sc. Nellie Lamper, Lynn, Mass.	McLean ...	327
Oct. 21	One and one-quarter miles north-northeast of station.	City Point.....	Slp. Thea, Boston, Mass.	.....	.....
Oct. 21	One-quarter mile north-west of station.	.....do	Catboat Alice, Boston, Mass.	.....	.....
Nov. 12	Two and one-quarter miles east-northeast of station.	Davis Neck	Catboat.....	.....	.....
Nov. 12	Three-quarters of a mile north-north west of station.	Chatham	Catboat XXXX, Chatham, Mass.	Nickerson .	6
Nov. 12	.....do .....	.....do	Catboat, Chatham, Mass.	.....	.....
Nov. 12	.....do .....	.....do	Catboat Ranger, Chatham, Mass.	Jones.....	6
Nov. 12	.....do .....	.....do	Catboat Lucile, Chatham, Mass.	.....	.....
Nov. 13	Five miles south by east of Orleans Station.	Orleans and Chatham.	Bg. H. H. Wright, Portland, Me.	Williams ..	407
Nov. 13	Four miles north-northeast of Gay Head Station.	Gay Head and Cuttyhunk.	Sc. Henry Lippitt, Thomaston, Me.	Howes.....	895
Nov. 17	Five miles east-southeast of station.	Gay Head.....	Slp. Dorothy T., Edgartown, Mass.	Mosher ...	8
Nov. 17	.....do .....	.....do	Catboat Echo .....	.....	.....
Nov. 23	One and one-half miles south by east of station.	Orleans	Sc. James A. Parsons, Bath, Me.	Booker ...	219
Dec. 8	Five miles east-southeast of station.	Gay Head.....	Slp. Dorothy T., Edgartown, Mass.	Mosher ...	8
Dec. 10	Eleven miles east-northeast of station.	.....do	Brg. S. O. Co., of N. Y., No. 57, New York City.	Erickson ..	1,381
Dec. 24	Three miles south-southwest of station.	Knobbs Beach ..	Sc. F. A. Smith, Boston, Mass.	Barnes.....	77
Dec. 26	Toddy Rocks	Point Allerton ..	Sc. A. P. Emerson, New York City.	Odell	244
1898.					
Jan. 1	.....do .....	.....do	Sc. William K. Park, Somers Point, N. J.	Lake	1,252
Feb. 1	Great Brewster Island...	.....do	Sc. Clara Jane, Calais, Me.	Maloney...	125
Feb. 1	Two and one-half miles southwest of station.	.....do	Sc. Albert Crandall, Boston, Mass.	Mitchell...	51
Feb. 1	Three miles southwest of station.	Gurnet	Sc. David A. Osier,* Boothbay, Me.	Murray...	26
Feb. 3	Abreast of station	Race Point	Small boats (5)	.....	.....
Feb. 12	One-half mile west by south of station.	Gurnet	Sc. Elmer E. Randall, Salem, Mass.	Perkins ...	57
Feb. 16	.....do	Monomoy.....	Sc. St. Nicholas, Philadelphia, Pa.	Inman	841
Feb. 24	Nine miles east of station.	Race Point	Sc. S. M. Bird, Rockland, Me.	Merrill ...	517
Mar. 13	Handkerchief Shoal.....	Monomoy.....	Sc. Arona, Windsor, Nova Scotia.	Parker.....	579
Mar. 15	Three-quarters of a mile northeast of station.	Plum Island	Small boat, Newburyport, Mass.	.....	.....
Mar. 19	Browns Bank.....	Gurnet	Sc. Jesse Murdock, New Bedford, Mass.	Wheatly...	360
Mar. 23	One mile east of station ..	Surfside	Bkn. Culdoon, St. John, New Brunswick.	Richter.....	424

* No assistance by life-saving crew.

casualties, season of 1897-98—Continued.

COAST OF MASSACHUSETTS—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Parted moorings and stranded.	.....	\$600	.....	\$600	\$575	\$25	.....	.....	.....	.....	.....
St. Johns, Newfoundland, to New York City.	Piling	5,000	\$1,200	6,200	.....	6,200	7	7	.....	7	14
Adrift .....	.....	400	.....	400	400	.....	.....	.....	.....	.....	.....
.....do .....	.....	200	.....	200	200	.....	.....	.....	.....	.....	.....
Fishing trip .....	.....	200	.....	200	200	.....	2	2	.....	.....	.....
.....do	Fish	600	10	610	610	.....	2	2	.....	.....	.....
Parted cables and stranded.	.....do	400	10	410	405	5	1	1	.....	.....	.....
.....do .....	.....do	500	10	510	500	10	1	1	.....	.....	.....
Dragged anchors and stranded.	.....do	375	10	385	385	.....	2	2	.....	.....	.....
Perth Amboy, N. J., to Portland, Me.	Coal	3,000	2,900	5,900	5,900	.....	8	8	.....	.....	.....
Brunswick, Ga., to Boston, Mass.	Lumber ..	35,000	7,000	42,000	41,900	100	7	7	.....	.....	.....
New Bedford to Menemsha Creek, Mass.	General...	1,000	100	1,100	1,100	.....	1	1	.....	.....	.....
Cuttyhunk to Menemsha Creek, Mass.	Vegetables	200	25	225	225	.....	1	1	.....	.....	.....
Bath, Me., to New York City.	Lumber ..	3,000	2,800	5,800	5,800	.....	6	6	.....	.....	.....
New Bedford to Menemsha Creek, Mass.	General...	1,000	300	1,300	1,300	.....	2	2	.....	.....	.....
Philadelphia, Pa., to Boston, Mass.	Naphtha..	60,000	30,000	90,000	90,000	.....	8	8	.....	.....	.....
Boston to Ipswich, Mass.	.....	2,000	.....	2,000	2,000	.....	5	5	.....	.....	.....
Philadelphia, Pa., to Boston, Mass.	Water pipe and powder.	8,000	7,000	15,000	15,000	.....	6	6	.....	.....	.....
Dragged anchors and stranded.	.....	30,000	.....	30,000	30,000	.....	11	11	.....	.....	.....
Salem, Mass., to Calais, Me.	.....	3,000	.....	3,000	3,000	.....	5	5	.....	4	8
Dragged anchors ..	.....	500	.....	500	450	50	3	3	.....	.....	.....
Parted cables and stranded.	Fish	1,000	110	1,110	.....	1,110	10	10	.....	.....	.....
Fishing trip .....	.....do	100	100	200	190	10	10	10	.....	.....	.....
.....do .....	.....	6,000	.....	6,000	6,000	.....	12	12	.....	.....	.....
Parted cables and stranded.	Coal	20,000	3,000	23,000	22,800	200	4	4	.....	.....	.....
Philadelphia, Pa., to Boston, Mass.	.....do	16,000	3,000	19,000	17,000	2,000	8	8	.....	.....	.....
Buenos Ayres, South America, to Boston, Mass.	Hides	11,000	80,000	91,000	91,000	.....	8	8	.....	.....	.....
Capsized and sunk ..	Fish	40	60	100	.....	100	3	3	.....	3	3
Philadelphia, Pa., to Plymouth, Mass.	Coal	8,000	2,500	10,500	10,500	.....	7	7	.....	.....	.....
Cape Town, Africa, to Boston, Mass.	Wool	12,000	100,000	112,000	112,000	.....	9	9	.....	9	54

United States Life-Saving Service.—Table of

DISTRICT NO. 2.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1898.					
Mar. 31	One and one-quarter miles east of station.	Point Allerton....	Sc. Break of Day, Bath, Me.	Barter.....	124
Mar. 31	Two-sevenths of a mile north-northwest of Peaked Hill Bars Station.	Peaked Hill Bars, Race Point, and High Head.	Sc. William H. Higgins, Boston, Mass.	Freeman...	593
Apr. 2	One-quarter mile east-northeast of station.	Brant Rock.....	Small boat, Green Harbor, Mass.	.....	.....
Apr. 5	One and one-quarter miles west of station.	Race Point.....	Sc. Thomas Brundage, Boston, Mass.	Larking...	73
Apr. 11	North breaker, Ipswich Bar.	Knobbs Beach and Davis Neck.	Sc. Carl Schurz, Boston, Mass.	Burns.....	73
Apr. 22	Two and one-half miles south-southeast of station.	Chatham.....	Sc. Kate Walker,* Bangor, Me.	Segebarth..	140
Apr. 29	One and one-quarter miles west of station.	Plum Island.....	Sc. Alfaratta, Newburyport, Mass.	Rogers.....	11
May 1	One mile southeast of station.	City Point.....	Rowboat, Dorchester, Mass.	.....	.....
May 7	Ipswich Bar.....	Knobbs Beach....	Sc. Alfaratta, Newburyport, Mass.	Rogers.....	11
May 8	One mile northwest of station.	Plum Island.....	Sc. Newell B. Hawes, Boston, Mass.	Littlefield..	89
May 8	Three-quarters of a mile north-northeast of station.	City Point.....	Slp. Nina, Boston, Mass.	.....	.....
May 8	One mile west-southwest of station.	.....do.....	Slp. Empire, Boston, Mass.	.....	.....
May 8	Three-quarters of a mile north of station.	.....do.....	St. launch Tiot, Boston, Mass.	.....	.....
May 16	One and one-half miles northwest of station.	High Head.....	Slp. Red Rover, Stonington, Conn.	Sullivan...	10
May 17	One and three-quarter miles south-southwest of station.	City Point.....	Skiff, Dorchester, Mass.	.....	.....
May 19	One mile west of station.	Gurnet.....	Slp. yt. Winnie Trixet, Kingston, Mass.	.....	.....
May 20	Two and one-half miles southwest by south of station.	Coskata.....	Sc. W. O. Nettleton, Nantucket, Mass.	Tilden.....	56
May 24	Two miles south by west of station.	Old Harbor.....	Sc. Lorna Doone, Gloucester, Mass.	Wilson....	73
May 26	One mile southwest of station.	Cuttyhunk.....	Skiff, Cuttyhunk, Mass.	.....	.....
May 30	Two and one-quarter miles north-northeast of station.	Chatham.....	Catboat Winged Arrow, Chatham, Mass.	Rogers....	6
May 30	One and one-half miles south-southwest of station.	City Point.....	Catboat, Dorchester, Mass.	.....	.....
May 31	Shovelful Shoal.....	Monomoy.....	Sc. Isaiah K. Stetson, Bangor, Me.	Atwood....	313
June 6	Devils Bridge.....	Gay Head.....	Slp. Lina B. Chilmark, Mass.	.....	.....
June 13	Three-quarters of a mile northwest of High Head Station.	High Head, Peaked Hill Bars and Highland.	Str. San Francisco, U. S. Government.	Leary.....	1,963
June 19	One mile east-northeast of station.	City Point.....	Sloop, Boston, Mass.	.....	.....
June 20	Four miles east of station.	.....do.....	Slp. Idlewild, Dorchester, Mass.	.....	.....
June 25	One-half mile south of station.	.....do.....	Slp. Midget, Boston, Mass.	.....	.....
June 26	One and one-half miles southeast of station.	.....do.....	Slp. yt. Nomax, Boston, Mass.	.....	.....
June 26	One and one-half miles east of station.	.....do.....	Rowboat, Boston, Mass.	.....	.....
	Total.....	.....	.....	.....	.....

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

casualties, season of 1897-98—Continued.

COAST OF MASSACHUSETTS—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Dragged anchors and stranded.	Feldspar..	\$3,500	\$300	\$3,800	\$3,500	\$300	4	4	....	4	4
Boothbay, Me., to Philadelphia, Pa.	Ice	12,000	9,000	21,000	.....	21,000	8	8	....	8	8
Fishing trip .....	.....	40	.....	40	40	.....	1	....	1	....	....
...do	Fish	5,000	150	5,150	5,150	.....	16	16	....	....	....
Ipswich to Salem, Mass.	Sand	2,000	110	2,110	2,110	.....	4	4	....	....	....
Bangor, Me., to Rondout, N. Y.	Lumber ..	800	1,500	2,300	2,300	.....	5	5	....	....	....
From Newburyport, Mass.	.....	150	.....	150	125	25	2	2	....	....	....
Adrift .....	.....	35	.....	35	35	.....	.....	.....	.....	.....	.....
Newburyport to Ipswich, Mass.	.....	150	.....	150	.....	150	2	2	....	....	....
Dragged anchor	Sand	2,500	125	2,625	2,625	.....	4	4	....	....	....
Lying at anchor .....	.....	100	.....	100	100	.....	2	2	....	....	....
Parted moorings and stranded.	.....	250	.....	250	250	.....	2	2	....	....	....
Dragged anchor and stranded.	.....	500	.....	500	490	10	.....	.....	.....	.....	.....
Block Island, R. I., to Boston, Mass.	Fish	300	200	500	.....	500	2	2	....	....	....
Capsized .....	.....	15	.....	15	15	.....	1	1	....	1	1
...do .....	.....	250	.....	250	240	10	2	2	....	2	2
Dragged anchor and stranded.	General...	1,200	500	1,700	1,525	175	4	4	....	....	....
Georges Bank to Chatham, Mass.	Fish and salt.	4,000	600	4,600	4,550	50	10	10	....	....	....
Capsized .....	.....	10	.....	10	10	.....	2	2	....	1	1
Fishing trip .....	.....	500	.....	500	350	150	1	1	....	....	....
Pleasure trip .....	.....	25	.....	25	15	10	1	1	....	1	1
Bangor, Me., to New York City.	Ice and spars.	5,000	2,000	7,000	5,500	1,500	7	7	....	....	....
No Mans Land to New Bedford, Mass.	Fish	500	50	550	530	20	2	2	....	....	....
Cruising .....	.....	1,425,000	.....	1,425,000	1,425,000	.....	338	338	....	....	....
Pleasure trip .....	.....	50	.....	50	45	5	5	5	....	....	....
Marblehead to Dorchester, Mass.	.....	1,000	.....	1,000	985	15	5	5	....	....	....
Capsized .....	.....	200	.....	200	200	.....	4	4	....	4	4
Pleasure trip .....	.....	150	.....	150	150	.....	4	4	....	....	....
...do .....	.....	25	.....	25	25	.....	2	2	....	....	....
.....	.....	1,899,745	290,145	2,189,890	2,148,225	41,665	974	973	1	77	142

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

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.
1897.					
July 5	One and one-half miles east of station.	Watch Hill.....	Launch Fayelle, * Philadelphia, Pa.	.....	.....
July 9	One-half mile north of station.	Block Island.....	Sc. Maria, New London, Conn.	Silva	20
July 19	Two and one-half miles north of station.	Jones Beach	Catboat Bobolink, Amityville, N. Y.	.....	.....
Aug. 5	One and one-half miles southwest of station.	Watch Hill.....	Launch Ramona, * New York City.	.....	.....
Aug. 5	Two miles southeast of station.	Mecox	Shp. Otto, Bremerhaven, Germany.	Brishl	1,205
Aug. 6	One-half mile northwest of station.	Blue Point.....	Sc. Edward M. McLaughlin, New London, Conn.	Davis.....	67
Aug. 15	Rockaway Inlet	Coney Island.....	Scows (3), New York City.	.....	.....
Aug. 26	One-half mile northwest of station.	Petunk	Catboat Utawana, West Hampton, N. Y.	.....	.....
Aug. 29	Two miles west of station.	Fire Island	Sc. Charles H. Trickey, Portland, Me.	Parsons ...	281
Sept. 7	One-quarter mile north of station.	Narragansett Pier	Sloop .....	.....	.....
Sept. 11	Two and one-half miles southeast of station.	Oak Island	Sc. John Cadwallader, New York City.	Kingsland .	137
Sept. 18	One and one-quarter miles north of station.	Fire Island	Slp. yt. Norma, New York City.	Hendrickson.	15
Sept. 27	Three hundred yards east of station.	Southampton	Canoe .....	.....	.....
Oct. 2	One-half mile east of station.	Point Judith	Slp. Bess,† Gloucester, Mass.	.....	.....
Oct. 3	Two miles northwest of station.	Shinnecock	Catboat Swallow .....	.....	.....
Oct. 5	One-third mile east-southeast of station.	Coney Island	Slp. Chief, New York City.	Roland	22
Oct. 12	One mile north of station.	Forge River	Catboat, Center Moriches, N. Y.	.....	.....
Oct. 17	Three miles east of station.	Eatons Neck	Sc. Ulrica, R. Smith,* Millbridge, Me.	Fickett....	125
Oct. 17	Two and one-half miles southeast of station.	Point Lookout....	Sc. Henrietta Hill, Beaufort, N. C.	Smith	51
Oct. 20	One and one-half miles north of station.	Fire Island	St. yt. Ruby, New York City.	Pratt	10
Oct. 24	Five miles southeast of station.	Narragansett Pier	Slp. Banneret, Providence, R. I.	Kenyon....	5
Oct. 24	Two miles north of station.	Fire Island	Launch Lotos, Bay shore, N. Y.	.....	.....
Oct. 26	Three miles north of station.	Block Island.....	Sc. Mary A. Brown, Dennis, Mass.	Snell	16
Oct. 30	One-quarter mile east of station.	New Shoreham ...	Sc. Coquette, Southwest Harbor, Me.	Bunker....	12
Oct. 31	Four miles west of Fire Island station.	Fire Island and Oak Island.	Sc. Edna and Emma, Baltimore, Md.	Richardson	183
Nov. 4	Three and one-half miles north of station.	Block Island.....	Sc. Edith Bean, Newport, R. I.	Johnson ...	17
Nov. 10	Three and one-half miles northeast of station.	.....do	Sc. Arabell, Newport, R. I.	Dunn	18
Nov. 10	One mile west-northwest of station.	New Shoreham ...	Slp. Anna M., Bridgeton, N. J.	Sammis....	10
Nov. 10	One mile west-southwest of station.	.....do	Slp. Valkyrie, Provincetown, Mass.	Tillgin	6
Nov. 10	One and one-half miles north of Hither Plain Station.	Hither Plain and Ditch Plain.	Slp. Ella May, Greenport, N. Y.	Ross.....	6
Nov. 11	Two hundred yards north by east of station.	Brentons Point ...	Catboat, Portsmouth, R. I.	.....	.....
Nov. 11	Wicopessit Island	Watch Hill	Sc. Maud H. Dudley, Bath, Me.	Oliver	392

* Disabled, requiring assistance.

† Dismasted, requiring assistance.

casualties, season of 1897-98—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.
Philadelphia, Pa., to Newport, R. I.		\$1,500		\$1,500	\$1,490	\$10	2	2			
New London, Conn., to Block Island, R. I.		800		800	700	100	4	4			
Pleasure trip		125		125	125		1	1			
New York City to Newport, R. I.		800		800	775	25	1	1		1	1
Stettin, Prussia, to New York City.	Cement and rags.	27,000	\$21,000	48,000	48,000		18	18			
New London, Conn., to Great South Bay, N. Y.		3,000		3,000	3,000		3	3			
Barren Island, N. Y., to New York City.		8,000		8,000	5,300	2,700	3	3			
Pleasure trip		250		250	250		3	3			
Bath, Me., to Patchogue, N. Y.	Lumber	10,000	2,000	12,000	12,000		6	6			
Dragged anchor		700		700	700		4	4			
Portland, Me., to Patchogue, N. Y.	Lumber	7,000	3,000	10,000	10,000		6	6			
Pleasure trip		1,000		1,000	1,000		4	4			
Capsized.		50		50	50		2	2			
Stonington, Conn., on fishing trip.		200		200	180	20	2	2			
Pleasure trip		150		150	150		1	1			
Communipaw, N. J., to Jamaica Bay, N. Y.	Coal	1,200	135	1,335	1,335		2	2			
Pleasure trip		75		75	65	10	2	2			
New London, Conn., to New York City.		2,000		2,000	1,750	250	3	3		1	1
Bogue Inlet, N. C., to Patchogue, N. Y.	Lumber	2,000	575	2,575	2,355	220	4	4			
Babylon to Fire Island, N. Y.		1,500		1,500	1,500		5	5			
Providence to Narragansett Pier, R. I.		800		800	800		2	2			
Pleasure trip		3,500		3,500	3,500		9	9			
Fishing trip		1,800		1,800	1,800		2	2			
Southwest Harbor, Me., to Block Island, R. I.	Fish	400	200	600	600		5	5			
Georgetown, S. C., to Patchogue, N. Y.	Lumber	10,000	2,500	12,500	12,500		7	7			
Newport, R. I., on fishing trip.		1,200		1,200	1,200		4	4			
do		1,600		1,600	1,600		4	4			
Parted cables and stranded.	Fish	1,000	300	1,300	1,300		4	4			
Scituate, Mass., on fishing trip.		1,000		1,000	1,000		2	2			
Dragged anchor and stranded.		800		800	755	45	2	2			
Parted moorings and stranded.		150		150	140	10					
Darien, Ga., to Norwich, Conn.	Lumber	8,000	4,500	12,500	5,750	6,750	7	7			

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.
1897.					
Nov. 11	One mile northeast of station.	Shinnecock	Catboat Lottie, Southampton, N. Y.	.....	.....
Nov. 12	Two miles north-north-west of station.	New Shoreham ...	Catboat Cecile, New Shoreham, R. I.	.....	.....
Nov. 12	One and one-half miles north of Hither Plain Station.	Hither Plain and Ditch Plain.	Slp. A. V. H. Greenport, N. Y.	Hussey ...	8
Nov. 15	Three and one-half miles north of station.	Block Island	Sc. Percy, Gloucester, Mass.	Thomson ..	7
Nov. 18	One mile west-north-west of station.	New Shoreham ...	Sc. E. F. Gamage, Newport, R. I.	Pearson ...	13
Nov. 23	Five and one-half miles southeast of station.	Rocky Point	Sc. Golden Ray, Greenport, N. Y.	Miller	59
Nov. 29	One mile northwest of station.	Point of Woods...	Slp. C. H. Green, Patchogue, N. Y.	Rogers	13
Dec. 10	Three-eighths of a mile east-southeast of station.	Coney Island	Sc. Hattie Chevalier, New York City.	Hackett ...	39
Dec. 16	Three and one-half miles west of station.	Long Beach	Slp. Henrietta, Flatlands, N. Y.	.....	.....
Dec. 20	Catumb Rocks	Watch Hill	Sc. L. T. Whitmore, New York City.	Haley	295
Dec. 21	Three and one-half miles north of station.	Block Island	Sc. Edith Bean, Newport, R. I.	Jensen	17
Dec. 24	One mile west-northwest of station.	New Shoreham ...	Sc. Earl and Nettie, Newport, R. I.	Dodge	25
1898.					
Jan. 14	One-quarter mile east-southeast of station.	.....do	Sc. Mary A. Brown, New Bedford, Mass.	Snell	16
Jan. 20	Two hundred yards east of station.	Coney Island	Slp. Lizzie Crocker, New York City.	Howard ...	11
Jan. 21	Three miles west of station.	Long Beach	Yawl belonging to Sc. Joseph Murray, New York City.	.....	.....
Jan. 28	Two and one-half miles northeast of Lone Hill Station.	Lone Hill and Blue Point.	Slp. Restless, Sayville, N. Y.	.....	.....
Feb. 20	One and one-quarter miles east-northeast of station.	Point Lookout...	Str. Alpha, Patchogue, N. Y.	Sprague ...	8
Mar. 21	One mile north of station.	Forge River	Str. E. Bailey & Sons, Patchogue, N. Y.	Thurber ...	26
Mar. 25	Two miles west of station.	Long Beach	Sc. H. V. Duryea, New York City.	Murray	53
Apr. 1	One-half mile northwest of station.	Point of Woods...	Sc. Emma A. Chesebro, Stonington, Conn.	Lamberson ..	86
Apr. 2	Two miles west of station.	Long Beach	Sc. H. V. Duryea, New York City.	Murray	53
Apr. 10	Six miles north of station.	Block Island	Sc. Ava, Parrsboro, Nova Scotia.	McNair	116
Apr. 12	One-half mile southeast of station.	New Shoreham ...	Sc. Four Brothers, Gloucester, Mass.	Martin	7
Apr. 14	One and one-half miles west-southwest of station.	Short Beach	Sc. George F. Carman, Newport News, Va.	Munsel	36
Apr. 18	Two miles north of station.	Block Island	Catboat Ospray, Block Island, R. I.	.....	.....
Apr. 29	Two miles north of station.	.....do	Catboat Always Ready, Block Island, R. I.	.....	.....
May 8	One and one-half miles west-northwest of station.	New Shoreham ...	Catboat Regina, Block Island, R. I.	.....	.....
May 12	One and one-quarter miles west of station.	Point Judith	Sc. Mary Miller, New York City.	Crowley ...	168
May 14	Two miles east of station.	Fire Island	Slp. Sea Bird, Bay Shore, N. Y.	.....	.....
May 24	Five miles north-northwest of station.	New Shoreham ...	Sc. William Rice, Rockland, Me.	Maddocks ..	133

casualties, season of 1897-98—Continued.

RHODE ISLAND AND LONG ISLAND—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Southampton to Shinnecock, Bay, N. Y.		\$50		\$50	\$50		3	3			
New York City on fishing trip.		300		300	300						
Dragged anchor and stranded.		1,000		1,000	950	\$50	2	2			
Newport to Block Island, R. I.		500		500	500		2	2			
Newport, R. I., on fishing trip.		300		300	300		3	3			
Perth Amboy, N. J., to Greenport, N. Y.	Coal	5,000	\$600	5,600	5,600		3	3			
New York City to Bayport, N. Y.	do	2,000	150	2,150	2,150		2	2			
Johnsons Inlet, N. Y., to Newark, N. J.	Sand	1,000	60	1,060	900	160	4	4		4	11
Flatlands, N. Y., on fishing trip.		300		300	300		3	3			
St. John, New Brunswick, to New York City.	Lumber	3,000	2,500	5,500	4,700	800	7	7		6	6
Newport to Block Island, R. I.	Fish	450	70	520		520	5	5		5	5
Fishing trip		3,000		3,000	3,000		4	4			
do	Fishing tackle.	600	75	675	675		4	4			
Flatlands Bay to Canarsie, N. Y.	Oysters	400	225	625	625		2	2			
Adrift		80		80	80						
Capsized		125		125	125		2	2			
Pleasure trip		1,800		1,800	1,800		9	9			
Patchogue to Moriches, N. Y.	Lumber	5,000	1,000	6,000	6,000		4	4			
East Rockaway to Albany, N. Y.	Sand	2,000	40	2,040	2,040		5	5			
Bridgeport, Conn., to Patchogue, N. Y.	Oysters	3,000	2,300	5,300	5,300		6	6			
East Rockaway to Albany, N. Y.	Sand	2,000	125	2,125	2,125		3	3			
Parrsboro, Nova Scotia, to New York City.	Lumber	4,000	1,200	5,200	5,200		6	6			
Fishing trip		270		270	270		3	3			
Freeport to Greenport, N. Y.		1,000		1,000	1,000		3	3			
Fishing trip		300		300	300		2	2			
do		500		500	500		3	3			
Dragged anchors and stranded.		400		400	300	100	3	3			
Port Johnson, N. Y., to Newport, R. I.	Coal	500	1,000	1,500	700	800	5	5		4	20
		60		60	35	25					
Rockland, Me., to New York City.	Lime	1,200	800	2,000	1,600	400	4	4			

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.
1898.					
May 24	One mile east of Forge River Station.	Forge River, Moriches, and Smiths Point.	Sp. Troop, St. John, New Brunswick.	Beven	1,583
May 25	Catumb Reef	Watch Hill	Sc. Laurel, Mt. Desert Ferry, Me.	Sprague ...	93
	Total .....	.....	.....	.....	.....

DISTRICT NO. 4.—EMBRACING

1897.					
July 4	Three-quarters of a mile north of station.	Sandy Hook	Sc. Jennie Z., New York City.	Titus	19
July 26	One-quarter mile north-northeast of station.	Hereford Inlet...	Yt. Christina, Bridgeton, N. J.	Johnson ...	7
Aug. 5	Abreast of station	Long Branch	Fishboats (15) .....	.....	.....
Aug. 9	One mile north of station.	Shark River	Small boat .....	.....	.....
Aug. 9	One mile south-southeast of station.	Hereford Inlet...	Skiff .....	.....	.....
Aug. 9	Two hundred yards east of station.	Cape May	Slp. Sallie B., * Philadelphia, Pa.	Copeman ..	7
Aug. 12	One mile northeast of station.	Atlantic City	Catboat Oxonian, New York City.	.....	.....
Aug. 12	Two and one-half miles east of station.	.....do	Yt. Diana, Atlantic City, N. J.	.....	.....
Aug. 15	One-quarter mile south of station.	Sandy Hook	Slp. Vera, Somers Point, N. J.	.....	.....
*Aug. 15	Two miles north of station.	Cape May	Slp. yf. Kate, New York City.	.....	.....
Aug. 17	Point of Sandy Hook	Sandy Hook	Str. Fleur-de-lis, Philadelphia, Pa.	Lubker	13
Aug. 18	One-quarter mile north-west of station.	Little Beach	Slp. Clara, New York City.	.....	.....
Sept. 1	One and one-half miles northwest of station.	Cape May	Catboat, Atlantic City, N. J.	.....	.....
Sept. 2	Three-quarters of a mile west-northwest of station.	Monmouth Beach.	Launch Wolverine, Philadelphia, Pa.	.....	.....
Sept. 2	One and one-half miles east-northeast of station.	Ocean City	Catboat, Shrewsbury River, N. J.	.....	.....
Sept. 5	One mile northeast of station.	.....do	Sc. Sudie Wayman, Baltimore, Md.	Payson	38
Sept. 6	One and one-half miles northwest of station.	Cape May	Yt. Mabel, Somers Point, N. J.	.....	.....
Sept. 7	One and one-half miles north of station.	Hereford Inlet...	Slp. Millie K., Cape May, N. J.	.....	.....
Sept. 9	Three-quarters of a mile east-northeast of station.	Absecon	Yt. Pearl, Palmyra, N. J.	.....	.....
Sept. 9	One mile southeast of station.	Corsons Inlet	Catboat, Atlantic City, N. J.	.....	.....
Sept. 12	Two and one-half miles west of station.	Cedar Creek	Catboat, Corsons Inlet, N. J.	.....	.....
Sept. 12	One-half mile north of station.	Atlantic City	Scow, Watertown, N. J.	.....	.....
Sept. 13	Two miles south of station.	Spermaceti Cove..	Scow No. 4, Philadelphia, Pa.	.....	.....
Sept. 26	Point of Sandy Hook	Sandy Hook	Slp. Lydia M. Post, Perth Amboy, N. J.	Post	21
Sept. 28	One mile east-southeast of station.	Hereford Inlet...	Slp. yf. Lily, Jersey City, N. J.	.....	.....
Oct. 1	One-quarter mile south of station.	Shark River	Catboat Emily, Somers Point, N. J.	Hilton	6
Oct. 2	One and one-quarter miles southwest of station.	Absecon	Slp. Arville, Rahway, N. J.	.....	.....
			Skiff, Atlantic City, N. J.	.....	.....

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

casualties, season of 1897-98—Continued.

RHODE ISLAND AND LONG ISLAND—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Swansea, Wales, to New York City.	.....	45,000	.....	45,000	42,000	3,000	22	22	.....	.....	.....
Blue Hill, Me., to Newark, N. J.	Stone	800	700	1,500	.....	1,500	3	3	.....	.....	.....
.....	.....	183,535	45,055	228,590	211,095	17,495	251	251	.....	21	44

COAST OF NEW JERSEY.

Fishing trip .....	.....	700	.....	700	700	.....	22	22	.....	.....	.....
From Anglesea, N. J. ....	.....	500	.....	500	500	.....	1	1	.....	.....	.....
Fishing trip .....	.....	900	.....	900	900	.....	30	30	.....	.....	.....
.....	.....	200	.....	200	200	.....	12	12	.....	.....	.....
.....	.....	20	.....	20	20	.....	3	2	1	.....	.....
Anglesea, N. J., on fishing trip.	.....	500	.....	500	500	.....	4	4	.....	.....	.....
Cape May to Atlantic City, N. J.	.....	800	.....	800	600	200	3	3	.....	3	7
Pleasure trip .....	.....	500	.....	500	500	.....	6	6	.....	.....	.....
Atlantic City to Somers Point, N. J.	.....	100	.....	100	90	10	4	4	.....	.....	.....
New York City, cruising.	.....	300	.....	300	300	.....	3	3	.....	.....	.....
Lewes, Del., to Cape May, N. J.	.....	4,000	.....	4,000	3,800	200	3	3	.....	.....	.....
Pleasure trip .....	.....	500	.....	500	500	.....	5	5	.....	.....	.....
Fishing trip .....	.....	300	.....	300	300	.....	3	3	.....	.....	.....
Philadelphia, Pa., to Atlantic City, N. J.	.....	850	.....	850	550	300	2	2	.....	.....	.....
Seabright to Branchport, N. J.	.....	75	.....	75	75	.....	3	3	.....	.....	.....
Magothy, Va., to New York City.	Melons ...	1,000	350	1,350	1,350	.....	4	4	.....	.....	.....
Petersburg to Atlantic City, N. J.	Vegetables.	30	40	70	10	60	3	3	.....	.....	.....
Fouled anchor and stranded.	.....	200	.....	200	200	.....	.....	.....	.....	.....	.....
Pleasure trip .....	.....	1,200	.....	1,200	1,200	.....	2	2	.....	.....	.....
Fishing trip .....	.....	40	.....	40	40	.....	2	2	.....	.....	.....
.....do .....	.....	25	.....	25	25	.....	5	5	.....	.....	.....
Dragged anchors	Seaweed ..	100	40	140	140	.....	(f)	.....	.....	.....	.....
Adrift .....	.....	2,000	.....	2,000	2,000	.....	(f)	.....	.....	.....	.....
Keyport to Clapd Creek, N. J.	.....	1,000	.....	1,000	1,000	.....	2	2	.....	.....	.....
New York City, cruising.	.....	300	.....	300	300	.....	3	3	.....	.....	.....
Anglesea, N. J., on fishing trip.	.....	500	.....	500	500	.....	3	3	.....	.....	.....
Rahway to Manasquan River, N. J.	.....	100	.....	100	100	.....	1	1	.....	.....	.....
Adrift .....	.....	30	.....	30	30	.....	.....	.....	.....	.....	.....

(f) No one on board.

United States Life-Saving Service.—Table of

DISTRICT NO. 4.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1897.					
Oct. 2	Three miles east of station.	Ocean City	Sc. Henry May, Portland, Me.	Perry.....	189
Oct. 5	One and one-half miles south of Little Egg Station.	Little Egg and Little Beach.	Sc. Emma, New York City.	Knudsen ..	20
Oct. 5	Two miles west of station.	Great Egg.....	Slp. Mina May, Tuckahoe, N. J.	.....	.....
Oct. 9	One-third mile north of station.	Atlantic City.....	Scow No. 4.....	.....	.....
Oct. 20	One mile south of Spring Lake Station.	Spring Lake and Squan Beach.	Sc. Richmond, Rockland, Me.	Stanton....	100
Oct. 25	One-half mile west-northwest of station.	Loveladies Island.	Catboat Plover .....	.....	.....
Oct. 25	One mile northeast of station.	Little Beach.....	Yt. Kindergarten .....	.....	.....
Oct. 25	One mile south-southwest of station.	Townsend Inlet ..	Slp. Anna and Edna, Bridgeton, N. J.	Garton	5
Oct. 25	One and one-half miles north of station.	Hereford Inlet....	Slp. Stella, Bridgeton, N. J.	Ludlam.....	12
Oct. 26	One mile northwest of station.	Townsend Inlet ..	Catboat, Townsend Inlet, N. J.	.....	.....
Oct. 26	One and one-half miles north by west of station.	Hereford Inlet....	Yt. Theodore R. Lore, Anglesea, N. J.	Hewitt	5
Oct. 31	One and one-half miles west of station.	Spermaceti Cove..	Slp. Sarah M., Perth Amboy, N. J.	Rute.....	6
Nov. 12	One and one-half miles east-southeast of station.	Ocean City	Sc. Mattie B. Russell, Portland, Me.	D r i n k - water.	370
Nov. 14	One mile southeast of station.	Little Beach.....	Yt. Emma B., Tuckerton, N. J.	.....	.....
Nov. 17	One mile south of station.	Little Egg.....	Slp. Charles M. Kelly, Newport News, Va.	Marshall ..	34
Nov. 21	One-third mile south of station.	Cold Spring	Launch Marion,† Baltimore, Md.	.....	.....
Nov. 28	One mile north-northeast of station.	Harvey Cedars ...	Sc. Henry Finch, New York City.	Soper	1,976
Dec. 18	Two miles southeast of station.	Atlantic City.....	Naphtha boat,† Atlantic City, N. J.	.....	.....
Dec. 24	One and one-quarter miles northeast of Barnegat Station.	Barnegat and Forked River.	Sc. Jennie R. Tomlinson, Wilmington, Del.	Lekits.....	167
Dec. 27	Two miles north of station.	Little Beach.....	Yt. Flirt, Tuckerton, N. J.	.....	.....
1898.					
Jan. 12	Point of Sandy Hook....	Sandy Hook	Str. Ordnance, U. S. Government.	Sullivan ...	97
Jan. 13	One mile northwest of station.	Long Beach	Schooner (no name)....	.....	.....
Jan. 14	Two miles east of Little Beach Station.	Little Beach and Brigantine.	Slp. Far Niente, New York City.	Williams ..	8
Jan. 24	One mile west of station.	Little Egg.....	Sc. J. R. Moffett, Chincoteague, Va.	Matthews ..	45
Jan. 29	Point of Sandy Hook....	Sandy Hook	Sc. William O. Snow, Fall River, Mass.	Ellis	589
Feb. 20	Two miles south of Harvey Cedars Station.	Harvey Cedars and Ship Bottom.	Sc. John Johnson, Boston, Mass.	Clark	315
Mar. 12	Two miles north-northwest of station.	Bonds	Sc. Mattie W. Porter, Tuckerton, N. J.	Porter	28
Mar. 12	Two miles northwest of station.	Little Egg.....	Sc. Mary S. Ewing, Wilmington, Del.	Brown	59
Mar. 24	Three miles south-southeast of Long Beach Station.	Long Beach, Bonds, and Little Egg.	Sc. Frank Herbert, Richmond, Va.	Morgan....	183
Mar. 31	One mile west of station.	Spermaceti Cove..	Str. Favorite, New York City.	Reybold ...	400
Apr. 1	Two miles north-northwest of station.	Bonds	Sc. Samuel Wood, New York City.	Brink.....	52

* No one on board.

casualties, season of 1897-98—Continued.

COAST OF NEW JERSEY—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
James River, Va., to Portland, Me.	Piling	\$3,000	\$1,200	\$4,200	\$1,100	\$3,100	5	5	....	5	19
New York City, on fishing trip.	.....	1,400	.....	1,400	.....	1,400	6	6	.....	.....	.....
Atlantic City to Tuckahoe, N. J.	Barrels ...	125	15	140	140	.....	2	2	.....	.....	.....
Atlantic City, N. J., to New York City.	.....	2,000	.....	2,000	2,000	.....	3	3	.....	.....	.....
Philadelphia, Pa., to Rockland, Me.	Coal	1,500	300	1,800	200	1,600	4	4	....	3	9
Parted moorings and stranded.	.....	400	.....	400	400	.....	(*)	.....	.....	.....	.....
.....do .....	.....	600	.....	600	600	.....	(*)	.....	.....	.....	.....
.....do .....	.....	800	.....	800	800	.....	(*)	.....	.....	.....	.....
Dragged anchors ....	.....	1,500	.....	1,500	1,500	.....	(*)	.....	.....	.....	.....
.....	.....	70	.....	70	70	.....	.....	.....	.....	.....	.....
Parted moorings .....	.....	600	.....	600	600	.....	.....	.....	.....	.....	.....
Dragged anchor and stranded.	Clams	500	15	515	500	15	2	2	.....	.....	.....
New York City to Baltimore, Md.	.....	4,000	.....	4,000	.....	4,000	7	7	.....	.....	.....
Atlantic City to Tuckerton, N. J.	.....	900	.....	900	900	.....	2	2	.....	.....	.....
Tuckerton, N. J., to York River, Va.	.....	6,000	.....	6,000	5,985	15	5	5	.....	.....	.....
Philadelphia, Pa., to Ocean City, N. J.	.....	500	.....	500	500	.....	2	2	....	2	8
Virginia to New York.	Wood	5,000	475	5,475	.....	5,475	7	7	....	7	7
On trial trip .....	.....	50	.....	50	50	.....	1	1	.....	.....	.....
New York City to Newbern, N. C.	Fertilizers.	10,000	5,000	15,000	15,000	.....	5	5	.....	.....	.....
Caught in the ice	Oysters ..	90	25	115	115	.....	1	1	....	1	1
New York Harbor...	Merchandise.	27,500	100	27,600	27,600	.....	20	20	.....	.....	.....
Barnegat to Atlantic City, N. J.	.....	200	.....	200	180	20	2	2	.....	.....	.....
New York City to Philadelphia, Pa.	.....	800	.....	800	100	700	2	2	....	2	10
James River, Va., to West Creek, N. J.	Oysters ..	2,500	155	2,655	2,655	.....	4	4	.....	.....	.....
Philadelphia, Pa., to Providence, R. I.	Coal	10,000	3,600	13,600	13,600	.....	8	8	.....	.....	.....
Norfolk, Va., to New York City.	Lumber ..	3,000	2,500	5,500	.....	5,500	6	6	.....	.....	.....
Hog Island, Va., to West Creek, N. J.	Oysters ..	4,000	250	4,250	4,250	.....	3	3	.....	.....	.....
Hog Island, Va., to Tuckerton, N. J.	.....do	1,500	400	1,900	1,900	.....	4	4	.....	.....	.....
York River, Va., to New York City.	Wood	2,500	850	3,350	2,965	385	6	6	.....	.....	.....
New York City to Baltimore, Md.	.....	15,000	.....	15,000	15,000	.....	9	9	.....	.....	.....
Hatteras, N. C., to Manahawken, N. J.	Oysters...	3,000	500	3,500	3,500	.....	5	5	.....	.....	.....

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

United States Life-Saving Service.—Table of

DISTRICT NO. 4.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1898.					
Apr. 5	One and one-half miles southwest of Little Egg Station.	Little Egg and Little Beach.	Sc. Gladys Whiting,* Norfolk, Va.	Sturgess...	28
Apr. 17	One and one-third miles east of station.	Ocean City	Sc. J. Henry Edmunds, Bridgeton, N. J.	Fidler	285
Apr. 19	Two miles south-southwest of station.	Forked River.....	Slp. Dreadnaught, Somers Point, N. J.	Higbee	11
Apr. 19	Two miles west of station.	Bonds	Sc. Mary S. Ewing, Wilmington, Del.	Brown.....	59
Apr. 21	Two miles south of station.	Corsons Inlet.....	Slp. Victory, Bridgeton, N. J.	Marryatt ..	11
Apr. 28	Two miles north of station.	Little Beach	Yt. Flirt, Tuckerton, N. J.	.....	.....
Apr. 29	One mile west of station.	Barnegat	Str. Climax, New York City.	Newman...	20
May 5	Absecon Inlet	Atlantic City	Skiff, Atlantic City, N. J.	.....	.....
May 16	One and one-half miles northwest of station.	Cape May	Catboat Harriet, Bridgeton, N. J.	Rutherford	6
May 29	Brigantine Shoals	Brigantine.....	Sc. Chocorua, New York City.	Smith	63
June 4	One-third mile northeast of station.	Holly Beach	Skiff, Holly Beach, N. J.	.....	.....
June 27	One mile south of station.	Little Egg.....	Sc. Eugene H. Cathrall, Bridgeton, N. J.	Smith	42
June 30	Three-quarters of a mile southwest of station.	.....do	Slp. Rhoda Ann, New York City.	Jones.....	18
	Total .....	.....	.....	.....	.....

DISTRICT NO. 5.—EMBRACING COAST BETWEEN

1897.					
July 23	One and three-eighths miles southwest by south of station.	North Beach.....	Slp. Sallie Mary, Chincoteague, Va.	Hudson....	6
Aug. 11	One mile south one-half east of station.	Indian River Inlet.	Catboat Jessie, Lewes, Del.	.....	.....
Sept. 20	One-half mile southwest of station.	Metomkin Inlet ..	Sailboat, Wachapreague, Va.	.....	.....
Sept. 28	One and one-half miles north of Cape Henlopen Station.	Cape Henlopen and Lewes.	Sc. Yt. Ranger, New York City.	Miller	33
Oct. 2	Two miles north of Cape Henlopen Station.	.....do	Sc. Elias Ross, Perth Amboy, N. J.	Lewis	187
Oct. 6	Two miles east-south-east of station.	Wachapreague ...	Sc. J. G. Connor, Chincoteague, Va.	Tull	26
Oct. 15	One-half mile west-southwest of station.	Metomkin Inlet ..	Slp. Ocean Bride, Chincoteague, Va.	.....	.....
Oct. 24	One-quarter mile west of station.	Lewes	Dredge No. 1, Washington, D. C.	.....	.....
Oct. 24	One-eighth mile east of station.	.....do	Sc. H. W. Laws, Wilmington, Del.	Pettijohn ..	56
Oct. 25	One and one-eighth miles west of Lewes Station.	Lewes and Cape Henlopen.	Sc. Sarah Jane Vaughn, Somers Point, N. J.	Bond	216
Oct. 25	Two and one-quarter miles east of Lewes Station.	.....do	Sc. Elizabeth S. Lee, Somers Point, N. J.	Bugbee	491
Oct. 25	One and five-eighths miles west of Lewes Station.	.....do	Sc. Lillie Falkenberg, Tuckerton, N. J.	Smith	217
Oct. 25	Five and one-half miles west by north of Lewes Station.	.....do	Sc. Anna L. Ponder, Wilmington, Del.	Warrington	97
Oct. 25	One mile south of station.	Assateague Beach	Sc. L. A. Rose, Somers Point, N. J.	Rose	145
Oct. 31	Point of Cape Henlopen.	Lewes and Cape Henlopen.	Sc. Abbie Bowker, Bath, Me.	Berry.....	192
Nov. 17	Five miles southeast of station.	Assateague Beach	Sc. Theresa Wolf, Somers Point, N. J.	Bowen.....	307

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

casualties, season of 1897-98—Continued.

COAST OF NEW JERSEY—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Parted cables.....	Oysters...	\$1,600	\$200	\$1,800	\$1,760	\$40	3	3	.....	.....	.....
Iceboro, Me., to Ocean City, N. J.	Ice	8,000	900	8,900	8,900	.....	6	6	.....	.....	.....
New York City to Atlantic City, N. J.	Shells and spars.	900	100	1,000	1,000	.....	3	3	.....	.....	.....
Hog Island, Va., to Tuckerton, N. J.	Oysters...	2,000	600	2,600	2,600	.....	5	5	.....	.....	.....
Leeburg to Ocean City, N. J.	.....	100	.....	100	100	.....	2	2	.....	2	2
Parted cables and stranded.	.....	90	.....	90	90	.....	1	1	.....	.....	.....
Fishing trip .....	.....	1,000	.....	1,000	1,000	.....	3	3	.....	.....	.....
Capsized .....	.....	10	.....	10	.....	10	3	3	.....	.....	.....
Delaware to Cape May, N. J.	Baskets ..	600	65	665	640	25	2	2	.....	.....	.....
Cape Henry, Va., to New York City.	Fish	3,000	700	3,700	.....	3,700	9	9	.....	9	11
Capsized .....	.....	50	.....	50	50	.....	2	2	.....	.....	.....
Barnegat to Little Egg Harbor, N. J.	.....	2,000	.....	2,000	2,000	.....	4	4	.....	.....	.....
West Creek to Mullica River, N. J.	.....	900	.....	900	900	.....	2	2	.....	.....	.....
.....	.....	146,055	18,380	164,435	137,680	26,755	295	294	1	34	74

CAPE HENLOPEN AND CAPE CHARLES.

Dragged anchor and stranded.	.....	\$350	.....	\$350	\$350	.....	(†)	.....	.....	27	81
Lewes to Indian River Inlet, Del.	.....	100	.....	100	100	.....	2	2	.....	.....	.....
Chincoteague to Wachapreague, Va.	General...	50	\$10	60	50	\$10	1	1	.....	.....	.....
New York City to Wilmington, Del.	.....	1,500	.....	1,500	.....	1,500	4	4	.....	4	4
Philadelphia, Pa., to New London, Conn.	Iron pipe ..	6,000	3,000	9,000	1,400	7,600	5	5	.....	5	15
James River to Chincoteague, Va.	Oysters ..	1,000	80	1,080	.....	1,080	2	2	.....	1	3
Oyster grounds to Chincoteague, Va.	.... do	200	50	250	.....	250	3	3	.....	.....	.....
New York City to Washington, D. C.	.....	15,000	.....	15,000	12,000	3,000	5	5	.....	.....	.....
Philadelphia, Pa., to Delaware Breakwater.	Coal	1,200	180	1,380	275	1,105	2	2	.....	2	2
Philadelphia, Pa., to Norfolk, Va.	....do....	1,000	1,200	2,200	350	1,850	6	6	.....	6	6
Philadelphia, Pa., to Gloucester, Mass.	....do....	10,000	2,000	12,000	.....	12,030	7	7	.....	7	7
Suffolk, Va., to New York City.	Lumber...	5,000	1,400	6,400	700	5,700	6	6	.....	6	6
Virginia to New York City.	Wood.....	4,000	500	4,500	3,400	1,100	5	5	.....	.....	.....
James River, Va., to New York City.	....do....	1,000	300	1,300	.....	1,300	7	7	.....	7	28
New York City to Norfolk, Va.	Phosphate rock.	10,000	800	10,800	10,800	.....	6	6	.....	.....	.....
Bermuda Hundred, Va., to Philadelphia, Pa.	Wood.....	5,000	1,000	6,000	5,600	400	6	6	.....	.....	.....

† No one on board when casualty occurred.

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

Date.	Place.	Name of station.	Name of vessel and where owned.	Mester.	Tonnage.
1897.					
Nov. 17	One mile southeast of station.	Smiths Island	Sc. J. R. Moffett, Chincoteague, Va.	Harrison ..	45
Nov. 23	One and one-half miles south of station.	Assateague Beach	Sc. M. B. Millen, New York City.	Cavalier ...	336
Nov. 25	One mile west by north of station.	Cobbs Island	Sc. John Howard, Newport News, Va.	Shackelford	32
Nov. 30	Four and one-half miles north by east of station.	Lewes	Str. Glenochil, * Leith, England.	Harrison ..	2,424
Dec. 5	One hundred yards north of station.	Cobbs Island	Sc. Helen M., Chincoteague, Va.	Sharply....	31
Dec. 6	Three-quarters of a mile south of station.	Metomkin Inlet ..	Slp. Barber, Franklin City, Va.	.....	.....
Dec. 22	One-half mile northwest of station.	Cobbs Island	Sc. R. B. Leeds, Philadelphia, Pa.	Hilton	35
Dec. 22	.....do .....	.....do	Sc. Annie E. Edwards, Perth Amboy, N. J.	Brasure ...	61
Dec. 23	Two miles south of station.	Assateague Beach	Sc. Lizzie S. James, Philadelphia, Pa.	Howard ...	182
Dec. 24	One and one-half miles east by north of Lewes Station.	Lewes and Cape Henlopen.	Str. James A. Carney, Mobile, Ala.	Turpin	200
Dec. 24	One and one-half miles south of station.	Assateague Beach	Sc. Samuel C. Holmes, Wilmington, Del.	Evans	79
Dec. 24	.....do .....	.....do	Sc. Mary J. Robbins, Port Norris, N. J.	Gaskell	24
Dec. 24	Five miles southeast of station.	Cobbs Island	Sc. Katie J. Hoyt, Dennis, Mass.	Adams	220
Dec. 25	Five miles south of station.	Assateague Beach	Sc. Virginia Rulon, New York City.	Leek	280
Dec. 25	Three miles south-southeast of station.	Hog Island	Slp. Maacott, Somers Point, N. J.	Parker	14
1898.					
Jan. 9	Five miles south of station.	Assateague Beach	Bg. Manson, New Bedford, Mass.	Crapo.....	264
Feb. 3	Five miles south-southwest of station.	Smith Island	Sc. Stella B. Kaplan, Greenport, N. Y.	Potter	1,079
Feb. 15	One-quarter mile west of station.	Hog Island	Sc. Minerva L. Wedmore, Norfolk, Va.	Hill.....	85
Mar. 4	One and one-half miles south of station.	Assateague Beach	Sc. Sea Queen, Tucker-ton, N. J.	Gerew	13
Mar. 16	Isaac Shoals	Smith Island	Sc. Francis R. Baird, Providence, R. I.	Chadwick ..	342
Apr. 5	One mile east-southeast of station.	Wachapreague ...	Sc. Sarah E. Palmer, Bath, Me.	Whittier ...	1,226
Apr. 7	One mile south of station.	Cobbs Island	Slp. Susie Dirickson, Newport News, Va.	Hill	10
Apr. 13	One-half mile south-southwest of station.	Ocean City.....	Small boat, Ocean City, Md.	.....	.....
Apr. 30	Isaac Shoals.....	Smith Island	Sc. Henry Disston, Norfolk, Va.	Showell....	42
May 8	One and one-half miles north of station.	Fenwick Island...	Scow No. 7, Newport News, Va.	.....	.....
May 8	Assawoman Inlet.....	Wallops Beach ...	Sc. E. S. Ingersoll, Chincoteague, Va.	Mason	9
May 8	Four miles south of Wallops Beach Station.	Wallops Beach and Assateague Beach.	Sc. Mary S. Ewing, Wilmington, Del.	Brown	59
May 8	Two hundred yards east of station.	Parramore Beach .	Sc. Emma M. Robinson, Chincoteague, Va.	Hill	64
May 21	One and one-eighth miles south of station.	North Beach.....	Sc. T. Harris Kirk, New York City.	Curtis	264
May 22	Four miles east of station.	Hog Island	Sc. Eugene Hall, New York City.	Sawyer	320
	Total .....	.....	.....	.....	.....

* No assistance required of life-saving crew.

casualties, season of 1897-98—Continued.

CAPE HENLOPEN AND CAPE CHARLES—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
James River to Chincoteague, Va.	Oysters...	\$2,000	\$300	\$2,300	\$2,275	\$25	4	4			
James River, Va., to New York City.	Wood.....	8,000	1,200	9,200	9,200		7	7			
Chincoteague to James River, Va.	.....	1,500	.....	1,500	1,500		4	4			
Hull, England, to Delaware Breakwater.	.....	50,000	.....	50,000	26,300	23,700	26	26			
James River to Chincoteague, Va.	Oysters...	2,000	300	2,300	2,300		3	3			
Oyster grounds to Franklin City, Va.	.....do.....	200	45	245	245		3	3			
James River, Va., to Morris River, N. J.	.....do.....	2,000	300	2,300	2,300		2	2			
.....do.....	.....do.....	6,000	500	6,500	6,500		4	4			
Newbern, N. C., to New York City.	Lumber...	7,000	1,500	8,500	8,500		6	6			
Mobile, Ala., to New York City.	.....	15,000	.....	15,000	15,000		9	9			
York River, Va., to New York City.	Wood.....	4,000	250	4,250	4,100	150	5	5			
James River, Va., to Port Norris, N. J.	Oysters...	2,000	150	2,150	1,900	250	3	3			
Norfolk, Va., to Derby, Conn.	Lumber...	3,000	2,000	5,000	.....	5,000	7	7	7	44	
Bermuda Hundred, Va., to Elizabeth, N. J.	Railroad ties.	7,000	2,000	9,000	7,700	1,300	7	7			
Chincoteague to James River, Va.	.....	1,000	.....	1,000	1,000		2	2			
Bermuda Hundred, Va., to Philadelphia, Pa.	Railroad ties.	2,500	1,700	4,200	.....	4,200	6	6	3	3	
Boston, Mass., to Newport News, Va.	.....	30,000	.....	30,000	30,000		8	8			
Dragged anchors and stranded.	Brick and lumber.	3,000	700	3,700	3,700		4	4			
.....do.....	Oysters...	7,000	75	7,075	7,075		2	2			
New York City to Norfolk, Va.	.....	3,000	.....	3,000	3,000		6	6			
Portsmouth, N. H., to Norfolk, Va.	.....	40,000	.....	40,000	40,000		9	9			
Chincoteague, Va., to North Carolina.	.....	600	.....	600	600		2	2			
Fishing trip	Seine.....	60	40	100	100		4	2	2		
York River, Va., to Absecon, N. J.	Oysters...	2,000	200	2,200	2,200		5	5			
New York City to Newport News, Va.	.....	5,000	.....	5,000	.....	5,000	1	1	1	28	
Hog Island to Franklin City, Va.	Oysters...	200	50	250	225	25	3	3	3	3	
James River, Va., to Egg Harbor, N. J.	.....do.....	2,000	650	2,650	2,600	50	4	4	2	4	
Wachapreague, Va., to New London, Conn.	Shells.....	3,000	80	3,080	2,340	740	4	4	4	4	
Chickahominy, Va., to Philadelphia, Pa.	Railroad ties.	6,000	2,100	8,100	.....	8,100	6	6	6	44	
Red Beach, Me., to Norfolk, Va.	Plaster...	18,000	2,500	20,500	.....	20,500	6	6	6	6	
.....	.....	294,460	27,160	321,620	215,935	105,685	229	227	2	97	288

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.
1897.					
Aug. 31	Three miles west by south of station.	Little Kinnakeet..	Sc. Little Sampson, Newbern, N. C.	Miller	7
Sept. 21	Three-quarters of a mile east-northeast of station.	Oak Island.....	Sc. Argyle, Wilmington, N. C.	Smith.....	15
Sept. 24	Frying Pan Shoals.....	Cape Fear	Str. Torr Head, Belfast, Ireland.	McCalmont	3,868
Oct. 3	One mile east of station..	Oak Island.....	Sc. Annie O. Lee, Wilmington, N. C.	.....	.....
Oct. 7	Four miles west-north-west of station.	Kitty Hawk	Sc. Marvin D. White, Newbern, N. C.	Doughty...	28
Oct. 9	Outer Diamond Shoal....	Cape Hatteras, Big Kinnakeet, and Creeds Hill.	Str. Hesperides, Liverpool, England.	Williams ..	2,404
Oct. 23	Four miles south by east of Oak Island Station.	Oak Island and Cape Fear.	Str. Myrtledene,* Newcastle, England.	Milburn ...	3,024
Oct. 26	Seven-eighths of a mile northwest of Cape Henry Station.	Cape Henry and Seatack.	Str. Polaria, Hamburg, Germany.	Strange....	2,724
Nov. 18	Four miles north of station.	Durants	Sc. Lorena, Newbern, N. C.	Quideley...	17
Nov. 23	Two miles north three-quarters west of station.	Little Island.....	Str. Straits of Magellan, Glasgow, Scotland.	Hackland...	1,657
Dec. 2	One-third mile southeast of station.	Bodie Island.....	Fish boat, Bodie Island, N. C.	.....	.....
Dec. 20	Three miles west of station.	Core Bank	Slp. Ida L. Eaton, Beaufort, N. C.	Royal.....	7
Dec. 24	One-third mile northeast of Chicamacomico Station.	Chicamacomico, New Inlet, and Gull Shoal.	Sc. Samuel W. Hall, Wilmington, N. C.	Mumford ..	322
1898.					
Jan. 29	Four miles northwest by west of station.	Chicamacomico ...	Sailboat Lula Tillett, Manteo, N. C.	.....	.....
Feb. 15	One-half mile south-southwest of station.	Paul Gamels Hill.	Sailboat.....	.....	.....
Feb. 16	One-half mile south of station.	Seatack.....	Slp. Clipper, West Point, Va.	.....	.....
Feb. 16	Fifteen miles west of station.	Gull Shoal.....	Sc. Vennor, Newbern, N. C.	Rolingson ..	10
Feb. 17	One-half mile east-southeast of station.	Chicamacomico ...	Sc. Samuel W. Tilton, Somers Point, N. J.	Smith.....	937
Mar. 4	Two and one-quarter miles south-southeast of Cape Henry station.	Cape Henry and Seatack.	Str. Gleadowe, London, England.	Harris	2,138
Mar. 4	One mile west-northwest of station.	Cape Lookout	Sc. Maggie M. Keough, Perth Amboy, N. J.	Tilton	584
Apr. 5	Four miles north of station.	Durants	Sc. Lorena, Newbern, N. C.	Quideley ..	17
Apr. 5	Three miles east by south of station.	Portsmouth.....	Sc. S. Warren Hall, Wilmington, Del.	Hill.....	160
Apr. 17	Five miles north-northeast of station.	Ocracoke	Catboat Ouananiche, New York City.	.....	.....
Apr. 27	One mile north-northeast of station.	Chicamacomico, New Inlet, and Gull Shoal.	Sc. Geo. L. Fessenden, Bridgeton, N. J.	.....	414
Apr. 27	One mile south of station.	Bodie Island.....	Sc. Milton, Boston, Mass.	Linnell	469
Apr. 27	Three-quarters of a mile north of station.	Cape Lookout	Str. John Harlin, Charleston, S. C.	Adair.....	80
May 14	Four miles northeast of station.	Core Bank.....	Sc. Lavinia Thoms, Beaufort, N. C.	Mason	12
May 15	One and one-half miles east by north of station.	Portsmouth.....	Sc. Henrietta Hill, Beaufort, N. C.	Lupton	48
May 20	Two miles northwest of station.	Little Kinnakeet ..	Sailboat Southern Girl, Edenton, N. C.	.....	.....
June 12	Two miles southwest of station.	Pea Island.....	Slp. Lily Gay .....	.....	.....
	Total .....	.....	.....	.....	.....

* No assistance required of life-saving crew.

casualties, season of 1897-98—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.
Elizabeth City to Hatteras, N. C.	General..	\$400	\$500	\$900	\$900	.....	3	3	.....	.....	.....
Wilmington, N. C., to Little River, S. C.	.....do	500	150	650	650	.....	3	3	.....	.....	.....
New Orleans, La., to Belfast, Ireland.	.....do	250,000	91,655	341,655	341,655	.....	50	50	.....	.....	.....
Shalotte to Southport, N. C.	Wood.....	150	15	165	115	\$50	2	2	.....	2	4
Newbern to Caffeya Inlet, N. C.	Lumber ..	1,500	2,000	3,500	3,500	.....	3	3	.....	.....	.....
Cuba to Baltimore, Md.	Iron ore...	70,000	30,000	100,000	.....	100,000	24	24	.....	11	22
Charleston, S. C., to Wilmington, N. C.	Kainite...	90,000	33,000	123,000	123,000	.....	24	24	.....	.....	.....
Galveston, Tex., to Norfolk, Va.	Cotton-seed meal, cotton, and coffee.	40,000	100,000	140,000	140,000	.....	35	35	.....	.....	.....
Elizabeth City to Hatteras, N. C.	General...	1,000	600	1,600	1,600	.....	3	3	.....	.....	.....
Cork, Ireland, to Baltimore, Md.	.....	20,000	.....	20,000	20,000	.....	27	27	.....	.....	.....
Swamped and capsized.	.....	70	.....	70	70	.....	4	3	1	.....	.....
Kinnakeet to Marshallsburg, N. C.	.....	400	.....	400	400	.....	2	2	.....	.....	.....
Wilmington, N. C., to New York City.	Lumber ..	7,000	3,500	10,500	800	9,700	7	7	.....	7	43
Capsized.....	.....	125	.....	125	125	.....	2	2	.....	.....	.....
Powels Point to North Banks, N. C.	.....	25	.....	25	25	.....	2	2	.....	2	2
Parted cable and stranded.	.....	150	.....	150	150	.....	2	2	.....	2	2
Elizabeth City to Buxton, N. C.	General...	500	1,000	1,500	1,400	100	2	2	.....	1	1
Charleston, S. C., to Baltimore, Md.	Phosphate rock.	40,000	8,320	48,320	.....	48,320	9	9	.....	9	39
Delaware Breakwater to Norfolk, Va.	.....	75,000	.....	75,000	70,000	5,000	23	23	.....	24	35
Charleston, S. C., to New York City.	Lumber ..	7,000	3,700	10,700	10,300	400	8	8	.....	.....	.....
Hatteras to Elizabeth City, N. C.	Fish.....	1,000	150	1,150	1,150	.....	5	5	.....	.....	.....
Georgetown, S. C., to Baltimore, Md.	Shingles..	6,000	2,200	8,200	550	7,650	6	6	.....	.....	.....
New York City to Santo Domingo, West Indies.	.....	500	.....	500	500	.....	3	3	.....	.....	.....
Hampton Roads, Va., to Southport, N. C.	Stone.....	5,000	650	5,650	.....	5,650	7	3	4	3	21
Fernandina, Fla., to New York City.	Lumber ..	10,000	6,000	16,000	.....	16,000	7	7	.....	7	28
Parted cables and stranded.	.....	15,000	.....	15,000	15,000	.....	10	10	.....	10	86
South River to Core Bank, N. C.	Wood.....	400	10	410	410	.....	2	2	.....	.....	.....
Newbern, N. C., to Baltimore, Md.	Shingles..	1,500	270	1,770	920	850	4	4	.....	4	5
Gourd Hills to Buxton, N. C.	Lumber ..	150	15	165	165	.....	1	1	.....	.....	.....
Norfolk, Va., to Swan Quarter, N. C.	.....	185	.....	185	185	.....	2	2	.....	2	2
.....	.....	643,555	283,735	927,290	733,570	193,720	282	277	5	84	290

United States Life-Saving Service.—Table of
• DISTRICT NO. 7.—EMBRACING COASTS OF SOUTH

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1897.					
July 31	One-half mile south of station.	Sullivans Island..	Catboat, Moultrieville, S. C.	.....	.....
Aug. 3	Ten miles east of station.	.....do	Sailboat, Charleston, S. C.	.....	.....
Sept. 4	One mile southwest of station.	Gilberts Bar.....	Slp. Albatross,* Wave-land, Fla.	.....	.....
Sept. 6	Three and one-half miles south-southeast of station.	Sullivans Island..	S. C. Wade Hampton, Charleston, S. C.	Relyea.....	76
Sept. 21	Two miles northeast of station.	.....do	Slp. Carlotta, Moultrieville, S. C.	.....	.....
Oct. 7	Cummings Point .....	.....do	Sc. William and John, Savannah, Ga.	Holman ...	32
Nov. 11	One and one-half miles south of station.	.....do	Slp. Franklin, Mount Pleasant, S. C.	.....	.....
Dec. 26	Two and one-half miles east-southeast of station.	.....do	Catboat, Charleston, S. C.	.....	.....
1898.					
Feb. 7	One-quarter mile north of station.	Indian River Inlet.	Fish boat, Fort Pierce, Fla.	.....	.....
Feb. 18	One-half mile south of station.	Mosquito Lagoon.	Launch Buckeye, Eden, Fla.	.....	.....
Mar. 22	Drunken Dick Shoal	Sullivans Island..	Catboat Waunana, Charleston, S. C.	.....	.....
Mar. 30	Two and one-half miles east-southeast of station.	.....do	Rowboat, Charleston, S. C.	.....	.....
Apr. 9	One-quarter mile west of station.	Fort Lauderdale..	Catboat, Indian River, Fla.	.....	.....
Apr. 11	Two miles south-southwest of station.	Sullivans Island..	Str. Dalmatia, Hamburg, Germany.	Classon....	1,988
	Total .....	.....	.....	.....	.....

DISTRICT NO. 8—EMBRACING GULF

1897.					
July 20	Six miles southeast of station.	Sabine Pass	Slp. Spectre, Brashear, La.	Rosinquest	9
Aug. 26	Three-quarters of a mile north-northeast of station.	Aransas	Sc. Mystery, Brashear, La.	Nueman ...	23
Sept. 2	Thirteen miles northeast of station.	San Luis.....	Sc. Nettie, Galveston, Tex.	Thompson .	13
Sept. 2	Five miles south of station.	.....do	Sc. Susie,† Galveston, Tex.	Conley	21
Sept. 2	Three and three-quarter miles northeast by north of station.	Saluria	Sc. Flower of France, Port Lavaca, Tex.	Dunbar....	25
Sept. 12	One-quarter mile northwest of station.	Sabine Pass	Slp. Independence, Port Arthur, Tex.	.....	.....
Sept. 12	One-half mile northwest of station.	.....do	Sc. Let-Me-Alone, Galveston, Tex.	Avansky ..	6
Sept. 12	One mile northwest of station.	.....do	Slp. Effie, Sabine Pass, Tex.	.....	.....
Sept. 12	.....do .....	.....do	Str. John P. Smith, Brashear, La.	Moore	47
Nov. 18	One-half mile northeast of station.	Santa Rosa	Sc. Althea Franklin, Pensacola, Fla.	Sealese ...	36
Nov. 26	Four miles southeast of station.	Aransas	Sc. Mystery,† Brashear, La.	Lundwald .	22
Dec. 3	One-eighth mile north of station.	Galveston	Bge. Jefferson, Galveston, Tex.	Tian.....	272

* Disabled, requiring assistance.

casualties, season of 1897-98—Continued.

CAROLINA, GEORGIA, AND EASTERN FLORIDA.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Fishing trip		\$20		\$20	\$20		2	2			
Georgetown to Charleston, S. C.		175		175	150	\$25	3	3		3	3
Waveland to Sewells Point, Fla.		600		600	580	20	2	2			
Wilmington, N. C., to Charleston, S. C.	Rice hulls.	3,000	\$300	3,300		3,300	7	7			
Charleston to Beach Inlet, S. C.		900		900	900		2	2		1	1
Darien, Ga., to Charleston, S. C.	Rice	1,000	3,300	4,300	4,300		6	6			
Fishing trip		150		150	150		4	4			
Charleston to Long Island, S. C.		150		150	150		9	9		5	5
Swamped and sunk ..	Fishing gear.	120	80	200	160	40	2	2		2	3
Daytona to Jensen, Fla.		1,000		1,000	1,000		6	6		6	6
Pleasure trip		175		175	175		12	12			
Capsized and sunk ..		50		50	50		3	3			
Palm Beach to Biscayne Bay, Fla.		700		700	700		1	1			
Charleston, S. C., to Hamburg, Germany.	Grain, cotton, flour, and lumber.	50,000	100,000	150,000	150,000		27	27			
		58,040	103,680	161,720	158,335	3,385	86	86		17	18

COAST OF THE UNITED STATES.

Franklin, La., to Galveston, Tex.		\$800		\$800	\$700	\$100	11	11			
Lake Charles, La., to Corpus Christi, Tex.	Lumber ..	2,500	\$700	3,200	3,200		3	3			
Quintana to Galveston, Tex.	Cotton, etc.	800	750	1,550	1,550		2	2			
Velasco to Galveston, Tex.	do	1,000	1,600	2,600	2,600		3	3			
Matagorda to Galveston, Tex.	do	1,400	2,500	3,900	3,800	100	2	2			
Port Arthur to Sabine Pass, Tex.		300		300	300		5	5		2	2
		400		400	350	50					
		400		400	300	100					
Capsized in harbor ..		2,000		2,000	1,000	1,000	5	2	3		
Fishing banks to Pensacola, Fla.	Fish	4,500	500	5,000	5,000		8	8			
Lake Charles, La., to Corpus Christi, Tex.	Lumber ..	2,500	750	3,250	3,250		2	2			
Bolivar Point to Galveston, Tex.	Grain	9,000	10,000	19,000	19,000		2	2			

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

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.
1897.					
Dec. 16	Six miles north-north-west of station.	Sabine Pass	Sc. Ivan, Sabine Pass, Tex.	.....	.....
Dec. 22	Four miles northeast of station.	Santa Rosa	Sc. Nautilus, Pensacola, Fla.	.....	.....
Dec. 22	.....do .....	.....do	Catboat Nemo, Pensacola, Fla.	.....	.....
Dec. 26	Thirteen miles southwest of station.	Velasco	Sc. Lady Dora, Galveston, Tex.	Hegman ...	15
Dec. 28	.....do .....	.....do	Sc. Josephine D., Galveston, Tex.	Barrow	16
Dec. 30	One mile north-north-west of station.	Galveston	Sc. Dorothy, Galveston, Tex.	Smith	38
1898.					
Jan. 22	Six miles southeast by east of station.	Brazos	Sc. Marie Isabel,* Lake Charles, La.	Cordson ...	84
Jan. 24	One mile southwest of station.	Velasco	Sc. Rosalie,† Galveston, Tex.	Loftus	28
Feb. 8	Three-quarters of a mile east-southeast of station.	Aransas	Slp. Hettie May, Corpus Christi, Tex.	Anderson ..	5
Feb. 10	Four miles north of station.	San Luis	Sloop, Galveston, Tex ...	.....	.....
Feb. 21	Northeast end of Matagorda Island.	Saluria	Catboat Fanny, Galveston, Tex.	.....	.....
Feb. 22	Three and one-half miles northeast of station.	Santa Rosa	Catboat Peri, Pensacola, Fla.	.....	.....
Mar. 4	Three-quarters of a mile east of station.	.....do	Catboat Uncle Dan, Pensacola, Fla.	.....	.....
Mar. 11	Three miles south of station.	Velasco	Sc. Normandie,† Lake Charles, La.	Toban	18
Mar. 31	Four miles north of station.	Aransas	Sc. Mystery, Brashear, La.	Lundwald ..	23
Apr. 18	One-sixth mile north of station.	Galveston	Slp. Emma Jane, Bolivar, Tex.	.....	.....
Apr. 25	Two and one-half miles south of station.	Velasco	Slp. Sport, Galveston, Tex.	.....	.....
Apr. 26	Four and one-half miles north one-half east of station.	Saluria	Sc. Fannie, Lake Charles, La.	Johnson ...	40
May 4	Three miles south-southeast of station.	.....do	Sc. Mystery, Brashear, La.	Lundwald ..	23
May 20	Three-quarters of a mile northeast by north of station.	Brazos	Str. Clinton, New Orleans, La.	Wertch	1,187
	Total .....	.....	.....	.....	.....

DISTRICT NO. 9.—EMBRACING

1897.					
July 5	One-half mile northeast of station.	Oswego	Skiff, Oswego, N. Y .....	.....	.....
July 5	Two hundred and twenty yards west of station.	.....do	Sailboat, Oswego, N. Y ..	.....	.....
July 5	One-half mile west of station.	Ashtabula	Naphtha launch, Ashtabula, Ohio.	.....	.....
July 6	One mile southwest of station.	Cleveland	Slp. yt. Ada W., Cleveland, Ohio.	.....	.....
July 7	Three quarters of a mile north of station.	Charlotte	Skiff, Charlotte, N. Y ...	.....	.....
July 8	Above cross dam, Falls of the Ohio.	Louisville	Skiff, Cincinnati, Ohio ..	.....	.....
July 11	Kentucky Chute, Falls of the Ohio.	.....do	Skiff, Louisville, Ky ....	.....	.....

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

casualties, season of 1897-98—Continued.

COAST OF THE UNITED STATES—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Sabine Pass to Beaumont, Tex.	Oysters...	\$500	\$50	\$550	.....	\$550	3	3	.....	.....	.....
Pensacola to Fair Point, Fla.	.....	500	.....	500	.....	500	6	6	.....	.....	.....
do	.....	100	.....	100	.....	100	.....	.....	.....	.....	.....
Galveston to San Bernard, Tex.	General ..	350	250	600	.....	75	2	2	.....	.....	.....
San Bernard River to Galveston, Tex.	Cotton....	500	1,000	1,500	.....	.....	2	2	.....	.....	.....
Fishing banks to Galveston, Tex.	Fish.....	5,000	300	5,300	.....	.....	8	8	.....	.....	.....
Lake Charles, La., to Isabel, Tex.	Lumber ..	3,000	1,250	4,250	.....	200	3	3	.....	.....	.....
Dragged anchors.....	Cotton....	600	1,500	2,100	.....	20	3	3	.....	.....	.....
Brazos Santiago to Corpus Christi, Tex.	.....	1,500	.....	1,500	.....	.....	4	4	.....	.....	.....
Christmas Bay to Galveston, Tex.	Oysters...	250	35	285	.....	.....	1	1	.....	1	3
Mitchells Cut to San Bernard River, Tex.	.....	100	.....	100	.....	.....	1	1	.....	1	2
Dragged anchor and stranded.	.....	75	.....	75	.....	.....	1	1	.....	.....	.....
Pensacola to Santa Rosa Island, Fla.	.....	75	.....	75	.....	.....	1	1	.....	1	1
Velasco, Tex., to Vermilion, La.	.....	600	.....	600	.....	50	2	2	.....	.....	.....
Lake Charles, La., to Corpus Christi, Tex.	Lumber ..	2,500	600	3,100	.....	.....	3	3	.....	.....	.....
Dragged anchor.....	Vegetables.	200	30	230	.....	.....	2	2	.....	2	2
San Bernard River to Brazos River, Tex.	.....	100	.....	100	.....	100	2	2	.....	.....	.....
Lake Charles, La., to Olivia, Tex.	Lumber ..	1,500	800	2,300	.....	.....	3	3	.....	.....	.....
Lake Charles, La., to Corpus Christi, Tex.	do	1,200	500	1,700	.....	30	3	3	.....	.....	.....
Morgan City, La., to Brazos Santiago, Tex.	General...	100,000	35,000	135,000	.....	1,500	39	39	.....	.....	.....
.....	.....	144,250	58,115	202,365	.....	3,875	132	129	3	7	10

LAKES ERIE AND ONTARIO.

Capsized .....	.....	\$25	.....	\$25	.....	\$25	.....	2	2	.....	.....
do .....	.....	50	.....	50	.....	50	.....	3	3	.....	.....
Pleasure trip .....	.....	450	.....	450	.....	450	.....	3	3	.....	.....
Dragged anchor .....	.....	2,000	.....	2,000	.....	2,000	.....	.....	.....	.....	.....
Capsized .....	.....	25	.....	25	.....	25	.....	2	2	.....	.....
Cincinnati, Ohio to Evansville, Ind.	.....	25	.....	25	.....	25	.....	2	2	.....	.....
In harbor.....	.....	65	.....	65	.....	65	.....	2	2	.....	.....

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

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.					
July 12	Four miles east of station.	Charlotte	Sailboat, Charlotte, N. Y.	.....	.....
July 12	Two hundred and twenty yards south of station.	Cleveland	Launch Hobo, Cleveland, Ohio.	.....	.....
July 13	Seven miles northwest of station.	Charlotte	Scow, Charlotte, N. Y.	.....	.....
July 16	Two miles southwest of station.	Cleveland	Sc. yt. Sylvan, Cleveland, Ohio.	.....	.....
July 20	One mile west of station.	Fort Niagara	Yt. Vita, Charlotte, N. Y.	.....	.....
July 22	Eight miles west of station.	Cleveland	Slp. yt. Ada W., Cleveland, Ohio.	.....	.....
July 24	Kentucky Chute, Falls of the Ohio.	Louisville	Flat, Jeffersonville, Ind.	.....	.....
July 25	Above cross dam, Falls of the Ohio.	.....do	Skiff, Louisville, Ky.	.....	.....
July 26	Seventy-five yards west of station.	Charlotte	Small boat belonging to yt. Infanta, Charlotte, N. Y.	.....	.....
July 30	Three quarters of a mile west of station.	Fort Niagara	Sc. yt. Manitou, Cleveland, Ohio.	.....	31
July 31	Above cross dam, Falls of the Ohio.	Louisville	Skiff, Louisville, Ky.	.....	.....
Aug. 2	One quarter of a mile southwest of station.	Cleveland	Sc. yt. Lena, Cleveland, Ohio.	.....	.....
Aug. 12	Three and one-half miles southeast of station.	Charlotte	Yacht, Charlotte, N. Y.	.....	.....
Aug. 13	One and one-half miles north of station.	Fort Niagara	Catboat Beasie, * Niagara, Ontario.	.....	.....
Aug. 15	One and one-half miles north-northeast of station.	Ashtabula	Rowboat, Ashtabula, Ohio.	.....	.....
Aug. 15	One-half mile west of station.	Cleveland	Catboat No. 3, Cleveland, Ohio.	.....	.....
Aug. 18	Five miles west-northwest of station.	Erie	Fish boat, Cleveland, Ohio.	.....	.....
Aug. 22	Two miles west-northwest of station.	Buffalo	St. yt. Alex. H. Sloan, Buffalo, N. Y.	Dougherty.	25
Aug. 22	One-half mile west by north of station.	.....do	Skiff, Buffalo, N. Y.	.....	.....
Aug. 23	One hundred yards northeast of station.	Charlotte	Sailboat, Charlotte, N. Y.	.....	.....
Aug. 24	One-half mile southwest of station.	Erie	Skiff, Erie, Pa.	.....	.....
Aug. 24	Six miles west three-quarters north of station.	Point Marblehead.	Str. Saugatuck, Grand Haven, Mich.	.....	89
Aug. 24	.....do .....	.....do	Str. Peerless, Sandusky, Ohio.	Wheeler	77
Aug. 25	One-half mile west-northwest of station.	Buffalo	St. yt. Comanche, Cleveland, Ohio.	Morrison	357
Aug. 28	Indiana Chute, Falls of the Ohio.	Louisville	Skiff, Jamestown, N. Y.	.....	.....
Aug. 29	One and one-half miles northeast of station.	Ashtabula	Rowboat, Ashtabula, Ohio.	.....	.....
Sept. 1	Two hundred and fifty yards northwest of station.	Cleveland	Catboat Rambler, Cleveland, Ohio.	.....	.....
Sept. 1	One-half mile southwest of station.	.....do	Sc. Negaunee, Cleveland, Ohio.	Cole	641
Sept. 1	One-quarter mile north of station.	Louisville	Shanty boat, Cincinnati, Ohio.	.....	.....
Sept. 9	One-half mile north-northwest of station.	Charlotte	Yt. Emma, Charlotte, N. Y.	.....	.....
Sept. 11	One mile west-southwest of station.	Cleveland	Catboat Freak, Cleveland, Ohio.	.....	.....
Sept. 11	Three-quarters of a mile northwest of station.	Buffalo	Slp. yt. Windward, Buffalo, N. Y.	.....	.....
Sept. 16	One-sixth of a mile south-southwest of station.	Erie	Slp. yt. Scorpion, Chicago, Ill.	.....	.....

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

casualties, season of 1897-98—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 station.	Days' succor afforded.
Pleasure trip		\$15		\$15	\$10	\$5	2	2			
Dragged anchors and stranded.		1,800		1,800	1,800						
Adrift	Merchandise.	100	\$300	400	400						
Capsized		300		300	300		5	5			
Charlotte, N. Y., to Niagara, Ontario.		1,800		1,800	1,800		4	4			
Rocky River to Cleveland, Ohio.		2,000		2,000	1,600	400	6	6			
Jeffersonville, Ind., to Louisville, Ky.		5		5	5		2	2			
Pleasure trip		5		5	5		2	2			
Capsized		50		50	50		2	1	1		
Dragged anchors		5,000		5,000	5,000		3	3			
Pleasure trip		10		10	10		4	4			
		200		200	200						
Capsized		250		250	250		2	2			
Pleasure trip		100		100	100		5	5			
do		25		25	25		3	3			
do		50		50	50		2	2			
Capsized and stranded.		180		180	150	30					
Grand Island to Buffalo, N. Y.		3,000		3,000	3,000		8	8			
Capsized		30		30	30		2	2			
do		75		75	75		2	2			
Pleasure trip		30		30	30		1	1			
Toledo to Sandusky, Ohio.		3,000		3,000	3,000		5	5			
To relief of wrecked vessel.		8,000		8,000	8,000		4	4			
Dragged anchors		60,000		60,000	60,000		22	22			
Jamestown, N. Y., to Nashville, Tenn.		10		10	10		2	2			
Pleasure trip		5		5	5		2	2			
do		75		75	75		3	3			
Dragged anchors and stranded.		10,000		10,000	10,000		4	4			
Cincinnati, Ohio, to New Orleans, La.	Furniture	100	50	150	150		3	3			
Capsized		75		75	75		1	1			
Pleasure trip		50		50	50		1	1			
Capsized		200		200	200		3	3			
Pleasure trip		2,500		2,500	2,500		10	10			

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.					
Sept. 16	One-sixth of a mile south-west of station.	Erie	Catboat Thos. Schneider,* Erie, Pa.	.....	.....
Sept. 16	One-sixth of a mile north-west of station.	Cleveland	Sc. St. Lawrence, Port Huron, Mich.	Baker	281
Sept. 18	One mile north-north-east of station.	Charlotte	Sailboats (2), Charlotte, N. Y.	.....	.....
Sept. 26	Two hundred and fifty yards west of station.	Oswego	Sailboat, Oswego, N. Y.	.....	.....
Sept. 28	Two hundred and fifty yards west by north of station.	Buffalo	St. yt. Glance, Buffalo, N. Y.	Moon	28
Oct. 2	One-half mile southwest of station.	Cleveland	Yt. Saone, Cleveland, Ohio.	.....	.....
Oct. 3	Two and one-quarter miles west of station.	.....do	Catboat, Cleveland, Ohio.	.....	.....
Oct. 10	Three-quarters of a mile west of station.	Fort Niagara	Skiff, Youngstown, N. Y.	.....	.....
Oct. 18	One-half mile east of station.	Point Marblehead	Sloop, Lakeside, Ohio...	.....	.....
Oct. 18	Kentucky Chute, Falls of the Ohio.	Louisville	Skiff, Louisville, Ky ...	.....	.....
Oct. 23	Two hundred and twenty-five yards northwest of station.	Cleveland	Yt. Jane, Cleveland, Ohio.	.....	.....
Oct. 31	One mile east of station.	Oswego	Scow .....	.....	.....
Nov. 2	One-half mile east of station.	Erie	Str. Mahoning, Erie, Pa.	.....	2, 189
Nov. 6	One-half mile northwest of station.	.....do	Yawl Comfort, Erie, Pa.	.....	.....
Nov. 15	Horseshoe Reef	Buffalo	Str. S. W. Gee, Buffalo, N. Y.	Nash	62
Dec. 2	Seven miles southeast one-half south of station.	Point Marblehead	Sc. Charles Kimbell, Port Huron, Mich.	Mead	30
Dec. 13	Above cross dam, Falls of the Ohio.	Louisville	Shanty boat, Gallipolis, Ohio.	.....	.....
Dec. 15	Thirty-five yards north of station.	Buffalo	Str. W. I. Babcock, Buffalo, N. Y.	Doyle	64
Dec. 16	Seven miles northeast of station.	Cleveland	Scows (2), Cleveland, Ohio.	.....	.....
Dec. 22	One-eighth of a mile northwest of station.	Louisville	Launch, Pittsburg, Pa.	.....	.....
1898.					
Feb. 18	Above Falls of the Ohio.	.....do	Flat, Louisville, Ky....	.....	.....
Feb. 25	Above wing dam, Falls of the Ohio.	.....do	Shanty boat, Cincinnati, Ohio.	.....	.....
Mar. 10	Wing dam, Falls of the Ohio.	.....do	Shanty boat, Louisville, Ky.	.....	.....
Apr. 5	One mile west of station.	Ashtabula	Sc. Shawnee, Port Huron, Mich.	Scott	572
Apr. 6	One-half mile southwest of station.	Cleveland	Sailboat Navy, Cleveland, Ohio.	.....	.....
Apr. 19	One-quarter mile north-west of station.	Erie	Str. Fred King, Erie, Pa.	Raymond ..	13
Apr. 21	One mile southeast of station.	Buffalo	Sc. Sophia Minch, Cleveland, Ohio.	Christie ...	636
Apr. 23	Eighteen miles north-west of station.	Charlotte	Str. James Walker, Montreal, Canada.	Boyd	95
May 19	Three-quarters of a mile northwest of station.	Buffalo	Boat belonging to Yt. Cypress.	.....	.....
May 22	One-third of a mile west-northwest of station.	Cleveland	Catboat .....	.....	.....
May 29	Six miles north of station.	Charlotte	Sailboat, Charlotte, N. Y.	.....	.....
June 4	One-third of a mile south-west of station.	Cleveland	Skiff, Cleveland, Ohio ...	.....	.....
June 11	One-half mile northwest of station.	.....do	Catboat Pirate, Cleveland, Ohio.	.....	.....

* Disabled, requiring assistance.

casualties, season of 1897-98—Continued.

LAKES ERIE AND ONTARIO—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Pleasure trip		\$200		\$200	\$200		2	2			
Dragged anchors and stranded.		3,500		3,500	3,500		2	2			
Pleasure trip		50		50	50		4	4			
Capsized		25		25	25		6	6			
In Buffalo Harbor ...		2,500		2,500	1,500	\$1,000	4	3	1	2	2
Adrift		200		200	200						
Pleasure trip		100		100	100		3	3			
Adrift		10		10	10		2	2			
Capsized		75		75	65	10	3	3			
Pleasure trip		10		10	10		3	3			
do		2,000		2,000	2,000		4	4			
Adrift		5		5	5		1	1			
Superior, Wis., to Erie, Pa.	Barley, copper, and flour.	160,000	\$60,000	220,000	220,000		24	24			
Dragged anchors and stranded.		1,100		1,100	1,090	10	4	4			
In Buffalo Harbor ...		14,000		14,000	14,000		4	4			
East Tawas, Mich., to Cleveland, Ohio.	Spruce trees.	300	300	600	600		4	4			
Gallipolis, Ohio, to New Madrid, Mo.		15		15	15		2	2			
Sunk in harbor		9,000		9,000	8,500	500	3	3			
Parted line and stranded.	Stone	8,000	500	8,500	8,500		6	6			
Pittsburg, Pa., to Memphis, Tenn.		5,000		5,000	5,000		2	2			
In Louisville Harbor.	Coal	400	45	445	445		7	7			
Cincinnati, Ohio, to Paducah, Ky.		30		30	30		1	1			
From Louisville, Ky.		100		100	100		2	2			
Dragged anchors		12,000		12,000	11,700	300	8	8			
do		400		400	400						
Towing in harbor ...		1,500		1,500	1,500		6	6			
Buffalo, N. Y., to Cleveland, Ohio.		16,000		16,000	16,000		7	7			
Kingston, Ontario, to Charlotte, N. Y.		18,000		18,000	18,000		10	10			
Adrift		20		20	20						
Capsized		20		20	20		3	3			
Pleasure trip		200		200	195	5	3	3			
do		15		15	15		3	3			
do		50		50	50		2	2			

United States Life-Saving Service.—Table of

DISTRICT NO. 9.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1898.					
June 12	Two miles south-south-east of station.	Buffalo	Skiff, Buffalo, N. Y.....		
June 12	Kentucky Chute, Falls of the Ohio.	Louisville	Flat, Louisville, Ky.....		
June 15	One mile southwest of station.	Cleveland	Slp. Argo, Cleveland, Ohio.....		
June 17	One-fifth of a mile south of station.	Fairport.....	Rowboat, Fairport, Ohio.....		
June 17	One and one-half miles southwest of station.	Cleveland.....	St. yt. Florence B., Cleveland, Ohio.....		
June 22	Cross dam, Falls of the Ohio.	Louisville	Skiff, Louisville, Ky....		
June 25	One hundred yards west of station.	Charlotte	Sailboat, Charlotte, N. Y.....		
June 25	.....do .....	.....do	Sailboat, Charlotte, N. Y.....		
June 26	Ten miles northeast of station.	Cleveland.....	Str. Wm. Kennedy, Cleveland, Ohio.....	Brown.....	86
	Total				

DISTRICT NO. 10.—EMBRACING

1897.					
July 2	One and one-quarter miles east of station.	Hammonds Bay...	Fishboat, Spenses Dock, Mich.....		
July 4	Two-thirds of a mile west of station.	Duluth	Slp. yt. Mazie, Duluth, Minn.....		
July 4	One-third mile north-northwest of station.	.....do	Sloop yacht, Duluth, Minn.....		
July 11	One-half mile southwest by south of station.	.....do	Small boat, Duluth, Minn.....		
July 11	One-half mile south-southwest of station.	.....do	Slp. yt. Stranger, Duluth, Minn.....		
July 16	One mile south by east of station.	Sand Beach.....	Naph. yt. Pocahontas, Detroit, Mich.....	Markham..	10
July 20	Abreast of station.....	Two Heart River ..	Fish boat, Whitefish Point, Mich.....		
July 23	One mile northwest of station.	Ottawa Point.....	Str. James H. Martin,* Grand Haven, Mich.....	Cotton.....	37
July 31	One-third mile north-northwest of station.	Duluth	Launch Comfort, Duluth, Minn.....		
Aug. 8	One-quarter mile north-northwest of station.	Thunder Bay Island.....	Sc. Result, Detroit, Mich.....	French	11
Aug. 9	One and one-half miles south of station.	Duluth	St. yt. Edna, Duluth, Minn.....	Farrington	10
Aug. 11	.....do .....	.....do	Sloop, Duluth, Minn.....		
Aug. 13	One half mile east of station.	Marquette	Slp. yt. Kewaden, Marquette, Mich.....	Jopling....	10
Aug. 17	Three-quarters of a mile west-northwest of station.	Duluth	Catboat, Duluth, Minn.....		
Aug. 19	One mile northwest of station.	Grindstone City ..	Sailboat, Port Austin, Mich.....		
Aug. 27	Six miles northeast of station.	Ottawa Point.....	Fish boat, Au Sable, Mich.....	Mitchell ...	10
Sept. 6	Ten miles northeast of station.	Bois Blanc.....	Str. Iosco, Cleveland, Ohio.....	Brashaw ...	2,052
Sept. 6	Four miles south of station.	Duluth	Slp. yt. Stranger, Duluth, Minn.....		
Sept. 6	.....do .....	.....do	Yt. Medusa, Old Superior, Wis.....		
Sept. 6	One and one-half miles south of station.	.....do	Slp. yt. Mazie, Duluth, Minn.....		
Sept. 11	Two and one-half miles west of station.	Ottawa Point.....	Sc. T. G. Lester,† Port Huron, Mich.....	Lester	257

* Disabled, requiring assistance.

† In distress, requiring assistance.

casualties, season of 1897-98—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.
Capsized		\$25		\$25	\$25		3	3		3	3
Pleasure trip		5		5	5		3	3		3	3
Adrift		500		500	500		2	2			
Capsized		5		5	5		3	3			
Pleasure trip		700		700	700		2	2			
do		5		5	5		3	3			
Capsized		100		100	100		1	1			
do		125		125	125		2	2			
Cruising for a tow		15,000		15,000	14,900	\$100	4	4			
.....		372,970	\$61,195	434,165	431,805	2,360	287	285	2	8	8

LAKES HURON AND SUPERIOR.

Spenses Dock to Oqueoc River, Mich		\$30		\$30	\$30		1	1			
Pleasure trip		150		150	150		2	2			
do		100		100	100		6	6			
do		100		100	95	\$5	1	1			
do		275		275	275		3	3			
Cruising		3,500		3,500	3,500		4	4			
Whitefish Point to Two Heart River, Mich.		100		100	100						
Au Sable to East Tawas, Mich.		7,000		7,000	7,000		7	7			
Pleasure trip		500		500	500		1	1			
Bois Blanc Island to Detroit, Mich.	Cedarpoles	1,000	\$50	1,050	1,050		2	2			
Pleasure trip		1,200		1,200	1,200		2	2			
Adrift		60		60	60						
Pleasure trip		1,500		1,500	1,500		5	5			
Cruising in harbor		150		150	150		3	3			
.....		60		60	60		1	1			
Capsized		250		250	250						
Chicago, Ill., to Buffalo, N. Y.	Corn	80,000	45,000	125,000	125,000		14	14			
Pleasure trip		275		275	275		2	2			
do		150		150	150		1	1			
do		200		200	200		11	11			
Bay City, Mich., to Tonawanda, N. Y.	Lumber ..	2,000	5,000	7,000	7,000		6	6			

United States Life-Saving Service.—Table of

DISTRICT NO. 10.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1897.					
Sept. 16	One-quarter mile south of station.	Duluth	Sailboat, Duluth, Minn .....	.....	.....
Sept. 17	Two miles northwest of station.	Pointe aux Barques.	Naph. yt. Carolyn H., Port Austin, Mich.	.....	.....
Sept. 27	Abreast of station	Thunder Bay Island.	Yawl belonging to Str. St. Lawrence.	.....	.....
Sept. 30	Four miles south-south-east of station.	Duluth	Yt. Fedora, Duluth, Minn.	.....	.....
Oct. 2	One-half mile north of station.	.....do	Scow, Milwaukee, Wis..	.....	.....
Oct. 2	Two miles south of station.	Bois Blanc.....	Str. John Rugee, Ogdenburg, N. Y.	Gerald.....	1, 217
Oct. 4	One and one-half miles west-northwest of station.	Grindstone City..	Sc. Butterfly, Port Crescent, Mich.	Cross	11
Oct. 5	One-quarter mile east of station.	Bois Blanc.....	Str. Livingstone, Detroit, Mich.	Wilson	2, 134
Oct. 5	Three-quarters of a mile northwest of station.	Marquette.....	Lighters (2), Marquette, Mich.	.....	.....
Oct. 6	One-eighth mile north of station.	Grindstone City..	Yawl belonging to Sc. Grace A. Ruelle, Detroit, Mich.	.....	.....
Oct. 16	One mile north of station.	Sand Beach.....	Sc. Presto, Chicago, Ill..	Van Camp ..	184
Oct. 19	One-quarter mile northwest of station.	Muskallonge Lake	Sc. J. B. Comstock, Port Huron, Mich.	Kearns	387
Oct. 23	One-quarter mile south-east of station.	Thunder Bay Island.	Str. Tascarora, Buffalo, N. Y.	Williams ..	2, 386
Oct. 24	One-quarter mile southwest of station.	Bois Blanc.....	Sc. Pilot, Grand Haven, Mich.	Betts	9
Oct. 25	Three miles west-northwest of station.	Thunder Bay Island.	St. launch Lotus, Detroit, Mich.	.....	.....
Nov. 5	Two and one-half miles west of station.	Grindstone City..	Sc. Butterfly, Port Crescent, Mich.	Cross	11
Nov. 9	Five miles east-north-east of station.	Sand Beach.....	Str. John C. Pringle, Buffalo, N. Y.	Hollister ..	475
Nov. 11	Three miles east of station.	Marquette.....	Sailboat, Marquette, Mich.	.....	.....
Nov. 14	Sand Beach Harbor.....	Sand Beach.....	Sc. Jupiter, Port Huron, Mich.	Reagan	253
Nov. 16	One mile east of station..	.....do	Sc. Frank D. Ewen,* Cleveland, Ohio.	Watson	883
Nov. 17	One-half mile southwest of station.	Marquette.....	Sc. G. H. Warnington, Cleveland, Ohio.	Lavoo	560
Nov. 26	Three quarters of a mile southeast of station.	Sand Beach.....	Sc. St. Joseph, Port Huron, Mich.	Garlock ...	165
Dec. 1	One mile east of station..	Vermilion Point..	Sc. Joseph Paige, Port Huron, Mich.	Rose.....	626
Dec. 16	One hundred yards south-east of station.	Bois Blanc.....	Sc. Result, Detroit, Mich.	Cook	11
1898.					
Apr. 19	Six miles north-northwest of station.	Middle Island ...	Str. J. H. Outhwaite, Cleveland, Ohio.	Burke	1, 304
Apr. 19	.....do .....	.....do	Sc. H. A. Barr, Cleveland, Ohio.	Phillips ...	1, 120
Apr. 19	Six miles west-northwest of station.	Hammonds Bay ..	Sc. Glad Tidings, Detroit, Mich.	Glass	183
May 5	Two and one-quarter miles west by south of station.	.....do	Fishboat Rambler, Cheboygan, Mich.	.....	.....
May 11	Three miles northwest of station.	Grindstone City..	Sc. Golden Gate, Port Austin, Mich.	.....	.....
May 21	Two miles southeast of station.	Middle Island ...	Str. J. Emory Owen, Detroit, Mich.	Hart.....	1, 740
May 28	Crib, Duluth Harbor.....	Duluth	Sailboat, Duluth, Minn .....	.....	.....
May 29	Two miles northeast of station.	Marquette.....	Rowboats (2), Marquette, Mich.	.....	.....

* In distress, requiring assistance.

casualties, season of 1897-98—Continued.

LAKES HURON AND SUPERIOR—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Pleasure trip		\$75		\$75	\$75		1	1			
Lying at dock		1,350		1,350	1,345	\$5					
Swamped		25		25	25		5	5			
Pleasure trip		125		125	115	10	3	3			
Parted tow line and stranded.	Coal	5,000	\$90	5,090	5,090						
Oswego, N. Y., to Chicago, Ill.	do	80,000	6,000	86,000	86,000		15	15			
Port Huron to Port Crescent, Mich.		500		500	500		2	2		1	1
Cleveland, Ohio, to Chicago, Ill.	Coal	100,000	10,000	110,000	109,500	500	19	19			
Parted lines and stranded.	Stone	1,000	50	1,050	975	75					
Capsized		25		25	25		2	2			
Detroit to Alpena, Mich.		4,000		4,000		4,000	7	7			
Deer Park, Mich., to Chicago, Ill.	Lumber ..	12,000	3,500	15,500	15,500		7	7			
Buffalo, N. Y., to Milwaukee, Wis.	General...	200,000	50,000	250,000	244,500	5,500	27	27			
		200		200	195	5	1	1			
Sault Ste. Marie to Detroit, Mich.		1,000		1,000	1,000		2	2		2	2
Port Austin to Port Crescent, Mich.		500		500	500		1	1			
Cedar River, Mich., to Tonawanda, N. Y.	Lumber ..	22,000	7,500	29,500	25,910	3,590	14	14			
Little Iron River to Marquette, Mich.		50		50		50	2	2			
Alpena, Mich., to Vermilion, Ohio.	Lumber ..	2,000	3,000	5,000	4,800	200	6	6			
Buffalo, N. Y., to Chicago, Ill.	Coal	45,000	12,000	57,000	57,000		7	7			
Marquette, Mich., to Cleveland, Ohio.	Iron ore ..	12,000	4,000	16,000	15,000	1,000	7	7			
Marine City to Alpena, Mich.		1,000		1,000	1,000		4	4			
Marquette to Detroit, Mich.	Iron ore ..	16,000	3,350	19,350		19,350	7	7			
In Cheboygan Harbor.	Hay, oats, and provisions.	400	100	500	495	5	4	4			
Cleveland, Ohio, to Marquette, Mich.		70,000		70,000	35,000	35,000	15	15			
do		60,000		60,000	52,000	8,000	7	7			
Dragged anchors and stranded.		1,600		1,600		1,600	7	7			
Cheboygan to Oquoc River, Mich.		100		100	95	5	2	2			
Capsized	Fish	300	20	320	300	20	2	2			
Erie, Pa., to Marquette, Mich.		75,000		75,000	75,000		16	16			
Duluth to West Superior, Mich.		40		40	40		3	3			
Adrift		80		80	80						

United States Life-Saving Service.—Table of

DISTRICT NO. 10.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1898.					
May 30	Crib, Duluth Harbor.....	Duluth	Yacht, Duluth, Minn	Brickulet ..	60
June 2	In Duluth Harbor	do	Str. Record, Duluth, Minn. ....	.....	.....
June 2	One-half mile west-southwest from boathouse.	do	Rowboat, Duluth, Minn .....	.....	.....
June 4	Three-quarters of a mile southwest of station.	Marquette	Dredge Wild Irishman, Sault Ste. Marie, Mich. ....	.....	.....
June 7	Three miles east of station.	Ottawa Point.....	Skiff.....	.....	.....
June 11	Fourteen miles north of station.	Thunder Bay Island.	Str. Fisherman,* Alpena, Mich.	Furgeson ..	18
June 12	Crib, Duluth Harbor.....	Duluth	Sloop .....	.....	.....
June 20	Two miles southwest of station.	do	Sailboat Bob Martin, Duluth, Minn. ....	.....	.....
June 25	One-quarter mile north of station.	Marquette	Fishboat.....	.....	.....
	Total .....	.....	.....	.....	.....

DISTRICT NO. 11.—EMBRACING

1897.					
July 4	One mile east-northeast of station.	Holland	Slp. yt. Kate, Grand Rapids, Mich. ....	.....	.....
July 4	One and one-quarter miles east of station.	Old Chicago	Slp. Morning Star, Chicago, Ill. ....	.....	.....
July 4	One-quarter mile east of station.	Milwaukee	Slp. yt. Kitty Wink, Milwaukee, Wis. ....	.....	.....
July 4	One mile northeast of station.	Sheboygan	Rowboat, Sheboygan, Wis. ....	.....	.....
July 11	One hundred and fifty yards west-northwest of station.	South Haven	Sc. Florence M. Smith, Grand Haven, Mich.	Lick	61
July 11	Two miles southeast of station.	Milwaukee	Sc. Mary E. Dykes, Grand Haven, Mich.	Dykes	44
July 13	Four miles north-northwest of station.	Manistee	Boat belonging to St. yt. Nellie D., Manistee, Mich. ....	.....	.....
July 13	One mile northeast of station.	Sheboygan	Rowboat, Sheboygan, Wis. ....	.....	.....
July 16	Two hundred yards east of station.	South Haven	Slp. Alice, South Haven, Mich. ....	.....	.....
July 20	Three-quarters of a mile south of station.	Old Chicago	Catboat, Chicago, Ill. ....	.....	.....
July 21	One-half mile west of station.	Frankfort	Sc. Rambler,† Grand Haven, Mich.	Fitch	26
July 21	One mile northeast of station.	Chicago	Rowboat, Chicago, Ill. ....	.....	.....
July 21	Two and one-half miles east-northeast of station.	do	Sc. Marion,‡ Chicago, Ill. ....	.....	.....
July 23	One and one-half miles north of station.	South Chicago.....	Rowboat, South Chicago, Ill. ....	.....	.....
Aug. 9	One-third mile east of station.	Holland	Slp. yt. Black Cat, Black Lake, Mich. ....	.....	.....
Aug. 9	Two and one-half miles from station.	Plum Island.....	Yawl, Menominee, Mich. ....	.....	.....
Aug. 9	Five-eighths of a mile southeast of station.	Evanston	Catboat, Evanston, Ill. ....	.....	.....
Aug. 13	Abreast of station.	Sturgeon Bay Canal.	Sc. A. R. Upright,§ Sturgeon Bay, Wis.	Marres	24
Aug. 15	One hundred and fifty yards south of station.	Grand Haven.....	Scows (2), Chicago, Ill. ....	.....	.....
Aug. 17	One-third mile east-southeast of station.	Kewaunee	Sc. Pride, Detroit Harbor, Wis.	Klengen-berg.	83

* Disabled, requiring assistance.

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

casualties, season of 1897-98—Continued.

LAKES HURON AND SUPERIOR—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons anchored at stations.	Days' anchor afforded.
Pleasure trip		\$300		\$300	\$300		8	8			
Sunk in collision		9,600		9,600	6,600	\$3,000	4	1	3		
Adrift		20		20	20		1	1			
Sunk in harbor		15,000		15,000	10,000	5,000	8	8			
Adrift		15		15	15						
Alpena, Mich., to fishing grounds.		2,500		2,500	2,200	300	7	7			
Pleasure trip		25		25	25		6	6			
do		50		50	50		2	2			
Dragged anchor		50		50	50						
		837,530	\$149,660	987,190	899,970	87,220	303	300	3	3	3

LAKE MICHIGAN.

Capsized		\$125		\$125	\$125		1	1			
do		120		120	120		4	4			
do		150		150	150		6	6			
Adrift		5		5	5		2	2			
Chicago, Ill., to Ludington, Mich.		700		700		700	4	4		4	4
Ludington, Mich., to Milwaukee, Wis.	Lumber...	800	\$900	1,700	1,600	\$100	2	2			
Adrift		30		30	30						
do		10		10	10		2	2			
Capsized		40		40	40		4	4			
do		100		100	100		3	3			
Frankfort, Mich., to Sheboygan, Wis.	Lumber...	400	55	455	455		2	2			
Pleasure trip		35		35	35		2	2			
do		125		125	125		2	2			
Adrift		20		20	20		1	1			
Pleasure trip		600		600	600		6	6			
Capsized		25		25	25		1	1			
Pleasure trip		50		50	50		2	2			
do		350		350	350		1	1			
Adrift		4,000		4,000	4,000						
Washington Harbor to Milwaukee, Wis.	Wood.....	1,000	200	1,200	1,200		5	5			

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

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

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.					
Aug. 18	One-third mile east-south-east of station.	Kewaunee	Pile driver, Kewaunee, Wis.	.....	.....
Aug. 18	.....do .....	.....do	Sc. Annie Thorine, Chicago, Ill.	Toleson....	89
Aug. 20	Three-fifths of a mile south-southwest of station.	Grand Haven.....	Launch Restless, Toledo, Ohio.	.....	.....
Aug. 21	Three and three-quarters miles east of station.	Old Chicago	Catboat Atom, Chicago, Ill.	.....	.....
Aug. 23	One-fifth of a mile south-west of station.	Racine.....	Yt. Alert, Racine, Wis.	.....	.....
Aug. 24	Three-quarters of a mile south of station.	Old Chicago	Str. Lorain L., Grand Haven, Mich.	Bussey	161
Aug. 26	One mile south of station.	Point Betsey	Sc. Julia De Plant, Frankfort, Mich.	.....	.....
Aug. 28	One-quarter mile north-west of station.	Sturgeon Bay Canal.	Pile driver, U. S. Government.	.....	.....
Sept. 16	Eight miles northwest of station.	St. Joseph	Sc. Alert,* Chicago, Ill.	Stone.....	18
Sept. 19	One-half mile east of station.	South Chicago....	Rowboat, South Chicago, Ill.	.....	.....
Sept. 21	Three and one-half miles southeast of station.	North Manitou Island.	Sc. Chicago Board of Trade, Duluth, Minn.	Bonna.....	424
Sept. 21	One-eighth mile west-northwest of station.	Manistee	Sailboat, Manistee, Mich.	.....	.....
Sept. 22	Three-quarters of a mile south of station.	Old Chicago	Catboat Vincent, Chicago, Ill.	.....	.....
Sept. 25	One-sixth mile south-southeast of station.	Beaver Island	Sc. yt. Cruiser, Toledo, Ohio.	.....	.....
Sept. 28	Ten miles northeast of station.	Old Chicago	Sc. Mary E. Dykes,* Grand Haven, Mich.	Dykes	44
Sept. 30	Gull Island.....	Beaver Island	Sc. Cruiser, Toledo, Ohio.	.....	.....
Sept. 30	Two hundred and seventy yards south of station.	Old Chicago	Str. Stone City, Chicago, Ill.	.....	42
Oct. 1	Seventy yard east of station.	.....do	Str. G. W. Gardner, Chicago, Ill.	Terrell.....	53
Oct. 2	Seven miles south of station.	North Manitou Island.	Str. Majestic, Detroit, Mich.	Fitzgerald..	1,986
Oct. 3	Two and one-quarter miles southeast by south of station.	Plum Island.....	Str. Alva, Cleveland, Ohio.	Wytoon ...	2,400
Oct. 4	Sixty-five yards south of South Harbor pier.	Two Rivers.....	Sc. City of Grand Haven,† Milwaukee, Wis.	Kelsen	201
Oct. 5	One-half mile northwest of station.	Frankfort	Sc. Addie, Grand Haven, Mich.	McCracken	30
Oct. 6	One mile southwest of station.	Holland	Yawl belonging to Sc. Ellen Stevenson, Grand Haven, Mich.	.....	.....
Oct. 8	One-quarter mile west of station.	White River.....	Sc. Nellie Hammond, Grand Haven, Mich.	Michaelson	48
Oct. 9	Three miles south of station.	Sheboygan	Scow, Sturgeon Bay, Wis.	.....	.....
Oct. 12	Two-sevenths of a mile southwest of station.	White River.....	Sc. Minnie, Milwaukee, Wis.	Peterson...	22
Oct. 16	Fifteen miles south of station.	Sturgeon Bay Canal.	Str. Wau-Bun,† Milwaukee, Wis.	McGinn ...	64
Oct. 17	Two miles northwest of station.	White River.....	Sc. Una,* Grand Haven, Mich.	Kemp.....	44
Oct. 17	Two-sevenths of a mile west of station.	Grand Haven....	Sc. Indian Bill, Grand Haven, Mich.	Beam	32

* In distress, requiring assistance.

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

casualties, season of 1897-98—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.
		\$1,000		\$1,000	\$1,000		3	3			
Menominee, Wis., to Chicago, Ill.	Slabs	800	\$200	1,000	1,000		3	3			
Holland to Grand Haven, Mich.	Miscellaneous.	1,000	150	1,150	1,125	\$25	2	2		2	2
Capsized		150		150	150		5	5			
do		50		50	50						
South Chicago to Chicago, Ill.		7,000		7,000	7,000		9	9			
Sunk in Harbor	Bark	50	15	65	65		2	2			
Lying at moorings		5,500		5,500	4,900	600					
Muskegon to St. Joseph, Mich.	Slabs	200	20	220	135	85	2	2		2	2
Capsized		20		20	20		3	1	2	1	2
Manistee, Mich., to Toledo, Ohio.	Salt	4,000	5,000	9,000	9,000		6	6			
Manistee to Onkama, Mich.		75		75	60	15	2	2			
Capsized		150		150	145	5	6	6			
Toledo, Ohio, to Chicago, Ill.		800		800	800		4	4			
Muskegon, Mich., to South Chicago, Ill.	Cedar blocks.	500	100	600	600		3	3		2	10
Toledo, Ohio, to Chicago, Ill.		800		800	750	50	4	4			
Lying at wharf		800		800	800						
do		5,000		5,000	5,000						
Ashland, Wis., to South Chicago, Ill.	Iron ore	125,000	10,895	135,895	135,635	260	16	16			
Milwaukee, Wis., to Escanaba, Mich.		175,000		175,000	175,000		19	19			
Pine Lake, Mich., to Milwaukee, Wis.	Wood	3,000	1,000	4,000	4,000		5	5			
Manitowoc, Wis., to Holland, Mich.	Household goods.	400	2,000	2,400	1,400	1,000	7	7		7	7
		20		20	20		4	4		4	4
Muskegon, Mich., to Milwaukee, Wis.	Slabs	1,000	125	1,125	100	1,025	3	3			
Adrift		1,000		1,000	1,000						
Green Bay City, Wis., to Pentwater, Mich.		1,000		1,000	975	25	3	3		3	3
Sault Ste. Marie, Mich., to Racine, Wis.		5,000		5,000	4,800	200	7	7			
Ludington to St. Joseph, Mich.	Lumber	500	700	1,200	1,175	25	3	3			
Muskegon to Grand Haven, Mich.	Slabs	250	40	290	290		1	1			

‡ Disabled, requiring assistance.

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.					
Oct. 18	Sheboygan Harbor.....	Sheboygan.....	Sc. Surprise, Chicago, Ill.	McDollin..	223
Oct. 18	Two miles north by west of station.	Plum Island.....	Sc. Nellie and Annie, Milwaukee, Wis.	Yessen	37
Oct. 22	Twenty-five yards east of station.	St. Joseph	Pile driver, Benton Harbor, Mich.	.....	.....
Oct. 24	Two-sevenths of a mile south of station.	Old Chicago	Scow, Chicago, Ill.....	.....	.....
Oct. 26	Six miles north of station.	Milwaukee	Str. Ida E., Grand Haven, Mich.	Richardson	182
Oct. 27	Twelve miles north of station.	.....do	Str. F. H. Prince, Ogdensburg, N. Y.	Kiah.....	2,047
Oct. 28	Four miles north of station.	.....do	Str. Britannic, Port Huron, Mich.	Davis.....	1,122
Nov. 1	One hundred yards southwest of station.	South Haven	Sc. Augustus, Grand Haven, Mich.	Reese	55
Nov. 2	One-half mile southwest of station.	Cleveland.....	Sc. yt. Manitou, Cleveland, Ohio.	Cowles	31
Nov. 9	One mile south of station.	Two Rivers.....	Sc. Annie Dall, Milwaukee, Wis.	Christian-son.	150
Nov. 11	One-third mile east of station.	St. Joseph	Sc. Una, Grand Haven, Mich.	Kemp.....	44
Nov. 14	One and one-half miles west of station.	Baileys Harbor...	Sc. J. M. Harvey, Chicago, Ill.	Harvey....	23
Nov. 16	One mile southeast of station.	Kewaunee	Sc. Edith H. Koyen, Milwaukee, Wis.	Morris.....	38
Nov. 18	Two hundred yards east of station.	Old Chicago	Yawl, Chicago, Ill .....	.....	.....
Nov. 25	Eight miles southwest of station.	North Manitou Island.	Str. Gogebic, Port Huron, Mich.	Neal.....	1,681
Nov. 27	One-third mile southeast of station.	Old Chicago	Scow, Chicago, Ill.....	.....	.....
Dec. 4	One hundred yards west-northwest of station.	South Haven	Sc. Mishicott, Grand Haven, Mich.	Bird	73
Dec. 4	Six miles north of station.	Two Rivers.....	Sc. Joseph G. Masten, Cleveland, Ohio.	Drallard...	621
Dec. 4	.....do .....	.....do	Str. Keystone, Cleveland, Ohio.	Graves	723
Dec. 5	Four-sevenths of a mile south of station.	Evanston.....	Str. George W. Morley, Cleveland, Ohio.	Owen.....	1,046
1898.					
Jan. 26	One-third mile west-northwest of station.	St. Joseph	Str. City of Duluth, Duluth, Minn.	McLane ...	1,310
Feb. 14	One mile north of station.	Chicago	Rowboat, Chicago, Ill...	.....	.....
Feb. 15	One-quarter mile northeast of station.	Plum Island.....	Small boat, Detroit Island, Wis.	.....	.....
Mar. 22	Three and one-half miles south of station.	Racine.....	Str. Rita McDonald, Chicago, Ill.	Berriet	70
Apr. 4	Horseshoe Reef.....	Beaver Island ...	Str. Ellen Gertrude, Charlevoix, Mich.	Gallagher .	15
Apr. 4	Two miles north of station.	Milwaukee	Sc. D. P. Dobbins, Detroit, Mich.	Smith.....	442
Apr. 4	One and one-half miles northeast of station.	Old Chicago.....	Fish boat, Chicago, Ill ..	.....	.....
Apr. 11	Two miles north by west of station.	Plum Island.....	Str. Fritz Karste, Milwaukee, Wis.	Elliott.....	28
Apr. 18	One mile west of station.	Muskegon.....	Sc. Mishicott, Grand Haven, Mich.	Bird	73
Apr. 23	One and one-half miles southeast of station.	South Chicago...	St. yt. Harriet M., Chicago, Ill.	Little.....	11
May 1	Ten miles south of station.	Sturgeon Bay Canal.	Str. Albert Soper, Chicago, Ill.	Higgins ...	349
May 2	One-quarter mile east of station.	Old Chicago	Yawl, Chicago, Ill .....	.....	.....
May 4	One-half mile east of station.	Kenosha	Sc. John T. Mott, Detroit, Mich.	May	325
May 14	One-quarter mile east of station.	Manistee	Str. Robert C. Wente, Grand Haven, Mich.	Stuffelbeam	336
May 19	Two hundred yards southwest of station.	Two Rivers.....	Sailboat, Two Rivers, Wis.	.....	.....

casualties, season of 1897-98—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.
Frankfort, Mich., to Chicago, Ill.	Lumber ..	\$1,000	\$1,500	\$2,500	\$2,350	\$150	7	7	.....	.....	.....
Detroit Harbor to Hedgehog, Wis.	.....	700	.....	700	700	.....	3	3	.....	.....	.....
Lying in harbor.....	.....	9,000	.....	9,000	8,950	50	.....	.....	.....	.....	.....
.....	Sand.....	1,000	50	1,050	50	1,000	.....	.....	.....	.....	.....
Manistee, Mich., to Milwaukee, Wis.	Lumber ..	15,000	5,000	20,000	19,500	500	15	15	.....	.....	.....
Ogdensburg, N. Y., to Chicago, Ill.	Merchandise.	140,000	100,000	240,000	239,800	200	19	19	.....	.....	.....
Cleveland, Ohio, to Milwaukee, Wis.	Coal	100,000	6,000	106,000	105,000	1,000	17	17	.....	.....	.....
Manistee to South Haven, Mich.	Lumber ..	760	400	1,100	1,100	.....	2	2	.....	.....	.....
Dragged anchors .....	.....	8,000	.....	8,000	8,000	(*)	.....	.....	.....	.....	.....
Jacksonport to Milwaukee, Wis.	Wood.....	1,200	550	1,750	1,750	.....	7	7	.....	.....	.....
Lying at dock .....	.....	700	.....	700	675	25	7	7	.....	1	3
Baileys Harbor, Wis., to Chicago, Ill.	Grain	3,000	1,000	4,000	4,000	.....	2	2	.....	.....	.....
Clay Banks, Wis., to Menominee, Mich.	Hay	600	15	615	405	210	7	7	.....	.....	.....
Adrift .....	.....	35	.....	35	35	.....	.....	.....	.....	.....	.....
Chicago, Ill., to Huron, Ohio.	.....	85,000	.....	85,000	59,095	25,905	16	16	.....	.....	.....
Adrift .....	.....	3,000	.....	3,000	3,000	.....	.....	.....	.....	.....	.....
Chicago, Ill., to South Haven, Mich.	.....	700	.....	700	600	100	4	4	.....	4	4
Lorain, Ohio, to Milwaukee, Wis.	Coal	15,000	2,350	17,350	.....	17,350	7	7	.....	.....	.....
Huron, Ohio, to Racine, Wis.	do	20,000	2,000	22,000	22,000	.....	14	14	.....	.....	.....
Milwaukee, Wis., to Chicago, Ill.	.....	65,000	.....	65,000	.....	65,000	13	13	.....	.....	.....
Chicago, Ill., to St. Joseph, Mich.	General...	34,000	18,000	52,000	5,000	47,000	41	41	.....	35	35
Adrift .....	.....	25	.....	25	25	.....	1	1	.....	.....	.....
.....	.....	15	.....	15	15	.....	1	1	.....	.....	.....
Chicago, Ill., to Milwaukee, Wis.	.....	18,000	.....	18,000	18,000	.....	10	10	.....	.....	.....
Fishing trip	Fish nets ..	1,800	300	2,100	2,070	30	6	6	.....	.....	.....
Milwaukee, Wis., to Port Huron, Mich.	Corn.....	7,000	7,200	14,200	14,000	200	7	7	.....	.....	.....
Fishing trip	Fish nets and fish.	50	150	200	200	.....	.....	.....	.....	.....	.....
do .....	.....	1,500	.....	1,500	1,500	.....	6	6	.....	.....	.....
South Haven to Manistee, Mich.	.....	500	.....	500	500	.....	4	4	.....	.....	.....
Fishing trip	Nets.....	1,500	20	1,520	1,520	.....	4	4	.....	.....	.....
Chicago, Ill., to Menominee, Mich.	.....	18,000	.....	18,000	17,950	50	14	14	.....	.....	.....
Pleasure trip .....	.....	35	.....	35	35	.....	2	2	.....	.....	.....
Oscoda, Mich., to Kenosha, Wis.	Lumber...	3,000	2,000	5,000	5,000	.....	7	7	.....	.....	.....
Manistee, Mich., to Chicago, Ill.	do	35,000	45,000	80,000	79,800	200	13	13	.....	.....	.....
Capsized .....	.....	25	.....	25	25	.....	2	2	.....	.....	.....

* No one on board.

United States Life-Saving Service.—Table of

DISTRICT NO. 11.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1898.					
May 22	One-quarter mile south of station.	Old Chicago	Rowboat, Chicago, Ill. ....	.....	.....
June 6	Three miles south-south-west of station.	Pentwater	Launch Helen Canfield,* Manistee, Mich. ....	.....	.....
June 7	One-half mile southeast of station.	.....do	Str. Rival, Pentwater, Mich. ....	.....	.....
June 9	Three and one-half miles northeast of station.	Milwaukee	Sailboat Uana, Milwaukee, Wis. ....	.....	.....
June 10	Two miles east-south-east of station.	Racine	Sc. O. T. Hale, Detroit, Mich.	Glenn	326
June 12	One mile north of station.	Kenosha	Str. I. M. Weston, Grand Haven, Mich.	Robertson	95
June 15	One-eighth mile south-west of station.	Old Chicago	Scow, Chicago, Ill. ....	.....	.....
June 15	Two miles northeast of station.	.....do	Sc. Jesse Phillips, Chicago, Ill.	Olson	186
June 18	One-half mile east of station.	.....do	Yt. Queeny, Chicago, Ill. ....	.....	.....
June 24	.....do .....	.....do	Sailboat Chicago, Ill. ....	.....	.....
June 24	Two miles north of station.	Milwaukee	Str. Lindrup, Milwaukee, Wis.	Schram	42
June 27	One hundred yards from station.	South Chicago	Rowboat .....	.....	.....
June 27	One-eighth mile east of station.	Old Chicago	Sailboat Arrow, Chicago, Ill. ....	.....	.....
June 29	Black Lake	Holland	Sc. Yt. Ethel, Macatawa, Mich. ....	.....	.....
June 29	One-half mile from station.	Racine	Yawl belonging to sc. Celtic, Port Huron, Mich. ....	.....	.....
	Total .....	.....	.....	.....	.....

DISTRICT NO. 12.—EMBRACING

1897.					
July 2	One and one-half miles south of station.	Cape Disappointment.	Fish boat, Astoria, Oreg. ....	.....	.....
July 6	Six miles west-north-west of station.	Point Adams	Fish boat .....	.....	.....
July 14	One-quarter mile south-east of station.	Humboldt Bay	Str. Santa Cruz, San Francisco, Cal.	Hansen	511
July 21	One-quarter mile north-east of station.	Point Adams	Sloop, Astoria, Oreg. ....	.....	.....
Aug. 4	One and one-half miles southeast of station.	Cape Disappointment.	Fish boats (3), Astoria, Oreg. ....	.....	.....
Aug. 8	Four miles south-south-west of station.	Shoalwater Bay	Sc. Falcon, † San Francisco, Cal.	Ulberg	206
Aug. 18	Six and one-half miles north of station.	Ilwaco Beach	Fish boat, Shoalwater Bay, Wash. ....	.....	.....
Aug. 30	One-half mile south of station.	Humboldt Bay	Str. Alliance, San Francisco, Cal.	Hartwick	305
Aug. 31	Three miles west-south-west of station.	Shoalwater Bay	Scow, Oysterville, Wash. ....	.....	.....
Sept. 11	Three-quarters of a mile southeast of station.	Cape Disappointment.	Small boat, Ilwaco, Wash. ....	.....	.....
Oct. 11	One mile southeast of station.	Humboldt Bay	Schooner (no name), Fields Landing, Cal. ....	.....	.....
Nov. 5	One mile northwest of station.	Coquille River	Sc. Coquille, San Francisco, Cal.	Pearson	103
Nov. 17	Two miles south of station.	Shoalwater Bay	Sc. Jennie Thelin, San Francisco, Cal.	Hansen	146
Nov. 18	Two miles south-south-west of station.	Umpqua River	Str. Truckee, San Francisco, Cal.	Daniels	417

* Disabled, requiring assistance.

casualties, season of 1897-98—Continued.

LAKE MICHIGAN—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Pleasure trip		\$25		\$25	\$25		2	2			
Adrift		1,500		1,500	1,500		4	4			
Lying at dock	Lumber...	750	\$300	1,050	1,000	\$50	2	2			
Pleasure trip		250		250	250		3	3			
Oscoda, Mich., to Kenosha, Wis.	Lumber...	3,500	3,000	6,500	6,500		7	7		7	7
Milwaukee to Kenosha, Wis.		3,000		3,000	3,000		83	83			
Sunk at dock		500		500	450	50	1	1			
North Point, Mich., to Chicago, Ill.	Cedar posts	1,500	1,200	2,700	2,600	100	6	6			
Capsized		150		150	150		3	3			
Adrift		75		75	75		2	2			
Fishing trip		8,000		8,000	8,000		6	6			
Capsized		15		15	15		2	2			
Pleasure trip		25		25	25		3	3			
do		150		150	150		2	2			
do		40		40	40		3	3			
		958,315	217,435	1,175,750	1,012,465	163,285	559	557	2	72	83

PACIFIC COAST.

Fishing trip		\$450		\$450	\$450		2	2			
do	Fish nets.	100	\$250	350	350		2	2			
San Francisco to Eureka, Cal.		20,000		20,000	20,000		20	20			
Swamped		40		40	40		2	2		2	2
Fishing trip	Fish nets.	600	750	1,350	1,200	\$150	5	5			
San Francisco, Cal., to South Bend, Wash.		10,000		10,000	10,000		8	8			
Fishing trip	Fish nets.	75	200	275	260	15	1	1			
Coos Bay, Oreg., to Eureka, Cal.	Lumber ..	72,000	5,000	77,000	77,000		23	23			
Adrift	Oysters...	100	15	115	115						
do		35		35	35						
Fields Landing to Fairhaven, Cal.		500		500	100	400	1	1			
San Francisco, Cal., to Coquille River, Oreg.	Merchandise.	9,000	500	9,500	9,500		6	6			
San Francisco, Cal., to South Bend, Wash.		5,000		5,000	4,800	200	6	6		6	6
Tillamook Bay, Oreg., to San Francisco, Cal.	Wheat and lumber.	45,000	10,000	55,000		55,000	23	23		23	50

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

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.					
Dec. 6	Three-quarters of a mile west of station.	Coquille River....	Sc. Moro, San Francisco, Cal.	Jorgensen.	111
Dec. 12	Two and one-half miles northeast of station.	Yaquina Bay	Skiff, Newport, Oreg....		
Dec. 17	One mile northwest of station.	Coquille River....	Sc. Coquille, San Francisco, Cal.	Pearson ...	103
1898.					
Jan. 8	One-quarter mile southeast of station.	Cape Disappointment.	Skiff, Fort Canby, Wash		
Jan. 8	Two and one-eighth miles east by north of Fort Point Station.	Fort Point and Golden Gate Park.	Sc. North Bend, San Francisco, Cal.	Bluhm.....	376
Jan. 11	One-half mile northwest of station.	Coquille River....	Sc. Antelope, San Francisco, Cal.	Anderson..	124
Jan. 12	Two-sevenths of a mile northwest of station.	Cape Disappointment.	Small boat, Fort Canby, Wash.		
Mar. 28	One-quarter mile south of station.	.....do	Skiff, Chinook, Wash ...		
May 10	One and one half miles south of station.	.....do	Fish boat		
June 25	Seven miles west by north of station.	Point Adams	Fish boat, Astoria, Oreg.		
	Total .....	.....	.....

RECAPITU

Districts.	Total number of disasters.	Total value of vessels.	Total value of cargoes.
District No. 1.....	79	\$309,095	\$32,075
District No. 2.....	163	1,899,745	290,145
District No. 3.....	64	183,535	45,055
District No. 4.....	72	146,055	18,380
District No. 5.....	46	294,460	27,160
District No. 6.....	30	643,555	283,735
District No. 7.....	14	58,040	103,680
District No. 8.....	32	144,250	58,115
District No. 9.....	82	372,970	61,195
District No. 10.....	62	837,530	149,660
District No. 11.....	99	958,315	217,435
District No. 12.....	24	207,345	26,565
Aggregate.....	767	6,054,895	1,313,200

casualties, season of 1897-98—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.
San Francisco, Cal., to Alsea, Oreg.	Merchandise.	\$20,000	\$500	\$20,500	\$200	\$20,300	9	9	....	1	7
South Beach to Newport, Oreg.	.....	10	.....	10	10	.....	6	6	.....	.....	.....
San Francisco, Cal., to Coquille River, Oreg.	Merchandise.	9,000	800	9,800	9,500	300	6	6	.....	.....	.....
Adrift.....	.....	10	.....	10	10	.....	1	1	.....	.....	.....
Grays Harbor, Wash., to San Francisco, Cal.	Lumber..	7,000	8,000	15,000	13,000	2,000	9	9	.....	.....	.....
San Francisco, Cal., to Coquille River, Oreg.	.....	8,000	.....	8,000	8,000	.....	5	5	.....	.....	.....
Capsized.....	.....	5	.....	5	5	.....	1	1	.....	.....	.....
Adrift.....	.....	20	.....	20	20	.....	.....	.....	.....	.....	.....
Fishing trip.....	Fish nets.	200	250	450	450	.....	2	1	1	.....	.....
.....do.....	.....do.....	200	300	500	500	.....	2	2	.....	2	2
.....	.....	207,345	26,565	233,910	155,545	78,365	140	139	1	34	67

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
\$341,170	\$285,240	\$55,930	449	447	2	51	117	13
2,189,890	2,148,225	41,665	974	973	1	88	156	8
228,590	211,095	17,495	251	251	.....	28	51	3
164,435	137,680	26,755	285	294	1	40	86	7
321,620	215,935	105,685	229	227	2	107	298	9
927,290	733,570	193,720	282	277	5	113	333	7
161,720	158,335	3,385	86	86	.....	44	47	1
202,365	198,490	3,875	132	129	3	39	42	.....
434,165	431,805	2,360	287	285	2	11	11	.....
987,190	899,970	87,220	303	300	3	10	11	3
1,175,750	1,012,465	163,285	559	557	2	88	99	6
233,910	155,545	78,365	140	139	1	44	77	2
7,368,095	6,588,355	779,740	3,987	3,965	22	*663	*1,328	59

* These figures include 163 persons to whom succor was given who were not on the vessels embraced in the tables, and 189 days of such succor, as follows:

District No. 1, 5 persons, 5 days.
 District No. 2, 11 persons, 14 days.
 District No. 3, 7 persons, 7 days.
 District No. 4, 6 persons, 12 days.
 District No. 5, 10 persons, 10 days.
 District No. 6, 29 persons, 43 days.
 District No. 7, 27 persons, 29 days.

District No. 8, 32 persons, 32 days.
 District No. 9, 3 persons, 3 days.
 District No. 10, 7 persons, 8 days.
 District No. 11, 16 persons, 16 days.
 District No. 12, 10 persons, 10 days.

Total.. 163 189

APPROPRIATIONS AND EXPENDITURES.

STATEMENT SHOWING THE APPROPRIATIONS AND EXPENDITURES
FOR THE MAINTENANCE OF THE LIFE-SAVING SERVICE FOR THE
FISCAL YEAR ENDING JUNE 30, 1898.

APPROPRIATION—LIFE-SAVING SERVICE, 1898.

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 265 keepers of life-saving and lifeboat stations and of houses of refuge, including the old Chicago Station..... 231, 300. 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, 269, 795. 00

Total.....	1, 522, 795. 00
10680—20	305

EXPENDITURES.

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

District No. 1, July 1, 1897, to June 30, 1898.....	\$1,600.00	
District No. 2, July 1, 1897, to June 30, 1898.....	1,600.00	
District No. 3, July 1, 1897, to June 30, 1898.....	1,800.00	
District No. 4, July 1, 1897, to June 30, 1898.....	1,800.00	
District No. 5, July 1, 1897, to June 30, 1898.....	1,600.00	
District No. 6, July 1, 1897, to June 30, 1898.....	1,800.00	
District No. 7, July 1, 1897, to June 30, 1898.....	1,500.00	
District No. 8, July 1, 1897, to June 30, 1898.....	1,600.00	
District No. 9, July 1, 1897, to June 30, 1898.....	1,800.00	
District No. 10, July 1, 1897, to June 30, 1898.....	1,800.00	
District No. 11, July 1, 1897, to June 30, 1898.....	1,800.00	
District No. 12, July 1, 1897, to June 30, 1898.....	1,800.00	
Salary of assistant superintendent, District No. 3, from July 1, 1897, to June 30, 1898	1,200.00	
		\$21,700.00
Salaries of 253 keepers, Districts Nos. 1 to 12, inclusive, quarter ending September 30, 1897.....	56,250.00	
Salaries of 255 keepers, Districts Nos. 1 to 12, inclusive, quarter ending December 31, 1897	56,218.20	
Salaries of 257 keepers, Districts Nos. 1 to 12, inclusive, quarter ending March 31, 1898.....	56,647.76	
Salaries of 258 keepers, Districts Nos. 1 to 12, inclusive, quarter ending June 30, 1898	56,448.28	
		225,564.24
Pay of surfmen in District No. 1, from August 1, 1897, to May 31, 1898	47,100.00	
Pay of surfmen in District No. 2, from July 1, 1897, to June 30, 1898	108,597.50	
Pay of surfmen in District No. 3, from August 1, 1897, to May 31, 1898	149,165.48	
Pay of surfmen in District No. 4, from August 1, 1897, to May 31, 1898	161,800.00	
Pay of surfmen in District No. 5, from August 1, 1897, to May 31, 1898	68,648.71	
Pay of surfmen in District No. 6, from August 1, 1897, to May 31, 1898	126,360.00	
Pay of surfmen in District No. 7, from August 1, 1897, to May 31, 1898	3,600.00	
Pay of surfmen in District No. 8, from August 1, 1897, to May 31, 1898	29,400.00	
Pay of surfmen in District No. 9, from July 1, 1897, to June 30, 1898	46,620.20	
Pay of surfmen in District No. 10, from July 1 to December 14, 1897, and from April 7 to June 30, 1898	66,500.52	
Pay of surfmen in District No. 11, from July 1 to December 10, 1897, and from April 1 to June 30, 1898	103,254.34	
Pay of surfmen in District No. 12, from July 1, 1897, to June 30, 1898	72,000.00	
Pay of volunteer surfmen for assistance to the keepers and crews of certain stations at wrecks which occurred during the active season:		
District No. 3	\$3.87	
District No. 4	6.00	
District No. 12	6.00	
		15.87
Pay of surfmen for services at wrecks which occurred at periods when crews were not required to reside at the stations:		
District No. 1	\$102.00	
District No. 2	93.00	
District No. 3	18.00	
District No. 4	27.00	
District No. 9	24.00	
District No. 10	30.00	
District No. 11	115.00	
		409.00
		983,471.62

Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882.....	\$12,067.95	
Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882.....	613.88	
Pay of widows and others under the provisions of section 8 of the act approved May 4, 1882.....	4,265.78	\$16,947.61
Apparatus	6,451.33	
Books, charts, stationery, advertising, etc.....	1,160.82	
Care of stations pending appointment of keepers.....	1,549.84	
Commutation of quarters for officers of the Revenue-Cutter Service detailed for duty in the Life-Saving Service.....	4,883.01	
Compensation for special services, labor, etc.....	18,125.60	
Draft animals.....	7,619.09	
Equipments	3,602.94	
Freight, packing, storage, telegraphing, etc.....	2,757.96	
Fuel and water for stations.....	19,000.09	
Furniture.....	4,147.58	
Medals.....	2.00	
Protection of stations.....	2,806.85	
Rebuilding, repair, and improvement of stations.....	18,787.93	
Removal of stations.....	1,418.94	
Rents.....	4,091.50	
Repairs to apparatus, equipments, and furniture.....	1,486.11	
Sites for stations.....	1,734.23	
Subsistence of persons rescued from wrecked vessels.....	220.00	
Supplies.....	8,823.46	
Telephones, telephone lines, and their maintenance.....	21,981.17	
Transporting apparatus to and from wrecks, from stations where horses are not kept.....	239.00	
Traveling expenses of officers.....	9,046.07	139,935.52
Total expenditures from appropriation "Life-Saving Service, 1898".....		1,387,618.99
Balance of available funds July 1, 1898.....		135,176.01
		1,522,795.00

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

Unexpended balance July 1, 1897.....	\$92,170.78
To which repayments have been made amounting to.....	5,169.98
Total available funds.....	97,340.76

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, 1897," available as above.....	\$97,340.76
To reimburse keepers for expenses incurred for services of temporary surfmen during disability of keepers under the provisions of section 7 of the act approved May 4, 1882.....	\$429.45
Pay of surfmen for services at wrecks which occurred at periods when crews were not required to reside at stations:	
District No. 1.....	\$11.00
District No. 2.....	37.00
District No. 3.....	3.00
District No. 4.....	24.00
	75.00
Pay of volunteer surfmen for assistance to the keeper and crew at a wreck which occurred during the active season:	
District No. 11 (Ludington station).....	12.00
	516.45

Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882	\$11,237.00	
Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882	225.00	
Pay of widows and others under the provisions of section 8 of the act approved May 4, 1882	2,026.55	\$13,488.55
Apparatus	20,226.51	
Books, charts, stationery, advertising, etc	127.80	
Care of stations pending appointment of keepers	4.34	
Compensation for special services, labor, etc	1,433.77	
Draft animals	5.25	
Equipments	605.08	
Freight, packing, storage, telegraphing, etc	647.51	
Fuel and water for stations	73.84	
Furniture	73.00	
Rebuilding, repair, and improvement of stations	17,023.11	
Rents	1,107.83	
Repairs to apparatus, equipments, and furniture	465.73	
Sites for stations	306.50	
Subsistence of persons rescued from wrecked vessels	20.00	
Supplies	281.51	
Transporting apparatus to and from wrecks, from stations where horses are not kept	54.00	
Traveling expenses of officers	1,360.49	43,816.27
Total expenditures from appropriation "Life-Saving Service, 1897"	57,821.27	
Balance of available funds July 1, 1898	39,519.49	97,340.76

There also remained unexpended at the beginning of the fiscal year from appropriation of 1896 the following:

"Life-Saving Service, 1896..... \$50,513.62

The expenditures from this balance during the year, made in payment of indebtedness standing over from the fiscal year ending June 30, 1896, were as follows:

"Life-Saving Service, 1896," available as above	\$50,513.62	
Compensation for special services, labor, etc	\$10.00	
Freight, packing, storage, telegraphing, etc	21.09	
Repairs to apparatus, equipments, and furniture .....	.50	
Sites for stations	301.00	
Supplies	39.23	
Transporting apparatus to and from wrecks, from stations where horses are not kept	96.00	
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882	351.77	
Total expenditures from appropriation "Life-Saving Service, 1896"	819.59	
Balance unexpended June 30, 1898	49,694.03	

This unexpended balance of \$49,694.03 was carried to the surplus fund June 30, 1898.

By reason of the war with Spain, the Secretary of the Treasury was authorized, under the act approved June 7, 1898, to keep such of the life-saving stations on the Atlantic and Gulf coasts opened and manned for active service during the months of June and July, 1898, as he should deem advisable, and for this purpose the sum of \$70,000 was appropriated; \$56,952 of this sum was advanced to the disbursing

officers of this Service, to be expended during the months named, leaving a balance on hand June 30, 1898, of \$13,048.

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, 1898, 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, 1897.....	\$6,368.71
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.....	365.52
Total available funds.....	6,734.23

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, 1898, were therefore as follows:

"Life-Saving Service, 1898".....	\$1,387,618.99
"Life-Saving Service, 1897".....	57,821.27
"Life-Saving Service, 1896".....	819.59
"Life-Saving Service, Atlantic and Gulf coasts, June and July, 1898".....	56,952.00
	1,503,211.85

Less the following:

Repayment to appropriation "Life-Saving Service, 1897".....	\$5,169.98
Excess of deposits, appropriation "Rebuilding and Improving Life-Saving Stations (proceeds of sales)".....	365.52
	5,535.50

Total net expenditures of the Service 1,497,676.35

There remained standing to the credit of the respective appropriations at the close of the fiscal year ending June 30, 1898, available as heretofore stated, the following balances:

"Life-Saving Service, 1898".....	\$135,176.01
"Life-Saving Service, 1897".....	39,519.49
"Life-Saving Service, 1896".....	49,694.03
"Life-Saving Service, Atlantic and Gulf coasts, June and July, 1898"....	13,048.00
"Site, Long Branch Life-Saving Station".....	13,946.24
"Rebuilding and Improving Life-Saving Stations (proceeds of sales)"..	6,734.23

The foregoing statement of the net expenditures for the maintenance of the Life-Saving Service for the fiscal year ending June 30, 1898, differs from the expenditures by warrants in the following particulars:

Net expenditures by warrants..... \$1,495,730.85

To which should be added the following amounts, as shown on page 354 of the report for 1897, viz:

In hands of George A. Bartlett, disbursing clerk, June 30, 1897—	
"Life-Saving Service, 1897".....	\$4,519.
"Life-Saving Service, 1896".....	44.4.
	4,563.43
	1,500,294.28

Less the following amounts:

In the hands of the disbursing clerk June 30, 1898—

“Life-Saving Service, 1898”..... \$2,017.93

Amounts reappropriated and expended by warrants, not
included in the foregoing statement 600.00

\$2,617.93

Net expenditures from appropriations for the year..... 1,497,676.35

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

APPROPRIATIONS.

“Salaries, office Life-Saving Service, 1898” \$37,780.00

EXPENDITURES.

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

\$37,730.93

Amount unexpended 49.07

37,780.00

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

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INSTRUCTIONS TO MARINERS IN CASE OF SHIPWRECK, WITH INFORMATION CONCERNING THE LIFE-SAVING STATIONS UPON THE COASTS OF THE UNITED STATES.

Prepared by 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 surfboat, recourse will be had to the wreck gun and beach apparatus for the rescue by the breeches buoy or the life car.

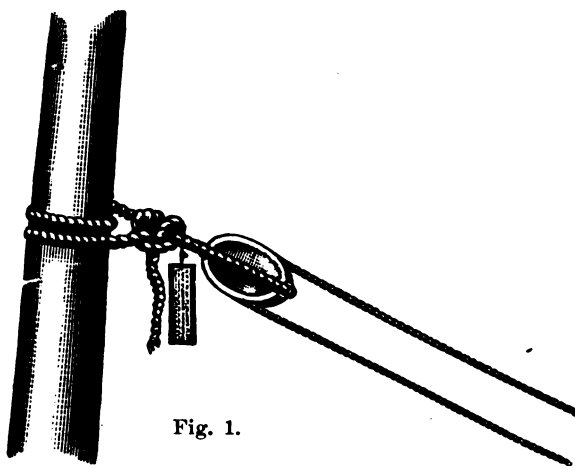
A shot with a small line attached will be fired across your vessel.

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

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

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

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



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.

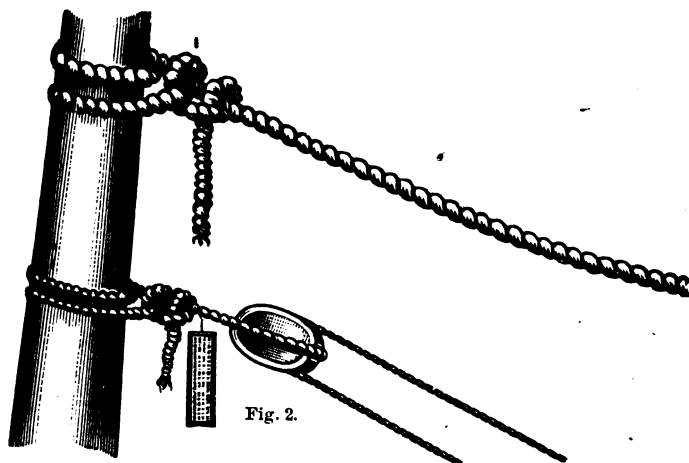


Fig. 2.

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.

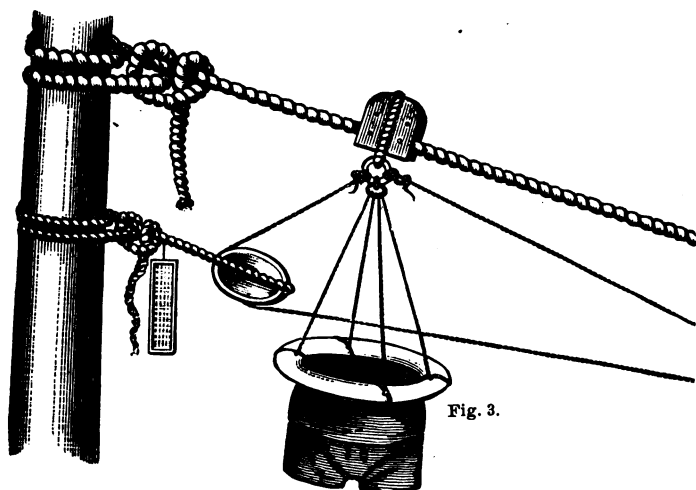


Fig. 3.

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

before, and the buoy or car will be hauled ashore. This 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 through 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.**

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LIFE-SAVING DISTRICTS AND STATIONS.

FIRST DISTRICT.

COASTS OF MAINE AND NEW HAMPSHIRE.

Name of station.	State.	Locality.	Approximate position.*	
			Latitude, north.	Longitude, west.
Quoddy Head.....	Me.....	Carrying Point Cove	44 48 40	66 58 50
Cross Island.....	Me.....	Off Machiasport	44 38 45	67 18 30
Crumple Island.....	Me.....	Off Jonesport.....	44 28 40	67 38 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
Damariscove Island.....	Me.....	On the west shore of Damariscove Harbor.....	43 45 20	69 37 00
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.....	One and three-quarters 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.

Salisbury Beach.....	Mass.....	Two-thirds of a mile south of State line.....	42 51 40	70 49 00
Plum Island.....	Mass.....	North end of Plum Island, mouth of Merrimac River.....	42 48 30	70 49 00
Knobbs Beach.....	Mass.....	On Plum Island, 2½ miles from south end.....	42 44 00	70 47 15
Davis Neck.....	Mass.....	Near Annisquam light.....	42 40 10	70 40 20
City Point.....	Mass.....	Floating station in Dorchester Bay, Boston Harbor.....		
Point Allerton.....	Mass.....	One mile west of Point Allerton.....	42 18 20	70 54 00
North Scituate.....	Mass.....	Two and one-half 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.....	Four and one-half miles northeast of Plymouth.....	42 00 10	70 36 10
Manomet Point.....	Mass.....	Six and one-half miles southeast of Plymouth.....	41 55 30	70 32 40
Wood End.....	Mass.....	One-eighth of a mile east of light.....	42 01 15	70 11 30
Race Point.....	Mass.....	One and five-eighths miles northeast of Race Point light.....	42 04 45	70 13 15
Peaked Hill Bars.....	Mass.....	Two and one-half miles northeast of Provincetown.....	42 04 40	70 09 50
High Head.....	Mass.....	Three and one-half miles northwest of Cape Cod light.....	42 03 55	70 06 50
Highland.....	Mass.....	Seven-eighths of a mile northwest of Cape Cod light.....	42 02 55	70 04 20
Pamet River.....	Mass.....	Three and one-half miles south of Cape Cod light.....	42 00 00	70 01 15
Cahoons Hollow.....	Mass.....	Two and one-half miles east of Wellfleet.....	41 56 45	69 59 05
Nauset.....	Mass.....	One and one-quarter miles south of Nauset lights.....	41 50 40	69 56 45
Orleans.....	Mass.....	Abreast of Ponchet Island.....	41 45 35	69 55 55
Old Harbor.....	Mass.....	One-half mile north of Chatham Inlet.....	41 41 45	69 56 00
Chatham.....	Mass.....	One and one-quarter miles south-southwest of Chatham lights.....	41 39 10	69 57 10
Monomoy.....	Mass.....	Two and one-quarter miles north of Monomoy light.....	41 35 25	69 59 10
Coskata.....	Mass.....	Two and one-quarter miles south of Nantucket (Great Point) light.....	41 22 00	70 01 15
Surfside.....	Mass.....	Two and one-half miles south of the town of Nantucket.....	41 14 30	70 06 00
Great Neck.....	Mass.....	Six 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.	Seven and one-half 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.	Three and one-half miles southwest of Montauk light.	41 02 10	71 54 30
Hither Plain	N. Y.	One-half 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.	One mile south of village of East Hampton	40 56 40	72 11 40
Mecox	N. Y.	Two miles south of the village of Bridgehampton.	40 54 10	72 18 00
Southampton	N. Y.	Three-quarters mile south of the village	40 52 10	72 23 40
Shinnecock	N. Y.	Two miles east-southeast of Shinnecock light.	40 50 40	72 27 50
Tiana	N. Y.	Two miles southwest of Shinnecock light	40 49 40	72 31 30
Quogue	N. Y.	One-half mile south of the village	40 48 20	72 36 00
Potunk	N. Y.	One and one-half miles southwest of Potunk village.	40 47 30	72 39 00
Moriches	N. Y.	Two and one-half miles southwest of Speonk village.	40 46 30	72 43 10
Forge River	N. Y.	Three and one-half 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.	Four miles south of the village	40 42 40	72 55 50
Blue Point	N. Y.	Four and one-half miles south of Patchogue	40 40 40	73 01 20
Lone Hill	N. Y.	Eight miles east of Fire Island light	40 39 40	73 04 20
Point of Woods	N. Y.	Four miles east of Fire Island light	40 38 50	73 08 10
Fire Island	N. Y.	One-half 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.	One-half mile east of Jones Inlet	40 35 30	73 31 20
Point Lookout	N. Y.	Two 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 four miles northerly from Greenport.	41 08 20	72 21 10

FOURTH DISTRICT.

COAST OF NEW JERSEY.

Sandy Hook	N. J.	On bay side, one-half mile south of point of Hook.	40 27 51	74 00 27
Spermaceti Cove	N. J.	Two and one-half 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.	Two and one-half miles south of Shark River	40 09 20	74 01 20
Squan Beach	N. J.	One 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.	Two and one-half miles south of head of Barnegat Bay.	40 01 40	74 03 10
Chadwick	N. J.	Five 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.	One and one-quarter miles south of Seaside Park.	39 53 40	74 05 00

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

FOURTH DISTRICT—Continued.
COAST OF NEW JERSEY—Continued.

Name of station.	State.	Locality.	Approximate position.	
			Latitude, north.	Longitude, west.
Cedar Creek	N. J.	Five and three-eighths miles north of Barnegat Inlet.	39 51 10	74 05 10
Forked River	N. J.	Two 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.	Two and one-half miles south of Barnegat Inlet.	39 43 50	74 07 20
Harvey Cedars	N. J.	Five and one-half 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.	One and five-eighths miles north of Beach Haven.	39 35 00	74 13 20
Bonds	N. J.	Two and one-quarter 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.	Five and one-half miles north of Absecon light.	39 25 30	74 20 30
South Brigantine	N. J.	Three and one-eighth 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.	Two and three-quarters miles south of Absecon light.	39 20 50	74 27 40
Great Egg	N. J.	Six and three-quarters 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.	Three and one-half 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.	Three and one-quarter 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.	Three and three-quarters miles southwest from Ludlam Beach light.	39 05 50	74 43 10
Tathams	N. J.	Two and one-half 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.	Six miles northeast of Cape May City.	38 58 40	74 49 50
Turtle Gut	N. J.	Four miles northeast of Cape May City.	38 57 10	74 51 10
Cold Spring	N. J.	One-half 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.	Two and one-half miles west of Cape May City.	38 56 40	74 58 10

FIFTH DISTRICT.

COASTS OF DELAWARE, MARYLAND, AND VIRGINIA.

[Cape Henlopen to Cape Charles.]

Lewes	Del.	Two miles west from Cape Henlopen light.	38 46 50	75 07 10
Cape Henlopen	Del.	Seven-eighths of a mile southerly of 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.	One and one-half miles north of light.	38 28 20	75 03 00
Isle of Wight	Md.	Three miles south of Fenwick light.	38 24 10	75 03 30
Ocean City	Md.	Just north of village.	38 20 00	75 05 00
North Beach	Md.	Ten miles south of Ocean City.	38 11 30	75 09 20
Green Run Inlet	Md.	Thirteen and one-half miles northeast of Assateague light.	38 04 30	75 12 50
Popes Island	Va.	Ten miles northeast of Assateague light.	38 00 20	75 15 40
Assateague Beach	Va.	One and one-eighth miles south of Assateague light.	37 53 40	75 21 40
Wallops Beach	Va.	One and one-half 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.]

Name of station.	State.	Locality.	Approximate position.	
			Latitude, north.	Longitude, west.
Cape Henry	Va.....	Three-quarters of a mile southeast of Cape Henry light.	36 55 10	75 59 50
Seatack	Va.....	Five and one-half miles south of Cape Henry light.	36 51 10	75 58 40
Dam Neck Mills.....	Va.....	Ten 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.....	Five and three-quarter miles north of Currituck Beach light.	36 27 30	75 50 40
Whales Head.....	N. C.....	Seven-eighths of a mile north of Currituck Beach light.	36 23 20	75 49 40
Poyners Hill	N. C.....	Six and one-half miles south of Currituck Beach light.	36 17 10	75 48 00
Caffey's Inlet	N. C.....	Ten and three-quarter miles south of Currituck Beach light.	36 13 40	75 46 20
Paul Gamiels Hill	N. C.....	Five 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.....	Four and one-half miles south of Kitty Hawk.	36 00 10	75 39 40
Nags Head	N. C.....	Nine miles north of Oregon Inlet.....	35 56 00	75 36 40
Bodie Island.....	N. C.....	Seven-eighths of a mile northeast of Bodie Island light.	35 49 40	75 33 20
Oregon Inlet.....	N. C.....	One-half mile south of Oregon Inlet.....	35 47 30	75 32 10
Pea Island.....	N. C.....	Two miles north of New Inlet.....	35 43 15	75 29 30
New Inlet.....	N. C.....	One-half mile south of New Inlet	35 40 40	75 29 00
Chicamacomico.....	N. C.....	Five miles south of New Inlet.....	35 36 40	75 27 50
Gull Shoal.....	N. C.....	Eleven and three-quarter miles south of New Inlet.	35 29 50	75 28 40
Little Kinnakeet	N. C.....	Eleven and one-half miles north of Cape Hatteras light.	35 25 00	75 29 10
Big Kinnakeet.....	N. C.....	Five and one-half miles north of Cape Hatteras light.	35 20 00	75 30 20
Cape Hatteras	N. C.....	One mile south of Cape Hatteras light.....	35 14 20	75 31 20
Creda's Hill	N. C.....	Four miles west of Cape Hatteras light	35 14 30	75 35 15
Durants	N. C.....	Three miles east of Hatteras Inlet.....	35 12 35	75 41 10
Ocracoke	N. C.....	One and one-half 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.....	One and one-half 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.....	Twenty 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.....	Eleven miles north of Cape Canaveral	28 36 40	80 35 50
Cape Malabar †	Fla.....	.....	27 40 00	80 21 20
Bethel Creek *	Fla.....	Sixteen miles north of Indian River Inlet	27 29 45	80 17 50
Indian River Inlet *	Fla.....	South side of inlet	27 12 00	80 09 50
Gilberts Bar *	Fla.....	At St. Lucie Rocks, 2 miles north of Gilberts Bar Inlet.	26 55 40	80 04 00
Jupiter Inlet.....	Fla.....	One mile south of inlet	26 27 30	80 03 20
Orange Grove *	Fla.....	Five and one-half miles south of Lake Worth, 27 miles south of Lake Worth Inlet, and 37 miles south of Jupiter.	26 08 00	80 06 00
Fort Lauderdale †	Fla.....	Four miles north of New River Inlet.....	25 54 10	80 08 00
Biscayne Bay †	Fla.....	Six miles north of Norris Cut.....		

* House of refuge. No crew employed.

† Discontinued March 30, 1891.

EIGHTH DISTRICT.

GULF COAST OF UNITED STATES.

Name of station.	State.	Locality.	Approximate position.	
			Latitude, north.	Longitude, west.
			° ' "	° ' "
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	Two and one-quarter 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.

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

TENTH DISTRICT.

LAKES HURON AND SUPERIOR.

Lake View Beach	Mich ...	Five miles north of Fort Gratiot light .....	.....	.....
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 ...	Ten miles west of Whitefish Point, Lake Superior.	.....	.....
Crisps	Mich ...	Eighteen 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, $\frac{1}{2}$ mile from north end, on east bank.	.....	.....
Duluth	Minn ...	On Minnesota Point, Upper Duluth .....	.....	.....

* Destroyed by fire.

ELEVENTH DISTRICT.

LAKE MICHIGAN.

Name of station.	State.	Locality.	Approximate position.	
			Latitude, north.	Longitude, west.
Deaver Island	Mich	Near light	0 1 11	0 1 11
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	One 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.	Just south of Grays Harbor light	46 53 15	124 07 15
Petersons Point	Wash.	Near lighthouse boat landing	46 43 00	124 03 00
Shoalwater Bay	Wash.	Thirteen miles north of Cape Disappointment	46 27 50	124 03 25
Ilwaco Beach	Wash.	Bakers Bay, one-half mile northeast of light	46 16 40	124 03 00
Cape Disappointment	Wash.	Three-quarters mile southeast of Fort Stevens	46 12 00	123 57 00
Point Adams	Oreg.	About 1 mile south of harbor entrance	44 35 30	124 04 00
Yaquina Bay	Oreg.	Near entrance of river, north side	43 42 00	124 10 30
Umpqua River	Oreg.	Coos Bay, north side	43 22 50	124 18 00
Cape Arago	Oreg.	In town of Bandon	43 07 00	124 25 00
Coquille River	Oreg.	Near light	40 46 00	124 13 00
Humboldt Bay	Cal	Three and one-half miles north of light	38 02 20	122 59 30
Point Reyes	Cal			
Bolinas Bay †	Cal	Three-quarters mile east of light	37 48 10	122 27 50
Fort Point	Cal	On beach in Golden Gate Park, San Francisco, three-quarters mile south Point Lobos	37 46 10	122 30 30
Golden Gate Park	Cal			
Southside	Cal	Three and three-eighths 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



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

immediately to Rule II. After loosening clothing, etc., if the patient does not revive, then proceed thus:

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

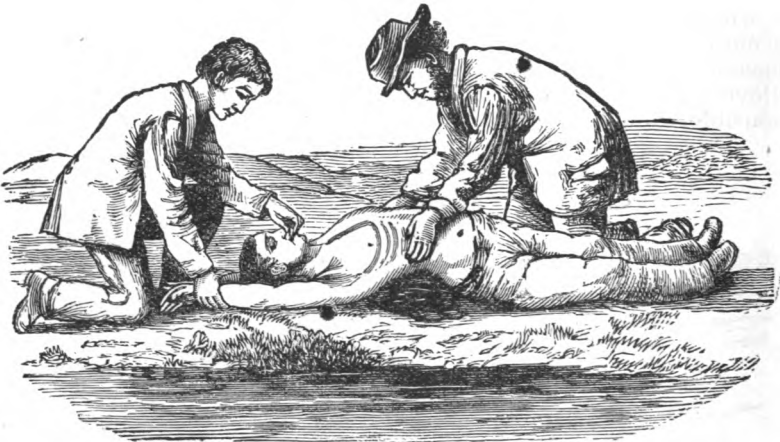


FIG. II.—Showing the position and action of the operator in alternately producing artificial expiration and inspiration of air.

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 a while, 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, 1898.

REMARKS EXPLANATORY OF THE WRECK STATISTICS FOR THE YEAR 1897-98.

The following is the twenty-fifth 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 founderingings 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, 1897.

Since the publication of the annual statement for the fiscal year ending June 30, 1897, information has been received of the occurrence of disasters during the year to 57 American vessels, but unattended by any loss of life. There were, however, sixteen lives lost on 14 vessels which suffered no other casualty.

Disasters to vessels and divisions in which they occurred.

Nature of disaster, etc.	Atlan- tic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
Founderingings:						
Vessels	2			2		4
Tonnage	41			305		346
Passengers	1					1
Crews	4			5		9
Lives lost						
Strandings:						
Vessels	6	1			5	12
Tonnage	445	241			5, 107	5, 793
Passengers	7				2	9
Crews	19	14			87	120
Lives lost						
Collisions:						
Vessels	4	2	4	6	2	18
Tonnage	1, 827	1, 187	3, 994	997	161	8, 166
Passengers		117	2	20		139
Crews	54	76	65	35	6	236
Lives lost						

Disasters to vessels and divisions in which they occurred—Continued.

Nature of disaster, etc.	Atlan- tic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
Other causes:						
Vessels	4	3	3	5	8	23
Tonnage	1, 273	344	5, 923	592	6, 182	14, 314
Passengers	43	4	—	45	2	94
Crews	56	20	47	81	92	296
Lives lost	—	—	—	—	—	—
Totals:						
Vessels	16	6	7	13	15	57
Tonnage	3, 586	1, 772	9, 917	1, 894	11, 450	28, 619
Passengers	51	121	2	65	4	243
Crews	133	110	112	121	185	661
Lives lost	—	—	—	—	—	—
Vessels totally lost:						
Vessels	7	—	—	3	1	11
Tonnage	217	—	—	112	1, 150	1, 479
Passengers	1	—	—	—	—	1
Crews	13	—	—	12	15	40
Lives lost	—	—	—	—	—	—
Vessels damaged:						
Vessels	9	6	7	10	14	46
Tonnage	3, 369	1, 772	9, 917	1, 782	10, 300	27, 140
Passengers	50	121	2	65	4	242
Crews	120	110	112	109	170	621
Lives lost	—	—	—	—	—	—
Vessels not damaged:						
Vessels	3	1	1	7	2	14
Tonnage	1, 200	28	12	776	601	2, 617
Passengers	—	—	—	135	—	135
Crews	31	5	—	66	52	154
Lives lost	3	1	1	8	3	16
Aggregate:						
Vessels	19	7	8	20	17	71
Tonnage	4, 786	1, 800	9, 929	2, 670	12, 051	31, 236
Passengers	51	121	2	200	4	378
Crews	164	115	112	187	237	815
Lives lost	3	1	1	8	3	16

Of the lives lost, reported above, all were lost from vessels sustaining no material damage, as follows: One was lost by the capsizing of the schooner *Eva*, of Perth Amboy, New Jersey, on March 24, 1897; two were lost from a rowboat while in collision with the steamer *Hercules*, of New York, on May 6, 1897; one was lost from a dory while in collision with the schooner *Hattie M. Graham*, of Gloucester, Massachusetts, on June 22, 1897; two were lost by the capsizing of dories while attending trawls; one was crushed to death by falling into a crank pit; one walked overboard at night, and eight fell 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, 1897.

Nature of disaster, etc.	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea or in foreign waters.	Total.
FOUNDERINGS.						
Number of vessels.....	42	.....	9	19	19	89
Tonnage of vessels partially damaged.....	876	.....	101	584	.....	1,571
Tonnage of vessels totally lost.....	2,705	.....	2,346	1,017	8,948	15,016
Value of vessels.....dollars.....	116,450	.....	54,200	84,800	208,500	463,950
Value of cargoes.....do.....	30,360	.....	81,210	300	47,505	159,375
Loss to vessels.....do.....	71,565	.....	47,700	61,670	208,500	389,435
Loss to cargoes.....do.....	20,445	.....	15,110	300	47,505	83,360
Insurance on vessels.....do.....	60,000	.....	11,500	15,500	58,950	145,950
Insurance on cargoes.....do.....	26,135	.....	70,000	.....	10,195	106,330
Laden.....do.....	27	.....	8	1	17	53
In ballast.....do.....	15	.....	1	18	2	36
Unknown whether laden or not.....	.....	.....	.....	.....	.....	.....
Wrecks involving total loss.....	23	.....	7	12	19	61
Casualties involving partial and unknown damage.....	19	.....	2	7	.....	28
Number of passengers.....	21	.....	4	2	2	29
Number in crews.....	155	.....	46	62	182	445
Total on board.....	176	.....	50	64	184	474
Number of lives lost.....	25	.....	13	.....	44	82
STRANDINGS.						
Number of vessels.....	175	23	79	20	53	350
Tonnage of vessels partially damaged.....	48,021	9,880	76,617	6,067	16,244	156,829
Tonnage of vessels totally lost.....	19,130	13,423	2,558	521	14,434	50,066
Value of vessels.....dollars.....	2,422,285	2,068,600	4,088,875	454,050	1,140,425	10,174,235
Value of cargoes.....do.....	653,135	351,600	1,902,220	71,790	620,765	3,599,510
Loss to vessels.....do.....	782,825	1,347,050	301,490	53,175	534,550	3,019,090
Loss to cargoes.....do.....	183,975	229,250	43,560	31,340	233,635	721,760
Insurance on vessels.....do.....	710,300	1,048,600	3,221,975	212,500	441,390	5,634,765
Insurance on cargoes.....do.....	295,495	143,500	392,235	36,450	232,310	1,099,990
Laden.....do.....	117	17	60	15	37	246
In ballast.....do.....	58	6	19	5	16	104
Unknown whether laden or not.....	.....	.....	.....	.....	.....	.....
Wrecks involving total loss.....	82	12	13	5	35	147
Casualties involving partial and unknown damage.....	93	11	66	15	18	203
Number of passengers.....	166	224	77	161	74	702
Number in crews.....	1,292	540	913	275	642	3,662
Total on board.....	1,458	764	990	436	716	4,364
Number of lives lost.....	26	19	.....	.....	4	49
COLLISIONS.						
Number of vessels.....	197	18	72	35	36	358
Tonnage of vessels partially damaged.....	130,928	14,119	72,378	19,138	36,092	272,655
Tonnage of vessels totally lost.....	3,228	.....	3,485	157	1,166	8,036
Value of vessels.....dollars.....	5,952,860	846,200	4,609,700	762,550	1,458,500	13,629,810
Value of cargoes.....do.....	1,957,435	117,035	417,050	24,050	342,785	2,858,355
Loss to vessels.....do.....	380,240	14,530	352,150	43,460	86,315	870,695
Loss to cargoes.....do.....	76,160	50	82,300	500	45,500	204,510
Insurance on vessels.....do.....	2,195,025	166,000	3,008,665	236,000	609,800	6,215,490
Insurance on cargoes.....do.....	553,565	.....	176,285	7,000	147,085	883,935
Laden.....do.....	89	12	39	14	16	170
In ballast.....do.....	65	5	29	16	9	124
Unknown whether laden or not.....	43	1	4	5	11	64
Wrecks involving total loss.....	12	.....	4	3	4	23
Casualties involving partial and unknown damage.....	185	18	68	32	32	335
Number of passengers.....	2,378	299	745	180	81	3,683
Number in crews.....	1,715	374	1,088	278	508	3,963
Total on board.....	4,093	673	1,833	458	589	7,646
Number of lives lost.....	14	1	1	2	5	23
OTHER COUNTRIES.						
Number of vessels.....	119	13	76	88	113	409
Tonnage of vessels partially damaged.....	40,507	6,341	56,208	18,188	83,413	204,657
Tonnage of vessels totally lost.....	5,698	47	5,047	8,172	10,275	29,239
Value of vessels.....dollars.....	3,879,700	305,800	3,417,310	1,336,990	4,085,350	13,025,150
Value of cargoes.....do.....	1,016,455	6,650	690,940	407,420	3,254,730	5,376,195
Loss to vessels.....do.....	600,710	63,500	396,165	501,470	595,110	2,156,955
Loss to cargoes.....do.....	302,250	790	54,505	97,240	267,350	722,135
Insurance on vessels.....do.....	2,131,405	52,800	2,318,440	617,500	2,756,700	7,876,845
Insurance on cargoes.....do.....	660,055	2,000	225,620	121,000	1,269,460	2,278,135
Laden.....do.....	56	4	48	45	97	250
In ballast.....do.....	63	9	28	43	16	159
Unknown whether laden or not.....	.....	.....	.....	.....	.....	.....
Wrecks involving total loss.....	24	2	10	39	20	95

Summary of disasters, etc.—Continued.

Nature of disaster, etc.	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea or in foreign waters.	Total.
OTHER COUNTRIES—continued.						
Casualties involving partial and unknown damage	95	11	66	49	93	314
Number of passengers	1,284	39	194	932	574	3,023
Number in crews	1,201	112	1,035	1,928	1,833	6,109
Total on board	2,485	151	1,229	2,860	2,407	9,132
Number of lives lost	10	.....	4	5	126	145
RECAPITULATION.						
Number of vessels	533	54	236	162	221	1,206
Laden	289	33	155	75	167	719
In ballast	201	20	77	82	43	423
Unknown whether laden or not	43	1	4	5	11	64
Wrecks involving total loss	141	14	34	59	78	326
Casualties involving partial and unknown damage	392	40	202	103	143	880
Number of passengers	3,849	562	1,020	1,275	731	7,437
Number in crews	4,363	1,026	3,082	2,543	3,165	14,179
Total on board	8,212	1,588	4,102	3,818	3,896	21,616
Number of lives lost	75	20	18	7	179	*299
Total tonnage vessels partially damaged	220,332	30,340	205,304	43,987	135,749	635,712
Total tonnage vessels lost	30,761	13,470	13,436	9,867	34,823	102,357
Aggregate	251,093	43,810	218,740	53,854	170,572	738,069
Total value of vessels .....dollars	12,371,295	3,220,600	12,170,085	2,638,390	6,892,775	37,293,145
Total value of cargoes .....do....	3,657,385	475,285	3,091,420	503,560	4,265,785	11,993,435
Aggregate .....do....	16,028,680	3,695,885	15,261,505	3,141,950	11,158,560	49,286,580
Total losses to vessels .....do....	1,835,340	1,425,080	1,097,505	659,775	1,424,475	6,442,175
Total losses to cargoes .....do....	582,830	230,090	195,475	129,380	593,990	1,731,765
Aggregate .....do....	2,418,170	1,655,170	1,292,980	789,155	2,018,465	8,173,940
Total insurance on vessels ....do....	5,096,730	1,267,400	8,560,580	1,081,500	3,866,840	19,873,050
Total insurance on cargoes .....do....	1,535,250	145,500	864,140	164,450	1,659,050	4,368,390
Aggregate .....do....	6,631,980	1,412,900	9,424,720	1,245,950	5,525,890	24,241,440

* In addition to the number of lives lost here reported, 280 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 579.

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 1896-97 and 1897-98, with the percentage of increase or decrease of the latter compared with the former:

	1896-97.	1897-98.	Per cent of—
Number of vessels involved:			
Atlantic and Gulf coasts	517	569	Increase, 10.06
Pacific coast	48	67	Increase, 39.58
Great Lakes	229	206	Decrease, 10.04
Rivers	149	158	Increase, 6.04
At sea or in foreign waters	206	191	Decrease, 7.28
Aggregate	1,149	1,191	Increase, 3.66
Value of vessels and cargoes:			
Atlantic and Gulf coasts	15,768,905	22,384,545	Increase, 41.95
Pacific coast	3,537,335	3,386,790	Decrease, 4.26
Great Lakes	14,757,455	13,630,370	Decrease, 7.64
Rivers	3,001,650	3,731,265	Increase, 24.31
At sea or in foreign waters	10,668,560	15,498,130	Increase, 45.27
Aggregate	47,733,905	58,631,100	Increase, 22.83

	1896-97.	1897-98.	Per cent of—
Losses to vessels and cargoes:			
Atlantic and Gulf coasts.....	2,898,150	2,084,685	Decrease, 15.15
Pacific coast.....	1,651,880	764,940	Decrease, 53.69
Great Lakes.....	1,282,880	1,141,855	Decrease, 11.01
Rivers.....	758,955	980,330	Increase, 22.58
At sea or in foreign waters.....	1,964,755	7,597,155	Increase, 286.68
Aggregate.....	8,056,620	12,468,765	Increase, 54.76
Tonnage of vessels involved:			
Atlantic and Gulf coasts.....	247,507	277,138	Increase, 11.97
Pacific coast.....	42,038	43,705	Increase, 3.97
Great Lakes.....	208,823	225,149	Increase, 7.82
Rivers.....	51,960	54,294	Increase, 4.49
At sea or in foreign waters.....	150,122	150,078	Decrease, 5.68
Aggregate.....	709,450	750,364	Increase, 5.77
Tonnage of vessels totally lost:			
Atlantic and Gulf coasts.....	30,544	42,028	Increase, 37.60
Pacific coast.....	13,470	10,542	Decrease, 21.74
Great Lakes.....	13,436	15,633	Increase, 16.35
Rivers.....	9,755	15,175	Increase, 55.56
At sea or in foreign waters.....	33,673	41,992	Increase, 24.71
Aggregate.....	100,878	125,370	Increase, 24.28

On the 30th of June, 1898, the total number of registered, enrolled, and licensed vessels belonging to the United States was 22,705, with a total tonnage of 4,749,738. Of this number, 1,149 vessels, having a total tonnage of 681,879, met with casualties during the year, being 5.06 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, 1898, 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.....	6,712	528	As 1 to 12.71
Sailing vessels.....	13,666	570	As 1 to 23.98
Canal boats.....	660	4	As 1 to 165.00
Barges.....	1,667	47	As 1 to 35.47
Total.....	22,705	1,149	As 1 to 19.76

During the year 368 vessels were reported as having met with collisions, but as two vessels were engaged in each collision (though in a few instances three or more collided with each other in gales, etc.), the actual number of casualties of this nature was a little less than one-half that number.

Thirty-six foreign vessels, having an aggregate tonnage of 57,556, met with disasters in American waters during the year. The nationalities, values involved, etc., of these vessels are given in certain of the accompanying tables.

Besides the foreign vessels above reported, six others collided with American vessels at sea, involving a tonnage of 10,919.

In addition to the lives lost in the disasters to vessels which are embraced in the tables, 230 persons perished by drowning or by accident on board out of crews employed on 212 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-three 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
1897-98	1,181	28,562	*743	As 1 to 38.44	As 1 to 1.60

* 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 5.00
1888-89	1,158	19,792	*253	As 1 to 78.23	As 1 to 4.58
1889-90	1,176	25,261	*269	As 1 to 93.91	As 1 to 4.37
1890-91	1,205	30,181	*343	As 1 to 88.25	As 1 to 3.51
1891-92	1,231	19,676	*197	As 1 to 99.88	As 1 to 6.25
1892-93	1,177	21,653	*203	As 1 to 106.67	As 1 to 5.80
1893-94	1,271	27,152	*379	As 1 to 71.64	As 1 to 3.35
1894-95	1,150	21,787	*197	As 1 to 110.59	As 1 to 5.84
1895-96	1,076	21,439	*145	As 1 to 147.88	As 1 to 7.42
1896-97	943	17,005	*120	As 1 to 141.71	As 1 to 7.86
1897-98	1,000	24,285	*227	As 1 to 106.98	As 1 to 4.40

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

STATISTICAL TABLES FOR THE FISCAL YEAR ENDING JUNE 30, 1898.

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, 1898, 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 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.....	51	\$2,497,540	3	25	\$553,230	2	2	47	\$121,840	7	12	\$10,250	2	15
August.....	44	1,640,325	3	28	803,900	2	1	42	116,215	5	12	10,880	4	15
September.....	39	1,776,200	2	20	195,250	...	2	38	203,020	3	10	37,530	2	10
October.....	69	1,594,700	9	38	211,920	3	7	66	203,690	11	21	52,725	1	26
November.....	42	982,450	5	26	716,355	...	4	40	116,565	1	17	58,165	...	13
December.....	58	2,691,850	3	29	405,190	4	2	53	133,885	8	16	24,045	...	19
January.....	30	773,250	2	19	115,220	2	1	23	120,525	1	3	21,770	1	6
February.....	52	668,485	3	32	85,905	2	1	52	186,950	2	19	24,260	1	15
March.....	38	2,307,550	5	17	194,275	1	4	35	65,785	8	8	2,350	1	13
April.....	30	700,540	3	19	444,265	...	3	29	71,425	4	13	32,655	...	9
May.....	49	1,616,825	3	33	661,105	...	3	47	203,510	5	23	124,955	...	13
June.....	22	856,150	4	12	23,065	1	4	19	82,025	7	7	4,065	...	10
Total.....	524	17,965,865	45	298	4,418,680	17	34	496	1,630,435	68	178	404,250	12	164

* 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, 1898, showing the number of VESSELS TOTALLY LOST, the number DAMAGED, and their TONNAGE; the number of PERSONS ON BOARD, and number of LIVES LOST.

Month.	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	17	30	3	4	54	3,095	22,627	1,833	700	4
August	10	32	1	4	47	3,234	28,786	422	505	1
September	12	26	2	1	41	2,963	21,638	1,757	558	6
October	22	45	7	4	78	5,181	22,110	525	576	5
November	15	26	5	1	47	3,575	16,748	160	336	2
December	17	36	2	6	61	3,389	31,504	1,062	683	7
January	13	16	1	2	32	3,637	10,091	348	295	8
February	21	33	1	.....	55	6,492	13,506	361	386	19
March	10	25	6	2	43	2,389	22,788	904	638	6
April	12	17	3	1	33	3,314	11,460	203	294	4
May	25	22	3	2	52	3,972	20,924	463	496	1
June	9	10	4	3	26	787	12,928	900	228	2
Total	183	318	38	30	569	42,028	235,110	8,938	5,695	65

TABLE 3.—Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1898, 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.	Vessels.	Cargoes.	Vessels.	Cargoes.	
	Num- ber.	Amount.	Num- ber.	Amount.						
July	24	\$1,338,050	12	\$629,485	\$1,967,535	21	4	9	13	25
August	24	825,850	10	807,680	1,633,530	14	9	9	12	16
September	21	1,122,800	8	177,500	1,300,300	15	8	5	6	19
October	22	648,450	12	48,080	696,530	38	10	18	26	30
November	20	361,100	7	350,795	711,895	19	13	8	10	17
December	27	1,404,825	11	270,160	1,674,985	22	8	12	16	26
January	13	274,700	3	21,100	295,800	17	12	2	7	10
February	26	408,655	8	131,450	540,105	17	13	12	14	20
March	23	733,500	7	125,425	858,925	10	8	10	7	21
April	14	182,740	10	219,950	402,690	13	3	6	9	11
May	25	556,885	14	554,500	1,111,385	20	13	7	9	16
June	9	294,300	2	3,800	298,100	8	3	9	12	9
Total	248	8,151,855	104	3,339,925	11,491,780	214	104	107	141	220

TABLE 4.—Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1898, distinguishing the NATURE of each casualty.

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered	6	4	3	3	3	5	5	2	6	2	6	1	46
Stranded	14	12	10	24	12	18	13	29	7	13	20	4	176
Collided	24	23	16	38	24	25	4	10	26	12	16	14	232
Capsized	—	—	1	2	—	—	—	—	—	1	—	—	4
Damage to hull, mast, rigging, etc.	2	1	1	4	3	—	1	4	—	—	—	1	17
Damage to machinery	4	2	—	2	—	2	5	—	1	1	3	1	21
Explosion of boilers	1	—	—	—	—	1	—	—	—	—	—	1	3
Explosion of benzine and gases	—	—	1	—	—	—	—	1	—	—	—	—	2
Fire	1	3	7	4	3	4	3	1	2	3	4	2	37
Sprung aleak	—	—	—	—	—	3	—	—	—	—	—	—	3
Struck bridge, sunken wreck, wharf, etc.	2	2	1	1	1	3	1	6	1	1	2	2	23
Water-logged	—	—	—	—	1	—	—	—	—	—	1	—	3
Miscellaneous	—	—	1	—	—	—	—	1	—	—	—	—	2
Total	54	47	41	78	47	61	32	55	43	33	52	26	569

TABLE 5.—Abstract of returns of disasters (excluding collisions) to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1898, distinguishing the CAUSE of each disaster.

Class and cause of disaster.	Foundering.	Stranding.	Other causes.	Missing vessels.	Total.
CLASS 1.—Causes connected with the weather:					
Calms, currents, and tides	—	16	—	—	16
Darkness	—	3	—	—	3
Fog	—	28	—	—	28
Gales, hurricanes, etc.	9	64	—	—	73
Heavy sea	4	2	—	—	6
Snowstorms	—	6	—	—	6
Total	13	119	—	—	132
CLASS 2.—Causes connected with vessels, equipments, or stowage:					
Defective chart	—	2	—	—	2
Defective compass	—	1	—	—	1
Defective hull, masts, rigging, etc.	—	—	17	—	17
Total	—	3	17	—	20
CLASS 3.—Causes connected with navigation and seamanship:					
Errors of masters, officers, and crews	—	21	—	—	21
Errors of pilots	—	5	—	—	5
Total	—	26	—	—	26
CLASS 4.—Causes connected with machinery or boilers:					
Damage to machinery	—	—	21	—	21
Explosion of boilers and bursting of steam pipes	—	—	3	—	3
Total	—	—	24	—	24
CLASS 5.—Other causes:					
Absence of lights or buoys	—	1	—	—	1
Capsized	1	—	4	—	5
Explosion of benzine and gases	—	—	2	—	2
Fire	—	—	37	—	37
Ice	—	2	—	—	2
Mistayed	—	1	—	—	1
Sprung aleak	27	10	3	—	40
Struck bridge, rock, sunken wreck, wharf, etc.	—	3	23	—	26
Water-logged	—	—	3	—	3
Miscellaneous	5	8	2	—	15
Unknown	—	3	—	—	3
Total	33	28	74	—	135
Aggregate	46	176	115	—	337

TABLE 6.—*Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1898, 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.....	3	4	4	4	4	9	—	—	4	—	—	4	36
Bad management.....	—	—	—	4	2	1	—	1	—	—	—	—	8
Carelessness.....	1	3	2	1	—	—	1	—	1	—	1	—	10
Darkness.....	—	—	2	—	—	—	—	2	—	—	—	—	4
Error of officers.....	—	—	—	—	2	—	—	—	—	—	—	1	3
Fault of other vessel.....	7	6	2	6	5	5	1	1	3	5	7	1	49
Fault of tug towing.....	—	3	—	4	2	—	—	4	2	2	—	—	15
Fog.....	6	2	2	6	—	2	—	2	10	2	4	—	36
High and baffling winds.....	2	—	—	2	—	2	—	—	—	—	—	—	10
Misunderstanding signals.....	2	—	2	—	—	—	—	4	2	—	—	2	8
Snowstorms.....	—	—	—	—	—	—	2	—	—	—	—	—	2
Tides, currents, etc.....	—	—	—	2	—	—	—	—	2	—	—	—	2
Unavoidable.....	—	4	—	—	—	—	—	—	—	—	1	—	6
Want of proper lights.....	—	—	2	—	—	—	—	—	—	—	—	—	2
Miscellaneous.....	—	—	—	—	2	—	—	—	—	—	—	—	2
Unknown.....	3	1	—	13	5	4	—	—	—	3	3	2	34
Total.....	24	23	16	38	24	25	4	10	26	12	16	14	232

TABLE 7.—*Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1898, 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.....	4	3	1	9	3	4	—	—	1	—	3	1	29
Barks.....	—	—	—	1	1	—	1	3	—	1	—	—	7
Brigs.....	—	—	—	1	—	1	1	1	—	—	—	—	4
Brigantines.....	—	1	—	—	—	—	—	—	—	—	—	—	1
Canal boats.....	1	1	—	—	—	1	—	—	—	—	1	—	4
Ferryboats.....	—	2	—	3	1	3	2	2	5	—	2	2	24
Schooners.....	29	20	14	38	26	26	15	37	15	15	24	11	270
Scows.....	—	—	1	—	—	—	—	1	2	1	—	1	6
Ships.....	—	1	—	—	—	—	—	—	1	—	1	1	4
Sloops.....	—	2	—	2	2	1	2	5	—	1	2	—	17
Steamers.....	16	14	24	23	14	24	11	6	19	13	19	9	192
Steam yachts.....	2	3	—	—	—	—	—	—	—	—	—	1	6
Yachts.....	2	—	1	—	—	1	—	—	—	—	—	—	4
Unknown.....	—	—	—	1	—	—	—	—	—	—	—	—	1
Total.....	54	47	41	78	47	61	32	55	43	33	52	26	569

TABLE 8.—Abstract of returns of disasters to foreign vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1898, 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.		
British schooners	1				1		1			1													1		2	3	5
British ships																									1	1	2
British steamers				2			1	1			2	3	1				1	1				1		1	12	13	
Danish steamers																									1	1	2
German barks																									1	1	2
Italian barks								1											1	1					1	1	2
Norwegian barks																									1	1	2
Norwegian ships				1									1												1	1	2
Norwegian steamers																									1	1	2
Total	2	1	2	2	2	1	2	1	1	2	1	3	1	1	3	1	1	1	1	1	2	1	1	12	18	30	
Aggregate	2	3	2	3	2	3	3	3	3	4	2	3	2	2	2	2	2	2	2	2	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, 1898, showing the TONNAGE and distinguishing the number of those TOTALLY LOST and those PARTIALLY DAMAGED.

Burden of vessels.	July.		August.		Septem-ber.		October.		Novem-ber.		Decem-ber.		Janu-ary.		Febru-ary.		March.		April.		May.		June.		Total.			
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Aggregate.		
Not exceeding 50 tons	7	4	3	5	3	8	6	5	5	4	6	3	4	7	3	3	6	3	3	2	11	2	2	2	66	42	108	
Over 50 and not exceeding 100 tons	3	5	3	3	1	4	6	13	3	2	7	3	3	3	8	1	6	3	5	4	8	4	2	3	39	70	109	
Over 100 and not exceeding 200 tons	3	7	1	4	3	5	2	6	2	4	1	7	1	1	3	7	1	3	1	1	6	3	1	1	28	49	77	
Over 200 and not exceeding 300 tons	1	3	...	4	...	2	2	3	2	1	3	1	1	1	1	1	3	1	1	1	2	1	...	1	11	22	33	
Over 300 and not exceeding 400 tons .....	...	2	...	5	...	3	1	6	1	4	2	1	...	...	...	2	...	...	...	...	...	...	...	...	1	7	30
Over 400 and not exceeding 500 tons	1	2	1	2	1	1	1	2	...	3	2	4	...	...	...	3	1	...	3	2	...	...	...	...	1	9	19
Over 500 and not exceeding 600 tons	1	2	1	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...	...	...	1	4	17
Over 600 and not exceeding 700 tons	1	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	4	17
Over 700 and not exceeding 800 tons	2	1	5	16
Over 800 and not exceeding 900 tons .....	...	2	2	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	10	12
Over 900 and not exceeding 1,000 tons	1	...	...	3	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	15	20
Over 1,000 and not exceeding 1,100 tons .....	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	13	15
Over 1,100 and not exceeding 1,200 tons	1	3	...	3
Over 1,200 and not exceeding 1,300 tons	3	1	2	...	2
Over 1,300 and not exceeding 1,400 tons	1	1	1	5	6
Over 1,400 tons	4	1	6	4	4	18	18
Unknown
Total	17	37	10	37	12	29	22	56	15	32	17	44	13	19	21	34	10	33	12	21	25	27	9	17	183	386	569	
Aggregate	54	47	41	78	47	61	32	55	43	33	52	26	589															

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, 1898, showing the number of vessels and distinguishing their AGE.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years	7	6	8	5	4	6	4	7	5	1	6	3	62
Over 5 and not exceeding 10 years	11	9	6	17	5	13	10	8	5	5	8	4	90
Over 10 and not exceeding 15 years	7	10	5	8	8	5	8	8	5	5	5	7	74
Over 15 and not exceeding 20 years	6	5	3	7	4	3	4	5	11	5	7	5	70
Over 20 and not exceeding 25 years	6	5	8	19	5	9	4	8	5	5	7	5	89
Over 25 and not exceeding 30 years	6	2	4	5	5	9	6	5	5	5	11	2	61
Over 30 and not exceeding 35 years	6	4	2	6	4	6	3	6	4	4	2	5	48
Over 35 and not exceeding 40 years	1	2	2	4	2	1	1	1	1	1	3	3	20
Over 40 and not exceeding 45 years	1	2	1	1	3	1	1	2	1	5	1	1	18
Over 45 and not exceeding 50 years	2	1	1	1	1	1	1	1	1	1	1	1	8
Over 50 years	2	1	1	1	1	2	1	1	3	2	1	3	6
Unknown	2	1	1	4	3	1	2	2	3	2	3	3	23
Total	54	47	41	78	47	61	32	55	43	33	52	26	569

TABLE 11.—Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1898, showing the number of vessels and distinguishing their CARGOES.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast	25	16	19	30	17	26	10	20	21	11	16	9	220
Coal	12	15	2	13	1	6	2	7	2	4	3	1	68
Cotton, cotton seed, etc.	1	1	1	1	1	1	1	1	1	1	1	1	12
Explosives	1	1	1	1	1	1	1	1	1	1	1	1	12
Fertilizers	1	1	1	1	1	1	1	1	1	1	1	1	12
Fish, oysters, etc.	2	2	2	3	2	3	3	5	2	1	5	1	26
Fruits, nuts, etc.	1	1	1	1	1	1	1	1	1	1	1	1	12
Grain	1	1	1	1	1	1	1	1	1	1	1	1	12
Ice	1	1	1	1	1	1	1	1	1	1	1	1	12
Iron, iron ore, etc.	1	1	1	1	1	1	1	1	1	1	1	1	12
Lime	1	1	1	1	1	1	1	1	1	1	1	1	12
Lumber, timber, etc.	6	3	3	7	5	7	4	9	4	3	5	2	58
Merchandise (general)	2	5	1	3	3	6	3	1	3	4	3	3	34
Naval stores	1	1	1	1	1	1	1	1	1	1	1	1	12
Petroleum	1	1	1	1	1	1	1	1	1	1	1	1	12
Provisions	1	1	1	1	1	1	1	1	1	1	1	1	12
Sand, plaster, etc.	1	1	1	1	1	1	1	1	1	1	1	1	12
Stone, brick, etc.	1	1	1	1	1	1	1	1	1	1	1	1	12
Sugar, molasses, etc.	1	1	1	1	1	1	1	1	1	1	1	1	12
Wood	1	1	1	1	1	1	1	1	1	1	1	1	12
Miscellaneous	1	1	1	1	1	1	1	1	1	1	1	1	12
Unknown	2	1	2	7	4	2	1	1	4	3	3	4	34
Total	54	47	41	78	47	61	32	55	43	33	52	26	569

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	46	5,058	2,387	7,445	28	18	.....	37	9	2	179	181	10
Strandings	176	31,992	33,601	65,593	127	49	.....	106	70	358	1,423	1,781	38
Vessels collided	232	2,420	143,951	146,370	94	104	34	14	218	6,819	2,716	9,535	7
Other causes	115	2,558	55,171	57,729	66	49	.....	26	89	1,759	1,377	3,136	10
Total	569	42,028	235,110	277,137	315	220	34	183	386	8,938	5,695	14,633	65

*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, 1898, 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 totally lost, amount unknown.	Number of vessels damaged, amount unknown.*	Loss to cargoes.		Number of cargoes totally lost, amount unknown.	Number of cargoes damaged, or damage unknown.		
	Number.	Amount.		Number.	Amount.			Number.	Amount.								
July.....	5	\$309,000	.....	4	\$134,375	.....	.....	4	\$3,100	.....	1	.....	1	\$4,000	.....	3	
August.....	3	107,000	.....	.....	.....	1	.....	3	104,500	.....	.....	1	.....	1	300	.....	3
September.....	4	50,000	.....	4	82,500	.....	.....	4	21,155	.....	.....	.....	.....	.....	12,500	.....	2
October.....	5	116,000	.....	1	50,200	.....	1	5	43,450	.....	1	.....	.....	.....	200	.....	.....
November.....	2	49,000	.....	.....	10,000	.....	.....	2	45,600	.....	.....	.....	.....	.....	10,000	.....	.....
December.....	3	28,800	.....	.....	1,480	.....	.....	3	26,800	.....	.....	.....	.....	.....	1,200	.....	.....
January.....	2	145,000	.....	.....	17,125	.....	.....	8	16,325	.....	1	.....	.....	.....	275	.....	6
February.....	9	271,000	.....	6	21,400	.....	.....	8	111,065	.....	2	.....	.....	.....	.....	.....	5
March.....	9	300,300	.....	4	370,635	.....	.....	9	13,340	.....	2	.....	.....	.....	77,640	.....	6
April.....	9	542,800	.....	2	88,250	.....	.....	9	13,325	.....	2	.....	.....	.....	21,250	.....	5
May.....	7	625,400	.....	5	64,515	.....	1	7	57,400	.....	1	.....	.....	.....	58,515	.....	4
June.....	5	1,000	.....	3	.....	.....	.....	4	1,000	.....	.....	.....	.....	.....	.....	.....	1
Total.....	62	2,543,300	5	38	843,490	3	5	58	579,060	.....	9	15	185,880	1	.....	.....	30

* 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, 1898, showing the number of VESSELS TOTALLY LOST, the number DAMAGED, and their TONNAGE; the number of PERSONS ON BOARD, and number of LIVES LOST.

Month.	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	.....	.....	5	.....	3,263	53	101	1
August.....	2	1	.....	.....	3	2,646	234	70	93	.....
September.....	1	3	.....	.....	4	365	3,015	2	47	.....
October.....	3	3	.....	.....	6	516	2,836	16	69	13
November.....	1	1	.....	.....	2	417	146	8	21	.....
December.....	3	.....	.....	.....	3	274	.....	.....	18	.....
January.....	1	8	.....	.....	9	70	3,549	281	124	.....
February.....	2	8	.....	.....	10	1,579	7,174	576	130	56
March.....	4	7	.....	.....	11	2,844	3,632	137	162	40
April.....	2	6	.....	.....	8	75	7,166	84	146	.....
May.....	1	4	.....	.....	5	1,732	2,148	150	79	.....
June.....	1	.....	.....	.....	1	24	.....	.....	3	.....
Total.....	21	46	.....	.....	67	10,542	33,163	1,377	993	110

TABLE 15.—Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1898, showing the number of VESSELS and CARGOES INSURED and UNINSURED, and the AMOUNT of INSURANCE, where known.

Month.	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.	Vessels.	Cargoes.	Vessels.	Cargoes.	
	Num- ber.	Amount.	Num- ber.	Amount.						
July	3	\$14,000	1	\$20,000	\$34,000	2	1	.....	2	1
August	1	85,000	.....	.....	85,000	1	1	1	1	1
September	1	5,000	1	15,000	20,000	2	1	1	2	.....
October	2	18,200	.....	.....	18,200	2	.....	2	3	3
November	1	600	.....	.....	600	.....	.....	1	1	1
December	1	1,500	.....	.....	1,500	2	1	.....	1	1
January	6	81,600	.....	.....	81,600	3	5	.....	2	2
February	4	76,500	.....	.....	90,500	1	2	5	2	5
March	4	81,000	1	100,000	181,000	4	3	3	5	2
April	3	266,240	.....	.....	266,240	3	3	2	3	2
May	3	52,000	2	60,515	112,515	2	1	.....	2	2
June .....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Total ...	29	681,640	6	209,515	891,155	23	18	15	22	21

TABLE 16.—Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1898, distinguishing the NATURE of each casualty.

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered									1	1			2
Stranded	2	2	2	1	2	3	3	2	2	2	1	1	23
Collided	2		2	2				2	5	4	2		30
Damage to hull, masts, rigging, etc				1			1						2
Damage to machinery				1									1
Fire				1					1	1	2		5
Struck dock, wreck, etc									2				2
Water-logged		1											1
Miscellaneous	1												1
Total	5	3	4	6	2	3	9	10	11	8	5	1	67

TABLE 17.—Abstract of returns of disasters (excluding collisions) to vessels on the PACIFIC coast during the year ending June 30, 1898, distinguishing the CAUSE of each disaster.

Class and cause of disaster.	Foundering.	Strandings.	Other causes.	Missing vessels.	Total.
CLASS 1.—Causes connected with the weather:					
Calms, currents, and tides		4			4
Fog		2			2
Gales, hurricanes, etc	1	11	1		13
Heavy sea		1	1		2
Total	1	18	2		21
CLASS 2.—Causes connected with navigation and seamanship:					
Errors of pilots		2			2
Defective chart		1			1
Total		3			3
CLASS 4.—Causes connected with machinery or boilers;					
Damage to machinery			2		2
Total			2		2
CLASS 5.—Other causes:					
Fire			4		4
Misstayd		1			1
Sprung aleak	1	1	1		3
Spontaneous combustion			1		1
Struck dock, wreck, etc			1		1
Miscellaneous			1		1
Total	1	2	8		11
Aggregate	2	23	12		37

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

TABLE 18.—*Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1898, 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				1									1
Darkness	2						1						3
Fault of other vessel								2		1			3
Fog								2					2
High and baffling winds								2	5				7
Misunderstanding signals			2							1			3
Tides, currents, etc							4			2	2		8
Unknown				1						2			1
Total	2		2	2			5	8	5	4	2		30

TABLE 19.—*Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1898, 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	2				1	1	2				7
Schooners	3	1	1	2	1	3	5	2	2	2			25
Ships			1	1				1	2	1	1		7
Sloops												1	1
Steamers	2	1		3	1		3	6	2	5	4		27
Total	5	3	4	6	2	3	9	10	11	8	5	1	67

TABLE 20.—*Abstract of returns of disasters to foreign vessels on the PACIFIC coast during the year ending June 30, 1898, showing NATIONALITY and DESCRIPTION, and distinguishing those TOTALLY LOST and those PARTIALLY DAMAGED.*

Nationality and rig.	October.		February.		April.		Total.	
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.
British ships							1	
British steamers						1		1
German ship		1					1	1
Total		1		1		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, 1898, showing the TONNAGE and distinguishing the number of those TOTALLY LOST and those PARTIALLY DAMAGED.

Burden of vessels.	July.		August.		Septem-ber.		October.		Novem-ber.		Decem-ber.		Janu-ary.		Febru-ary.		March.		April.		May.		June.		Total.	
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.
Not exceeding 50 tons.																										
Over 50 and not exceeding 100 tons.																										
Over 100 and not exceeding 200 tons.																										
Over 200 and not exceeding 300 tons.																										
Over 300 and not exceeding 400 tons.																										
Over 400 and not exceeding 500 tons.																										
Over 500 and not exceeding 600 tons.																										
Over 600 and not exceeding 700 tons.																										
Over 700 and not exceeding 800 tons.																										
Over 800 and not exceeding 900 tons.																										
Over 900 and not exceeding 1,000 tons.																										
Over 1,000 and not exceeding 1,100 tons.																										
Over 1,100 and not exceeding 1,200 tons.																										
Over 1,200 and not exceeding 1,300 tons.																										
Over 1,300 and not exceeding 1,400 tons.																										
Over 1,400 tons.																										
Unknown.																										
Total.	5	2	1	3	3	3	3	3	1	1	3	3	1	8	2	8	4	7	2	6	1	4	1	21	46	67
Aggregate	5	3	4	6	6	6	6	6	2	2	3	3	9	9	10	11	8	8	5	5	1	1	67	67	67	
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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, 1898, showing the number of vessels and distinguishing their AGE.*

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years.....				2		1		1	2	2		1	11
Over 5 and not exceeding 10 years.....	1			2	1		4			1			9
Over 10 and not exceeding 15 years.....	3	1		1		1	1	1	4	1	1		14
Over 15 and not exceeding 20 years.....				1			1	3		1			7
Over 20 and not exceeding 25 years.....			1	1		1	2	2		1	1		10
Over 25 and not exceeding 30 years.....	1				1			2	1				5
Over 30 and not exceeding 35 years.....		1	1						1		1		4
Over 35 and not exceeding 40 years.....		1						1	1				3
Over 40 and not exceeding 45 years.....			2										2
Over 45 and not exceeding 50 years.....										1			1
Over 50 years.....							1						1
Unknown.....													
Total.....	5	3	4	6	2	3	9	10	11	8	5	1	67

TABLE 23.—*Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1898, showing the number of vessels and distinguishing their CARGOES.*

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast.....	1	1		3	1	1	2	5	2	2	2	1	21
Coal.....								2		1			3
Fruit, coffee, etc.....	1												1
Grain.....					1								1
Lumber, timber, etc.....	1	1	3			1	5	1	2	1	1		16
Merchandise (general).....	1	1		1		1	1		1	1	1		9
Stone.....									1				1
Sugar, molasses, etc.....	1		1						1				3
Wood.....							1						1
Miscellaneous.....				1				1	1	2	1		6
Unknown.....				1				1	2	1			5
Total.....	5	3	4	6	2	3	9	10	11	8	5	1	67

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.....	2	329		329		2		2		27	14	41	39
Strandings.....	23	9,634	5,972	15,606	16	7		16	7	609	421	1,030	70
Vessels collided.....	30	118	23,440	23,558	17	8	5	1	29	613	433	1,046	1
Other causes.....	12	461	3,751	4,212	8	4		2	10	128	125	253	
Total.....	67	10,442	33,163	43,705	41	21	5	21	46	1,377	993	2,370	110

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

GREAT LAKES.

TABLE 25.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1893, 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 un- known.	Total value of cargoes.		Number of cargoes, value un- known.	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 dam- aged, or damage unknown.
	Number.	Amount.		Number.	Amount.			Number.	Amount.			Number.	Amount.		
July.....	30	\$2,407,000	2	16	\$298,915	2	2	30	\$101,405	.....	2	4	\$5,930	1	15
August.....	16	1,000,200	.....	6	26,805	1	.....	15	31,960	.....	1	3	1,200	.....	5
September.....	24	858,900	.....	16	81,315	.....	.....	23	40,075	.....	1	6	5,400	.....	10
October.....	39	2,142,950	1	26	253,575	1	1	38	183,450	.....	2	14	48,340	.....	14
November.....	20	1,265,500	1	16	242,915	1	1	20	114,205	.....	1	7	79,205	.....	11
December.....	15	747,000	.....	11	167,275	1	.....	15	164,500	.....	.....	7	12,070	.....	5
January.....	4	78,800	1	2	38,000	.....	1	4	36,600	.....	1	1	13,000	.....	2
February.....	1	1,800	.....	.....	.....	.....	.....	1	1,200	.....	.....	.....	.....	.....	.....
March.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
April.....	11	632,600	1	7	183,880	.....	1	11	160,600	.....	.....	4	47,300	.....	4
May.....	23	1,663,500	1	13	358,230	.....	1	22	68,550	.....	2	2	7,800	.....	12
June.....	16	1,146,600	.....	9	33,610	2	.....	13	25,350	.....	3	1	415	.....	10
Total.....	199	11,944,850	7	122	1,685,520	8	7	192	927,995	.....	14	48	213,660	1	88

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

TABLE 26.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1893, 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	2	28	2	.....	32	339	46,912	58	453	2
August	2	13	.....	1	16	217	19,695	5	172	.....
September	2	21	.....	1	24	871	14,412	387	283	1
October	12	26	1	1	40	3,321	31,069	17	428	.....
November	4	16	1	.....	21	3,107	22,872	.....	243	21
December	4	11	.....	.....	15	3,723	12,525	51	227	.....
January	2	2	1	.....	5	1,399	1,219	17	46	.....
February .....	.....	1	.....	.....	1	.....	295	.....	.....	.....
March .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
April	3	8	1	.....	12	2,626	11,335	.....	125	.....
May	1	21	1	1	24	30	27,110	69	339	.....
June .....	.....	13	.....	3	16	.....	22,072	32	246	3
Total	32	160	7	7	206	15,633	209,516	636	2,562	27

TABLE 27.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1893, 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.	Vessels.	Cargoes.	Vessels.	Cargoes.	
	Num- ber.	Amount.	Num- ber.	Amount.						
July	20	\$1,886,000	5	\$121,835	\$2,007,835	8	2	4	13	12
August	9	921,500	3	19,035	940,535	7	2	.....	2	9
September	11	535,500	5	28,720	564,220	13	3	.....	8	8
October	27	1,837,040	10	96,000	1,933,040	8	7	5	11	12
November	17	1,064,500	8	38,355	1,102,855	3	1	1	9	3
December	10	571,100	4	12,750	583,850	5	4	.....	4	3
January	2	58,000	2	20,000	78,000	2	.....	1	1	2
February	1	1,000	.....	.....	1,000	.....	.....	.....	.....	1
March .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
April	9	581,600	5	105,100	686,700	2	.....	1	3	4
May	18	1,055,270	8	38,755	1,094,025	5	2	1	4	10
June	10	717,750	5	19,310	737,060	3	2	3	4	5
Total ...	134	9,229,260	55	499,860	9,729,120	56	23	16	59	69

TABLE 28.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1898, showing the number of vessels and distinguishing the NATURE of each casualty.

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered	9	3	1	5	2	2	2	2	5	6	2		10
Stranded	12	6	8	18	7	7	2	2	2	10	10		63
Collided	2	1	1	1	1	1	1	1	1	1	1		6
Capsized	2	2	3	1	3	1	1	1	1	1	1		13
Damage to hull, masts, rigging, etc.	2	2	3	1	3	1	1	1	1	1	1		6
Damage to machinery	2	2	3	1	3	1	1	1	1	1	1		13
Defective rigging	2	2	3	1	3	1	1	1	1	1	1		6
Explosion of boilers	2	2	3	1	3	1	1	1	1	1	1		13
Fire	3	2	2	7	2	2	1	1	1	1	1		27
Ice	1	1	1	1	1	1	1	1	1	1	1		2
Sprung a leak	1	1	1	1	1	1	1	1	1	1	1		4
Struck bridge, pier, wreck, etc.	1	1	2	2	2	2	2	2	2	2	2		10
Waterlogged	1	1	1	1	1	1	1	1	1	1	1		1
Miscellaneous	1	1	1	1	1	1	1	1	1	1	1		3
Total	32	16	24	40	21	15	5	1	12	24	16		206

TABLE 29.—Abstract of returns of disasters (excluding collisions) to vessels on the GREAT LAKES during the year ending June 30, 1898, distinguishing the CAUSE of each disaster.

Class and cause of disaster.	Founders. ings.	Strand- ings.	O ther causes.	Missing vessels.	Total.
CLASS 1.—Causes connected with the weather:					
Darkness		6			6
Fog		23			23
Gales, hurricanes, etc.	2	11	7		20
Heavy sea			3		3
Total	2	40	10		52
CLASS 2.—Causes connected with vessels, equipments, or stowage:					
Defective hull, masts, rigging, etc.			3		3
Total			3		3
CLASS 4.—Causes connected with machinery or boilers:					
Damage to machinery			13		13
Explosion of boilers			3		3
Total			16		16
CLASS 5.—Other causes:					
Absence of lights or buoys		1			1
Capsized	1				1
Fire			26		26
Ice			3		3
Mistayed		1			1
Snowstorms		5			5
Spontaneous combustion			1		1
Sprung a leak	6		2		8
Struck bridge, pier, rock, sunken wreck, etc.		8	10		18
Miscellaneous	1	6	1		8
Unknown		2	1		3
Total	8	23	44		75
Aggregate	10	63	73		146

NOTE.—Class 3 includes disasters arising from causes connected with navigation and seamanship. No casualties are reported in this class.

TABLE 30.—*Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1898, showing the number of vessels COLLIDED and distinguishing the CAUSE of each disaster.*

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Accidental.....	2	2	2								1	1	8
Bad management.....	2												2
Darkness.....											3	2	4
Fault of other vessel.....	1	2	4	2		2				1	1	3	16
Fault of tug towing.....					1								1
Fog.....	4		2								4	3	12
Tides, currents, etc.....		2			2								6
Unavoidable.....				2									2
Miscellaneous.....	2												2
Unknown.....	1				1		2			1	2		7
Total.....	12	6	8	4	4	2	2			2	10	10	60

TABLE 31.—*Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1898, showing the number of vessels and distinguishing their DESCRIPTION.*

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Barges.....	3	1		3	1					1	3		12
Schooners.....	7	5	10	9	8	3	1	1		5	1	3	53
Steamers.....	21	10	12	28	12	12	4			6	20	12	137
Steam yachts.....			1										1
Yachts.....	1		1									1	3
Total.....	32	16	24	40	21	15	5	1		12	24	16	206

TABLE 32.—*Abstract of returns of disasters to foreign vessels on the GREAT LAKES during the year ending June 30, 1898, showing NATIONALITY and DESCRIPTION, and distinguishing those TOTALLY LOST and those PARTIALLY DAMAGED.*

Nationality and rig.	July.		Total.	
	Total loss.	Partial loss.	Total loss.	Partial loss.
British steamers.....		2		2
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, 1893, 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	2	2	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	7	12	19
Over 50 and not exceeding 100 tons.....	1	2	2	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	12	16
Over 100 and not exceeding 200 tons.....	1	2	1	2	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	8	12
Over 200 and not exceeding 300 tons.....	1	2	1	1	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	9	10
Over 300 and not exceeding 400 tons.....	1	1	1	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	6	8
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	1	7	8
Over 500 and not exceeding 600 tons.....	2	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	
Over 600 and not exceeding 700 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	8	
Over 700 and not exceeding 800 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	8	
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	1	8	
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	8	
Over 1,000 and not exceeding 1,100 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	8	
Over 1,100 and not exceeding 1,200 tons.....	1	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	8	
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	8	
Over 1,300 and not exceeding 1,400 tons.....	1	1	1	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	8	
Over 1,400 tons.....	16	7	7	3	10	6	1	3	2	1	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	6	
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	6	
Total.....	2	30	2	22	12	23	4	17	4	11	4	15	5	3	1	1	3	9	3	9	1	23	16	32	174	206	
Aggregate.....	32	16	16	24	40	21	21	15	5	1	1	1	5	3	1	1	12	12	12	12	24	24	16	16	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 26.

TABLE 34.—*Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1898, showing the number of vessels and distinguishing their AGE.*

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years.....	10	7	2	7	5	3	.....	.....	.....	3	3	4	46
Over 5 and not exceeding 10 years.....	8	5	4	15	6	6	.....	.....	.....	3	3	5	58
Over 10 and not exceeding 15 years.....	4	.....	4	5	3	1	.....	.....	.....	1	3	5	25
Over 15 and not exceeding 20 years.....	5	1	4	4	2	1	1	.....	.....	3	3	.....	21
Over 20 and not exceeding 25 years.....	2	.....	7	4	2	3	1	1	.....	3	1	.....	25
Over 25 and not exceeding 30 years.....	1	.....	1	2	3	1	1	.....	.....	1	1	3	12
Over 30 and not exceeding 35 years.....	1	2	1	.....	1	.....	.....	.....	.....	2	1	.....	8
Over 35 and not exceeding 40 years.....	.....	.....	1	2	.....	.....	.....	.....	.....	.....	.....	.....	3
Over 40 and not exceeding 45 years.....	1	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1	3
Over 45 and not exceeding 50 years.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Over 50 years.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Unknown.....	.....	.....	.....	1	.....	.....	1	.....	.....	1	1	.....	4
Total.....	32	16	24	40	21	15	5	1	.....	12	24	16	206

TABLE 35.—*Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1898, showing the number of vessels and distinguishing their CARGOES.*

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast.....	12	9	8	12	3	3	2	1	.....	4	10	5	69
Coal.....	2	2	5	7	7	6	.....	.....	.....	2	2	3	36
Fruit.....	.....	.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Grain.....	4	.....	1	1	2	2	1	.....	.....	5	2	1	19
Iron and iron ore.....	6	1	3	8	2	1	.....	.....	.....	.....	6	5	32
Lumber, timber, etc.....	1	1	4	7	4	1	.....	.....	.....	.....	1	2	21
Merchandise (general).....	3	1	2	2	1	2	1	.....	.....	.....	2	.....	14
Salt.....	1	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	2
Wood.....	1	2	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
Miscellaneous.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Unknown.....	2	.....	.....	1	1	.....	1	.....	.....	1	1	.....	7
Total.....	32	16	24	40	21	15	5	1	.....	12	24	16	206

TABLE 36.—*Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1898, 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	1	7	6	6	3	1	1	.....	2	3	.....	39
Lake Huron.....	4	1	3	6	4	1	.....	.....	.....	.....	1	2	25
Lake Michigan.....	6	2	7	15	6	7	4	.....	.....	5	6	5	63
Lake Ontario.....	.....	.....	2	1	.....	.....	.....	.....	.....	.....	.....	.....	3
Lake Superior.....	4	5	1	6	3	3	.....	.....	.....	1	3	4	30
Straits of Mackinac.....	1	.....	.....	1	.....	.....	.....	.....	.....	1	.....	1	4
Detroit River.....	4	.....	4	3	1	.....	.....	.....	.....	.....	2	.....	14
Saint Clair River.....	2	2	.....	.....	.....	.....	.....	.....	.....	.....	4	4	12
Saint Marys River.....	2	5	.....	2	1	1	.....	.....	.....	.....	5	.....	16
Total.....	32	16	24	40	21	15	5	1	.....	12	24	16	206

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.
Founderingings	10	5, 122	80	5, 202	8	2	.....	8	2	.....	79	79	19
Strandings	63	3, 466	80, 144	83, 610	49	14	.....	10	53	23	855	878	.....
Vessels collided....	60	89	85, 547	85, 636	35	18	7	1	59	208	852	1, 060	4
Other causes	73	6, 956	43, 745	50, 701	38	35	.....	13	60	405	776	1, 181	4
Total	206	15, 633	209, 516	225, 149	130	69	7	32	174	636	2, 562	3, 198	27

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

RIVERS.

TABLE 38.—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1898, showing the NUMBER and VALUE of VESSELS and CARGOES, and amount of LOSS to same where known.

Months.	Total value of vessels.		Total value of cargoes.		Number of vessels, value un- known.	Number of cargoes, value un- known.	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 dam- aged, or damage unknown.
	Number.	Amount.	Number.	Amount.				Number.	Amount.		Number.	Amount.		
July.....	9	\$87,500	4	\$8,815	1	.....	1	8	\$38,625	2	2	\$555	.....	3
August.....	9	35,750	2	2,000	.....	.....	.....	9	28,050	.....	2	2	.....	.....
September.....	17	541,750	6	61,570	1	.....	1	16	99,310	2	2	2,900	.....	6
October.....	18	179,800	7	40,120	.....	.....	.....	18	81,700	.....	3	5,430	.....	4
November.....	11	242,300	4	44,050	2	.....	.....	11	198,550	.....	5	41,150	.....	1
December.....	15	664,000	10	172,280	1	.....	.....	15	80,050	.....	2	2,900	.....	8
January.....	12	52,450	1	2,500	.....	.....	.....	12	40,450	1	1	350	.....	.....
February.....	6	24,150	3	14,450	.....	.....	.....	6	9,400	.....	3	13,500	.....	1
March.....	16	598,700	2	182,825	3	.....	2	16	192,600	2	2	20,700	.....	10
April.....	16	268,500	5	37,675	1	.....	1	16	42,700	1	3	11,100	.....	3
May.....	8	210,000	4	62,500	1	.....	.....	9	20,300	.....	1	200	.....	4
June.....	11	215,675	5	30,925	1	.....	1	11	12,810	1	1	50	.....	6
Total.....	148	3,101,575	58	629,690	8	.....	7	147	830,545	2	27	96,785	.....	46

* 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, 1898, showing the number of VESSELS TOTALLY LOST, the number DAMAGED, and their TONNAGE; the number of PERSONS ON BOARD, and number of LIVES LOST.

Months.	Number of disasters resulting in total loss to vessels.	Number of disasters resulting in partial damage to vessels.	Whether total or partial loss unknown.	Number of casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Number of passengers.	Number in crews, including masters, etc.	Number of lives lost.
July	4	4	1	1	10	522	1,638	7	69	1
August	5	4	.....	.....	9	1,059	355	20	53	13
September	7	9	1	1	18	1,660	6,505	253	315	.....
October	8	10	.....	.....	18	1,196	2,041	76	204	2
November	7	4	.....	.....	11	3,448	897	115	253	.....
December	7	9	.....	.....	16	1,096	8,067	178	264	.....
January	7	5	.....	.....	12	894	204	.....	80	6
February	2	4	1	.....	7	1,151	1,032	.....	65	.....
March	6	10	.....	.....	18	3,605	6,248	439	439	.....
April	3	13	1	.....	17	280	5,827	35	341	1
May	2	7	.....	.....	9	155	3,235	145	281	1
June	4	8	.....	1	13	109	3,070	220	232	1
Total	62	87	6	3	158	15,175	39,119	1,488	2,596	25

TABLE 40.—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1898, 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 reported 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	4	\$17, 600	.....	.....	\$17, 600	5	3	1	2	5
August	4	12, 500	.....	.....	12, 500	5	1	.....	1	7
September	11	276, 000	3	\$64, 500	340, 500	6	.....	1	5	10
October	5	25, 200	2	17, 000	42, 200	11	4	2	1	11
November	6	97, 000	.....	.....	97, 000	5	2	.....	4	5
December	12	228, 700	6	92, 400	319, 100	1	2	3	2	6
January	5	19, 500	1	2, 500	22, 000	7	.....	.....	.....	11
February	3	10, 000	1	14, 950	24, 950	3	2	1	1	3
March	10	293, 000	2	19, 000	312, 000	5	1	3	9	6
April	7	72, 500	2	30, 275	102, 775	9	3	1	1	11
May	4	40, 000	.....	.....	40, 000	1	2	4	3	4
June	6	105, 000	.....	.....	105, 000	6	5	1	2	6
Total ...	77	1, 195, 000	17	240, 625	1, 435, 625	64	25	17	31	85

TABLE 41.—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1898, distinguishing the NATURE of each casualty.

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered .....	...	3	1	3	...	1	7	1	2	1	...	2	21
Stranded .....	...	...	4	3	3	1	...	1	3	1	...	1	17
Collided	4	...	4	...	...	4	...	3	4	4	2	4	28
Damage to machinery	1	...	...	...	...	...	1	...	1	3	4	3	12
Explosion of boilers .....	...	1	...	1	...	...	...	...	...	1	...	1	5
Fire	3	3	7	6	5	6	2	1	4	2	1	3	42
Struck bridge, snag, wharf, etc	2	2	2	4	3	4	1	3	4	4	2	...	30
Miscellaneous .....	...	...	...	1	...	...	...	...	...	1	...	1	3
Total	10	9	18	18	11	16	12	7	18	17	9	13	158

TABLE 42.—Abstract of returns of disasters (excluding collisions) to vessels on the RIVERS of the United States during the year ending June 30, 1898, 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:					
Gales, hurricanes, etc	6	2	...	...	8
Heavy sea	1	...	...	...	1
Total	7	2	...	...	9
CLASS 3.—Causes connected with navigation and seamanship:					
Errors of masters, officers, or crews .....	...	2	...	...	2
Total .....	...	2	...	...	2
CLASS 4.—Causes connected with machinery or boilers:					
Damage to machinery .....	...	...	12	...	12
Explosion of boilers .....	...	...	5	...	5
Total .....	...	...	17	...	17
CLASS 5.—Other causes:					
Fire .....	...	...	41	...	41
Spontaneous combustion .....	...	...	1	...	1
Sprung a leak	8	1	...	...	9
Struck bridge, rock, snag, wharf, etc .....	...	3	30	...	33
Miscellaneous	4	8	3	...	15
Unknown	2	1	...	...	3
Total	14	13	75	...	102
Aggregate	21	17	92	...	130

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, 1898, showing the number of vessels COLLIDED and distinguishing the CAUSE of each disaster.*

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Darkness .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	2
Errors of judgment .....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	2
Errors of pilots .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
"Fault of other vessel" .....	.....	.....	1	.....	.....	1	.....	1	.....	.....	2	.....	4
Fault of tug towing	4	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	6
Fog .....	.....	.....	2	.....	.....	2	.....	.....	.....	.....	.....	.....	4
Tides, currents, etc. ....	.....	.....	.....	.....	.....	.....	.....	2	2	.....	.....	.....	4
Unknown .....	.....	.....	1	.....	.....	.....	.....	1	2	.....	.....	.....	4
Total	4	4	4	4	4	4	2	4	4	4	2	4	28

TABLE 44.—*Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1898, showing the number of vessels and distinguishing their DESCRIPTION.*

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Barges	1	.....	.....	1	1	1	.....	.....	1	.....	.....	.....	5
Barks .....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Ferryboats .....	.....	.....	1	1	.....	.....	1	.....	.....	.....	1	.....	4
Schooners	3	1	2	2	1	3	.....	.....	2	3	.....	5	23
Scows .....	.....	.....	.....	.....	.....	.....	.....	1	1	.....	.....	.....	2
Steamers	6	8	15	14	9	12	11	5	14	14	8	8	124
Steam canal boats .....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Total	10	9	18	18	11	16	12	7	18	17	9	13	158

TABLE 45.—*Abstract of returns of disasters to foreign vessels on the RIVERS of the United States during the year ending June 30, 1898, showing NATIONALITY and DESCRIPTION, and distinguishing those TOTALLY LOST and those PARTIALLY DAMAGED.*

Nationality and rig.	Febru- ary.		Total.	
	Total loss.	Partial loss.	Total loss.	Partial loss.
French bark .....	.....	1	.....	1
Total .....	.....	1	.....	1
Aggregate	1	.....	1	.....

TABLE 46.—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1898, 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.		Jannu-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	1	1	2	4	1	1	1	2	2	3	1	2	3	1	2	1	2	2	1	1	1	2	1	24	19	43
Over 50 and not exceeding 100 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	10	10	20
Over 100 and not exceeding 200 tons.....																									7	19	26
Over 200 and not exceeding 300 tons.....																									5	4	9
Over 300 and not exceeding 400 tons.....																									1	5	6
Over 400 and not exceeding 500 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	5	6	11
Over 500 and not exceeding 600 tons.....																									1	3	4
Over 600 and not exceeding 700 tons.....																									1	5	6
Over 700 and not exceeding 800 tons.....																									1	3	4
Over 800 and not exceeding 900 tons.....																									1	2	3
Over 900 and not exceeding 1,000 tons.....																									1	4	5
Over 1,000 and not exceeding 1,100 tons.....																									1	4	5
Over 1,100 and not exceeding 1,200 tons.....																									1	5	6
Over 1,200 and not exceeding 1,300 tons.....																									1	3	4
Over 1,300 and not exceeding 1,400 tons.....																									1	1	2
Over 1,400 tons.....																									1	4	5
Unknown.....																									1	4	5
Total.....	4	6	5	4	7	11	8	10	7	4	7	9	7	5	2	5	6	12	3	14	2	7	4	9	62	96	158
Aggregate.....	10		9		18		18		11		16		12		7		18		17		9		13		158		

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, 1898, showing the number of vessels and distinguishing their AGE.*

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years.....	1	2	3	1	5	2	3	2	2	4	1	5	31
Over 5 and not exceeding 10 years.....	2	2	6	6	3	5	5	2	6	6	2	2	45
Over 10 and not exceeding 15 years.....	1	1	3	3	1	3	3	2	3	3	3	2	20
Over 15 and not exceeding 20 years.....	3	2	3	3	1	2	1	1	3	3	3	2	27
Over 20 and not exceeding 25 years.....	1	1	2	2	1	3	1	1	1	1	1	1	12
Over 25 and not exceeding 30 years.....	1	1	1	1	1	1	1	1	1	1	1	1	6
Over 30 and not exceeding 35 years.....	1	1	1	1	1	1	1	1	1	1	1	1	6
Over 35 and not exceeding 40 years.....	1	1	1	1	1	1	1	1	1	1	1	1	6
Over 40 and not exceeding 45 years.....	1	1	1	1	1	1	1	1	1	1	1	1	6
Over 45 and not exceeding 50 years.....	1	1	1	1	1	1	1	1	1	1	1	1	6
Over 50 years.....	1	1	1	1	1	1	1	1	1	1	1	1	6
Unknown.....	1	1	1	1	1	1	1	1	1	1	1	1	6
Total.....	10	9	18	18	11	16	12	7	18	17	9	13	158

TABLE 48.—*Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1898, showing the number of vessels and distinguishing their CARGOES.*

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast.....	5	7	10	11	5	6	11	3	6	11	4	6	85
Coal.....	2	1	1	1	1	2	1	1	1	2	1	1	10
Cotton, cotton seed, etc.....	1	1	1	1	1	1	1	1	1	1	1	1	6
Fertilizers.....	1	1	1	1	1	1	1	1	1	1	1	1	2
Fish.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Fruit.....	1	1	1	1	1	1	1	1	1	1	1	1	2
Grain.....	1	1	1	1	2	1	1	1	1	1	1	1	5
Iron and iron ore.....	1	1	2	1	1	1	1	1	1	1	1	1	2
Lime.....	1	1	1	1	1	1	1	1	1	1	1	1	2
Lumber, timber, etc.....	1	1	1	1	1	1	1	1	1	1	1	1	5
Merchandise (general).....	3	3	3	3	2	1	1	1	5	1	2	1	20
Silver ore.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Stone.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Sugar, molasses, etc.....	1	1	1	1	1	1	1	1	1	1	1	1	2
Wood.....	1	1	1	1	1	1	1	1	1	1	1	1	2
Miscellaneous.....	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	7
Total.....	10	9	18	18	11	16	12	7	18	17	9	13	158

TABLE 49.—*Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1898, distinguishing the RIVERS on which they occurred.*

Rivers.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ashley, South Carolina.				1						2			3
Atchafalaya, Louisiana.									1	1	1		3
Bayou Tèche, Louisiana.						1				1			2
Big Sandy, Kentucky				1									1
Brazos, Texas				1									2
Cape Fear			1			1							2
Chattahoochee				1									1
Choptank, Maryland												1	1
Cumberland, Tennessee						1							1
Dawho, South Carolina									1				1
Delaware	6	1	2	2		2			1	3	2		19
Elizabeth, Virginia.									1				2
Great Kanawha						1			1	1			3
Green, Kentucky											1		1
Housatonic								1					1
Hudson			2	1	3	4					1	5	16
Illinois										1			1
James, Virginia							1						1
Kennebec									1				1
Kootenai, Montana.												1	1
Mississippi		6	6	3	3	2	3	1	6	4	2	3	39
Missouri	1			1									2
Monongahela		1		1		1		1	1				5
Nansemond, Virginia.							1						1
Ohio	2			3	4		6	1	4	3	2	1	26
Penobscot			1	1									2
Potomac			2	1								1	4
Red, Louisiana							1	1	1				3
Sabine, Texas						1							1
St. Francis		1											1
St. Johns										1			1
St. Lawrence			2	1									3
Satilla, Georgia			1										1
Schuylkill								2					2
Snohomish, Washington						1							1
Trinity, Texas				1								1	2
Willamette, Oregon	1					1							2
Yazoo, Mississippi			1		1								2
Total	10	9	18	18	11	16	12	7	18	17	9	13	158

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	21	922	839	1,761	3	18	.....	13	8	47	114	161	.....
Strandings	17	1,070	9,495	10,565	11	6	.....	4	13	147	473	620	.....
Vessels collided	28	50	15,962	16,012	14	8	6	1	27	330	313	643	1
Other causes	92	13,133	12,823	25,956	38	53	1	44	48	964	1,696	2,660	24
Total	158	15,175	39,119	54,294	66	85	7	62	96	1,488	2,596	4,084	25

* 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, 1898, 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 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.....	12	\$508,200	.....	10	\$383,200	.....	.....	12	\$35,760	.....	5	\$93,350	.....	5
August.....	10	184,000	.....	7	54,800	.....	2	10	95,850	.....	3	20,800	.....	7
September.....	27	586,850	1	19	464,135	1	1	27	413,800	.....	12	379,305	2	9
October.....	22	487,200	2	13	69,265	3	2	1	91,490	.....	6	7,430	1	11
November.....	18	197,810	1	15	64,530	1	1	18	64,000	.....	7	29,530	1	9
December.....	27	364,950	.....	18	476,405	1	.....	27	141,375	.....	14	31,890	1	4
January.....	7	226,000	.....	4	75,750	1	.....	7	114,580	.....	1	3,750	.....	4
February.....	20	5,379,600	.....	13	187,300	.....	.....	20	5,119,790	.....	11	54,835	.....	2
March.....	6	1,052,000	.....	5	769,385	.....	.....	6	44,050	.....	4	9,080	.....	1
April.....	18	837,650	1	11	652,000	2	1	18	96,900	.....	7	99,370	.....	7
May.....	10	805,500	.....	6	607,000	1	.....	10	62,620	.....	3	80,000	.....	4
June.....	7	501,000	.....	6	72,600	.....	.....	7	430,000	.....	5	27,600	.....	1
Total.....	184	11,111,760	7	127	4,386,370	13	7	183	6,760,215	.....	78	836,940	5	64

* 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, 1898, 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	7	.....	.....	12	1,846	12,960	44	225	5
August.....	5	7	.....	.....	12	1,974	8,919	1	137	24
September.....	14	14	.....	.....	28	9,234	11,402	4	408	28
October.....	9	15	.....	.....	24	2,886	11,819	3	294	55
November.....	6	13	.....	.....	19	1,444	5,503	.....	172	20
December.....	16	11	.....	.....	27	4,330	8,822	6	279	29
January.....	4	3	.....	.....	7	1,317	3,445	247	129	4
February.....	10	10	.....	.....	20	8,925	6,392	238	650	286
March.....	3	3	.....	.....	6	1,710	11,776	181	382	15
April.....	6	13	.....	.....	19	4,358	13,946	117	328	14
May.....	3	7	.....	.....	10	791	11,556	63	212	36
June.....	5	2	.....	.....	7	3,177	1,546	.....	157	.....
Total.....	86	105	.....	.....	191	41,992	108,086	904	3,373	516

TABLE 53.—Abstract of returns of disasters to American vessels AT SEA and in FOREIGN WATERS during the year ending June 30, 1898, 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.			Vessels.	Cargoes.			
	Num- ber.	Amount.	Num- ber.	Amount.					Total amount of insur- ance.	
July.....	8	\$215,500	2	\$8,500	\$224,000	3	1	1	7	2
August.....	7	53,500	3	28,800	82,300	.....	2	5	5	2
September.....	11	211,300	11	381,405	592,705	11	3	6	9	5
October.....	15	140,650	8	65,825	206,475	2	1	7	9	6
November.....	11	66,470	5	37,700	104,170	5	7	3	5	2
December.....	13	54,910	7	73,400	128,310	10	4	4	8	8
January.....	5	149,990	5	82,350	232,340	2	.....	.....	.....	2
February.....	15	192,395	3	102,000	294,395	5	5	.....	5	7
March.....	3	1,004,750	2	42,300	1,047,050	2	2	1	1	1
April.....	11	336,810	5	679,000	1,015,810	5	1	3	8	5
May.....	6	514,000	2	86,200	600,200	3	.....	1	5	3
June.....	2	31,500	1	5,000	39,500	3	1	2	4	1
Total ...	107	2,974,775	54	1,592,480	4,567,255	51	27	33	66	44

TABLE 54.—Abstract of returns of disasters to American vessels AT SEA and in FOREIGN WATERS during the year ending June 30, 1898, distinguishing the NATURE of each casualty.

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered	2	1	2	2	3	3	1	...	1	1	1	2	19
Stranded	2	1	3	3	3	11	3	8	1	4	3	2	44
Collided .....	...	6	2	4	4	...	...	...	...	2	...	...	18
Capsized .....	...	...	1	...	...	...	...	1	...	...	...	...	2
Damage to hull, masts, rigging, etc.	6	2	10	8	6	7	1	3	1	6	2	2	54
Damage to machinery .....	...	...	...	1	...	...	...	...	1	2	1	...	5
Explosion .....	...	...	...	...	...	...	1	1	...	...	...	1	2
Fire	1	1	...	...	...	...	1	1	...	1	1	...	6
Ice .....	...	1	2	...	...	...	...	...	...	...	...	...	3
Sprung a leak .....	...	...	2	2	...	1	1	2	...	...	1	...	9
Waterlogged .....	...	...	4	...	1	...	...	1	...	1	1	...	8
Miscellaneous .....	...	...	...	1	1	2	...	1	1	1	...	...	7
Unknown	1	...	2	3	1	3	...	2	1	1	...	...	14
Total	12	12	28	24	19	27	7	20	6	19	10	7	191

TABLE 55.—Abstract of returns of disasters (excluding collisions) to American vessels AT SEA and in FOREIGN WATERS during the year ending June 30, 1898, 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 .....	...	9	...	...	9
Darkness .....	...	3	...	...	3
Fog .....	...	4	...	...	4
Gales, hurricanes, etc.	9	11	52	...	72
Heavy sea .....	...	1	11	...	12
Snowstorm .....	...	1	...	...	1
Total	9	29	63	...	101
CLASS 2.—Causes connected with vessels, equipments, or stowage:					
Defective charts .....	...	1	...	...	1
Defective compass .....	...	1	...	...	1
Defective hull, masts, rigging, etc. ....	...	1	3	...	4
Total .....	...	3	3	...	6
CLASS 3.—Causes connected with navigation and seamanship:					
Errors of masters, officers, and crews .....	...	1	...	...	1
Errors of pilots .....	...	1	...	...	1
Total .....	...	2	...	...	2
CLASS 4.—Causes connected with machinery or boilers:					
Damage to machinery .....	...	...	4	...	4
Total .....	...	...	4	...	4
CLASS 5.—Other causes:					
Capsized	3	...	...	...	3
Explosion of gunpowder, gun cotton, etc. ....	...	...	2	...	2
Fire .....	...	...	6	...	6
Ice .....	...	...	3	...	3
Mistayed .....	...	1	...	...	1
Sprung a leak	7	...	5	...	13
Struck rock .....	...	1	...	...	1
Waterlogged .....	...	...	7	...	7
Miscellaneous .....	...	3	3	...	6
Unknown .....	...	4	...	14	18
Total	10	10	26	14	60
Aggregate	19	44	96	14	173

TABLE 56.—*Abstract of returns of disasters to American vessels AT SEA and in FOREIGN WATERS during the year ending June 30, 1898, 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
Darkness.....					2								2
Fault of other vessel.....		1	1		1					1			4
Fog.....		2	2										4
Unknown.....		2	1	2	1					1			8
Total.....	6	2	4	4						2			18

TABLE 57.—*Abstract of returns of disasters to American vessels AT SEA and in FOREIGN WATERS during the year ending June 30, 1898, 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.....	1		4	2	2	4	2		2	4	1		22
Barkentines.....		1	1	1				1	1		1		6
Brigs.....				2									2
Brigantines.....						1							1
Schooners.....	6	6	16	11	17	16	3	16	2	7	6	2	108
Scows.....												1	1
Ships.....	3	1	4	1		3				3			15
Steamers.....	2	4	3	5		2	2	3	1	5	2	4	33
Yachts.....				1		1							2
Total.....	12	12	28	24	19	27	7	20	6	19	10	7	191

TABLE 58.—*Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1898, showing the tonnage and distinguishing the number of those totally lost and those partially damaged.*

Burden of vessels.	July.		August.		Sep-tember.		Octo-ber.		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.....	2	1	1	1	1	1	1	1	1	1	5	1	1	1	1	1	1	1	1	1	1	1	1	1	10	10	10
Over 50 and not exceeding 100 tons.....																											22
Over 100 and not exceeding 200 tons.....																											9
Over 200 and not exceeding 300 tons.....	1	1	1	1	1	1	1	1	1	1	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	13	22
Over 300 and not exceeding 400 tons.....																											8
Over 400 and not exceeding 500 tons.....	1	1	1	1	2	1	1	1	2	3	2	1	1	1	1	1	1	1	1	1	3	1	1	1	1	5	3
Over 500 and not exceeding 600 tons.....																											21
Over 600 and not exceeding 700 tons.....																											14
Over 700 and not exceeding 800 tons.....																											7
Over 800 and not exceeding 900 tons.....																											7
Over 900 and not exceeding 1,000 tons.....																											12
Over 1,000 and not exceeding 1,100 tons.....																											7
Over 1,100 and not exceeding 1,200 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	10
Over 1,200 and not exceeding 1,300 tons.....																											3
Over 1,300 and not exceeding 1,400 tons.....																											3
Over 1,400 tons.....																											2
Unknown.....																											1
Total.....	5	7	5	7	14	14	9	15	6	13	16	11	4	3	10	10	8	3	6	13	3	7	5	2	86	105	191
Aggregate.....	12		12		28		24		19		27		7		20		6		19		10		7		191		

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, 1898, showing the number of vessels and distinguishing their AGE.*

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years.....	2	2	2	3	3	4	2	11	2	1	1	5	21
Over 5 and not exceeding 10 years.....	2	2	4	6	3	7	2	11	2	2	2	4	45
Over 10 and not exceeding 15 years.....	1	2	7	5	7	3	1	3	2	2	4	1	35
Over 15 and not exceeding 20 years.....	2	4	4	2	2	3	2	2	2	6	1	1	24
Over 20 and not exceeding 25 years.....	2	4	8	4	1	2	2	4	1	4	1	1	35
Over 25 and not exceeding 30 years.....	1	1	1	3	3	3	1	1	1	2	1	1	14
Over 30 and not exceeding 35 years.....	1	1	1	1	1	3	1	1	1	1	1	1	10
Over 35 and not exceeding 40 years.....	1	1	1	1	1	1	1	1	1	1	1	1	2
Over 40 and not exceeding 45 years.....	1	1	1	1	1	1	1	1	1	1	1	1	2
Over 45 and not exceeding 50 years.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 50 years.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Unknown.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Total.....	12	12	28	24	19	27	7	20	6	19	10	7	191

TABLE 60.—*Abstract of returns of disasters to American vessels AT SEA and in FOREIGN WATERS during the year ending June 30, 1898, 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	5	6	2	8	2	7	1	5	3	1	44
Coal.....	3	1	2	1	4	3	1	1	1	4	1	1	21
Cotton, cotton seed, etc.....	1	1	1	1	1	1	1	1	1	1	1	1	2
Explosives.....	1	1	1	2	1	1	1	1	1	1	1	1	1
Fertilizers.....	1	1	1	2	1	1	1	1	1	1	1	1	6
Fish.....	1	1	2	2	4	1	1	3	1	1	1	1	13
Fruit, coffee, nuts, etc.....	1	1	1	2	4	1	1	1	1	1	1	1	2
Iron.....	1	1	2	1	1	1	1	1	1	1	1	1	2
Logwood.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Lumber, timber, etc.....	3	10	7	3	5	5	5	1	2	1	2	2	39
Machinery.....	2	2	2	2	2	3	3	1	1	2	3	2	17
Merchandise (general).....	1	1	2	1	2	2	2	1	1	1	1	1	9
Petroleum.....	1	1	2	1	1	1	1	1	1	1	1	1	2
Provisions.....	1	1	1	1	1	1	1	1	1	1	1	1	3
Salt.....	1	1	1	1	1	1	1	1	1	1	1	1	2
Sand, plaster, etc.....	1	1	1	1	1	1	1	1	1	1	1	1	10
Sugar, molasses, etc.....	1	1	1	1	1	1	1	3	1	2	1	1	1
Tar, etc.....	1	1	1	1	1	1	1	1	1	1	1	1	2
Whale oil.....	1	1	1	1	1	1	1	1	1	1	1	1	6
Miscellaneous.....	2	2	1	2	1	1	1	1	1	1	1	1	7
Unknown.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Total.....	12	12	28	24	19	27	7	20	6	19	10	7	191

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.
Founderingings	19	6,223	.....	6,223	14	5	.....	19	.....	59	171	230	54
Strandings	44	13,549	14,357	27,906	31	13	.....	30	14	579	762	1,341	11
Vessels collided	18	318	17,544	17,862	7	4	7	2	16	1	148	149	.....
Other causes	110	21,902	76,185	98,087	88	22	.....	35	75	265	2,292	2,557	451
Total	191	41,992	108,086	150,078	140	44	7	86	105	904	3,373	4,277	516

* 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, 1898.*

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	30	12,504	36,335	48,839	14	7	9	13	17	.....	298	298	1
Pacific coast	2	.....	4,288	4,288	.....	.....	3	.....	2	.....	.....	.....	.....
Great Lakes	2	.....	3,642	3,642	.....	.....	2	.....	2	.....	.....	.....	.....
Rivers	1	.....	747	747	.....	.....	1	.....	1	.....	.....	.....	.....
Total	36	12,504	45,012	57,516	14	7	15	13	23	.....	298	298	1

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	Aggregate.
Total value vessels involved	\$510,800	.....	.....	.....	\$510,800
Total value cargoes involved	76,020	.....	.....	.....	76,020
Aggregate	586,820	.....	.....	.....	586,820
Total losses to vessels	163,200	.....	.....	.....	163,200
Total losses to cargoes	45,460	.....	.....	.....	45,460
Aggregate	208,660	.....	.....	.....	208,660
Total insurance on vessels	30,000	.....	.....	.....	30,000
Total insurance on cargoes .....	.....	.....	.....	.....	.....
Aggregate	30,000	.....	.....	.....	30,000
Total tonnage vessels totally lost	12,504	.....	.....	.....	12,504
Total tonnage vessels damaged	36,335	4,288	3,642	747	45,012

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.	Weeks involving total loss.	Casualties involving partial and unknown damage.	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Foundings:																		
Atlantic and Gulf coasts....	46	5,058	2,387	\$278,300	\$78,955	\$127,525	\$33,005	\$177,200	\$59,400	28	18	....	37	9	2	179	181	10
Pacific coast.....	2	329	....	9,200	....	9,200	....	1,000	....	....	2	....	2	....	27	14	41	39
Great Lakes.....	10	5,122	80	150,750	123,085	139,150	123,085	37,240	34,255	8	....	....	....	....	....	79	79	19
Rivers.....	21	822	839	56,925	3,200	25,575	....	14,500	2,000	3	18	....	13	8	47	114	161	....
At sea and in foreign waters.	19	6,223	....	178,000	70,120	178,000	70,120	64,430	27,300	14	5	....	19	....	59	171	230	54
Total.....	98	17,654	3,306	673,175	275,360	479,450	227,210	294,370	122,955	53	45	....	79	19	135	557	692	122
Strandings:																		
Atlantic and Gulf coasts....	176	31,992	33,601	2,108,550	587,690	832,775	250,045	871,150	245,485	127	49	....	106	70	358	1,423	1,781	38
Pacific coast.....	23	9,634	5,972	762,800	507,780	447,270	155,140	207,100	79,515	16	7	....	16	7	609	421	1,030	70
Great Lakes.....	63	3,466	80,144	4,369,000	617,885	323,020	27,210	3,513,000	138,425	49	14	....	10	53	23	855	878	....
Rivers.....	17	1,070	9,495	1,707,550	139,415	161,250	2,400	391,000	25,275	11	6	....	4	13	147	473	620	....
At sea and in foreign waters.	44	13,949	14,357	1,169,700	940,910	471,755	506,010	709,325	452,600	31	13	....	30	14	579	762	1,341	11
Total.....	323	59,711	143,569	9,177,600	2,813,680	2,236,070	940,805	5,692,175	921,300	234	89	....	166	157	1,716	3,934	5,650	119
Vessels collided:																		
Atlantic and Gulf coasts....	222	2,420	143,951	10,605,240	1,236,825	328,335	18,570	5,216,350	552,050	94	104	34	14	218	6,819	2,716	9,535	7
Pacific coast.....	30	118	23,440	1,351,000	186,875	26,500	....	243,600	120,000	17	8	....	5	1	613	433	1,046	1
Great Lakes.....	60	89	85,547	4,774,900	571,130	36,540	500	3,636,570	220,860	35	18	7	1	59	208	852	1,060	4
Rivers.....	28	50	15,962	967,400	172,200	21,375	105	294,300	110,000	14	8	6	1	27	330	313	643	1
At sea and in foreign waters.	18	318	17,544	286,650	51,200	27,700	....	37,650	32,500	7	4	7	2	16	1	148	149	....
Total.....	368	2,995	286,444	17,985,190	2,218,290	500,250	19,175	9,434,470	1,035,430	167	142	59	19	349	7,971	4,462	12,433	13
Other causes:																		
Atlantic and Gulf coasts....	115	2,558	55,171	4,913,775	2,515,210	341,800	102,030	1,887,155	2,482,990	66	49	....	26	89	1,759	1,377	3,136	10
Pacific coast.....	12	661	3,751	420,500	341,535	106,200	20,740	223,940	10,000	8	....	....	2	10	128	776	2,253	....
Great Lakes.....	73	6,950	48,515	2,420,200	374,300	269,585	92,865	2,041,800	106,300	38	55	....	12	60	405	1,716	1,181	4
Rivers.....	92	13,133	12,829	1,669,700	324,875	622,245	96,860	1,063,370	103,350	38	33	....	13	48	664	1,066	2,560	24
At sea and in foreign waters.	110	21,902	76,185	9,477,410	3,324,140	6,082,760	260,810	2,163,370	1,100,080	88	52	....	35	75	265	2,292	2,557	451
Total.....	402	45,010	191,675	18,831,385	6,656,420	7,512,480	553,925	6,811,515	3,802,720	238	163	1	120	282	3,521	6,266	9,787	489
Grand total.....	1,191	125,970	624,994	46,667,350	11,963,750	10,728,250	1,740,515	22,232,530	5,882,405	692	439	60	384	807	13,343	15,219	28,562	743

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	569	42,028	235,110	277,138	315	220	34	183	386	8,938	5,085	14,653	65
Pacific coast.....	67	10,542	33,163	43,705	41	21	5	21	46	1,377	993	2,370	110
Great Lakes.....	206	15,653	209,516	225,149	130	69	7	32	174	1,488	2,562	3,198	27
Rivers.....	158	15,175	39,119	54,294	66	85	7	62	96	1,488	2,596	4,084	25
At sea and in foreign waters	191	41,992	108,086	150,078	140	44	7	86	105	904	3,373	4,277	516
Total.....	1,191	125,370	624,994	750,364	692	439	60	384	807	13,343	15,219	28,562	743
<hr/>													
Atlantic and Gulf coasts.		Pacific coast.		Great Lakes.		Rivers.		At sea or in foreign waters.		Aggregate.			
Total value vessels involved.....		\$17,965,865		\$2,543,300		\$11,944,850		\$3,101,575		\$11,111,760		\$46,697,350	
Total value cargoes involved.....		4,418,680		843,490		1,685,520		629,690		4,386,370		11,963,750	
Aggregate.....		22,384,545		3,386,790		13,630,370		3,731,265		15,498,130		58,631,100	
Total losses to vessels.....		1,630,435		579,060		927,905		830,545		6,760,215		10,728,250	
Total losses to cargoes.....		404,250		185,880		213,660		99,785		826,940		1,740,515	
Aggregate.....		2,034,685		764,940		1,141,655		930,330		7,597,155		12,468,765	
Total insurance on vessels†.....		8,151,855		681,640		9,229,260		1,195,000		2,974,775		22,232,530	
Total insurance on cargoes†.....		3,339,925		209,515		499,860		240,625		1,592,430		5,882,405	
Aggregate.....		11,491,780		891,155		9,729,120		1,435,625		4,567,255		28,114,935	
Total tonnage vessels totally lost.....		42,028		10,542		15,653		15,175		41,992		125,370	
Total tonnage vessels damaged.....		235,110		33,163		209,516		39,119		108,086		624,994	

* In addition to the number of lives lost here reported, 230 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 973.

† The amount of insurance is on 595 vessels and on 236 cargoes.

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, 1898, in four divisions, viz: (1) Foundering; (2) Strandings; (3) Collisions; and (4) casualties from Other Causes; showing in each case, when known, the DESCRIPTION of the VESSEL and the CARGO, the number of LIVES LOST, and the DATE and PLACE of disaster, etc.*

(1) FOUNDERINGS.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether resulting in total or partial loss.	Nature of cargo.	Passengers.	Crews.	Lives lost.	Place of disaster.
1897.											
July 13	Lily White	American schooner	55	Key West, Fla.	Puntarasa, Fla.	Total	Ballast	4	5	1	At sea.
Oct. 16	Alfred A.	American sloop	76	Rockport, Mass.	Boston, Mass.	do	Stone	4	4	2	Boston Bay.
Oct. 23	Social	American yacht	30	St. Thomas, W. I.	St. Kitts, W. I.	do	Ballast	3	5	4	At sea.
Oct. 24	Sacy Clark	American brig	394	Norfolk, Va.	Charleston, S. C.	do	Coal	7	2	2	Do.
Nov. 6	Idaho	American steamer	1,111	Buffalo, N. Y.	Chicago, Ill.	do	General	21	19	19	Near Long Point, Lake Erie.
Nov. 13	Theodore Dean	American schooner	350	New York	Norfolk, Va.	do	Coal	6	1	1	At sea.
1898.											
Jan. 23	Tillie	American steamer	418	do	Tampa, Fla.	do	Ballast	23	4	4	Do.
Feb. 16	Frankie	do	33	Jersey City, N. J.	Carteret, N. J.	Partial	do	4	2	2	New York Harbor.
Mar. 21	Helen W. Almy	American bark	314	San Francisco, Cal.	Copper River, Alaska.	Total	do	27	12	39	Off Golden Gate, Cal.
Mar. 31	David Torrey	American schooner	166	Portland, Me.	Boston, Mass.	do	Drainpipe	5	5	5	At sea.
Mar. 31	St. Elmo	do	121	Rockland, Me.	New York	do	Lime	1	6	6	Nantucket shoals.
Apr. 15	H. L. Routh	American bark	1,023	Philadelphia, Pa.	Providence, R. I.	do	Coal	4	3	3	At sea.
May 22	Jane Gray	American schooner	1,113	Seattle, Wash.	Kozzebue Sound, Alaska.	do	General	52	8	34	Do.
May 23	Wendell Goodwin	American steamer	78	Lying at pier	do	Partial	Ballast	5	1	1	New York Harbor.

Totals: Vessels, 14; tonnage, 4,282; total losses, 12; partial losses, 2; number of passengers, 87; number in crews, 115; number of lives lost, 123.

(2) STRANDINGS.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether resulting in total or partial loss.	Nature of cargo.	Passengers.	Crews.	Lives lost.	Place of disaster.
1897.											
July 14	Edward W. Schmidt	American schooner	428	Saco, Me.	Richmond, Me.	Total	Ballast	7	1	1	Mouth of Kennebec River, Me.
Oct. 23	Caspar	American steamer	300	San Francisco, Cal.	Usal, Cal.	do	do	25	13	9	Sanders Reef, Point Arena, Cal.
Dec. 10	Cleveland	do	1,161	do	Puget Sound, Wash.	Partial	General	3	26	9	Barclay Sound, Vancouver Island, B. C.
Dec. 14	Susan P. Thurlow	American schooner	460	Hillsboro, N. B.	New York	Total	Plaster	7	6	6	Bangs Island, Casco Bay, Me.
1898.											
Jan. 31	Charles A. Briggs	do	758	Philadelphia, Pa.	Portland, Me.	do	Coal	8	8	8	Little Nahant Beach, Mass.

Feb. 1	Frank Scripture	American steam barge	181	Broken from moorings	.....do.....	Granite.....	5	1	Pigeon Cove, Cape Ann, Mass.
Feb. 1	Daniel Webster	American sloop	46	.....do.....	.....do.....	Ballast.....	4	2	Do.
Feb. 1	Marcellus	American schooner	97	Boston, Mass.	.....do.....	Unknown	1	4	Dollivers Neck, Cape Ann, Mass.
Feb. 1	James Holmes	.....do.....	134	.....do.....	.....do.....	Miscellaneous	5	5	Do.
Feb. 5	Clara Nevada	American steamer	388	Seattle, Wash.	.....do.....	Ballast	26	30	Eldred Reef, near Shelter Island, Alaska.
Feb. 16	Excelsior	American schooner	855	Philadelphia, Pa.	.....do.....	Coal	4	4	Handkerchief Shoals, Mass.
Mar. 24	Bobolink	.....do.....	170	San Francisco, Cal.	.....do.....	Railroad ties	7	1	Kents Point, Mendocino County, Cal.
Mar. 31	Willie H. Higgins	.....do.....	593	Boothbay, Me.	.....do.....	Ice	1	8	Peaked Hill Bars, Cape Cod, Mass.
Apr. 27	Geo. L. Fessenden	.....do.....	414	Philadelphia, Pa.	.....do.....	Stone	7	4	Chicamacomico, N. C.
May 17	R. A. C. Smith	American barkentine	662	Mauritius	.....do.....	Sugar	10	2	Five miles from Port Elizabeth, Algoa Bay, South Africa.

Totals: Vessels, 15; tonnage, 6,647; total losses, 14; partial losses, 1; number of passengers, 31; number in crews, 147; number of lives lost, 118.

(3) COLLISIONS.

1897.	Resolute	American steamer	302	San Francisco, Cal.	Partial	Sugar	1	18	San Francisco Bay, Cal.
July 9	Annie L. Russell	American schooner	50	Milford, Del.	.....do.....	Wood	1	6	Delaware River.
Aug. 31	Three Brothers	.....do.....	25	Baltimore, Md.	Total	Ballast	5	1	Chesapeake Bay.
Sept. 15	Catakill	American steamer	816	New York	.....do.....	Miscellaneous	48	33	New York Harbor.
Sept. 17	No name*	American sloop	23	Newport, R. I.	Fishing trip	Ballast	2	2	Narragansett Bay, R. I.
Sept. 28	Glance	American steam yacht	15	Pleasure trip	Partial	.....do.....	2	1	Buffalo Harbor, N. Y.
Oct. 6	Edith	American steamer	15	Norfolk, Va.	.....do.....	.....do.....	4	1	Hampton Roads, Va.
Nov. 5	No name†	Rowboat	13	Charleston, S. C.	.....do.....	.....do.....	1	1	Roscoe, Pa., Monongahela River.
Nov. 23	No name†	American sloop	13	Charleston, S. C.	Nodamage	Ballast	2	1	Cincinnati, Ohio.
Nov. 26	Rosalie	.....do.....	250	Perth Amboy, N. J.	Total	Coal	2	2	Cooper River, S. C.
Nov. 27	J. R. Silliman	American barge	250	Dec. 13	.....do.....	.....do.....	2	1	Block Island Sound, R. I.
Dec. 13	No name§	Small boat	1898.	Dec. 22	.....do.....	.....do.....	2	1	New York Harbor.
Dec. 22	No name||	Yawl	60	.....do.....	.....do.....	.....do.....	4	3	Do.
June 2	Record	American steamer	60	.....do.....	Partial	Ballast	4	3	Duluth Harbor, Minn.

* Collision with schooner Geneva Mertis.
† Collision with steamer Harvey D. Knox.

‡ Collision with steamer Hornet.
§ Collision with steamer Edgar Baxter.

|| Collision with steamer W. E. Gladwish.

Totals: Vessels, 14; tonnage, 1,559; total losses, 3; partial losses, 5; no damage, 6; number of passengers, 52; number in crews, 83; number of lives lost, 19.

TABLE 64.—*Wrecks and casualties on and near the coasts and on the rivers of the United States, and to American vessels at sea, etc.*—Continued.

(4) OTHER CAUSES.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether resulting in total or partial loss.	Nature of cargo.	Passengers.	Crews.	Lives lost.	Place of disaster.	Nature of casualty.
1897.												
July 1	Sterling	Am. str.	2,016	Newport News, Va.	Boston, Mass.	No damage.	Unknown		24	1	Near Shinnecock, L. I.	Lost overboard.
July 2	Maxim	Am. sc.	117	San Francisco, Cal.	Caspar, Cal.	do.	do		7	1	At sea	Fell overboard from bowsprit in a gale.
July 5	Kunkle Bros.	Am. str.	56	Cruising		Partial.	Ballast		4	1	Lake Erie	Explosion of boiler.
July 8	G. W. Watson	Am. sc.	463	San Pedro, Cal.	Port Blakely, Wash.	No damage.	do		8	1	Port Blakely, Wash.	Fell overboard from stage while painting vessel.
July 11	Fred E. Sanders	do	463	Seattle, Wash.	St. Michaels, Alaska.	do	General.		11	1	St. Michaels Harbor, Alaska.	Capsizing of small boat.
July 13	Col. Patterson	Am. str.	120			do	Unknown.			1	Buffalo, Iowa, Mississippi River.	Fell overboard while loading a barge.
July 13	Clara E. Randall	Am. sc.	951	Punta Gorda, Fla.	Norfolk, Va.	Partial.	Phosphate rock.		9	1	At sea	Washed overboard in a hurricane.
July 16	Republic	Am. str.	1,285	Philadelphia, Pa.	Cape May, N. J.	No damage.	Unknown	566	40	1	Near Cape May Point, N. J.	While oiling the machinery fell and was fatally injured by fly wheel.
July 22	Saturn	do	2,268	Newport News, Va.	Boston, Mass.	do	Coal		24	1	At sea	Capsizing of small boat while trying to rescue crew of barge P. C. Merryman.
July 22	Æolus	Am. sc.	32	Lying in harbor		do	Unknown.		4	1	Baltimore Harbor, Md.	Fell overboard while attempting to board vessel.
July 23	Hassalo.	Am. str.	637	Portland, Ore.	Astoria, Ore.	do	Circus animals.	40	1	1	Columbia River	Being frightened by a causeless alarm, jumped overboard from barge Atlas, in tow.
July 23	Nutmeg State	do	1,024	New York	Bridgeport, Conn.	Partial.	General.	62	48	3	Bridgeport, Conn.	Struck by lightning.
July 23	H. K. Bedford	do	140	Pittsburg, Pa.	Charleston, W. Va.	do	Miscellaneous.	37	26	1	Ohio River	Fell overboard while intoxicated.
July 25	Flora	do	562	Cleveland, Ohio.	Oak Point, Ohio	do	Unknown.	73	20	1	Lorain, Ohio.	Fell overboard from gang plank.

July 25	Falls City .....	.....do	223	Louisville, Ky	Shakers Ferry, Ky .....	.....do	Tobacco, hay, and stock.	38	42	1	Kentucky River.....	Fell overboard while intoxicated.
July 27	Verne Swaim.....	.....do	135	.....	.....	.....do	Unknown.....	.....	.....	1	Mississippi River ..	Fell overboard from barge in tow.
July 27	Lovena North ..	Am. sc.....	21	Baltimore, Md	Dorchester, Md .....	.....do	Ballast .....	.....	3	1	Annapolis, Md.....	Knocked overboard by jib.
July 27	J. C. Kerr	Am. str.....	128	Green River, Ky .....	.....	.....do	Unknown .....	.....	.....	1	Green River, Ky.....	Fell overboard.
July 28	Tiburou	Ferryboat.....	1, 248	Lying at wharf.....	.....	.....do	Ballast .....	.....	12	1	San Francisco, Cal ..	Fatally crushed be- tween wheel and bucket and reses- sels side by ship- ping of a piece holding the wheel in position while the man was work- ing on it.
July 28	Maid of Kent.....	Am. str.....	172	New York	Greenwich, Conn	Nodam- age.	Unknown ..	2	10	1	Long Island Sound ..	Unknown.
July 30	William B. Eddy ..	.....do	28	.....do	Newtown Creek, N. Y.	.....do .....	.....do .....	.....	4	1	New York Harbor ..	Fell overboard.
July 31	Garden City .....	.....do	352	Toledo, Ohio	Alpena, Mich	Partial ..	Ballast ..	.....	13	1	Lake Erie	Bursting of steam pipe.
July —	Arboreer	Am. sc.....	58	Boston, Mass	Ellsworth, Me	Total ..	.....do .....	.....	3	3	At sea	Never heard from.
Aug. 2	Thomas Friant ..	Am. str.....	81	Harbor Springs, Mich	Petersburg, Mich ..	Nodam- age.	.....do	73	5	1	Little Traverse Bay,	Fell overboard.
Aug. 3	Onekama .....	.....do	33	Traverse City, Mich.	Torch Lake, Mich ..	.....do ..	Unknown ..	19	3	1	West Traverse, Mich	Do.
Aug. 5	Robert Walter ..	Am. sc.....	34	Philadelphia, Pa ..	Fishing banks .....	.....do ..	Ballast ..	14	17	1	Delaware Bay	Lost overboard at night.
Aug. 6	Matilda	Am. bk	849	Honolulu, Hawaii ..	Port Townsend, Wash .....	.....do ..	Unknown ..	.....	13	1	At sea	Fell from aloft to deck.
Aug. 9	U. K. Riggs	Am. str.....	123	Little Rock, Ark ..	Big Rock, Ark .....	.....do ..	Ballast ..	175	12	1	Arkansas River	Fell overboard.
Aug. 9	B. B. Buckhout ..	Am. sc.....	352	.....	Tonawanda, N. Y ..	.....do ..	Unknown ..	.....	.....	1	Off Port Burwell, Ontario, Lake Erie	Do.
Aug. 9	Fritz	Am. str.....	200	Cairo, Ill .....	.....	Partial ..	Ballast ..	12	9	13	Mississippi River.....	Collapse of boiler flues.
Aug. 11	Wm. J. Young, jr.	.....do	192	Lying at wharf.....	.....	No dam- age.	General ..	.....	.....	1	.....do	Fell overboard.
Aug. 12	Abner Coburn ..	Am. ship ..	1, 973	New York	Hongkong, China ..	Partial ..	Kerosene oil ..	25	1	1	At sea	Fatally injured by heavy sea.
Aug. 13	Lilian Woodruff ..	Am. sc.....	332	Conetable Island ..	New York	No dam- age.	Phosphate rock ..	.....	.....	1	.....do	Washed overboard by heavy sea.
Aug. 13	Hercules	Am. str.....	70	Charleston, S. C ..	Cruising for a tow ..	.....do ..	Ballast ..	.....	6	1	Bulla Bay, S. C.....	Lost overboard.
Aug. 14	North Land .....	.....do	4, 244	In Duluth Harbor ..	.....	.....do ..	Unknown ..	.....	.....	1	Duluth Harbor, Minn	Fatally scalded by bursting of boiler tubes.
Aug. 14	Fleur de Lys	Am. yt.....	91	Southampton, Eng..	New York .....	.....do ..	Ballast ..	2	13	1	At sea	Fell overboard from jibboom.

TABLE 64.—*Wrecks and casualties on and near the coasts and on the rivers of the United States, and to American vessels at sea, etc.*—Continued.

(4) OTHER CAUSES—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether resulting in total or partial loss.	Nature of cargo.	Passengers.	Crews.	Lives lost.	Place of disaster.	Nature of casualty.
1897. Aug. 14	Navarch.....	Am. str.....	494	San Francisco, Cal.	Whaling voyage.....	Total.....	Whaling outfit and oil.	.....	46	23	Arctic Ocean.....	Vessel abandoned in the ice.
Aug. 15	Humboldt.....	.....do.....	639	Tacoma, Wash.....	Seattle, Wash.....	No damage.....	Ballast.....	75	44	1	Seattle, Wash.....	Fell overboard from gang plank.
Aug. 15	Jane Moseley.....	.....do.....	801	New York Harbor.....	.....do.....	.....do.....	Unknown.....	.....	.....	1	Washington, D. C.....	Fell overboard.
Aug. 16	Coney Island.....	.....do.....	32	St. Johns, N. F.....	Fishing grounds.....	.....do.....	Ballast.....	.....	5	1	New York Bay.....	Do.
Aug. 18	S. P. Willard.....	Am. sc.....	128	Baltimore, Md.....	Patuxent River, Md.....	.....do.....	Unknown.....	.....	20	2	At sea.....	Swamping of overloaded dory.
Aug. 18	Henry I. Phillips.....	.....do.....	27	Lockport, N. Y.....	Buffalo, N. Y.....	.....do.....	Ballast.....	1	3	1	Patuxent River, Md.....	Thrown overboard by lurch of vessel.
Aug. 19	Elma.....	Am. str.....	30	Yazoo City, Miss.....	Vicksburg, Miss.....	.....do.....	Unknown.....	35	3	1	Buffalo Harbor, N. Y.....	Fell overboard.
Aug. 19	Lake Palmyra.....	.....do.....	141	Munising, Mich.....	Tonawanda, N. Y.....	.....do.....	Lumber.....	450	14	1	Yazoo River, Miss.....	Do.
Aug. 22	W. H. Sawyer.....	.....do.....	581	San Francisco, Cal.....	Newport, Cal.....	.....do.....	Ballast.....	.....	16	1	Marine City, Mich.....	Walked overboard at night.
Aug. 22	Coos Bay.....	.....do.....	545	Manitowoc, Wis.....	Buffalo, N. Y.....	.....do.....	Grain.....	23	36	1	Near Pigeon Point, Cal.....	Lost overboard.
Aug. 23	J. W. Moore.....	Am. str. bge.....	1,689	Lying at wharf.....	.....do.....	.....do.....	Salt.....	48	22	1	Lake Erie.....	Fell into hold.
Aug. 23	R. P. Fitzgerald.....	Am. str.....	1,682	.....do.....	.....do.....	.....do.....	Ballast.....	.....	17	1	Chicago Harbor, Ill.....	Killed by breaking of hoisting gear.
Aug. 24	May Russell.....	.....do.....	37	.....do.....	.....do.....	.....do.....	Unknown.....	.....	6	1	Baltimore Harbor, Md.....	Fell overboard.
Aug. 25	Octavia.....	.....do.....	95	Pine Bluff, Ark.....	Memphis, Tenn.....	.....do.....	.....do.....	.....	.....	1	Bayou Teche, La.....	Walked overboard.
Aug. 28	J. N. Harbin.....	.....do.....	342	Lying at dock.....	New Boston, Ill.....	.....do.....	Coal.....	.....	.....	1	Arkansas River.....	Lost overboard.
Aug. 31	Wm. J. Young, Jr.....	.....do.....	192	Portland, Me.....	Bangor, Me.....	.....do.....	Corn.....	.....	.....	1	Mississippi River.....	Fell overboard.
Sept. 1	W. B. Morley.....	.....do.....	1,748	Chicago, Ill.....	West Neebish, Mich.....	.....do.....	Ballast.....	.....	17	1	Milwaukee, Wis.....	Lost overboard.
Sept. 3	Ann.....	Am. sc.....	108	San Francisco, Cal.....	Farallon Islands.....	.....do.....	Unknown.....	.....	3	1	Near Monhegan Island.....	Fell overboard.
Sept. 5	Belle Brown.....	.....do.....	218	Iiwaoo, Wash.....	Portland, Oreg.....	.....do.....	Miscellaneous.....	39	3	1	Lake Michigan.....	Do.
Sept. 5	Etta B.....	.....do.....	29	Lying at wharf.....	San Francisco, Cal.....	.....do.....	Ballast.....	.....	.....	1	Near Bonita, Cal.....	Do.
Sept. 6	Ocean Wave.....	Am. str.....	724	.....do.....	.....do.....	.....do.....	Unknown.....	150	30	1	Portland, O reg., Willamette River.....	Do.
Sept. 6	Claude B. Hawthorn.....	.....do.....	30	.....do.....	.....do.....	.....do.....	Ballast.....	.....	3	1	Astoria, Oreg.....	Explosion of gaso line.
Sept. 7	Thrasher.....	.....do.....	512	Arctic Ocean.....	.....do.....	.....do.....	Unknown.....	.....	38	1	At sea.....	Struck by a chain and died from injuries received.

Sept. 11	John L. Nicholson.	Am. sc.	125	Bay of Bulls, N. F. ...	Grand Banks	.....do	Ballast	.....	19	1	.....do	Capizing of dory while attending trawla.
Sept. 12	John P. Smith	Am. str.	47	Orange, Tex.	Sabine Pass, Tex.	Partial	.....do	.....	5	3	Sabine Pass, Tex.	Vessel capsized.
Sept. 13	Sarah S. Tyler	Am. sc.	163	Suffolk, Va.	Baltimore, Md.	No damage.	Unknown	.....	5	1	Baltimore Harbor	Fell overboard.
Sept. 16	Bessie M. Devine	.....do	126	Holywood, N. F.	Grand Banks	.....do	Ballast	.....	18	2	At sea	Lost in dory while attending trawla.
Sept. 17	A. W. Chesterton	Am. str.	99	Fishing trip	.....do	.....do	.....do	42	7	1	Boston Harbor	Fell overboard.
Sept. 18	Shickelshy	Am. sc.	836	Hoboken, N. J.	Dorchester, Mass.	.....do	Unknown	.....	4	1	Dorchester, Mass.	Fell from aloft.
Sept. 18	Goodwin Stoddard.	.....do	759	Fernandina, Fla.	.....do	.....do	.....do	.....	9	1	At sea	Do.
Sept. 18	John Straup	.....do	229	Shulee, N. S.	New York	.....do	Piling	.....	6	1	Off Cape Cod, Mass.	Fell overboard from spanker boom.
Sept. 19	Lena Knoblock	Am. str.	88	Pleasure excursion	.....do	.....do	Ballast	.....	20	3	Chicago Harbor, Ill.	Crushed to death between vessel and dock.
Sept. 23	Marine	Am. slp.	459	Pawtucket, R. I.	New York	.....do	Unknown	.....	2	1	Long Island Sound	Lost overboard.
Sept. 27	Easton	Am. str.	461	Baltimore, Md.	Choptank River, Md.	.....do	.....do	20	24	1	Chesapeake Bay	Fell overboard.
Sept. 29	Charlie Wood	.....do	38	Lying at wharf	.....do	.....do	Ballast	.....	11	1	New Orleans, La.	Tripped in anchor chains and fell overboard.
Sept. 30	El Capitan	Am. slp.	1,494	Montevideo, Uruguay.	San Francisco, Cal.	Partial	Coal	.....	22	3	At sea	Lost overboard in hurricane.
Sept. —	Priscilla Scribner	Am. sc.	465	Union Island, Ga.	Philadelphia, Pa.	Total	Lumber	.....	7	7	.....do	Never heard from.
Sept. —	George S. Homer	Am. bk.	1,334	New York	Shanghai, China	.....do	Petroleum	.....	18	18	.....do	Do.
Oct. 2	Etua	Am. sc.	350	Bangor, Me.	New York	No damage.	Unknown	.....	6	1	Long Island Sound	Thrown overboard while taking in sail.
Oct. 3	Freddie Hencken	.....do	500	New York	Mayport, Fla.	Partial	Stone	.....	8	1	Near Cape Hatteras, N. C.	Washed overboard in hurricane.
Oct. 5	City of Naples	Am. str.	2,109	.....do	.....do	No damage.	Unknown	.....	16	1	Lake Erie	Fell overboard.
Oct. 6	Aerial	Am. sc.	45	Norfolk, Va.	Baltimore, Md.	.....do	Ballast	.....	1	1	Chesapeake Bay	Do.
Oct. 10	George C. Fobes	Am. str.	38	Delaware City, Del.	Wilmington, Del.	.....do	Unknown	.....	7	1	Wilmington, Del.	Jumped overboard while insane.
Oct. 10	Daniel Brown	Am. sc.	204	Fredericksburg, Va.	Tappahannock	.....do	.....do	.....	2	3	Near Fenwick Island, Md.	Slipped overboard.
Oct. 10	Dione	Am. st. yt.	19	.....do	.....do	.....do	.....do	.....	56	18	Rappahannock River, Va.	Fell overboard while intoxicated.
Oct. 13	G. W. Shauer	Am. str.	313	Clatskanie, Ore.	Portland, Ore.	.....do	Lumber	.....	8	1	Columbia River, Ore.	Fell overboard.
Oct. 16	James M. Seaman	Am. sc.	649	Apalachicola, Fla.	Boston, Mass.	.....do	Unknown	.....	10	5	At sea	Do.
Oct. 16	Clyde	Am. str.	389	Fishing trip	St. Louis, Mo.	.....do	General	.....	10	1	Mississippi River	Lost overboard in a hurricane.
Oct. 17	Parthia	Am. sc.	105	Towing in harbor	.....do	.....do	Fish	.....	18	1	At sea	Fell overboard.
Oct. 18	Traveler	Am. str.	145	.....do	.....do	.....do	Unknown	.....	7	1	Near Grays Harbor, Wash.	Explosion of boiler.
Oct. 18	George R. Forddo	188	Charleoi, Pa.do	Partial	Ballast	5	2	Monongahela River	Killed by a piece of iron ore while loading vessel.
Oct. 19	No. 139	Am. bge.	1,311	Lying at dockdo	No damage.	Iron ore	7	1	Ashland, Wis.	

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(4) OTHER CAUSES—Continued.

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1897.												
Oct. 21	Baltimore	Am. bk.	723	Rio de Janeiro, Brazil.	Baltimore, Md.	No damage.	Unknown	12	1	At sea		Fell overboard from aloft while furling sail.
Oct. 25	Ada Medora	Am. sc.	302	Chicago, Ill.	Nauvinway, Mich.	do	Lumber	7	1	Nauvinway, Mich.		Fell through hatch way.
Oct. 26	Eva Clarence	do	10	Baltimore, Md.	Fishing Bay, Md.	do	Oysters	7	1	Chesapeake Bay		Thrown overboard by the rolling of the vessel.
Oct. 27	Rosa Belle	do	132	Charlevoix, Mich.	Sheboygan, Wis.	do	Unknown	5	1	Lake Michigan		Fell overboard while working on deck.
Oct. 29	Teal	Am. str.	48			do	do		1	Mississippi River		Fatally crushed in cran. pit from.
Oct. —	John E. McKenzie	Am. sc.	131	Gloucester, Mass.	Fishing banks	Total	Ballast	18	18	At sea		Do.
Oct. —	Hustler	do	98	Port Main, N. F.	Grand banks	do	Fish	18	18	do		Do.
Oct. —	Anne and Mary	do	72	South West Harbor, Me.	Fishing grounds.	do	do	13	13	do		Do.
Nov. 3	Alice Cooke	do	783	Port Townsend, Wash.	Honolulu, Hawaii	No damage.	Unknown	12	1	Hawaii Island		Fell overboard in a gale.
Nov. 6	Zophar Mills	Am. str.	185	Lying in harbor		do	Ballast	12	1	New York Harbor		Thrown overboard from gang plank.
Nov. 7	Little Tom	Am. slp.	9	Crisfield, Md.	Honga River, Md.	do	do	4	6	Chesapeake Bay		Drowned while attempting to swim ashore.
Nov. 9	Henry Lippitt	Am. sc.	895	Brunswick, Ga.	Boston, Mass.	do	Unknown	9	1	At sea		Fell overboard while taking in sail.
Nov. 9	Willie Revel	do	9	Oxford, Md.	Choptank River, Md.	do	do	5	1	Chesapeake Bay		Fell overboard.
Nov. 12	New York	Am. str.	301	Cruising		do	do	36	2	Near Sandy Hook		Lost in yawl.
Nov. 16	Mohawk	do	2,358	Lying in harbor		do	General	27	1	Buffalo, N. Y.		Fell overboard from ladder while boarding vessel.
Nov. 19	Queen City	do	150	Apalachicola, Fla.	Columbus, Ga.	do	Cotton and general.	5	33	Chattahoochee River.		Fell overboard.
Nov. 23	Pacific	do	213	Pittsburg, Pa.	Cincinnati, Ohio	do	Ballast	22	1	Cincinnati, Ohio.		Fell overboard while intoxicated.
Nov. 25	Lulu M. Quillin	Am. sc.	129	Norfolk, Va.	Baltimore, Md.	do	Railroad ties	4	1	Hampton Roads, Va.		Fell overboard.
Nov. 26	Lizzie Crawford	Am. str.	53	Towing in harbor		do	Ballast	9	1	Baltimore Harbor, Md.		Do.

Nov. 29	Suwanee.....	do	83		do	Unknown	1	Withlacoochee River, Fla.	Fell overboard while attempting to move the gang plank. Vessel destroyed by fire.
Nov. 29	Nahant.....	do	1, 204	Detour, Mich.....	Total	Iron ore	14	Escanaba, Mich.....	
Nov. 30	Hesper.....	Am. sc.	94	Cruising.....	No dam- age	Ballast	10	At sea.....	Washed overboard from bowprit.
Nov. —	Susan R. Stone.....	do	124	Provincetown, Mass.....	Total	Fish	19	do.....	Washed overboard from bowprit.
Dec. 3	Octavia.....	Am. str.	63	Lying at wharf.....	do	Unknown	1	New Iberia, La.....	Washed overboard while on sight.
Dec. 3	Norman Fisher.....	Am. sc.	80	Gloucester, Mass.....	do	do	16	At sea.....	Fell overboard.
Dec. 5	Kikikat.....	Am. bkn.	493	Honolulu, Hawaii.....	No dam- age	Lumber	2	do	Jerked overboard by speaker sheet.
Dec. 5	Crescent.....	Am. shp.	12	Sheepshead Bay, N. Y.....	do	Unknown	14	do	Fell overboard.
Dec. 8	John Engle.....	Am. str.	3, 095	New York.....	do	General	10	Rockaway Shoals, N. Y.....	Do.
Dec. 12	Electra.....	do	274	Alexandria, La.....	do	Unknown	50	Nantucket Sound, Mass.....	Do.
Dec. 12	Honey Brook.....	do	373	Boston, Mass.....	do	do	15	Red River, La.....	Do.
Dec. 17	St. Marys.....	do	688	Lying at pier.....	do	do	20	Boston Bay, Mass.....	Fell overboard while propping the wheel.
Dec. 17	B. D. Wood.....	do	171	Cincinnati, Ohio.....	do	Ballast	20	Baltimore Harbor, Md.....	Fatally injured by breaking of machinery.
Dec. 20	Masconomo.....	Am. sc.	96	Gloucester, Mass.....	do	do	18	Ohio River.....	Washed overboard by heavy sea.
Dec. 21	Bessie M. Somers.....	do	2, 156	Baltimore, Md.....	do	do	26	At sea.....	Fell overboard.
Dec. 22	Benj. F. Packard.....	Am. shp.	14	New York.....	do	Unknown	1	Chesapeake Bay.....	Fell from aloft to deck.
Dec. 23	Senator Sullivan.....	Am. sc.	738	do.....	do	Cement	8	do	Fell overboard.
Dec. 24	Dora A. Lawson.....	do	126	Lying in harbor.....	do	Unknown	7	Gloucester, Mass.....	Do.
Dec. 24	Onward.....	do	52	Portland, Me.....	do	Lime	3	Near Boon Island, Me.....	Knocked overboard by foraboom.
Dec. 24	Roanoke.....	Am. shp.	3, 539	New York.....	do	Unknown	2	At sea.....	Fell from aloft to deck.
Dec. 25	Robert Jenkins.....	Am. str.	242	Cincinnati, Ohio.....	do	Ballast	20	Ohio River.....	Lost overboard.
Dec. 27	S. J. Lindsey.....	Am. sc.	80	Portland, Me.....	do	Lime	3	Boston Bay, Mass.....	Fell overboard from main boom.
Dec. 27	Edward E. Brity.....	do	1, 613	Newport News, Va.....	do	Unknown	11	Portsmouth Harbor, N. H.....	Fell from rigging to deck.
Dec. 28	Roanoke.....	Am. shp.	3, 539	New York.....	do	do	2	At sea.....	Washed overboard in heavy gale.
Dec. 29	Nettie.....	Am. sc.	66	San Francisco, Cal.....	do	do	3	do	Capizing of small boat.
Dec. 31	Elsie.....	Am. str.	49	Lying at wharf.....	Partial.	Ballast	6	Boston, Mass.....	Explosion of boiler.
Dec. 31	James Burns.....	do	22	Dunkirk, N. Y.....	No dam- age	Unknown	1	Lake Erie.....	Lost overboard.
Dec. —	Julia A. Warr.....	Am. sc.	214	Calais, Me.....	Total	Lumber	6	At sea.....	Never heard from.
Dec. —	Grace L. Fears.....	do	89	Vineyard Haven, Mass.....	do	Ballast	7	do	Do.
Dec. —	Grace L. Fears.....	do	89	Newfoundland.....	do	do	7	do	Do.

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(4) OTHER CAUSES—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether resulting in total or partial loss.	Nature of cargo.	Passengers.	Crews.	Lives lost.	Place of disaster.	Nature of casualty.
1897. Dec. —	Julia S. Bailey....	Am. sc....	323	Hyannis, Mass.....	Saco, Me.....	Total.....	Coal.....	.....	7	7	At sea.....	Never heard from.
1898. Jan. 1	Edna.....	Am. str....	33	Baltimore, Md.....	Hawkins Point, Md.....	No damage.....	Unknown.....	2	6	1	Chesapeake Bay....	Fell overboard.
Jan. 2	Alfred P. Wright....	do.....	2,207	Lying in port.....	.....	do.....	do.....	1	16	1	Gladstone, Green Bay, Mich.	Fell into hold.
Jan. 2	Advocate.....	Am. sc....	44	Baltimore, Md.....	Eldorado, Md.....	do.....	Shells.....	.....	4	1	Annapolis, Md.....	Fearing a blow from fressail, jumped overboard.
Jan. 5	Bayonne.....	Am. str....	122	Lying at dock.....	.....	do.....	Ballast.....	.....	5	1	New York Harbor..	While jumping from float to dock, fell overboard.
Jan. 8	Percy Kelsey.....	do.....	245	Pittsburg, Pa.....	Cincinnati, Ohio....	Total.....	do.....	.....	25	6	Near Glenfield, Pa., Ohio River.	Explosion of boiler.
Jan. 16	George W. Jackson, son.	Am. slp....	10	Lying in harbor....	.....	No damage.....	Unknown.....	7	1	1	Oxford Harbor, Md.	Capsizing of yawl.
Jan. 21	Laurel.....	Am. sc....	125	Black River, N. F....	Gloucester, Mass....	do.....	do.....	.....	8	1	At sea.....	Fell overboard.
Jan. 21	May Fisher.....	Am. str....	53	Gibsons Landing, La.	Baton Rouge, La....	do.....	do.....	35	13	2	Mississippi River..	Do.
Jan. 21	Geo. W. Childs.....	do.....	108	Tortugas.....	Key West, Fla.....	do.....	Ballast.....	.....	13	2	Near Key West, Fla.	Bursting of steam-pipe.
Jan. 25	Senator Sullivan....	Am. sc....	738	New York.....	do.....	do.....	Unknown.....	.....	8	1	At sea.....	Washed overboard in a gale.
Jan. 26	Kessie C. Price.....	do.....	25	Potomac River.....	Baltimore, Md.....	do.....	do.....	.....	8	1	Potomac.....	Fell overboard while reefing sail.
Jan. 26	Amethyst.....	Am. sc....	74	San Francisco, Cal..	Astoria, Oreg.....	do.....	do.....	4	1	1	Near Point Reyes, Cal.	Do.
Jan. 27	Memphis.....	Am. str....	221	Vicksburg, Miss....	Greenwood, Miss....	do.....	do.....	39	1	1	Yazoo River.....	Fell overboard.
Jan. 28	Eliza H. Parkhurst.	do.....	121	Gloucester, Mass....	do.....	do.....	do.....	18	1	1	At sea.....	Thrown overboard by breaking of footrope while furling sail.
Jan. 29	Nellie Coleman.....	do.....	161	Boston, Mass.....	San Francisco, Cal..	do.....	do.....	.....	9	2	do.....	Washed overboard by heavy sea.
Jan. 29	Clara P. Sewall....	do.....	53	Gloucester, Mass....	Middle Bank.....	do.....	Ballast.....	.....	11	1	do.....	Lost in dory while attending trawls.
Jan. 29	Vigilancia.....	do.....	4, 115	Havana, Cuba.....	New York.....	do.....	Unknown.....	16	67	1	do.....	Lost overboard.

Jan. 31	Janie Rae.....	.....do.....	119	Apalachicola, Fla....	Chattahoochee, Fla....	.....do.....	Oysters and merchan- disc.	28	21	1	Apalachicola River, Fla.	Fell overboard.
Feb. 1	Puritan.....	Am. sc.....	89	Gloucester, Mass....	Georges Bank.....	.....do.....	Ballast.....	14	14	1	At sea.....	Washed overboard by heavy sea.
Feb. 2	North Fork.....	Am. str.....	323	San Francisco, Cal....	Eureka, Cal.....	.....do.....	Unknown.....	27	16	1	Off Point Arena, Cal	Fell or jumped over- board.
Feb. 6	Shawmut.....	Am. bkn.....	407	East Harbor.....	Baltimore, Md.....	.....do.....	Salt.....	.....	8	1	At sea.....	Fell overboard while reefing sail.
Feb. 11	Argo.....	Am. sc.....	186	Sand Point.....	Eagle Harbor, Wash	.....do.....	Unknown.....	13	3	3	Eagle Harbor, Wash.	Capizing of small boat.
Feb. 15	Gem.....	.....do.....	120	Coos Bay, Ore.....	San Francisco, Cal..	.....do.....	.....do.....	.....	6	1	San Francisco Har- bor, Cal.	Knocked overboard by main boom.
Feb. 15	Maine.....	U. S. bat- tle ship.	6,682	Lying in harbor.....	Total.....	.....do.....	Ballast.....	344	266	266	Havana Harbor, Cuba.	Explosion.
Feb. 16	Nourmahal.....	Am. sc.....	116	Liverpool, N. S.....	Fishing banks.....	No dam- age.	Unknown.....	18	2	2	At sea.....	Capizing of dory while trawls attending.
Feb. 18	Susie Magwood.....	Am. str.....	19	Charleston, S. C.....	Cooper River, S. C....	.....do.....	Ballast.....	4	4	1	Charleston Harbor, S. C.	Fell overboard.
Feb. 20	Hilde.....	Am. sc.....	648	Philadelphia, Pa.....	Savannah, Ga.....	.....do.....	Lumber.....	.....	8	1	At sea.....	Do.
Feb. 20	Senator Sullivan.....	.....do.....	738	Punta Gorda, Fla....	Elizabethport, N. J....	.....do.....	Unknown.....	.....	8	1	At sea.....	Washed overboard.
Feb. 20	Ora Lee.....	Am. str.....	188	Memphis, Tenn.....	Caro, Ill.....	.....do.....	.....do.....	15	14	1	Mississippi River..	Fell overboard while intoxicated.
Feb. 20	Sunol.....	.....do.....	259	San Francisco, Cal....	Seattle, Wash.....	.....do.....	General.....	.....	15	1	Near Destruction Island, Wash.	Lost overboard.
Feb. 21	Janie Rae.....	.....do.....	119	Apalachicola, Fla....	Chattahoochee, Fla....	.....do.....	Oysters and merchan- disc.	30	22	1	Chattahoochee River.	Fell overboard while intoxicated.
Feb. 23	Albemarle.....	.....do.....	75	Norfolk, Va.....	Hampton Roads, Va....	.....do.....	Unknown.....	.....	9	1	Elizabeth River, Va.	Fell overboard from scoop in tow.
Feb. 23	Reub L. Richard- son.....	Am. sc.....	97	Boston, Mass.....	St. Michaels, Alaska....	.....do.....	.....do.....	16	16	1	At sea.....	Washed overboard by heavy sea.
Feb. 25	Atalanta.....	Am. str.....	1,129	Sturgeon Bay Canal, Wis.	Chicago, Ill.....	.....do.....	.....do.....	54	54	1	Lake Michigan.....	Fell overboard.
Feb. 26	La Gronde.....	Am. sc.....	204	Santa Barbara, Cal....	Grays Harbor, Wash	.....do.....	Ballast.....	.....	7	1	At sea.....	Washed overboard.
Feb. 28	Charles S. Davis.....	.....do.....	535	Philadelphia, Pa.....	Jacksonville, Fla....	.....do.....	Coal.....	8	8	1	.....do.....	Fatally injured by heavy sea.
Feb. —	Jennie R. Tomlin- son.....	.....do.....	167	Newbern, N. C.....	New York.....	Total.....	Lumber.....	6	6	6	.....do.....	Never heard from.
Feb. —	Arthur I.....	.....do.....	129	San Francisco, Cal....	Tillamook, Ore.....	.....do.....	Ballast.....	.....	6	6	.....do.....	Do.
Feb. —	James M. Seaman.....	.....do.....	649	Portland, Me.....	Port of Spain, Trini- dad.	.....do.....	Ice, lumber and hay.	8	8	8	.....do.....	Vessel capsized.
Mar. 1	John S. Hopkins.....	Am. str.....	753	Paducah, Ky.....	Louisville, Ky.....	No dam- age.	Unknown.....	.....	.....	1	Ohio River.....	Jumped overboard to avoid arrest.
Mar. 2	E. G. Ragon.....	.....do.....	310	Evansville, Ind.....	.....do.....	.....do.....	Ballast.....	20	23	1	.....do.....	Fell overboard.
Mar. 3	Bostons.....	.....do.....	994	Lying at wharf.....	.....do.....	.....do.....	General merchan- disc.	60	60	2	Cincinnati, Ohio, Ohio River.	Precipitated into water by breaking of plank upon which they had jumped from pad- dle wheel.

TABLE 64.—*Wrecks and casualties on and near the coasts and on the rivers of the United States, and to American vessels at sea, 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.	Lives lost.	Place of disaster.	Nature of casualty.
1888.											
Mar. 6	Warren	Am. str.	317	Madisonville, La.	New Orleans, La.	Unknown.	Unknown	2	1	Mississippi River	Fell overboard at night.
Mar. 9	Lake Palmyra	do	141	Bedfords Landing, Miss.	Vicksburg, Miss.	do	do	38	1	do	Fell overboard.
Mar. 10	Nyaek	do	118	Lying at dock.		do	Ballast	6	1	New York Harbor	Fell overboard while throwing line to dock.
Mar. 13	Helen Hasbrouck	Am. sc.	310	Norfolk, Va.	New York	do	Unknown	6	1	Near Barnegat, N.J.	Fell from aloft to deck.
Mar. 15	Mary H. Lewis	do	19	Lubec, Me.	Cross Island, Me.	do	do	4	1	Cross Island, Me.	Capizing of dory while attending lobster traps.
Mar. 15	Roanoke	Am. shp	3,539	New York	San Francisco, Cal.	do	do	2	30	At sea	Fell overboard from aloft.
Mar. 16	White Water	Am. str.	61	Towing in river.	Eastern Bay, Md.	do	do		1	Mississippi River	Fell overboard.
Mar. 21	Carrie Moore	Am. sc.	28	Baltimore, Md.		do	do	3	1	Chesapeake Bay	Thrown overboard by jibing of the main boom.
Mar. 21	E. V. McCauley	Am. str.	136	New York	Norfolk, Va.	do	Coal	10	1	At sea	Fell overboard.
Mar. 22	H. J. E. Levy	Am. sc.	17	New Orleans, La.	Wolf River, Miss.	do	Unknown	3	1	Lake Pontchartrain, La.	Knocked overboard by main boom.
Mar. 23	Wm. Druke No. 2	Am. str.	179	Portland, Oreg.	Astoria, Oreg.	do	do	26	1	Arkansas River	Fell overboard.
Mar. 25	Lurline	do	451	Manila, Philippines.		do	General	23	1	Columbia River, Oreg.	Do.
Mar. 25	I. F. Chapman	Am. shp	2,146	Cairo, Ill.	New York	do	Unknown	1	25	At sea	Fell from foretop-sail yard.
Mar. 25	Ferd. Herold	Am. str.	901		St. Louis, Mo.	do	Lumber and merchandise.	75	60	Mississippi River	Fell overboard.
Mar. 27	James H. Dudley	Am. sc.	308	Pascagoula, Miss.	Havana, Cuba	do	Unknown	7	1	At sea	Fell overboard while cutting sail.
Mar. —	Forest Queen	Am. bk.	511	Tacoma, Wash.	San Pedro, Cal.	Total	Lumber	10	10	do	Never heard from.
Apr. 1	Excelsior	Am. str.	813	Vaides, Alaska.	Portage Bay	do	Unknown	100	30	Prince William Sound, Alaska.	Lost overboard.
Apr. 2	James A. Brown	Am. sc.	188	South River, N.J.	Boston, Mass.	do	do	5	1	At sea	Fell overboard from bowsprit.
Apr. 7	Memphis	Am. str.	221	Vicksburg, Miss.	Tallahatchie River, Miss.	do	Merchandise.	37	1	Yazoo River	Walled overboard while asleep.

Apr. 9	R. E. Lee	.....do	65	Pittsburg, Pa.....	.....do	.....do	Unknown	1	Sabine, Tex.....	Fell overboard.
Apr. 15	Twilight	.....do	119	Monongahela River.....	Partial	Ballast	.....do	11	Pittsburg, Pa., Ohio River.....	Jumped overboard from freight.
Apr. 15	May Fisher	.....do	53	Burbanks Plantation, La.....	Nodamage	.....do	Unknown	30	Bayou Lafourche, La.....	Slipped off the guards.
Apr. 19	Norma	Am. se.	110	Gloucester, Mass.....	.....do	.....do	Ballast	18	At sea.....	Capazing of dory while attending trawls.
Apr. 20	Martha E. McCabe	.....do	346	New York.....	.....do	.....do	Lumber	3	Pamunkey River.....	Fell overboard.
Apr. 21	Leslie Terry	Am. slp.	24	Port Washington, N. Y.....	.....do	.....do	Miscellaneous	2	New York Harbor.....	Knocked overboard by main boom.
Apr. 23	Manchester	Am. str.	2, 183	Lying in harbor.....	.....do	.....do	Ballast	19	Milwaukee, Wis.....	Fell from aloft to deck.
Apr. 23	Wm. H. Maguire	Am. se.	44	Lying at anchor.....	.....do	.....do	Unknown	1	Chesapeake Bay.....	Fell overboard.
Apr. 23	Pomona	Am. str.	1, 264	San Francisco, Cal.....	.....do	.....do	.....do	60	At sea.....	Fatally scalded by bursting of boiler tube.
Apr. 24	Lewiston	.....do	514	Riparia, Wash.....	.....do	.....do	.....do	24	Lewiston, Cal., Trinity River.....	Fell overboard while hauling in gang plank.
Apr. -	Spartan	Am. bk.	749	Perth Amboy, N. J.....	Total	Coal	.....do	11	At sea.....	Never heard from.
May 3	Sarah E. Sheldon	Am. str.	693	Lying in harbor.....	Nodamage	.....do	.....do	16	Duluth Harbor, Minn.....	Jumped off raft and was drowned.
May 5	Ida Lawrence	Am. se.	548	Duluth, Minn.....	.....do	.....do	.....do	8	At sea.....	Struck by lightning.
May 11	Winslow	U. S. torpedo boat.	142	Baltimore, Md.....	Unknown	Ballast	.....do	5	Bay of Cardenas, Cuba.....	Killed by the bursting of a shell.
May 12	New York	U. S. cruiser.	8, 200	.....do	Nodamage	.....do	.....do	1	Near San Juan, Porto Rico, W. I. La.....	Do.
May 13	Henrietta	Am. str.	99	Thibodaux, La.....	.....do	Unknown	2	1	Bayou Lafourche, La.....	Fell overboard.
May 17	Mary Ellen	Am. se.	54	Newburyport, Mass.....	.....do	.....do	.....do	2	Gloucester Harbor, Mass.....	Killed by falling from rail.
May 20	B. D. Wood	Am. str.	171	Pittsburg, Pa.....	Partial	Ballast	.....do	20	Ohio River.....	Struck by piston rod and died from injuries received.
May 21	Dispatch	.....do	158	Bandon, Oreg.....	Nodamage	.....do	.....do	4	Coquille River, Oreg.....	Fell overboard while splitting wood.
May 22	Willard	.....do	36	Lying at wharf.....	.....do	.....do	.....do	6	Norfolk Harbor, Va.....	Fell overboard while intoxicated.
May 23	Janie Rae	.....do	119	Apalachicola, Fla.....	.....do	Merchant	25	21	Apalachicola River, Fla.....	Walked overboard.
May 23	Clinton	Ferryboat	567	New York City.....	.....do	Ballast	.....do	7	New York Harbor.....	Killed by the machinery.
May 27	Lena Hall	Am. se.	22	Kenosha, Wis.....	.....do	Unknown	.....do	1	Lake Michigan.....	Fell overboard.
May 30	Teche	Am. str.	486	New Orleans, La.....	.....do	Ballast	6	67	Bayou Lafourche, La.....	Fell overboard from stage.
June 2	E. S. Atwood	.....do	85	Lying in harbor.....	.....do	.....do	.....do	7	New York Harbor.....	Fell overboard.
June 7	Howard Holbrook	Am. se.	97	Lying at wharf.....	.....do	Unknown	.....do	14	Gloucester, Mass.....	Fell overboard while attempting to board vessel.

TABLE 64.—*Wrecks and casualties on and near the coasts and on the rivers of the United States, and to American vessels at sea, etc.*—Continued.

(4) OTHER CAUSES—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from	Port bound to.	Whether resulting in total or partial loss.	Nature of cargo.	Passengers.	Crews.	Lives lost.	Place of disaster.	Nature of casualty.
1898.												
June 9	Walla Walla.....	Am. str.....	3,070	Victoria, B. C.....	San Francisco, Cal.....	No damage.	Ballast.....	188	80	1	At sea.....	Jumped overboard while insane.
June 10	Eliza H. Parkhurst.....	Am. sc.....	121	Arichat, C. B.....	Fishing banks.....	do.	Unknown.....	.....	18	1	do.	Capsize of dory.
June 12	Fawn.....	do.	1,041	Newport News, Va.....	Boston, Mass.....	do.	do.	.....	4	1	Boston Harbor, Mass.	Fatally injured by falling coal while loading vessel.
June 12	Virginia.....	do.	55	Boston, Mass.....	Pedocks Island, Mass.	do.	Ballast.....	76	2	1	do.	Fell overboard while intoxicated.
June 12	City of Hartford.....	Am. str.....	61	New Orleans, La.....	Excursion trip.....	do.	do.	.....	.....	1	New Orleans, La., Mississippi River.	Fell overboard.
June 13	Crescent City.....	do.	4,213	Sandusky, Ohio.....	Ashland, Wis.....	do.	Coal.....	.....	23	1	Lake Erie.....	Fatally scalded by bursting of boiler tubes.
June 15	Confianza.....	Am. sc.....	89	San Francisco, Cal.....	Coquille River, Oreg.	do.	Unknown.....	.....	5	1	At sea.....	Caught in the fore-sheet and thrown overboard.
June 16	Dubuque.....	Am. str.....	748	St. Louis, Mo.....	St. Paul, Minn.....	Partial.	Miscellaneous.	72	65	1	St. Louis, Mo.....	Collapsing of boiler flues.
June 18	H. A. Root.....	do.	198	Alpena, Mich.....	Thunder Bay, Mich.	No damage.	Ballast.....	.....	11	2	Six miles south of Thunder Bay Island, Lake Huron.	Drowned by breaking of glass in diving bell while at work on wreck of steamer Pewabic.
June 18	Monticello.....	Am. sc.....	72	Bangor, Me.....	Boston, Mass.....	do.	Lumber.....	.....	3	1	Portland, Me.....	Knocked overboard by boom while taking in sail.
June 19	Tycoon.....	Am. str.....	95	Paradise, Ark.....	Newport, Ark.....	do.	Timber.....	.....	11	1	White River, Ark.....	Fell overboard from barge.
June 23	Wm. Duffey.....	do.	79	Marietta, Ohio.....	Waverly, W. Va.....	do.	Ballast.....	100	9	3	Ohio River.....	Lost overboard in a cyclone.
June 23	A. Folsom.....	do.	941	Fairport, Ohio.....	Escanaba, Mich.....	do.	do.	.....	14	1	Lake Michigan.....	Fell into hold.
June 24	Ridgewood.....	do.	49	Norfolk, Va.....	Hampton Roads, Va.	Partial.	do.	.....	4	2	Hampton Roads, Va.	Explosion of boiler.
June 27	Linah C. Kaminiski.	Am. sc.....	444	Wilmington, N. C.....	Jacksonville, Fla.	No damage.	Lumber.....	.....	6	1	Jacksonville, Fla., St. Johns River.	Fell overboard from stage while painting vessel.
June 27	Free Trade.....	do.	92	Bay City, Oreg.....	San Francisco, Cal.....	do.	do.	.....	5	1	At sea.....	Fell overboard while reefing sail.

Totals: Vessels, 240; tonnage, 133,652; total losses, 19; partial losses, 15; no damage, 206; number of passengers, 2,992; number in crews, 3,652; number of lives lost, 713.

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, 1898, involving LOSS OF LIFE.*

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
Foundering:						
Vessels.....	4	1	1	.....	8	14
Tonnage.....	308	314	1,111	.....	2,549	4,282
Passengers.....	1	27	0	.....	59	87
Crews.....	19	12	21	.....	63	115
Lives lost*.....	11	39	19	.....	54	123
Strandings:						
Vessels.....	10	3	.....	.....	2	15
Tonnage.....	3,966	858	.....	.....	1,823	6,647
Passengers.....	2	26	.....	.....	3	31
Crews.....	59	52	.....	.....	36	147
Lives lost*.....	37	70	.....	.....	11	118
Collisions:						
Vessels.....	4	1	2	1	.....	8
Tonnage.....	1,106	302	88	50	.....	1,546
Passengers.....	48	1	2	1	.....	52
Crews.....	44	18	6	6	.....	74
Lives lost*.....	7	1	4	1	.....	13
Other causes:						
Vessels.....	5	.....	3	6	20	34
Tonnage.....	1,669	.....	1,612	1,671	16,697	21,649
Passengers.....	62	.....	0	84	.....	146
Crews.....	71	.....	31	135	603	840
Lives lost*.....	10	.....	4	24	451	489
Totals:						
Vessels.....	23	5	6	7	30	71
Tonnage.....	7,049	1,474	2,811	1,721	21,069	34,124
Passengers.....	113	54	2	85	62	316
Crews.....	193	82	58	141	702	1,176
Lives lost*.....	65	110	27	25	516	743
Vessels totally lost:						
Vessels.....	15	4	2	1	26	42
Tonnage.....	5,254	1,172	2,315	245	15,490	24,476
Passengers.....	51	53	.....	.....	59	163
Crews.....	109	64	35	25	620	853
Lives lost*.....	51	109	21	6	502	689
Vessels damaged:						
Vessels.....	8	1	4	6	4	23
Tonnage.....	1,795	302	496	1,476	5,579	9,648
Passengers.....	62	1	2	85	3	153
Crews.....	84	18	23	116	82	323
Lives lost*.....	14	1	6	19	14	54
Vessels not damaged:						
Vessels.....	62	14	27	55	54	212
Tonnage.....	16,326	5,212	29,198	13,305	47,975	112,016
Passengers.....	757	249	269	1,292	279	2,846
Crews.....	497	196	330	922	876	2,821
Lives lost.....	64	16	28	58	64	230
Aggregate:						
Vessels.....	85	19	33	62	84	283
Tonnage.....	23,375	6,686	32,009	15,026	69,044	146,140
Passengers.....	870	303	271	1,377	341	3,162
Crews.....	690	278	388	1,063	1,578	3,997
Lives lost.....	129	126	55	83	580	973

* Exclusive of lives lost on vessels not damaged.

NOTE.—Of the 743 lives lost on vessels sustaining material damage, 439 were lost on steamers and 304 on sailing vessels, as follows: Atlantic and Gulf coasts, steamers 16, sailing vessels 49; Pacific coast, steamers 70, sailing vessels 40; Lakes, steamers 27, sailing vessels 0; Rivers, steamers 24, sailing vessels 1; At sea, steamers 302, sailing vessels 214.

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.
	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	
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:											
Burnt Coat Harbor.....	1										1
Great Duck Island.....				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		2	5
Damiscove Island.....							1				1
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
Maxwells Point.....			1			1					2
Portland Head.....									1		1
Spurwink River.....										1	1
Trundys Reef.....							1				1
Cape Neddick:											
Cape Neddick Roads.....	1										1
Boon Island.....		1			1					1	3
Boon Island Ledge.....				2							2
Cape Porpoise.....				1				1			2
Folly Island.....				1	1						2
Goat Island.....								1		1	2
Timber Island.....	1										1
Trotts Island.....						1					1
Cape Small Point.....							2				2
Bald Head Rocks.....					1						1
Fullers or Glovers Rock.....	1					1				1	3
Wood Island.....										1	1
Casco Bay:											
Aldens Rock.....							1		1		2
Bangs Island.....	1						1			1	3
Birch Point Ledge.....			1								1
Cow Island.....					1						1
Cundiz Harbor.....		1									1
Dingleys Island.....							1				1
Green Islands and Reef.....						1			2	1	4
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
Peaks Island.....				1							1
Ragged Island.....	1										1
Ram Island.....					1						1
Richmonds Island.....	2						1			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
Sperlins Point.....				1		2					3
Thompsons Ledge.....										1	1
West Bunkers Ledge.....		1									1
Cranberry Island, Little.....	1	1	1	1	1	1		1			7
Bakers Island and Bar.....			2	2		3			1	2	10
Hardings Ledge.....				1							1
Cutler and approaches.....	3	2	1		1				2	1	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.
	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	
MAINE—continued.											
Damariscotta River and approaches:											
Bristol Neck	1										1
Fishermans Island	1				1						2
Heron Island, Outer			1								1
Ram Island										1	1
Thread of Life Ledge		1									1
Deer Island Thoroughfare:											
Dumpling or Eastern Mark Island Ledge				1							1
Grog Island					1						1
Long Ledge										1	1
Moose Island			1								1
Two-Bush Island						1					1
Deer Isle:											
Greens Landing				2		1	2	2	1		8
Eastport Harbor			1								1
Eggemoggin Reach									1		1
Byards Point								1			1
Channel Rock						1					1
Crow Island									1		1
Harbor Island	1										1
Punch Bowl										1	1
Triangles, The						1					1
White Island									1		1
Fishermans Island Passage. (See Moosabec Reach.)											
Fletchers Neck	5		2			2	8	1		4	22
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	2
Round Porcupine Island			1								1
Sullivan Harbor	1	1									2
Frenchmans Bay approaches:											
Schoodic Island		1						1			2
Strouts Island			1								1
Kennebec River (mouth of)	2		1	2							5
Atkins Bay										1	1
Bluff Head											1
Coxs Head									1		1
Dix Island			1					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	2
Marrs Island						1					1
Parkers Flats		1		1							2
Perkins Island and Ledges		1				1					2
Pond Island					1					1	2
Stage Island					1						1
Sugar Loaves, The	4	1			1			1		1	8
Whales Back		1									1
Wood Island Ledges					1			1			2
Kennebec River approaches:											
Heron Island								1			1
Seguin Island and Ledges			1		1					1	3
Kennebunkport				1							1
Lubec Narrows				1		2					3
Machias Bay:											
Bare Island				2							2
Chances Island	1										1
Cross Island		3			1					2	6
Dogfish Ledges								1		1	3
Fosters Island		1									1
Howards Bay					1		1				2
Libbey Island		1	2		1		1	1			6
Machias				1							1
Ram Island		1									1
Starboard Island			1	1							2
Machias Bay, Little					1						1
Double Headed or Double Shot Island		1							1	1	3
Old Man 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.
	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	
MAINE—continued.											
Moosabec 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
Green Island Ledge										1	1
Hopkins Point			1								1
Horse Ledge	1										1
Jonesport		2									2
Kellys Point and ledges near			2		1		2			1	6
Man Island					1						1
Novas Rock	2										2
Sand Ledge									1		1
Sawyers Cove						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						1	4
Long Ledge					1					1	2
Seal Harbor			1								1
Sea Wall						1					1
Southwest Harbor	2		2				1	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
Clam Ledges										2	2
Crescent Island (near)							1				1
Dix Island				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	5						1		1	1	8
Howies Rock						1					1
Hurricane Ledge				1	1			1			3
Long Ledge, Seal Harbor		1		1					1		3
Lower Gangway Ledge	2										2
Monroe Island					1	1					2
Northwest Ledge			1							1	2
Nortons Island and Ledges		1	1	1							3
Otter Island Ledge			1		1	2					4
Rackliffs Island, Seal Harbor					1	1					2
Seal Harbor	1	3	1	1	2			2	1	2	13
Sheep Island and Shoals					1	1	1	1	1		5
Spruce Head Island	2			1			4	2	1	2	12
Upper Gangway Ledges		1							2	1	4
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
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
Narragausus Bay and approaches:											
Bois Bubert Island	1					1			1		3
Millbridge (ledge near)				1							1
Pond 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.
	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	
MAINE—continued.											
Penobscot Bay:											
Fort Point.....		1									1
Fox Islands.....		1									1
Inner Bay Ledges.....										1	1
Isle au Haut.....	1										1
Long Island.....							1				1
Ragged Island.....				1				1			2
Seal Island.....		1								1	2
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	2
Matinicus Island.....					1	1	1				3
Northern Triangles, The.....				1					1	1	3
Owls Head.....	1						2				3
Ragged Island.....							1				1
Roaring Bull Ledges.....		1									1
Rockland.....	2			2	2		1				7
Rockport.....		1		1			1				3
Seal Ledge.....							1				1
Searsport.....	1	1									2
Seven Hundred Acre Island.....			1								1
Southeast Breakers.....										2	2
Spragues Ledge.....										1	1
Sunken Pond Ledges.....							1				1
Ten-Pound Island.....		1									1
Two-Bush Island and Reef.....						2				1	3
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
Portsmouth Harbor (Maine side):											
Clarks Island.....										1	1
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
Seaveys Island.....						1					1
West Sister, The.....				1							1
Wood Island.....		1				1	1		1		4
Prospect Harbor.....		1							1		2
Indian Harbor.....									1		1
Old Man, The.....	2										2
Quoddy Roads.....					1		1				2
Crowells Ledge.....								1			1
Middle Ground.....							1				1
Sail Rock.....			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.
	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	
MAINE—continued.											
Quoddy Roads—Continued.											
West Quoddy Head				2	1		1				4
West Quoddy Head, Carrying Point Cove				1							1
Woodwards Point	1										1
Wormells Ledge	1	1									2
Saco Bay:											
Eagle Island			1								1
Ferry Beach										1	1
Lobster Rocks		1									1
Negro Island	2	1	1	2		2	1				11
Old Orchard Beach										1	1
Scarboro Beach							1				1
Stage Island					3			1			4
Strattons Island and rocks near			1								1
Whales Back, The								1			1
Wood Island	1			2				1			4
St. Croix River:											
Red Beach	1										1
St. Georges River and approaches:											
Bar Island						1					1
Benner Island							1				1
Brothers, The										1	1
Burnt Island					1						1
Caldwells Island										1	1
Careys Rock					1						1
Davis Straits	3										3
Georges Islands					2			1			3
Griffins Island										1	1
Harts Island Bar and Ledges		1		2	1		2	2	1	1	10
Herring Gut						1	1				2
Hoopers Island						2	1	1			4
Marshalls Point										1	1
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:											
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
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
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:											
Great Boars Head										1	1
Hampton Beach								1		1	2
Isles of Shoals:											
Cedar Ledges										1	1
Eastern Rocks								1			1
Square Rock		1									1
Portsmouth Harbor (New Hampshire side):											
Fort Point	2	1	2								5
Jerrys Point	1									2	3
Odiornes Point		1			1						2
Stielmans Rocks			1			1					2
Rye Beach								1			1
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.
	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	
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		1	6
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
Dorchester Bay.....									1		1
Fawn Bar.....				1							1
Gallups Island.....									1		1
Georges Island.....		2		3	1		1		2	1	10
Graves, The.....	1									1	2
Great Fawn Bar.....						1					1
Hardings Ledge.....	3		1		2			1	1		8
Hog Island.....	1		1						1		3
Hull Beach.....	1										1
Long Island.....								1			1
Lovells Island.....	1	2				1					4
Middle Ground.....		1									1
Minots Ledge.....										1	1
Nantasket Beach.....	2					1	1		1	1	6
Neponset.....							1				1
Nixs Mate.....						2		1	1		4
Pines Point.....										1	1
Pleasant Beach.....	1										1
Point Allerton.....	1	1				1			2		5
Point Shirley.....							1			1	2
Quincy Beach.....	1										1
Rams Head.....			1			1					2
Toddy Rocks.....	1			1	1	1		1	1	4	10
Weir River, entrance to Hingham Harbor.....	1				1		1				3
Weymouth.....							1				1
Windmill Point.....		1	1	1		1					4
Buzzards Bay:											
Clarks Point (rocks near).....					1						1
Cuttyhunk Harbor.....							1	2			3
Dumpling Rock.....				1							1
Great Ledge.....	1						1				2
Gull Island.....									1		1
Hen and Chickens.....	1		1								2
Moshers Point.....	1										1
Nashawena Island.....								1			1
New Bedford Harbor.....	1										1
Buzzards Bay approaches:											
Horse Neck Beach.....						1					1
Cape Ann:											
Annisquam.....			2			1					3
Braces Cove.....			1								1
Brier Neck.....	1										1
Dolivers Neck.....										4	4
Eastern Point.....		1				2		1		1	5
Fresh Water Cove.....			1								1
Gloucester.....	2		1			1	4		1	4	13
Halibut Point.....							1		1		2
Kettle Island.....								1			1
Lanesville.....	2	1				1	1				5
Londoner, The (near Thatchers Island).....		2	1				1				4
Milk Island.....	1	1									2
Normans Woe.....							1				1
Pigeon Cove.....	1			1						6	8
Rockport.....				1	1	1					3
Salvages, The (off Rockport).....		1			1						2
Straitsmouth Island.....	1										1
Ten-Pound Island.....	1									2	3
Cape Cod:											
Bearses Shoal.....	1		2			3		3	1	1	11
Cahoons Hollow.....	1							2	2		5
Chatham.....		1			2				1	2	6
Chatham Bar.....	4	4	2	2	1	1	1	1			16
Highland Light.....					1				1		2
Monomoy Point.....		1	2				1			3	7

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.
	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	
MASSACHUSETTS—continued.											
Cape Cod—Continued.											
Nauset Beach		1	2	3	1	1		3	2	2	15
Orleans Beach		1	1				2	1	2	1	8
Pamet River		1					2				3
Peaked Hill Bar	2		1		1	2	1	1	2	4	14
Pollock Rip	1		5	1	3	4	5	2	1	2	24
Race Point	5	3	3	1	6	2	2	4	2	3	31
Shovelful Shoal	1	3	5			4	4	2		2	21
Stone Horse Shoal	1	1				1	1	1	1		6
Cape Cod Bay:											
Barnstable	1										1
Billingsgate Island and Shoal					1		1				2
East Dennis	1										1
Long Point				1							1
North Dennis				1							1
Provincetown	2			3	6	3			2		16
Sandwich	1										1
Wellfleet		2	1								3
Wood End			3					1	1	2	7
Yarmouth Flats			1								1
Fall River							1				1
Gurnet Point				1					2		3
Ipswich Bay:											
Essex Bar							1				1
Ipswich Bar	1		1	2	1	1	1	3	2	2	14
Squam Beach	2	1									3
Lynn Harbor		1	1			1	1				4
Manchester				1							1
Marblehead	2						1				3
Marthas Vineyard:											
Cape Poge			1	2					2		5
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	1	3	4	3	1		1			15
Gay Head			2			1	1		1	2	7
Gay Head, Devils Bridge				1							1
Menemsha Bight	1	2		1	1	1			2	3	11
No Mans Land						1					1
Old Man Ledge							1				1
Toms Shoal											1
Vineyard Haven	1	4		3	3	3	1	1	7	1	24
West Chop		1	4		1	1	1				8
Nahant Bay:											
Egg Rock						1					1
Nahant		1			1		1			1	4
Swampscott			1								1
Nantucket:											
Bar and Bay									1		1
Coskata						1			2		3
East side of		1									1
Great Point and Great Rip	3	3				3		2			13
Surfside										1	1
Nantucket Shoals		1		2		1				2	6
Nantucket Sound:											
Bishop and Clerks Shoal		3							1		4
Chatham Roads					1		1				2
Common Flats (near Chatham Roads)	2					3	2				7
Dennisport and Beach			5				1				6
Dog Fish Bar						1	1				2
Eldridges Shoal				1							1
Great Round Shoal		1		1							2
Handkerchief Shoal	5	1	6	3	6	3	5	1	1	2	33
Harwichport				2	1						3
Hawes Shoal				1	2						3
Horseshoe Shoal										1	1
Hyannis	1		1		1	1	1				5
Kill Pond Bar		1				1	2				4
Long Shoal	1				3			2			6
Monomoy Island (shoals west side of)				2							2
Muskeget Island							1			1	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.
	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	
MASSACHUSETTS—continued.											
Nantucket Sound—Continued.											
Nortons Shoal.....					1			1			2
Osterville.....									1		1
Rodgers Shoal.....					1						1
Shovelful Shoal (near Tuckernuck Shoal).....				4	1					1	6
Tuckernuck Shoal.....	1				2	1		1		1	6
Wreck Shoals.....	1										1
Newburyport approaches:											
Newburyport Bar.....		1	4			1		1	1		8
Plum Island Point.....									1		1
Salisbury Point.....	1				1	2		1			4
Plum Island.....	1		1	1	3	1	4	4		1	16
Plymouth Bay:											
Browns Bank, or Browns Island.....	1				5		2	2	1	4	15
Dicks Flat.....								1			1
Plymouth.....	2			1	1	1			1	1	7
Salem Harbor and approaches:											
Bakers Island and Shoals.....						1	1		2	1	5
Coney Island Ledges.....	1										1
Dry Breakers.....						1					1
Endeavor Rocks.....										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	4
Salisbury Beach.....								1			1
Scituate.....	4	1	2	1							8
First Cliff.....						1					1
Fourth Cliff.....						1			2		3
North Scituate.....					1						1
Vineyard Sound:											
Cuttyhunk Island.....	3	3	5	2	2		1		1		17
Falmouth.....	1										1
Hedge Fence Shoal.....									3	1	4
L'Homme à Dieu Shoal.....	2	1	4	1		1		1			10
Middle Ground.....									1	1	2
Nashawena Island.....	1					1	2		2		6
Naushon Island.....		1		1		3	2		1		8
Nobska Point.....		1									1
Nonamisset Island.....			1								1
Pasque Island.....	3		2	5				1	4	1	16
Quicks Hole.....		1								1	2
Robinsons Hole.....	1			1	1	1	1				5
Sow and Pigs.....	1		1		1	1		1	1		6
Squash Meadow Shoals.....						1					1
Succoneset Shoal.....					1						1
Tarpaulin Cove.....			3	1	2		2		1		9
Woods Hole.....		1	1	1	1	1		2		1	8
RHODE ISLAND.											
Block Island:											
Black Rock.....		1									1
Block Island Breakwater.....	1		1	1			5		5	4	17
East side of.....		2		2	1		1			3	9
Northwest shore of.....								1	1	4	6
Salt Pond.....											1
Sandy Point.....									2	2	4
South and southwest shore.....		1				1					2
West side of.....		1			1		1		3	1	7
Charlestown Beach.....				2				1			3
Green Hill Point.....					1						1
Little Narragansett Bay.....										1	1
Narragansett Bay:											
Bishop Rock.....						1					1
Black Point.....			1								1
Bonnet Point.....						1					1
Boston Neck.....						1					1
Brentons Point and Reef.....			1				1		1		3
Butter Ball Rock.....			1								1
Caseys Point.....				1							1
Castle Hill.....									1		1
Church Point.....							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.
	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	
RHODE ISLAND—continued.											
Narragansett Bay—Continued.											
Clump Rocks.....						1					1
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
Hog Island.....	1										1
Kettle-Bottom Rock.....							1				1
Narragansett Pier.....		1									1
Newport.....			4							1	5
Newtons Rock.....					1			1			2
Pawtucket River (mouth of).....								1			1
Popasquash Point.....			1								1
Portsmouth.....				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
Watsons Pier.....							1				1
Whale Rock.....					1						1
Point Judith.....	3	1			1	1		4	2	2	14
Three miles west of.....					1						1
Squid Ledge.....		1									1
Quanochohtang Beach.....	1						2				3
Watch Hill.....	3		1	2	2	1		1	1		11
Catumb Reef.....			2				1			2	5
Napatree Point.....	2	4	2	1		1	2	2			14
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				3	6
Noank (near).....				1							1
Quiambog 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
Faulknors Island.....					1			1		1	3
Goose Island (near Faulknors 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
Saugatuck.....										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
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.
	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	
CONNECTICUT—continued.											
New London Harbor and approaches:											
Black or Southeast Ledge						1					1
Black Rock	1	1									2
Cormorant Reef										1	1
Eastern Point	1				1						2
Goshen Reef							1		1		2
Ocean Beach								1			1
Pequot (near)						1					1
Southwest Ledge						1					1
Niantic Bay						2	1				3
Norwalk Harbor					1						1
Saugatuck River (mouth of)					1						1
Shippan Point Shoals	1		1						1		3
Stonington Harbor								2			2
Stratford Bar		1									1
NEW YORK.											
Block Island Sound:											
Fort Pond Bay							3			2	5
Gardiners Island		1		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					2						2
Factory Rock		1									1
Governors Island			2	1					1		4
Hell Gate	1	5	4			1		2	2		15
Hell Gate, Flood Rock		1					1				2
Hell Gate, Halletts Point							1				1
Hell Gate, Mill Rock				1	1	1				1	4
Hell Gate, Negro Head						2					2
Hell Gate, Rylanders Reef			1								1
Hell Gate, The Hogs Back	1		1				1			1	4
Horns Hook					1						1
Lawrence Point				2						1	3
Man-of-War Rock				2				1	1	1	5
Middle Ground, near Lawrence Point	1	1									2
Newtown Creek (mouth of)						1					1
North Brother			1				1				2
Randalls Island	1										1
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
Sunken Meadows, The	2				1				2	2	7
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	2	23
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	1	17
Fire Island Beach (Great South Bay)					3			1		2	6
Fire Island Inlet	6	2	1	2			5	5	5	5	31
Hog Island Inlet					1						1
Jamaica Bay				1							1
Jones Beach	1	3		1							5
Long Beach			1		2	3	2		1	1	10
Mecox						1				1	2
Montauk Point	1	1			1	1					4
Moriches Beach		1				1	1			1	4
Moriches Beach (Moriches Bay)											1
Napeague	1			1	1	1	1		1		6
New, or Jones Inlet	1	2	3	3	1	2	4		3	3	22

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.
	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	
NEW YORK—continued.											
Long Island (outside)—Continued.											
Oak Island.....							1				1
Petunk.....					1						1
Quogue.....									1		1
Rockaway and Far Rockaway Beach.....	1		1	1			1	1	1		4
Rockaway Inlet and Shoals.....	6	3	2	2		1	6	1	3	1	25
Shinnecock Beach.....				1		1	2		4		8
Smiths Point.....						1					1
Zachs Inlet.....						1	1	1			3
Long Island Sound:											
Baiting Hallow Beach.....	1										1
Big Tom Rock.....								1		1	2
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.....	5	2		1	1		3	1			13
Execution Rocks.....	1					1					2
Fishers Island.....	2			1	1	1	4	1	2	1	13
Glen Cove.....				1							1
Glen Island.....									1		1
Great Gull Island.....								1			1
Hallocks Landing.....		1								2	4
Hart Island.....		1	1		1		1		1	1	6
Hewletts Point.....				1							1
Hortons Point.....			1						1		2
Huntington.....		1									1
Larchmont.....				2							2
Little Gull Island.....			1	1			1				3
Lloyds Neck.....	1			1	1	1			2		6
Matinicock Point.....							1	1			2
Mattituck Beach.....						1					1
Mount Misery.....	1										1
Mount Sinai.....					1						1
New Rochelle Harbor.....		1				1	1			1	4
Oak Neck Point.....							1				1
Old Field Point Light.....		1					1			1	3
Old Silas Reef.....										1	1
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	1					1		5
Plum Island.....		1	1	1			1		1		5
Prospect Point.....			1				1				2
Race Point (near).....		1				1					2
Race Rock.....		1									1
Rye Point.....				1	1			1			3
Sands Point.....		1				1	1				4
Throgs Point.....	1										1
Valiant Rock.....		1									1
Wicopasset Island and Reefs.....	1			1							2
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
Bedloes Island.....								1			1
Bedloes Island (rock 1 mile west of).....	1							1			2
Castle Point.....						1					1
Constable 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
Robbins Reef.....							1				1
Romer Shoal.....	1	2	4	3	1	1	6	3	1	2	24
Staten 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.
	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	
NEW YORK—continued.											
New York Bay and Harbor—Continued.											
Swinburn Island.....									2		2
West Bank.....	1	1					1	2	1		6
NEW JERSEY.											
Absecon Beach.....		1	1								2
Absecon Inlet.....	7	1		4	1	5	4	6	2		30
Atlantic City.....		1			3	2			3		9
Barnegat Bay.....			1								1
Barnegat Inlet.....		4	1	2	5	1	2	2	1	3	21
Brigantine Beach and Shoals.....		2		3	2	2	2	2	1	2	16
Cape May.....	2		2	1			1	2	3	1	12
Cold Spring Inlet.....	3						1	1			5
Corsons Inlet Bar.....		1	2			3				1	7
Deal Beach.....			1	1	1	1		1			5
Delaware Bay (also see Delaware):											
Ben Davis Shoal.....							1				1
Cross Ledge.....										1	1
Fishing Creek Shoal.....						1					1
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	2
Five Mile Beach.....							2				2
Forked River.....		1									1
Great Egg Harbor Inlet.....	2	5		2	2	3	1	3	5	3	26
Hereford Inlet.....	2	6	6	3		6	2		2	3	30
Highlands.....		1					1	3			6
Island Beach.....	2	3		1	1	1		2			10
Leaming Beach.....		1									1
Little Egg Harbor.....									1	5	6
Little Egg Harbor Inlet or New Inlet.....	3	3	4	1	3	3	3	1	4	5	30
Long Beach.....	1				2	1	1	2	2	1	10
Long Branch.....	1	1	1		1			1			5
Ludlam Beach.....									1		1
Monmouth Beach.....			1		1		1	2	1		6
Newark Bay, Shooters Island.....										2	2
Pecks Beach.....					1		1	1			3
Port Monmouth.....		1									1
Raritan Bay:											
Keyport.....	1	3				2					6
Point Comfort.....		1					1				2
Red Bank.....	1						1				2
Sandy Hook.....	6	4	9	2	5	6	1	8	4	3	48
False Hook.....					1						1
Flynn's Knoll.....	2	1			1						4
Horse Shoe.....										1	2
Seabright.....					2		1				3
Shrewsbury River.....								1			1
Squan Beach.....				1	2	1	1			1	6
Tatham.....							1	1			2
Toms River.....									1		1
Townsend's Inlet.....		1						3	2		6
Turtle Gut Inlet.....			1					1	1		3
DELAWARE.											
Cape Henlopen.....	4	4		1	4	1			1	5	20
Hen and Chicken Shoal.....		1	1		1	1					5
Delaware Bay (also see New Jersey):											
Bombay Hook Point.....					1						1
Brandywine Shoal.....	1	2		1	1						5
Broadkill River (mouth of).....			1								1
Cedar Beach.....										1	1
Fourteen Foot Bank.....		3								1	4
Joe Flogger Shoals.....			1	1	1			1		1	5
Mispillion River.....		1					1			1	3

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.
	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	
DELAWARE—continued.											
Delaware Bay (also see New Jersey)—Continued.											
Shears, The					1	1					2
Slaughter Beach		1									1
Delaware Breakwater	2	1		2	2	1	3		1	1	13
Indian River Inlet		2	5	5	1	2			2		17
Lewes	4	21	2			3	1	1		6	38
Rehoboth Beach	1	1				1					3
MARYLAND.											
Chesapeake Bay:											
Bear Point										1	1
Cedar Point				1						1	2
Chester River (mouth of)		1				1					3
Choptank River (mouth of)		1	1	1	1			1			4
Cornfield Point (mouth of Potomac River)	1									1	2
Cove Point					1						1
Curtis Point							1				1
Devils Woodyard							1				1
Drum Point										1	1
Fishing Bay						1					1
Hacketts Point				1					1		2
Herring Bay	1		1			2	1				5
Holland Island								1			1
Honga River								1			1
Horseshoe Point								1			1
James Point				1	1				1		3
Man of War Shoals							1				1
Millers Island		1					1				2
Patapsco River (mouth of)			1	1	1		1		1	2	7
Patuxent River (mouth of)				1							1
Point Lookout				1							1
Point No Point				1				1			2
Rock Hall (off)		1									1
Sandy Point			1								1
Sharps Island Bar				1	2						3
Solomons Island (mouth of Patuxent River)	1										1
Swan Point	1									1	2
Tallys Point		1									1
Thomas Point Shoal										1	1
Wades Point (Eastern Bay)									1		1
Fenwick Island			2			1	1				4
Fenwick Island Shoals				1							1
Green Run Inlet		1							1		2
North Beach			2	1		2		1		1	7
North Beach, Sinepuxent Bay										1	1
Ocean City		1									1
VIRGINIA.											
Assateague Island			2	1	2		2				7
Fishing Point							2		1	4	7
Turners Shoals										2	2
Assawaman Inlet										1	1
Cape Charles	1		1								2
Cape Henry	2	4	4	4		3	2	3	2	2	26
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
East River (mouth of)	1										1
Great Wicomico River (mouth of)									1		1
Gwinns Island				1							1
Horse Shoe Shoal			1								1
Jeffers Creek	1										1
Middle Ground					3	1				1	5
New Point Comfort		1						1	1	1	4
Ocean View	1	1			1						4
Piankatank River (mouth of)	1		1	1		1		1			4
Plum Tree Bar					1	1					2
Potomac River (mouth of)										1	1
Rappahannock River (mouth of)	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.
	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	
VIRGINIA—continued.											
Chesapeake Bay—Continued.											
Smiths Point			1	1							2
Stingray Point									1		1
Tail of the Horse Shoe										1	1
Willoughby Spit					1				1		2
Wolf Trap Shoal, Mobjack Bay					1						1
York River (mouth of)	1										1
York Spit		1	1								2
Chincoteague Inlet	1	2	2	2	3	2	1				13
Chincoteague Shoals (off Fishing Point)				1	1		1	2			5
Cobbs Island	1	2	1	1	1	1			1	1	9
Carters Shoals	2		2	3	1	1	1	2	1	1	14
Sand Shoal Inlet	1	2	7		2	1	1	2	1	4	21
Dam Neck Mills	1										1
Elizabeth River:											
Lamberts Point									1		1
Pinners Point	1										1
Western Branch (mouth of)	1										1
False Cape	1				3			1	2		7
False Cape, Pebble Shoals								2	1		3
Fishermans Island (near Cape Charles)	2	2		1			1				6
Great Machipongo Inlet			1	1	3		2	1	2	2	12
Hampton Roads:											
Browns Shoals (mouth of James River)							1				1
Bush Bluff Shoal					1						1
Cranev Island Flats			1								1
Days Point (mouth of James River)	1										1
Hampton Bar					1				2		3
Hampton Flats			1								1
Nansemond River (mouth of)	5						1				6
Newport News						1	1			1	3
Old Point Comfort				1			1				2
Pagan Creek (mouth of James River)	1										1
Pig Point				1		1					2
Rip Raps								1		1	2
Sewalls Point	1										1
White Shoal (mouth of James River)	1										1
Hog Island	4	2		2	1	1				1	11
Little Island		1			1	1			1	1	5
Little Machipongo Inlet							1	1			2
Lynn Haven Bay	1	2						2	1		6
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	1		1								2
Isaac Shoals	2	3	1	1			1	2	1	2	13
Little Inlet Shoals										1	1
Nautilus Shoal								1			1
Virginia Beach	3	1	1	1		2			1		9
Wachapreague Inlet				2			2	2			6
Dawson Shoals	2	1	1		2			1	1	2	10
Wallops Beach			1			2		1		1	5
NORTH CAROLINA.											
Albemarle Sound:											
Big Island									1		1
Bull Bay									1		1
Croatan		1									1
Flatty Creek Bar	1										1
Pasquotank River (mouth of)								1			1
Perquimans River (mouth of)								1			1
Powells Point									1		1
Reeds Point			1								1
Roanoke River (mouth of)	1				1					1	3
Bacons Inlet						1					1
Barren Inlet	1										1
Bear Inlet		1									1
Beaufort	1			1							2
Big Kinnakeet (also see Pamlico Sound)	2						1				3
Bodies Island (also see Pamlico Sound)		1	1	1		1	1	2	1	1	9
Bogue Island and Inlet				2		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.

Name of place.	Fiscal year ending June 30—										Total.
	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	
NORTH CAROLINA—continued.											
Cape Fear, Frying Pan Shoals		1	1		2	2	3	1	1	1	12
Cape Fear River (mouth of)	2	2	1		4		3	1	1	3	17
Cape Hatteras	3	1			1	1					5
Diamond Shoals (inner and outer)	3	1			1	1		3	1	1	11
Cape Lookout			1		3		1		2	1	8
Cape Lookout Shoals		1		1		3				2	7
Chicamacomico	1	1	1			1	1			3	8
Core Beach	1	1				1			2		5
Core Sound									1	1	2
Currituck Beach	2	2	2		1	2			2		11
Currituck Sound							2			1	3
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)	4		1	3	2	1	2	1			14
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			1	4
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	1	5
Ocracoke Island		2	3		1		8				14
Oregon Inlet	1				1		1				3
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			3
Hatteras Inlet		1	1		2			1	2		7
Howard Reef							1				1
Kings Point									1		1
Jennett Landing									1		1
Little Kinnakeet	1		1	2				1	1	1	7
Log Shoal				1						1	2
Long Shoal				1							1
Neuse River	2						1		1		4
Ocracoke Inlet							2		2		4
Olivers Reef	2		1			3	1				7
Pamlico Point										1	1
Robinson										1	1
Royal Shoals								2			2
Portsmouth Island		1									1
Rich Inlet						1					1
Shallotte Inlet							1				1
Wash Woods							1		1		2
Wrightsville Inlet										1	1
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	4					8
Charleston Bar	1		1	4	1	3	1		2	1	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	1	3
North Island Reach		2									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.
	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	
SOUTH CAROLINA—continued.											
Page Island						1					1
Pine Island Beach					1						1
Port Royal Bar					1				1		2
St. Helena Sound and approaches						1					1
St. Phillips Island									1		1
South Island			1			1					2
Stono Inlet								1			1
Sullivans Island										1	1
Winyah Bay							1				1
Yongs Island						1					1
GEORGIA.											
Altamaha Sound					1						1
Brunswick									1		1
Cumberland Island and Shoals					1						1
Pelican Shoal			1								1
Doboy Sound and approaches			2		2		1		1		6
Little Wassaw Island									1		1
Long Island										1	1
Ossabaw Island		1									1
Pumpkin Hammock, North River					1						1
St. Catherines Island		1	1								2
St. Simons Bar		1	2	1	2				1		7
St. Simons Sound, Colonels Island									1		1
Sapelo Sound and approaches	1				1	1	1				4
Savannah River (mouth of)	1	1		1		3			1		6
Tybee Island	1							1	1		3
Wassaw Island										1	1
Wilmington River (mouth of)							1				1
Wolf Island, Spit, and Shoals			1		1					1	3
FLORIDA.											
Amelia Island										2	2
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			1	4
Florida Reefs:											
Bird Key (near Tortugas)					1						1
Coffins Patches	2										2
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	2
Maryland Shoal								1			1
Middle Ground								1			1
Pickle Reef						1					1
Pulaski Shoals				2		1					3
Quicksands										1	1
Rebecca Shoals	1				1				1	1	4
Tennessee Reef		1					2		1		4
Tortugas	1	1	1	1	1	1	2	1	1	1	11
Virginia Key									1		1
Washerwoman	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

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.
	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	
FLORIDA—continued.											
Jupiter Inlet.....	1	2	...	2	3	3	2	5	1	...	19
Lake Worth Beach.....								1			1
Lake Worth Inlet.....				3			2				5
Lantana.....											2
Matanzas Inlet (south of).....	2							1		1	2
Mosquito Inlet.....					1						1
Mosquito Lagoon.....					2						2
Nassau Sound.....	1										1
New River Inlet.....				1		2			1		4
New River Inlet (8 miles north of).....		1									1
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	2	11
Perdido River (mouth of).....					1						1
St. Andrews Bay.....								2			2
St. Augustine Bar.....	1	2	1				1				5
St. Georges Island.....										1	1
St. Johns Bar.....		1			1	1		1	2		6
St. Josephs Bay.....		1									1
St. Josephs Point.....			1								1
Santa Rosa Island.....			1	1		1	2	1	2		9
Fifteen miles east of.....			1								1
Sarasota Pass, Little.....					1						1
Smiths Creek.....					1						1
Tampa Bay:											
Anna Maria Key.....			1				1				2
Mullet Shoal.....										1	1
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						2
Point Clear.....						1					1
Revenue Point.....										1	1
MISSISSIPPI.											
Mississippi Sound:											
Bayou Coden.....						1					1
Gaveline Bayou.....						1					1
Gulfport.....								1			1
Horn Island.....	1	1			1	1			1	1	6
Pascagoula.....						3					3
Pointe aux Chines.....						1					1
Ship Island.....		1		1			2	1	1		6
LOUISIANA.											
Calcasieu 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.....										1	1
Bayou St. John light.....									1		1
Little Woods.....								1			1
Mississippi River (mouth of).....										2	2
Schofield Bay, West Bay.....						1					1
Ship Shoal light (18 miles northeast of).....	1										1
Tiger Shoal.....								1			1
Timbalier 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.
	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	
TEXAS.											
Aransas Pass					1	1		2			4
Boca Chica						1					1
Bolivar Beach	1				2						3
Brazos River (mouth of)	1				1	2	3		2	1	10
Brazos Santiago		4	2	2	2			2	1	1	14
Galveston Bar	1	5	2	3	3	2	6	4	3	1	30
Galveston Bay					1		1	1	1		4
Pelican Island and Flats				2				1			3
Pelican Spit		1		1						1	3
Galveston Island	2	1	1	2	2	1	4	2			15
High Island							1				1
Matagorda Bay				1							1
Matagorda Island	1					1		1			3
Matagorda Peninsula							1		1		2
Mustang Island	2		1	1						1	5
Padre Island		1	1				1	2			5
Pass Cavallo	3	1		2	1		2		2	2	13
Sabine Pass	1	2	1		1	1	4	1	1		12
East of			1					1			2
St. Joseph Island		1	1		2					1	5
San Bernard Bar				2	1	1			1	2	7
San Luis Pass			1			1	3	6	5		16

PACIFIC COAST.*

ALASKA TERRITORY.											
Admiralty Island		1									1
Agrepin Bay						1					1
Amlia Island						1					1
Anchor Point, Cooks Inlet							1				1
Barren Island									1		1
Cape Constantine										1	1
Cape Fairweather		1									1
Cape Smith (Bering Sea)	1										1
Chignik Bay			1								1
Chirikoff Island										1	1
Coal Bay			1								1
Cooks Inlet					1						1
Dixons Entrance, Devils Rock										1	1
Geese Island, Kadiak Island							1				2
Harkanock		1									1
Juneau										1	1
Kalgin Island, Cooks Inlet		1									1
Karluk, Kadiak Island								1			1
Kayak Island					1	1					2
Kadiak Island							1				1
Lituya Bay					1			1			2
Loring, Naha Bay, Revilla—Gigedo Islands		1									1
Lynn Canal, Shelter Island										1	1
Skagway										2	2
Marasco Bay					1						1
Middleton Island				1							1
Morzovia 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
Pribilof Islands				1							1
Prince William Sound						1					1
Return Reef, Midway Island							1				1
St. Lawrence Island			1								1

*In a few instances the number of stranded vessels in this table does not agree with those reported in the annual report of the previous year, having been increased by wreck reports received since the publication of the last report.

TABLE 66.—*List of places on the 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.
	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	
ALASKA TERRITORY—continued.											
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
Thin Point.....									1		1
Tongass.....								1			1
Tugidak Island.....	1							1		1	2
Unalaska.....							1				1
Unimak Island.....										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	2
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
North Spit.....							1				1
Iliwaco Beach.....									1		1
Long Beach.....								1			1
Puget Sound.....					2						2
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 No Point.....								1			1
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					2
Table Rock.....	1										1
Tacoma.....		1									1
Useless Bay.....						1					1
West Point.....					1			1			2
Whidbey Island.....							1				1
Queetsu River (mouth of).....							1				1
Shoalwater Bay.....		2					1				3
Straits of Fuca:							2			1	5
Crescent Bay.....		2									2
Neah Bay.....								1			1
New Dungeness.....					1		1			1	3
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
Sand Island.....							1				1
OREGON.											
Alsea Bay.....							1				1
Cape Arago.....			1	4	1			1			7
Cape Blanco.....								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.
	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	
OREGON—continued.											
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	3	15
Nehalem River (mouth of)								1	1		2
Point Adams						1	1				2
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		1	8
Yaquina Bar	1	1			1						3
CALIFORNIA.											
Albion River (mouth of)					1	3					4
Bodega Bar					1						1
Bowens Landing, Mendocino County					1						1
Cambria							1				1
Cape Mendocino			1								1
Caspar			1						1		2
Crescent City	1		1					1			3
Drakes Bay			1								1
Eel River Bar	1			1				1			3
Farallon Islands			1								1
Fish Rocks	1	1		1	1						4
Fish Mills, Sonoma County	2										2
Fort Bragg, Mendocino County	2	1				1					4
Fort Ross	1				2						3
Golden Gate	1		1	1		1	2				6
Fort Point	1	1			2	1		1			6
Mile Rocks	1										1
Point Cavallo				1							1
Point Diablo			1							1	2
Point Lobos	1	1		1							3
Presidio Shoal					1						1
Half Moon Bay										1	1
Hardy Creek									1		1
Hueneme, Ventura County									1		1
Humboldt Bar	2	1	1	1			1	2	1	2	11
Humboldt Peninsula		1									1
Kents Point, Mendocino County										1	1
Klamath River (mouth of)			1	1							2
Little River (mouth of)				1							1
Lompoc Landing		1									1
Mendocino											1
Monterey Harbor						1					1
Navarro River (mouth of)				1			1				2
New Haven, Mendocino County		2									2
Newport						1					1
Noyo, Mendocino County					1						1
Pigeon Point									1		1
Pillar Point										1	1
Point Arena	4	1		1				2	1	1	10
Thirteen miles south of		1									1
Point Bonita						1	1				2
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		1	5
Rockport				1			1				2
Russian Landing, Sonoma County	1				1		1				3
Salina River (mouth of)				1							1
San Buenaventura		1									1
San Francisco Bay and Harbor		1	1				1				3
Angel Island						1					1
Arch Rock										1	1
Bird Rock										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.
	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	
CALIFORNIA—continued.											
San Francisco Bay and Harbor—Continued.											
Mission Rock								1			1
Oakland					1						1
Yerba Buena Island					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
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				2
Tennessee Cove (near), Marin County			1								1
Timber Cove			1							1	2
Tomaes Point										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.	3	1	1	1	2		1				9
Braddocks Point					1						1
Charity Shoal									1	1	2
Charlotte	1		1	1		1		1	2		7
Fair Haven				1							1
Feather Bed Shoals, St. Lawrence River		1									1
Forest Lawn, N. Y.						1					1
Galloo Island	1	1						1			3
Kingston (near), Canada											1
Little Salmon River, N. Y.						4					4
Long Island, Canada							1				1
Niagara, Canada									1		2
Oak Orchard Reef	1									1	2
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			2	10
Avon Point, Ohio	1			2							3
Ballast Island Reef			1								1
Bar Point, Canada	1			2		1	1		1		6
Black River, Ohio							1				1
Buffalo, N. Y.	1	1	2	4		3			5	3	19
Cedar Point, Maumee Bay, Ohio						1		1			2
Cedar Point, Sandusky Bay, Ohio		2					1		1	1	5
Chick-e-nolee Reef, Canada						1					1
Cleveland, Ohio		2	2		5		3	3	5	4	24
Colchester Reef, Canada				1	1	1		1			5
Conneaut, Ohio					1			1	2		4

*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.
	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	
LAKE ERIE—continued.											
Dover Bay, Ohio	1										1
Dunkirk			1								1
Erie, Pa.	2		2	1	2	3	1	1		2	15
Fairport, Ohio	2	2	1					1	1		7
Fort Erie, Canada									1		1
Hen and Chickens Island, Canada				1					1		2
Horse Shoe Reef	2	2		3	1	3	3		1	2	17
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			3	1			2		7
Lorain, Ohio									1		1
Madison, Ohio				1							1
Marblehead, Ohio		1				1					2
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
North Harbor Isle, Canada							1				1
Pigeon Bay, Canada					1						1
Point Abino, Canada			1			1				1	3
Pointe au Pelée, Canada	2	1		2			3	5			13
Middle Ground	1	1	1	1				1			4
Pointe au Pelée Island, Canada	1	1				1	1	2			7
Port Colborne, Canada	1			1		1	1				4
Port Dover, Canada							1				1
Port Maitland, Ontario									1		1
Presque Isle, Pa					1						1
Rondeau, Canada								1			1
Roses Reef, Canada			1								1
Sandusky Bay, Ohio			1			1	1		1		4
Scotts Point, Ohio						1		1		1	2
Selkirk, Ontario				2							2
Seneca Shoal, N. Y.					1		2				3
South Bass Island, Ohio						1					1
Southeast Shoal, Ontario										1	1
Starve Island Reef, Ohio	1	2		2			1	3			9
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
Waverly Shoal, N. Y.										1	1
West Harbor Reef, Ohio					1					2	3
Windmill Point, Canada		1			2						3
DETROIT RIVER.											
Amherstburg, Canada	1				2						3
Ballards Reef									1	5	6
Belle Isle, Mich.											1
Bois Blanc Island, Canada	4	1			1	1		2			9
Detroit River				1		2		3	1	1	8
Fighting Island	1	1	1	1	2						7
Grassy Island and Shoal			1		1	1				1	3
Limekiln Crossing		1	2	1		2	2	1	1	2	12
McDougalls Rock			1								1
Stony Island				1							1
LAKE AND RIVER ST. CLAIR.											
Grosse Pointe, Mich.	5	2			1		2	3	1	2	16
Hersons Island, Mich.		1									1
Middle Ground (near Port Huron), Mich.				1	1						2
Peach Island, Canada		1						2			3
Point Edward, Canada	1	2			1	1				1	6
Port Huron, Mich.										1	1
Russell Island, Mich.								1			1
St. Clair Flats	5	1	5			2	2	1	1		17
St. Clair River	3	1	2		1	1		3	1	1	13
Stag Island, Canada	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.*

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	
LAKE AND RIVER ST. CLAIR—continued.											
Thames River (mouth of).....				1							1
Windmill Point (rock near).....		1						1			2
LAKE HURON.											
Adams Point, Mich.....									1		1
Alabaster, Mich.....				1							1
Alpena, Mich.....										1	1
Ausable, Mich.....		2				1	2		3		8
Bedidore Bay, Ontario.....						1					1
Black River, Mich.....							1				1
Black River Island and Reef, Mich.....	1	2						2	1		6
Burnt Cabin Point Reef, Mich.....					2	1	6				9
Cape Ipperwash, Ontario.....					1		1				2
Caseville, Mich.....	1										1
Charity Islands, Mich.....									1		1
Cheboygan (9 miles southeast of), Mich.....		1		1	3						5
Cockburn Island, Canada.....			1								1
Corsica Shoal, Mich.....										1	1
Detour, Detour Passage, Mich.....		1	2				2	1	1		7
Drummond Island, Mich.....				2		3	2		1		8
Elm Creek, Mich.....				2							2
False Presque Isle, Mich.....					1	1	1	3	1	2	9
Fishermans Bay, Ontario.....						1					1
Fish Point, Mich.....		2									2
Forest Bay, Mich.....				1				1			2
Forester, Mich.....						1					1
Fort Gratiot, Mich.....		1			1	1		1	1		5
Georgian Bay, Canada.....								1			1
Beaver Stone River (mouth of).....									1		1
Collingwood.....										1	1
Hope Island.....				2							2
Lions Head.....		1									1
Missinauga Point.....				1							1
Portage Reef.....								1			1
Rabbit Island.....		1									1
Scarecrow Island.....							1				1
Three Star Shoal.....				1							1
Tobermory, Ontario.....									1		1
Waubashene, Ontario.....									1		1
Western Island.....		1									1
Grand Manitoulin, Canada.....				1							1
Grindstone City, Mich.....	3		1			1		1	1		7
Gull Island, Mich.....						1					1
Hammonds Bay, Mich.....			2	1	1		1			1	5
Eight miles northwest of life-saving station.....		1		1		1					3
Eighteen miles northwest of life-saving station.....		1									1
Fifteen miles northwest of life-saving station.....								2			2
Five miles northwest of life-saving station.....					1	1					2
Hardwood Point, near Sand Beach, Mich.....	1		1			1					3
Harrisville, Mich.....											1
Johnsons Reef.....				1				1			1
Kincardine, Ontario.....			1								1
Middle Island, Mich.....	1	2		1	1		1	2	1	1	10
Four miles southwest of.....	1		2			2			1		6
New London Point, Mich.....								1			1
North Point, Mich.....	3		1	4	4	1	2	1	1		17
Oscoda, Mich.....	1										1
Ottawa Point, Mich.....			3	1	1	3		1	2		11
Pointe aux Barques, Mich.....	3		3	1	5	1		6	1		20
Port Austin, Mich.....										1	1
Port Crescent, Mich.....						1					1
Port Elgin, Ontario.....	1										1
Port Hope, Mich.....	1		1	2			1				6
Prentiss Bay, Mich.....		1									1
Presque Isle, Mich.....		1		2					1	1	5
Richmondville, Mich.....			1			1					2
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	1	20
Seven miles south of.....	2										2
Scarecrow Island, Mich.....				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.
	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	
LAKE HURON—continued.											
Spectacle Reef, Mich.....							1				1
Sturgeon Point, Mich.....		2		1				2	1		8
Nine miles north of.....			2								2
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					2
Thunder Bay Island and Reef, Mich.....	1			1		1	1	2		1	7
Thunder Bay River (mouth of), Mich.....			1								1
ST. MARYS RIVER.											
Fryingpan Island.....								1			1
Hay Lake.....							5		2	5	12
Mud Lake.....								3			3
Neebish Rapids.....	1		3	1	1	1					7
Pipe Island.....			1		1					1	3
Pointe aux Pins, Canada.....	2								1		3
Round Island.....	1			1				2			4
Sailors Encampment.....	2	1	1			2	1	4	3		14
St. Josephs Island, Canada.....		3	1								4
St. Marys River.....	1	5	7	7	7	3	11	4	3	1	49
Sand Island, Ontario.....						1					1
Sugar Island.....		1	1			2					4
Topsail Island.....	2	1	1	2		1	2				9
LAKE SUPERIOR.											
Apostle Islands, Oak Island, Wis.....							1				1
Big Bay Point, Mich.....					1						1
Caribou 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			1	3
Devil Island, Wis.....								1			1
Duluth, Minn.....							2		1		3
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	1	3
Grand Portage, Minn.....			1								1
Gratiot River (mouth of), Mich.....							1				1
Gull Island, Mich.....										2	2
Heron Bay, Minn.....				1							1
Hills Creek, Mich.....						1					1
Iroquois, Mich.....						1					1
Isle Royale, Mich.....	1		1		1			1			4
Keweenaw Bay, Mich.:.....											
Baraga.....		1									1
Point Abbaye.....										1	1
Keweenaw Point, Mich.....					1						1
Lamb Island Light (near), Canada.....	1										1
Laughing Fish Point, Mich.....					1						1
Magdalene Island.....											
Manitou Island, Mich.....		1							1	1	2
Marquette, Mich.....		1					2	3	1		7
Michigan Island, Wis.....	2										2
Pancake Shoal, Canada.....				1		1					2
Pictured Rocks, Mich.....					1			2			3
Pointe au Sable, Mich.....				1	1						2
Point Iroquois, Mich.....			1			1		3			5
Point Isabel, Mich.....				1							1
Presque Isle, Mich.....		1									1
Salmon Trout River, Mich.....	1										1
Sandy Island, Canada.....	2					1					3
Sanks Head, Mich.....								1			1
Ship Canal, Mich.....	1	6		1	2	4	1	2	2		19
Sucker River (near), Mich.....	2	2			1	1	1				7
Thunder Bay, Canada:.....											
Fort William.....				1							1
Hare 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.

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	
LAKE SUPERIOR—continued.											
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	1	6
Waika Bay, Mich.....		1			1	2	1	1	2	1	9
West Superior, Wis.....				1							1
White Fish Bay, Mich.....		1									1
White Fish Point, Mich.....		1	1		1	1	3	1	3	1	12
STRAITS OF MACKINAC.											
Bois Blanc Island.....			5	4	1	3	2	5	5	5	30
Carp River (mouth of).....				1							1
Cecil Bay, Mich.....						1					1
Cheboygan, Mich.....				1	3	4	2	3		1	14
Goose Island, Mich.....	1			1					1		4
Grahams Shoals, Mich.....	1									1	2
Gros Cap, Mich.....	1									1	2
Hessel Bay, Mich.....					1	1		1			3
Isle Marquette, Mich.....					1						1
MacGulpins Point, Mich.....	1										1
Mackinac Island, Mich.....						1					4
McLeod Bay, Mich.....					1		1		1	1	4
Old Fort Mackinac, Mich.....				1	1					3	7
Poe Reef, Mich.....				3			1		1		5
Round Island, Mich.....	1		1		1	1					4
St. Helena Shoal, Mich.....		1									1
St. Martins Bay, Mich.....					1						1
LAKE MICHIGAN.											
Ahnapee, Wis.....				2	1			1		1	5
Antrim, Mich.....							1				1
Baileys Harbor, Wis.....	1	2		1		1			1	1	7
Beaver Island, Mich.....	2	5	5	2	1	1		3	2	1	22
Biddle Point, Mich.....	1										1
Black Lake Harbor, Mich.....							1				1
Calumet, Ill.....				1	1			1		1	4
South of.....			1								1
Cana Island, Wis.....						2					2
Cat Head Point, Mich.....					1			1		1	3
Cedar River, Mich.....				1							1
Centerville, Wis.....								1			1
Charlevoix, Mich.....			1			2	2				5
Chicago Harbor, Ill.....		1	1	2	1	6	3	1	1	1	17
Hyde Park (off).....									1	1	2
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.....				2						2	5
Edgewater, Mich.....				1							1
Elk Rapids, Mich.....				1	1						2
Empire, Mich.....	1	1									2
Evanston, Ill.....	1		2								3
Fishermans Shoals, Wis.....	1			1			1				3
Fort Sheridan, Ill.....		1		1							2
Fox Point, Wis.....	2	1		1		2		1		1	8
Frankfort, Mich.....			2	1	2	2	2		1	1	11
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.....						1		2	1		4
Glen Haven, Mich.....		1									1
Glenn Pier.....									1		1
Good Harbor Bay and Reef, Mich.....					1	1			1		3
Grand Calumet Beach, Ind.....						1					1
Grand Haven, Mich.....		1	1	1	3		4		2		12
Grande Pointe au Sable, Mich.....			1	4					2		9
Grand Traverse Bay, Mich.....		1					1				2
Gravel Island, Wis.....					1			1			2
Gravelly Island (entrance to Green Bay), Mich.....	2										2

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.
	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	
LAKE MICHIGAN—continued.											
Grays Reef, Mich.....	2	6	1	1				1	1		12
Green Bay:											
Bark River (mouth of), Mich.....		1									1
Burnt Bluff, Mich.....								1			1
Cedar River, Mich.....							1		1		2
Chambers Island, Wis.....										1	1
Corona Shoal, Mich.....				1							1
Corsica Shoal, Wis.....				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, Wis.....									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		1	3
Sister Bay, Wis.....								1			1
Sturgeon Bay (entrance to), Wis.....	1						1				3
Whales Back Shoal, Mich.....		1			2			1	3		7
Grosse Pointe, Ill.....											2
Gull Island and Reef, Mich.....		1									1
Hamlin, Mich.....				1	1	1		1			4
Hedge Hog Harbor, Wis.....					1				1		1
High Island, Mich.....				2							2
Highland Park, Ill.....	1										1
Hog Island and Reef, Mich.....								1			1
Holland, Mich.....	4	2	1		1	2	3				14
Jacksonport, Wis.....				2		1	1	1	1		6
Juddville, Wis.....	1										1
Kenosha, Wis.....	3				1		1		1	1	7
Kewaunee, Wis.....								1			1
Lees Pier, Mich.....				1	1		1				3
Leland, Mich.....	1	1				1	1				4
Little Gull Island, Mich.....								1			1
Little Pointe au Sable, Mich.....		1	1						2		2
Little Traverse Bay, Harbor Point											
Ludington, Mich.....	4	1	2	3	1		4		1		16
Manistee, Mich.....	1	4	4	1	1		1			1	13
Manistique, Mich.....				1	1		1	1	1		5
Manitowoc, Wis.....					1	1		1	1		4
Michigan City, Ind.....			1			2					4
Milwaukee, Wis.....	1	1			3	3	2	1	1	3	15
Eight miles south of.....	1										1
Five miles south of.....	1	2			1		2				5
Six miles north of.....	1										1
Muskegon, Mich.....	4	4	3	1	2	1	1				16
Naubinway, Mich.....			1	1	1			3			6
New Mission Point, Mich.....					1						1
North Bay, Wis.....					1	1					2
North Fox Island, Mich.....					2						2
North Manitou Island, Mich.....	4	3	1	1	2	2	5	2	1	2	23
North Point, Wis.....	1	1	2	2		1	2	1		1	11
Otter Creek (mouth of), Mich.....	1										1
Pentwater, Mich.....	1	1		2	2			6	2		14
Pierport, Mich.....	1				1						2
Pilot Island, Wis.....	2	2		1	2			2		1	10
Pine Station, Ind.....						1					1
Plum Island, Wis.....								1		2	3
Pointe aux Barques, Mich.....						1		2			3
Point Betsy, Mich.....	1				1						2
Point Creek, Wis.....							2				2
Portage Bay, Mich.....						1					1
Port Sheldon, Mich.....						1					1
Poverty Island (entrance to Green Bay), Mich.....	1				1	1					4
Pyramid Point, Mich.....							1			1	3
Racine, Wis.....		4	2	1	1	4	2			1	15
Racine or Wind Point, Wis.....			1		2	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.
	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	
LAKE MICHIGAN—continued.											
Racine Reef, Wis.	1	1	3	2	3	2	2	1	...	1	16
Rock Island, Wis. ....	...	...	...	...	...	1	...	...	...	...	1
Rose Shoal, Mich. ....	...	...	...	...	1	...	...	...	...	...	2
Rowleys Bay, Wis. ....	...	...	1	...	...	...	...	...	...	...	1
St. Joseph, Mich. ....	...	...	...	1	2	1	...	3	1	2	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
Senl Choix Point, Mich. ....	...	...	...	...	...	1	1	...	1	...	3
Sheboygan, Wis.	1	...	...	1	...	4	4	...	2	...	12
Seven miles south of. ....	...	1	...	...	...	...	...	...	...	...	1
Six miles north of. ....	...	...	1	...	...	...	...	...	...	...	1
Skilligalee, Mich. ....	...	...	...	...	...	1	...	...	...	...	2
Sleeping Bear Point, Mich. ....	...	3	1	1	1	1	4	...	1	2	14
South Fox Island, Mich. ....	...	...	2	2	2	...	2	...	...	1	9
South Haven, Mich.	5	2	2	2	1	...	4	1	2	3	22
South Manitou Island, Mich.	1	2	1	...	7	2	3	...	...	2	18
Spider Island, Wis. ....	...	...	...	...	...	1	...	...	...	...	1
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	2	6
Two Rivers, Wis. ....	...	...	...	...	2	...	1	1	...	...	4
Vienna Shoal, Mich. ....	...	...	...	...	...	1	...	1	...	...	2
Washington Island, Wis. ....	...	1	1	1	...	...	...	...	1	...	4
Waugoshance Island, Mich. ....	...	...	1	1	...	...	...	...	...	...	2
Whiskey Island Reef, Wis. ....	...	1	...	...	...	...	...	...	...	...	1
White Fish Bay and Point, Wis.	2	...	1	...	...	1	...	3	2	...	9
White River Harbor, Mich. ....	...	4	...	...	...	1	1	1	...	1	8
White Shoals, Mich.	2	...	...	...	...	1	...	...	...	...	3
Whiting, Ind. ....	...	...	...	...	...	1	...	...	...	...	1
Wiggins Point, Mich. ....	...	...	...	...	...	...	...	1	...	...	1
Wilmette, Ill. ....	...	4	...	...	...	...	...	...	...	...	4
Winnetka, Ill. ....	...	1	...	...	...	...	...	...	...	...	1

TABLE 67.—*List of places where American vessels have stranded during the last ten years.*

AT SEA AND IN FOREIGN WATERS.*

Name of place.	Fiscal year ending June 30—										Total.
	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	
Abrolhos Island, Brazil	1	...	...	1	...	...	...	2
Acajutla, San Salvador, Central America	1	...	...	...	...	...	...	...	...	...	1
Accra, west coast of Africa	1	...	...	1
Agiabampo, Mexico	1	...	...	...	...	...	...	...	1	1
Alacran Reef, Gulf of Mexico	1	...	...	...	1	...	...	2
Algoa Bay, Port Elizabeth, South Africa	1	1	2
Altata Harbor, Mexico	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
Arenas Cay, Campeche bay, Mexico	1	1
Arthurs Passage, British Columbia	1
Aspinwall, United States of Colombia	1	...	...	...	...	...	...	...	...	1
Atlas Strait, Malay Archipelago, Java	1	1
Australia (reef east of) Pacific Ocean	1	...	...	...	...	...	...	...	...	...	1
Aves Island, Venezuela, Caribbean Sea	1	...	...	...	...	...	...	...	...	1

* In a few instances the number of stranded vessels in this table does not agree with that reported in the annual report of the previous year, having been increased by wreck reports received since the publication of the last report.

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.
	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	
Azores (Fayal Island).....			1			1					2
Bagdad, Mexico.....								1			1
Bahamas.....	2				1						3
Abaco Island.....	1			1					1		3
Andros Island.....								1			1
Bimini Island.....		1	1	2		2		1			7
Brothers Shoal.....									1		1
Caicos Islands and Reefs.....	2	1			1	1	2	1		1	9
Conception Island.....											1
Diamond Bank.....							1				1
Egg Island.....					1						1
Eleuthera Island.....			1		1						2
Exuma Island.....									1		1
Factory Cay Reef.....									1		1
Fish Cay Bank.....					1						1
Fortune Island.....	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						2
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
Mucaras Reef.....						1		1			2
Ragged Island.....									1		1
Rum Cay.....										1	1
Sandy Cay.....	1			1	1						3
Silver Key Bank.....							1				1
Turks Island.....							2	1	1	1	5
Walkers Cay.....						1					1
Watling Island.....						1				1	2
Bahia, Brazil.....				1				1			2
Bahia Blanca, Argentine Republic, South America.....										1	1
Barbuda Island, British West Indies.....					1				1		2
Batavia, Java, East Indies.....										1	1
Bella Bella, British Columbia.....		1									1
Bermudas.....							1	2		1	4
St. George Island.....	1										1
Billiton Island, Dutch East Indies, China Sea.....		1									1
Bramble Cay Straits, New Guinea.....		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
Cantiles Key, east of the Isle of Pines, West Indies.....	1										1
Cape Breton Island.....						1				1	2
Arichat.....							1				1
Cow Bay.....			1								1
Flint Island.....				1							1
Glace Bay.....						1	1				2
Hawkesbury.....					1						1
Louisburg.....	1		1	1				2			5
Madams Island.....					1						1
St. Esprit Island.....				1							1
Scatary.....						1					1
Sydney.....								1			1
Cape Bruat, Korea.....		1									1
Cape Colony (Strays Bay), Africa.....		1									1
Cape Frio, Brazil.....									1		1
Cape Gracias-à-Dios, Nicaragua, Central America.....			1					1			2
Cape St. Roque, Brazil.....										1	1
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

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.
	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	
Carzonas, Mexico.....				1	1						2
Caspar Strait, Java Sea.....									1		1
Caymans:											
Grand Cayman Island.....	1	1		2							4
Little Cayman Island.....			1								1
Cedar Rapids, St. Lawrence River, Canada.....			1								1
Celebes Islands.....									1		1
Che Foo, China.....					1						1
China Sea.....									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
Cape San Antonio.....	1								1	1	3
Cardenas.....								1			1
Cay San Felipe.....							1				1
Cienfuegos.....	1									1	2
Colorado Reef.....			1	2	1		2	1	1		9
Doce Leguas Keys.....		1									1
Donkey Key.....		1									1
Guanato.....			1								1
Havana.....				1	1						2
Isle of Pines (south of).....				1			1				2
Matanzas (17 miles east of).....					1						1
Sagua la Grande Harbor.....	2			1		1	1			1	6
Salt Key Bank.....		1								1	3
Santiago de Cuba.....						1					1
Diego Ramirez Island, South Pacific Ocean.....											1
Dog Island, Caribbee Isles.....								1			1
Drobak (near), Norway.....	1										1
Dundas Island, British Columbia.....								1			1
Eastern Island, Pacific Ocean.....									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
Finlayson Channel, British Columbia.....										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
Green Island, British Columbia.....									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
Oahu Island.....									1		1
Puna Island.....				1							1
Haiti:											
Aux Cayes.....				1							1
Azilno.....							1				1
Isle la Vache (south of).....				1							1
Jacmel.....					1						1
Jeremie Harbor.....		1									1
Navassa Island.....							1				1
Port au Prince.....	1										1
Herald Island (reef near), Arctic Ocean.....		1									1
Hi Kish Narrows, British Columbia.....										1	1
Hongkong, China.....							1				1
Hudson Bay, Dominion of Canada.....									1		1
Hull, England.....			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.
	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	
Isle of France, or Mauritius				1							1
Jamaica, West Indies:											
Negril Point						1					1
Point Morant										1	1
St. Anns Bay						1					1
Japan:											
Awa								1			1
Hakodadi			1						1	1	3
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
Slucho Ki Hama		1									1
Johnsons Island, 700 miles southwest of Honolulu		1									1
Kootenai 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
Leixoes, Portugal										1	1
Los Todos Santos, Mexico					1						1
Lower California, Mexico										1	1
Liverpool Harbor, England	1										1
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
Magdalena Point, Buenos Ayres, South America			2								2
Malden Island, South Pacific Ocean										1	1
Malin Head, Ireland						1					1
Mannell Lagoon, Lower California						1		1			2
Marshall Islands (Ebon Island), Pacific Ocean	1		1								2
Martinique Islands, West Indies				3				1			4
Moresby Island, Washington Sound, British Columbia			1								1
Nassau Bay, Cape Horn		1	1								2
Natal, Brazil					1						1
Natunas Island, China Sea					1						1
Navidad Bay, Mexico						1					1
New Brunswick:											
Campobello Island	2	1					1	1	2	1	8
Cape Lepreaux, Bay of Fundy				1							1
Grand Manan Island		1		1		1	1			1	5
Green Island									1		1
Musquash, Bay of Fundy				1				1	1		3
Sackville		1									1
St. John			1								1
Newfoundland:											
Baccallen 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					1	3
Port aux Basques					1	1	1				3
Port au Port			1								1
Portugal Cove									1		1
Ramea Island						1					1
St. Marys Bay					1						2
St. Pierre Island (off south coast)		1		1		1		4		1	7

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.
	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	
Nicaragua (coast of).....								1			1
Alargate Reef.....										1	1
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
Beaver Island.....										1	1
Blanche Island.....									1		1
Brier Island.....				1			1				2
Cape Canso.....	1			3			1	1			6
Cape Chignecto.....								1			1
Cape Jack Ledges.....							1				1
Cape Negro.....		1		1						1	3
Cape Sable.....		1		2							3
Cape St. Mary.....			1								1
Centerville.....				1							1
Cheverie.....				1							1
Ellingwood Island.....				1							1
Emerald Island, Shelburne County.....										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
Liscomb Ledges.....										1	1
Little Harbor.....			1								1
Liverpool Harbor.....			1	1		1	1	1			5
Locke Port.....				1							2
Lunenburg.....						1					1
Murder Island.....		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
St. Margarets Bay.....										1	1
Seal Island.....			3								3
Shag Harbor.....						2					2
Shelburne.....		1			1	1	1			1	5
Spencers Island.....								1			1
Trinity Ledge.....							1				1
Two Rivers.....					1						1
Whitehead.....						1					1
Yarmouth.....	2			1				1			4
Old Providence Island, Caribbean Sea.....	1										1
Otterndorf, Germany.....									1		1
Para River (near mouth of), Brazil.....	1										1
Parana River, South America.....							1				1
Paysander, Uruguay.....					1						1
Philippine Islands:											
Alegua.....		1									1
Iloilo.....	2										2
Luzon.....								1			1
Mindoro.....											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 ofIslay, Scotland.....	1										1
Port Hope, Arctic Ocean.....						1					1
Porto Rico, West Indies.....									1		1
Arecibo.....		1									1
Arroyo.....								1			1
Eagle Point.....										1	1
Prince Edward Island:											
Georgetown.....										1	1
Hardys Channel.....		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.
	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	
Prince Edward Island—Continued.											
North Cape						1					1
Quaco						1			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						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		2
Saona Island	1						1	1			3
Silver Bank									1		1
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		2
Somme, France						1					1
Sonderhoe, Germany					1						1
Strait of Sunda, Princes Island								1			1
Tahiti, Society Islands			1								1
Tamatave (reefs near), Madagascar, Indian Ocean						1					1
Tampico, Mexico		1									1
Tela Bay, Honduras			1								1
Tonala Bar, Mexico				1							1
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	2
Bonilla Point					1				1		2
Cape Beale			1		1						1
Nitinat									1		1
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								1		2

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